

SLIDE'S TOLL OF DEATH MAY REACH EIGHTY-FOUR

Awful Harvest of Destruction Reaped by Avalanche at Wellington, Washington.

SIXTY-SEVEN PASSENGERS AND TRAINMEN MISSING

Officials of the Road Declare Belief That All Not Accounted for Were Carried to Death in the Overwhelmed Trains
---Terror of Scenes Renders Refugees Almost Insane---Rescuers Working.

PASSENGERS KNOWN TO BE DEAD

- R. M. BARNHART, Spokane.
- E. L. LEMMAN AND MRS. ADA LEMMAN, his wife, Hunters, Wash.
- JAMES McNEY, Seattle, a well-known attorney.
- MISS NELLIE SHARP, Spokane.
- FRANCES STARRETT AND LILLIAN STARRETT, children, sisters, Chemanus, B. C.
- A. R. VAIL, Trinidad, Wash.

EMPLOYEES KNOWN TO BE DEAD

- TRAINMASTER A. R. BLACKBURN.
- ENGINEER J. O. CARROLL.
- BRAKEMAN WILLIAM DORETY.
- BRAKEMAN A. R. DUPY.
- BRAKEMAN CHARLES JENISON.
- BRAKEMAN J. KELLY.
- A. E. LONGCOY, secretary to Superintendent O'Neill.
- ENGINEER T. L. OSBORNE.
- LEWIS WALKER, cook on Superintendent O'Neill's car, all of Everett.

Seattle, March 2.—The following list of missing and injured in the Wellington avalanche has been given out at the local offices of the Great Northern railroad:

Passengers missing:
Mr. and Mrs. G. L. Beck, Pleasanton, Cal., and three children, Emma, Marion and baby; John Berk; R. H. Bethel, civil engineer, Seattle, well known in New York and Cuba; Ernesto Binatoe, Portland, Ore.; A. Bodes, Moberly, Ont.; J. Brockman, Waterville, Wash.; Patrick Bruce, Burlington, Wash.; H. D. Chamirel, Vancouver, B. C.; Nick Ciel, Burlington, Wash.; Alex. Chisholm, Rossland, B. C.; Sol Cohen, Everett, Wash.; Mrs. Anna Covington, Olympia, Wash.; George F. Davis, Seattle; Milla Ell, Seattle; C. S. Elling, Seattle; I. Fisher, Rossland, B. C.; Golord Gatt, Burlington, Wash.; Mike Goghelm, Burlington, Wash.; Joe Guimanesi, Burlington, Wash.; Luigi Guimanesi, Burlington, Wash.; George Heron, Seattle; Mrs. L. M. Latsch, Seattle; John Mackie, Seattle; A. G. Miller, real estate dealer, Seattle; Bert Mathews, Cincinnati; F. M. May, Chemanus, B. C.; James Monroe, Seattle; Miss Katherine O'Reilly, Spokane; R. G. Thompson, Vancouver, B. C.; Rev. J. M. Thompson, Presbyterian clergyman, Ashland, Ohio; John T. Tait, Burlington, Wash.; A. B. Vasil, Seattle.

Passengers rescued; none seriously injured:

Ray L. Forsyth, Monroe, Wash.; John Gray, Nooksack, Wash.; Baby Gray, Nooksack, Wash.; Mrs. William May, Chemanus, B. C.; Mrs. Starrett, Chemanus, B. C.; Raymond Starrett, Chemanus, B. C.; R. M. Vail, Everett, Wash.; H. H. White, Seattle.

Employees injured:
Porter Lucius Anderson, Fireman Samuel A. Bates, Trainmaster Willard Harrington, Mail Clerk A. L. Housel, Spokane; Fireman J. D. Kerlee, Fireman George Nelson, Brakeman Ross Phillips, Porter Walter Smith, Engineer D. Tegmeyer, Conductor A. O. White.

The train employees all lived in Everett.

Employees missing:
Express Messenger Beagle, Fireman Bennington, Trainmaster A. R. Blackburn, Mail Clerk Richard C. Bogart, Conductor Campbell, Express Messenger H. J. Diehl, Spokane; L. A. Due, Porter Duncan, Mail Clerk John Fox, Fireman Dan C. Gilman, Mail Clerk George Hofer, Engineer J. F. Jarnagh, Brakeman Jewels, Fireman Jenks, Fireman Jones, Brakeman Kenzel, Conductor Ed Lindsey, Brakeman MacDonald, Engineer Frank Martin, Conductor Parzybok and his brakeman, Conductor J. L. Pettit, Brakeman W. E. Raycroft, Brakeman Strawmyer, Hiram Toulsee, Spokane; Mail Clerk John Tucker, two unknown mail weighers, Stenographer, car A10; porter, car A16.

Big Death List.

Everett, Wash., March 2.—The Great Northern railroad tonight gave out a list of the known dead, missing and rescued in the avalanche at Wellington, from which it appears possible that the total number of dead may reach 84. Eight passengers and nine railroad employees are known to be dead and 38 passengers and 29 railroad employees are missing.

A comprehensive story of the extent of the disaster and the circumstances attending it has not been obtained. Several men have arrived at Scenic

Hot Springs from Wellington, but they were hysterical from the horror of the avalanche and the perils of their descent of the mountain and were unable to describe the scene at the summit and the work of recovering the bodies of the dead.

While some of the missing may be found alive, the fate of the majority, railroad men believe, has been death. Many of the missing are laborers who were at work trying to clear the track. All of the injured have been carried for at Wellington, owing to the difficulty in getting them 12 miles down the slide-slope to a point where trains can reach them. The rescue party that left here on last night's special did not reach Wellington until noon today. While there is no official information on the point, it is understood at the local office that train No. 25 was not kept in the tunnel because of the pleas of the passengers who feared being blockaded there with the resulting risk of suffering suffocation.

Still Buried.

The passenger coaches are still completely buried. The day coach and smoker have already disappeared, being literally smashed to pieces. One woman was rescued from the Pullman after 12 hours' imprisonment. Brakeman Duncan and Conductors Purcell and Clary, who were in a car that was reduced to splinters, escaped with slight bruises and in bare feet did heroic rescue work. The physicians who accompanied the relief trains report that all the injured are doing well, and it is believed will recover. There are rescuers enough to take care of those needing assistance and an abundance of provisions. Rotaries are working from both directions, making good progress and doing everything possible to clear the track.

Direct News.

The first news directly from the scene of the disaster was received here tonight when Dr. Cox, one of the Great Northern physicians who went up on the first relief train returned from Wellington, accompanied by three of the survivors, Ray Forsyth, R. M. Lavelle, and Fireman S. A. Bates. Dr. Cox says that none of the injured is in a critical condition. Many of the injured were only slightly hurt. When the party left Wellington 48 were in the hospital in charge of Dr. Rockwell.

Forsyth and Bates estimate that not more than 20 of the 110 people who were carried into the canyon by the avalanche escaped serious injury. Eleven passenger cars, three locomotives, four electric motors, one rotary snowplow, the rotary shed and the sandhouse were swept away by the slide.

A member of the first relief party who returned to Everett tonight said that when he reached the scene all the cars were completely buried. Much of the wreckage was covered by 40 feet of snow, and all that could be seen was one partly buried electric motor, two locomotives and the wreckage of the rotary.

All that could be seen of the coaches was a steel pipe sticking out of the snow, where a Pullman car was twisted around a stump, and a certain that lay on top.

Lifted From Track.

Ray Forsyth, one of the injured passengers, was in a car in which there were five women and seven children. Three women and two children escaped, but the others undoubtedly have perished. In telling of the experience Forsyth said that it seemed

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WILL CALL GENERAL STRIKE AT MIDNIGHT NEXT FRIDAY



Mounted policemen dispersing the crowd of strikers and a group of workers pulling the motorcar off one of the cars before the car was demolished.

Philadelphia, March 2.—A universal strike of union workers and their sympathizers to begin at midnight Friday was proclaimed by the Central Labor union of Philadelphia and vicinity tonight. The strike leaders declare that 10,000 men will stop work at that hour if the rapid transit company does not in the meantime consent to arbitrate its differences with the striking car men.

The meeting at which the strike order was promulgated was largely attended and the sentiment was apparently unanimous in favor of a general strike. Telegrams were read from the Chicago and San Francisco federations of labor pledging their moral and financial support. Resolutions were adopted condemning the attitude of the traction company. The council was called upon to insist that Mayor Reubyn may not serve on an arbitration committee.

In a proclamation addressed to the trades unions of Philadelphia and their sympathizers the grievances of the car men were recited in detail. "In the ranks of organized labor," the document proceeds, "an injury to

one is the concern of all. The capitalists and the small group of self-seeking politicians in control of the Philadelphia Rapid Transit company are part of the larger group of capitalists and trust owners who hope to crush all organized labor by attacking and defeating it, one group at a time. "Therefore, it is hereby proclaimed that the time for action has arrived. All union workers and their sympathizers, for the assistance of the union street car employees and for the ultimate protection of all union employees and the working class, will cease work on Friday, March 4, at 12 o'clock midnight, whether or not that is their

regular stopping time and remain on strike until further notice from their accredited representatives." A committee was appointed to wait upon the select and common councils tomorrow afternoon. Stage hands employed in the theaters and other amusement places in this city today notified their employers that if the Rapid Transit company and employees have not reached an agreement before Saturday the stage hands would quit work. Mayor Reubyn said today that he would continue to refuse to be a party to any arbitration proceedings even if it caused him to break with the republican organization.

POSTAL BANK BILL MAY BE SENT BACK

MEASURE MAY BE REFERRED TO POSTOFFICE COMMITTEE AGAIN BY SENATE.

Washington, March 2.—The administration postal savings bill may be referred back to the postoffice committee tomorrow, when the time comes for a vote on that measure by the senate. Senator Heyburn of Idaho so intimated in a speech in the senate today on his substitute for the pending bill. Whether he would offer the substitute, he said, would depend upon developments tomorrow.

"I have heard many expressions of dissatisfaction with the legislation as it stands," he said. "A number of senators have indicated a desire that the bill be recommitted, that it may have further consideration before we commit ourselves irretrievably to the policy of a postal savings system."

He added that the republican party was under no pledge to pass a savings bank law at the very beginning of the Taft administration. There still would be time for consideration if the bill should go back to the committee.

Mr. Heyburn's speech was followed by a sharp clash between himself and Senator Carter, in charge of the bill. He had begun by suggesting a change of title and Mr. Carter charged him with trying to change the constitutional character of the bill by altering the title.

Mr. Heyburn replied, somewhat vehemently that he had made no such charge, and Mr. Carter undertook to show him that he had done so. While the Montana senator was speaking, Mr. Heyburn sought to interrupt. Mr. Carter declined to yield.

"I should think he would decline, after such a speech as he has made," declared the Idaho senator, and started out of the chamber.

"And I," retorted the Montana senator, "would think that the senator would leave the room, after such a speech as he has made."

Mr. Carter declared the Heyburn substitute ridiculous, and said that Mr. Heyburn had offered it to present something different, rather than to present something better.

Mr. Heyburn's measure provides for a postal savings bank at the capital city of each state, and proceeds upon the theory that a government savings system is constitutionally permissible only under the borrowing clause of the constitution.

Defending the constitutionality of the Carter bill, Mr. Bradley said that those who were attacking it were in the "right of rebellion party."

Taft AUTHORIZES FUNDS ARE RAISED CHANGE OF DATE FOR SLIDE VICTIMS

FORMALLY POSTPONES DATE OF FILING ON FLATHEAD LANDS TO MAY 2.

Washington, D. C., March 2.—(Special.)—President Taft has officially changed the date of the opening of entries upon Flathead lands from April 1 to May 2, next, in accordance with the recommendation of Judge Witten of the general land office, who found that the preliminary work necessary to the opening could not be completed before the former date.

There are about 1,600 homestead units which can be irrigated from government irrigation works and which have been designated as subject to entry. One reason for postponing the opening date of filing was to get these units ready for entry.

These lands have been divided and assigned to the Missoula and Kalispell districts and to give applicants the privilege of choosing from both districts each person holding a number entitling him to file on lands, will be notified of the exact date when he may go to Kalispell and to Missoula and make his selection of lands in either district that he may choose.

People selecting lands will be given 10 days from the date of selection in which to examine the tract selected, and if it is found that the property is not satisfactory, the entryman will not be required to make entry upon it, but he will lose the right of preference of his number if he rejects his selection.

TWO MEN ARE DEAD AND CARS ARE BURNED

Spokane, March 2.—Advices from Milan, where the eastbound Oriental limited, the fastest train on the Great Northern, was wrecked today, state that the two men killed were Fireman Edward Miller of Hilliard and a tramp. One passenger suffered a broken leg and two others were scalded. Four cars were destroyed by fire. The baggage and mail cars were among these and all the mail was destroyed except two registered pouches.

FUNDS ARE RAISED FOR SLIDE VICTIMS

RELIEF COMMITTEES IN WALLACE SECURE LIBERAL CONTRIBUTIONS FROM ALL.

Wallace, March 2.—(Special.)—Relief committees have been organized in Wallace and already several thousand dollars has been raised by them to be used in relieving the needs of the sufferers from the snowslides at Burke and Mace. The business men and residents of Wallace and the mining companies are responding most liberally to the call for assistance for those left without homes and the other necessities of life and there is every assurance that none will go without food and shelter until such time as normal conditions are restored in the slideswept canyon.

Among the larger donations to the relief fund are \$1,000 from the Federal Mining company; \$500 from the Bunker Hill & Sullivan company and \$100 each from three banks and two other business firms. Everyone approached by the relief committees has contributed most liberally.

Conditions in the canyon are about as they were last night. The railroad companies are at work endeavoring to open the tracks to Mace and Burke, but the work is necessarily slow and it will be several days before it will be possible to get a train over the roads. How long it will take to clear away the snow and debris from the wrecked portions of Mace and Burke is a matter of conjecture.

Today news was received of a slide at the property of the Four Timber mine, which demolished the blacksmith shop and buried two workmen. The men, B. R. Creedon and William Shannon were at work in the shop when the slide struck it. Both were buried in the wreckage, but Creedon managed to dig himself free and escaped without any injuries. He found that his companion had been pinned under timbers of the shop but managed to dig him out just in time to save his life.

OPEN BY JUNE.

Los Angeles, Cal., March 2.—It was announced at the offices of the San Pedro & Los Angeles railroad today that the line would be open to transcontinental traffic by June 1, by means of a temporary track through Meadow valley, in Nevada, where 80 miles of roadbed was washed out two months ago. A permanent roadbed will be built later over the same route.

FLOODS SPREAD DAMAGE THROUGHOUT NORTHWEST

Railroad Traffic Practically Paralyzed by Washouts and Big Blockades of Snow.

CONDITIONS IN WASHINGTON AND OREGON SERIOUS

The Worst Floods in Twenty Years Are Now Being Experienced in the Valleys of Washington---All Rivers on the Rampage---Hundreds of Passengers Are Marooned on Stalled Passenger Trains.

Seattle, March 2.—Eighteen feet of snow on the west slope of the Cascades and eight feet on the east slope is being changed into water by a warm wind from the sea. The rivers cannot carry away the deluge, and the Washington valleys are overflowed, railroads compelled to suspend business and bridges washed away by the most widespread flood in 20 years. With railroad communication to Portland cut off by washouts, Seattle today had only one direct railroad outlet to the east, by the Northern Pacific main line. That outlet, however, may be closed at any time by the turbulent Green river, which is already threatening the Northern Pacific tracks.

Thus far the financial loss by the flood has been small and the discomfort of the evicted dwellers along the swollen streams is less than in former overflows. There is no storm in sight and continuance of the present mild, cloudy weather with occasional showers and high temperature in the mountains, is predicted. A change to freezing in the Cascades would soon end the floods. The water will continue to rise tonight and tomorrow, the weather bureau predicts.

Road Helpless.

Ogden, Utah, March 2.—With hundreds of passengers marooned here and the arrival of trains bringing hundreds of travelers, including many colonists who left eastern points a day or two ago, the Southern Pacific railroad is more helpless tonight than at any time in its history. Not a train has left for the west during the past 24 hours and floods in the Humboldt valley where the river has changed its course are so overwhelming, according to advices received at local headquarters today, that it will require at least a week, and possibly 10 days before traffic can be even partially restored.

If satisfactory reports are received from Nampa, Idaho, and the Shasta route, an effort will be made to relieve congestion by detouring passengers over the Oregon Short Line, via Portland, Ore. The latter road, in meeting with great difficulty, and is unable to care for its own traffic while officials admit that this solution may not prove feasible for two or three days.

Southern Pacific train No. 9, carrying tons of mail, which left Tuesday for the west, will be returned from Nevada. Other passenger trains which were sent out from here will be returned to Ogden where the Southern Pacific road maintains a hotel at which passengers are being accommodated.

Swells Number.

The Union Pacific continues to operate trains from and to the east and each arrival swells the number of marooned westbound passengers. Local officials tonight would not attempt an estimate of the damage, but declare that the total will exceed the highest figure of any similar disaster in the history of this region, with the possible exception of the recent Meadow Valley washout of the San Pedro line. The special train carrying the Chicago White Sox baseball team will be held here a week. President Charles A. Coniskey today decided to begin spring practice immediately and engaged gymnasiums for indoor work and local baseball parks for outdoor training. Thirty-six players began preparations for the playing season this afternoon. They will continue training every day of their enforced stay here. It is practically certain that revision of the playing schedule for California cities will be necessary.

Clearing Tracks.

San Francisco, March 2.—Information received by the local offices of the Southern Pacific late today indicate that the tieup of overland trains in Nevada will not be as protracted as earlier reports presaged. Vice President and General Manager E. E. Calvin of the Southern Pacific, on his way home from New York was on one of the trains tied up at Eiko, Nev., and has assumed personal direction of the forces which are clearing the way.

Word from Mr. Calvin received here this afternoon has led to the abandonment of the plan to route overland trains over the Shasta line via Portland, Ore. Assistant General Manager W. R. Scott maintains that the Nevada line will be cleared in such a short time that re-routing overland trains will be unnecessary. Should such a step prove advisable, however, the Shasta route will continue to be available as there is little or no snow along that line.

The Last Two.

The last two trains that can arrive over Southern Pacific overland routes until repairs are made came in this afternoon, 24 hours late with the eastern mails and passengers. These trains barely escaped the worst washouts and were able to work slowly through. The Southern Pacific officials here confess they do not know

how many passenger trains are tied up between Reno and Ogden. Telegraphic communication by this route was lost today and wires east are now routed via Los Angeles and the Santa Fe. There were eight passenger trains stalled at Winnemucca, Nev., yesterday, half a dozen at Inlay and as many more at Golconda. These are small stations on the desert and the passengers are amusing themselves with impromptu dances and other pastimes.

Streets Flooded.

Kalispell, March 2.—(Special.)—Through train service has been abandoned here, no trains having gone through for four days, and the snow-bound passenger trains in the mountains were backed up to Great Falls and routed west over the Northern Pacific. Additional crews have been sent to the scenes of the slides, but the warm weather nearly neutralizes their work as slides come down faster than they can be cleared. There is a local service from here to Sandpoint and mail once a day. How long this condition will continue cannot be determined. The streets are flooded and cellars are filling, but otherwise there is no damage from the water.

Flood Stage.

Pendleton, Ore., March 2.—The Umatilla river has reached the flood stage, but little damage is anticipated beyond the demoralization of railroad traffic.

Rising Rapidly.

Portland, Ore., March 2.—Both the Willamette and Columbia rivers are rising steadily, the former having reached the lower docks at this point. Railroad schedules have been abandoned and the railroad situation is the worst in 20 years.

Swept by Floods.

Boise, March 2.—The valleys of Idaho, from the headwaters of the Snake river to the Oregon line and from the Owyhee to the stricken Coeur d'Alene district, are being swept today by the most disastrous floods in the history of the state. All tributaries of the Snake are torrents and the river itself is higher than ever before.

Fear is expressed for the safety of the large irrigation dams at Minidoka and Milner.

All railroad traffic is at a standstill and the passengers of six transcontinental trains are marooned at various points along the Oregon Short Line. Large sections of track have been washed out, and it may be several days before trains can be moved. Meanwhile Boise and other cities of western Idaho will be deprived of mail service. Two laborers were drowned at King Hill last night while attempting to save the suspension bridge over the Snake river.

The situation at Caldwell and Nampa today is much improved, the waters of Indian creek having receded. However, both towns are left in a sorry plight. The greatest damage in southern Idaho has been to irrigation canals, especially those under course of construction.

City is Flooded.

Tacoma, Wash., March 2.—A special from Centralia, Wash., says: All the business section of this city is inundated by about three feet of water, caused by the overflow of China creek. The floods are the worst experienced in this city for 20 years.

A landslide on each side of Centralia has blocked trains from both directions. All the country between here and Chehalis is a sheet of water. The northern section of Centralia is suffering the worst damage. There is about four feet of water in the basement of the Union Loan & Trust company's building. The Skookum river is receding, but this has not affected the overflow which comes from China creek.

BODY IS REMOVED.

Primero, Colo., March 2.—The body of the 70th victim of the Primero mine disaster was removed from the mine late today. The body was identified as that of John Kosernick, an Austrian tracklayer. There are at least seven more bodies in the mine which have not been recovered.

OPPOSE STRIKE.

Laramie, Wyo., March 2.—Firemen on the Wyoming division of the Union Pacific railroad west of Cheyenne have voted against the proposed strike. Although the vote east of the city was in favor of the strike, railroad officials believe the majority will be against going out.