

WATER RISING THROUGHOUT DISTRICT

NEARLY ALL RIVERS IN WASHINGTON HAVE OVERFLOWED THEIR BANKS.

COUNTRY IS GREAT LAKE

Flood Conditions Are Reported From Almost all Sections of the Northwest and the Warm Weather Threatens to Make the Situation Still Worse—Trains Have Much Trouble.

Seattle, March 3.—Most of the rivers of western Washington overflowed their banks today, and the water continues to rise, high temperatures melting the mountain snow. The weather forecast is for warm weather throughout the state of Washington and light rain for Puget sound.

All the lowlands between Seattle and Tacoma are submerged, making an inland sea miles in extent. The lines of the White, Black and Duwamish rivers are lost in the smooth sea that covers the land. The flood came so gradually that no loss of life or cattle occurred. The ground has been like a soaked sponge for more than a week and depressions were already filled with surface water when the swollen streams slowly lapped over their banks. Currents formed through the already inundated country when the rivers broke from the channels and the water crawled up inch by inch, until the valleys were vast seas linked together. Many farmers have moved into the upper floors of their houses and go about their business in boats. In Lewis county and along the Chehalis river all the way to Gray's harbor similar conditions prevail.

The Northern Pacific is having trouble in keeping its line open on the west slope of the Cascades. Green river below is raising a torrent. The Northern Pacific does not speak hopefully of the prospect of maintaining the service to Portland. The rainfall has been very heavy in Cedar river valley, threatening to cut off Seattle's water supply. The Milwaukee railroad, which by turning the course of Cedar river, endangered the city aqueduct, is making a hard fight to control the river.

Water Recedes.

Coffax, Wash., March 3.—The flood waters of the Palouse river have receded five feet since noon yesterday and the recession reveals even worse conditions than first reported. The business section of the city is in awful condition. Foundations of some buildings have been undermined to such an extent that extensive repairs will be necessary; mud covers the streets in some places to a depth of several feet, and the floors of some of the principal stores and warehouses are thickly covered with a silty ooze.

The streets are in a deplorable condition, and it will take many thousands of dollars to restore them. In a number of places sewers collapsed and will have to be rebuilt. Some sections of the city are without water, but this condition is expected to be remedied in a day or two. In the meantime provision has been made for supplying all with fresh water by means of water carts, which will deliver water to consumers as required. A survey of the city today indicates that the loss will exceed yesterday's estimates. Good & Co., contractors, estimate the loss within the city limits at from \$250,000 to \$300,000, while the loss in the outlying country, principally to the railroad, will perhaps exceed that amount. The Oregon Railroad & Navigation company is in a deplorable condition between this city and Portland, and it may be several weeks before that portion of the road will be restored to normal condition.

Famine Relieved.

The fuel famine was relieved today in a slight degree by the gift of a carload of coal to the city by Superintendent M. J. Buckley, of the O. R. & N., who is in the city superintending repairs to his road. The fuel is being doled out in small quantities to those to whom it is an absolute necessity. In response to a message from Mayor Lippitt of this city, Mayor Pratt of Spokane shipped a carload of provisions to Coffax, but it is stated beyond Tekoa by washouts and it is not definitely known when it will get through. Superintendent Buckley has a big repair gang at work and hopes that the line can be cleared by tomorrow.

In the meantime the people of Garfield have sent part of a carload of provisions.

There are estimated to be 400 persons in Coffax dependent upon the hospitality of the residents of the town. Those included transients and persons whose own homes have been destroyed or who have been driven out by the high water. The mayor has had sworn in many special policemen who are patrolling every section of the town. People are not permitted on the streets after nightfall.

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TAKE NO STEP TO SETTLE STRIKE

SELECT AND COMMON COUNCILS OF PHILADELPHIA IGNORE SITUATION.

MAYOR SENDS MESSAGE

Reviews the Matter in Detail and Suggests That it is not For the Executive or Legislative Branch of the City Government to Interfere in Any Way in the Car Trouble Crisis.

Philadelphia, March 3.—The first step toward settling the differences between the striking street car men and the Philadelphia Rapid Transit company under the authority of the courts and thus preventing the impending sympathetic strike, was taken tonight by the car men. An attorney representing the Amalgamated Association of Street & Electric Railway Employees wrote to President Kneger of the Rapid Transit company, asking that he join in an application for the appointment of a board of arbitration to decide the differences between the strikers and the transit company. A reply is requested by noon tomorrow.

Philadelphia, March 3.—For the first time in five years the citizens of Philadelphia were excluded from the sessions of the select and common councils. A big crowd had gathered on the floor of the city hall, but policemen kept all save a few privileged persons outside. The strike practically was ignored by both bodies. A message from Mayor Reyburn reviewed the situation briefly in these words:

"It is not the city's duty, nor yours or mine, to interfere between the Philadelphia Rapid Transit company and its employees. The courts of law are available for the redress of any real grievance which either may have. No reason exists, nor can exist, in proper cases, why they and all other disputants should not submit their differences to the courts or adjust their disputes between themselves. It is of the utmost importance, however, for the good name of our city and for the safety of its citizens that no step should be taken by your honorable bodies or by any others which would undo or in any way or manner interfere with that which has already been done or lead any person to believe that he can, by the aid of the machinery of the executive or legislative branches of the municipal government, enforce any demand not cognizable in the courts or voluntarily adjustable between the parties.

Is Useless. "Any attempt, however honest it may be, which tends to draw away from the parties themselves or from the judiciary, the determination of disputes, which under the constitution and laws of the commonwealth are entrusted to them, necessarily weakens and impairs our form of government and in the present case cannot but tend to prolong the agitation. I confidently believe by the continuance of present peaceful conditions that full service by the company will soon be restored. In bringing about peace and order I rely on the co-operation and aid of the councils and the present lawabiding citizens."

That the councils were in entire accord with the views of the mayor was made evident by the absence of action or discussion on the crises. A resolution from the Central Labor union, signed by John J. Murphy, the president, requesting arbitration, was introduced and referred to the law committee.

In the select council Thomas McFarland attempted to present another resolution, but President Haslett refused to recognize him.

A Call. This resolution satirically called upon "our peerless leader, Contractor James P. McNicol, who is now sojourning in sunny Florida, under the sheltering palms, in company with certain influential republican and democrat members of the council and the founders of the workmen's league party, immediately to return and issue the necessary orders to Reyburn and Clay to change their belligerent attitude."

Director of Public Safety Clay today wrote to the president of the Builders' exchange, declaring that all building materials, near places under course of construction, be moved from the streets by tomorrow night. This is to prevent riotous persons from securing missiles.

The director also issued an official notice to industrial establishments calling attention to the "duty of preventing the streets from being filled with great crowds, which may be influenced to acts of disorder and lawlessness by irresponsible persons."

LIST OF SLIDE'S VICTIMS GROWING STEADILY LARGER AS RESCUE WORK PROCEEDS

Eighty-Six Passengers and Trainmen Are Known to Be Dead and Missing and From Twenty to Thirty Laborers Are Not Accounted for--All of Them Are Supposed to Have Perished.

KNOWN DEAD AND MISSING

Everett, Wash., March 3.—Following is a revised list of the 86 persons dead and missing at Wellington. It does not include any of the laborers, who were working to open the track. Probably there were 20 of these.

- R. M. BRANHART, Spokane. MR. AND MRS. G. L. BECK, Pleasanton, Cal., and three children, Emma, Marion and baby. JOHN BERK. R. H. BETHEL, Seattle. ERNEST O. BINATOLE, Portland, Ore. A. BOLES, Maberly, Ont. J. BROCKMAN, Waterville, Wash. PATRICK BRUE, Burlington, Wash. H. D. CHANTRELL, Vancouver, B. C. NICK CICI, Burlington, Wash. SOL COHEN, Everett. MRS. ANNA COVINGTON, Olympia, Wash. GEORGE F. DAVIS, Seattle and 3-year-old daughter Thelma. GUS EBERT, Seattle. MILO ELL, Seattle. C. S. ELTINGE, Seattle. I. FISHER, Rosland, B. C. GOLORD GAT, Burlington, Wash. MIKE GOGHELM, Burlington, Wash. LUIGI GUIMMANESTI, Burlington, Wash. JOE GUIMMANESTI, Burlington, Wash. GEORGE HERRON, Seattle. MRS. L. M. LATTSCH, Seattle. EDGAR LEMMAN, Hunters, Wash. MRS. IDA LEMMAN, Hunters, Wash. JOHN MACKIE, Seattle. A. G. MAHLER, Seattle. JAMES MCNENY, Seattle. BERT MATTHEWS, Cincinnati, Ohio. WILLIAM MAY, Chemoimus, B. C. JAMES MONROE, Seattle. MISS KATHERINE O'REILLY, Spokane. MISS NELLIE SHARP, Spokane. FRANCIS STARRETT, LILLIAN STARRETT, sister of Francis Starrett, Chemoimus, B. C. REV. J. M. THOMPSON, Bellingham, Wash. R. G. THOMPSON, Vancouver, B. C. JOHN TIST, Burlington, Wash. E. W. TOPPING, Ashland, Ohio. A. R. VAIL, Trinidad, Wash. SOTERNI B. VASLI, Seattle.

RAILROAD AND POSTAL EMPLOYEES DEAD AND MISSING

Mail Clerk Lee J. Aherns, Express Messenger A. Beagle, Fireman Ed Bennington, Trainmaster A. R. Blackburn, Mail Clerk Fred Bohn, Mail Clerk Richard C. Bogart, Conductor Ed Campbell, Engineer J. O. Carroll, Express Messenger H. J. Diehl, Brakeman William Dorey, Porter Duncan, Brakeman A. R. Duppy, Mail Clerk John Fox, Fireman Dan C. Gilman, Brakeman Nat Gilmore, Mail Clerk George Hoefler, Engineer J. F. Jarnagin, Brakeman Charles Jennison, Fireman G. R. Jenks, Brakeman Jewels, Fireman Sidney Jones, Brakeman K. Kelley, Brakeman William Kinsell, Mail Clerk Charles Ladue, Conductor Ed Lindsey, A. E. Longcoy, secretary to Superintendent O'Neill, Brakeman August MacDonald, Engineer Frank Martin, Engineer T. L. Osborne, Conductor J. Hazybok, Conductor J. L. Pettit, Brakeman W. E. Rayeroff, Brakeman A. Strohmair, Mail Clerk Hiram Towsley, Mail Clerk John C. Tucker, Lewis Walker, Cook on Superintendent O'Neill's car; Stenographer Car A-16, Porter A-16, Brakeman William E. Bovel.

Wellington, Wash., March 3.—A list of passengers, trainmen and postal employees who were carried down by the avalanche that destroyed two Great Northern trains Tuesday morning and who are dead or missing, contains 86 names. Statements of the number of laborers engaged in fighting the snow and sleeping on the ill-fated trains varies from 20 to 30. Consequently an estimate of 100 dead seems conservative. No one who has looked at the wreckage has the slightest hope of finding any of the missing people alive. The explorations have uncovered only dead, and some of these shockingly mangled. An avalanche of dry snow might have covered its victims alive, but the gorge at Wellington is packed tight with wet snow, ice, huge trees and glacial boulders of enormous weight.

Packing Supplies. Two of the bodies recovered today were those of electricians who were living in a cabin at the edge of Wellington and who were carried with their home 300 feet down the slope. All day a stream of men with packs strapped to their backs wound up the mountain path from Skykomish to Seenie and Wellington, reminding Alaskans of the caravans that crossed the Chilcot trail in Klondike days. The men carried food and supplies for the injured and some went up to dig for the bodies of friends or relatives. A few were sightseers, and these were told that they were not wanted. A laborer was caught taking trinkets from a dead woman's body and was compelled to start down the trail at once. One hundred and fifty men dug for bodies in the avalanche debris today. Among the bodies found today were those of former Prosecuting Attorney R. M. Barnhart of Spokane; Conductor J. L. Pettit, who, after a trip on foot to Skykomish went back to his post of peril, and Mrs. M. A. Covington of Olympia, who left Spokane to celebrate in Seattle today her golden wedding anniversary.

Bodies Scattered. If the searchers locate the Pullman cars intact in the snow they may tally out many bodies in a short time, but it is likely that the dead are strewn all through acres of debris. At the present rate of progress it would require weeks to recover all the bodies. After the track is open engines and tackle will lift the huge trees and boulders. There are no coffins at Wellington, and the dead, wrapped in blankets, lie on the snow, well preserved. Snow plows and wrecking trains working eastward from Skykomish made good progress today. The weather is warm and favorable to caving of wet hillsides. Superintendent O'Neill of the Great Northern today said he expected the railroad to be in operation about April 1.

The Great Northern's costly experience with snow in the Cascades this winter has caused renewal of discussion of the project of building a tunnel at a level 1,000 feet lower than

the present one and whose west portal would be at Seenie Hot Springs. The tunnel was figured out years ago and passed upon as feasible by European engineers.

Fellow Stains. Workers searching for bodies frequently find victims by following bloodstains through the snow. The melting snow has carried the stains from the mangled bodies down to the stream at the bottom of the gulch. Men with shovels, upon finding one of these crimson leads, start at the edge of the stream and tunnel through the snow until they come to the body of a victim. The snow is packed like cement and the bodies that were not mangled by the wreckage of the cars were horribly crushed by the weight of the icy mass.

It is feared that many of the bodies will never be recovered. The warm weather and rains of the last three days have turned the little mountain stream that flows through the canyon into a raging torrent and the water is fast undermining the snow which was carried far out across the bottom of the gorge. It is believed that many

WEARING GUNNY SACKS MEN FLEE FROM SNOWSLIDES

Wallace, March 3.—(Special.)—After working 14 hours to free themselves from a snowslide which buried their shack while they were asleep, William Cliff and Patrick Dooling, employes at the Chipmunk mine, walked a mile in their bare feet to another mining property in search of clothes, and being unable to find any were forced to clothe themselves in gunny sacks and walk into Mullan for relief.

The two men were caught in the slide while asleep and buried to a depth of several feet. For 14 hours they worked to free themselves from the wreckage of their cabin and the mountain of snow piled upon it. They got out without clothes, save the underclothing in which they were sleeping, and with no shoes to put upon their feet. Their cabin had been so badly wrecked that they were unable to find anything to protect themselves against the cold and snow and were forced to walk to the camp of the Copper Mountain Mining company. This place had been deserted and the refugees were unable to find anything in the shape of clothes. Taking some gunny sacks they wound these about their feet and bodies and walked to Mullan, where they are being cared for. Both men are badly bruised and are suffering from the effects of exposure to the elements.

bodies were carried clear across the gulch and buried under 40 feet of snow.

Blizzard Raging. As the stream rises and the water undermines the debris, there is danger of the bodies dropping into the river and being carried away by the swift current. The rain which has been falling for three days turned into snow tonight and a fearful blizzard is raging. The addition of new snow to the covering that lies 18 feet deep on the mountain sides increases the danger of more slides, and adds to the peril of the rescuers who are laboring night and day at the task of removing the bodies of the dead.

Owing to the fact that foreign laborers attempted to loot bodies, Superintendent O'Neill has sent all of them from the camp and only is employing American workmen.

Eight Meet Death.

Washington, March 3.—Eight out of nine employes of the railway postal service who were aboard the Great Northern mail train that was swept into a canyon near Wellington, Wash., on March 1, lost their lives, and the ninth was injured seriously. Telegrams to the postoffice department indicate the deaths of Clerks John D. Fox, Richard B. Bogart, John C. Tucker, Substitutes Hiram Towstoe, Charles S. Ladue, Mail Weighers Fred J. Bohn and Leo A. Ahern.

A statement issued by the railway mail service says the train left St. Paul at 8:15 a. m. February 21. Mail from Seattle, Tacoma and other points in the state of Washington, west of the Cascade tunnel, originating in New York, Washington and other eastern points, February 19, and in Chicago, February 20, was probably on this train. Other mails involved were those for Alaska and for Vancouver and Victoria, B. C.

Ten Found Alive.

Seattle, March 3.—A special to the Post-Intelligencer from Everett says: One car at the Wellington slide has been excavated and 10 persons were found in it alive. The report last night that A. R. Blackburn's body was lost in another slide is denied tonight. Blackburn and Superintendent O'Neill's private secretary were both in the superintendent's car when it went over the ledge. The car has not been found, and there is a faint hope that the occupants may be alive. One man entombed 60 hours has been dug from the snow. He was half demented.

DENIES RESPONSIBILITY.

Cleveland, O., March 3.—In a letter to H. D. Davis, United States marshal here, President Taft denies any responsibility for the recent election of former Assistant General Wade H. Ellis, chairman of the Ohio republican executive committee.

NEGRO KILLED EARLY FLOODS BY TEXAS MOB CAUSE MUCH ANXETY

MAN ACCUSED OF ASSAULT IS SEIZED AND HURLED OUT OF COURTHOUSE WINDOW.

STRUNG UP TO AN ARCH

Maddened Crowd Rushes into Courtroom and After Throwing Colored Man to His Death, Drags Him Ten Blocks Through City and Finally Hangs Remains From Arch in Street.

Dallas, Texas, March 3.—Allen Brooks, a negro, charged with assaulting a 3-year-old white girl last week, was lynched today by a mob of 5,000 men.

Brooks was in the courtroom awaiting trial when the mob surged past the officers on guard and threw the negro from the second story window, breaking his neck. A rope was then placed around the man's neck and the body was dragged down Main street 10 blocks to the Elks arch, where it was strung up. The police succeeded in preventing the body of the negro being burned.

When the attack was made the militia and extra police were ordered out, but before they could reach the scene the mob had seized the negro. Following the lynching the mob marched to the jail and it was feared an attempt to lynch two other negroes, alleged murderers, Burrell Cates and Sol Aranoft, would be made. Later the mob endeavored to batter down the jail doors with heavy railroad ties. The officers tried to pacify the mob by assuring them that both of the negroes had been taken to Fort Worth.

In an effort to disperse the mob the fire department threw streams of water on its members, who immediately attacked the firemen and threatened to lynch them. The firemen hurriedly left the scene.

At 2 p. m. it was learned positively that the negroes wanted had been spirited away. The mob then dispersed and the city became quiet.

VALLEYS ARE SWEEPED BY WATERS

Walla Walla, March 3.—Dayton and the Upper Touchet and Patit valleys were swept today by the worst flood on record, according to advices received here tonight, and the property damage will amount to thousands of dollars. The entire valley is inundated. In Dayton sidewalks and fences were washed away by the swift rushing waters. Several farm houses on the upper Pettit river are reported washed away. No lives are known to have been lost. Overflowing its banks, the Touchet river last night sent a volume of water into Dutch creek that wrecked bridges and laid waste hundreds of acres of garden land.

In the vicinity of Walla Walla the flood conditions are notably improved tonight and all streams are receding. A bridge on the Northern Pacific line to Dayton, over the Touchet river, was washed out tonight. Damage from floods in Walla Walla and Columbia counties will probably reach \$50,000.

GREAT NORTHWEST TO BE ADVERTISED

Chicago, March 3.—(Special.)—The northwest is to be represented at the next Chicago land show. At a meeting of the representatives of the banking houses, land companies and railroads interested in the development of the northwest, held at the Midway club today, it was decided to appoint a committee to interest all the commercial clubs and state organizations in the big land show that is to be held in this city in November, next. It was the opinion of those present that a great many people who might have been interested in lands in the northwest, were diverted to other parts of the country, and that this might be overcome by a substantial land exhibit at the Chicago show. It is planned to have the northwest better represented at the next show than any other part of the country.

CONFERS AN HONOR.

London, March 3.—The court of common council unanimously conferred the honorary freedom of the city on Theodore Roosevelt in recognition of his "distinguished services to civilization during his presidency and his efforts toward the maintenance of the peace of the world." Mr. Roosevelt will visit London in the middle of May.

CITY OF MISSOULA FINALLY GETS ITS SHARE OF RAILROADS' TROUBLES.

ISLAND IS THREATENED

Two Bridges That Connect Colony With Uptown District Are Destroyed by Small Ice Jams and Inhabitants Are Taken Off in Rowboats—Other Passageways Safe.

The troubles from high water, which have been threatening Missoula for several days, culminated last night in the taking out of the two bridges connecting the city with the island, where about 100 residents of the city have their homes. The water, which had risen rapidly throughout the day, bore many enormous cakes of ice, and that part of the temporary bridge, which had been left in place to connect the city with the skating rink, was torn away about noon. After that there was a continuous stream of ice floating down the turbulent river, and hundreds of people stood on the new steel bridge and watched the procession down the river.

The island, But the main excitement centered around the bridges leading to the island which is the home of so many of the city's residents. The footbridge and wagon bridge were struck by the ice, borne on a flood which had attained abnormal proportions, and the people on the island were shut off from the city as completely as though they had never been connected with it. With the tearing away of the bridges, which happened a short time after 9 o'clock, the water rose rapidly to the bottoms of the houses, and the inhabitants, particularly the women and children, were aroused to a high pitch of fear.

The high water appeared to come in one large flood, which was in all likelihood caused by the breaking of an ice jam further up the river, and the water arose to the bottoms of some of the houses near the edge of the island. The first alarm sent to the city came in a telephone message to The Missoulian from a young man who had called on his young lady friend, who resides in that portion of the city. He stated that the river had risen three feet in 20 minutes, which may be slightly exaggerated. The women and children were badly frightened and were soon gotten to City Engineer Mayo and Engineer Swearingen. Mayor Logan, Chief of Police Vealey and many other city officials, they soon saw that the island people were in peril, especially so as there appeared to be danger of more jams up the river, and means were at once devised to get them back to a safer place.

Two Heroes.

Policeman Theriault, who is one of the residents of the island, proved the hero of the occasion by getting out the rowboat of Dennis Cyr and setting out at once to ferry the people across the channel. Theriault, as one man stated it, "was brought up in a rowboat," and made good use of his early training. His place as crew of the boat was taken at times by Joe Thibodeau, who proved no mean man himself. The women and children, many of them weeping from fear, were the first to be carried across. Many trips were necessary to get everybody across, and Theriault and Thibodeau deserve the thanks of the citizens for the valiant work they did.

It was a weird scene, there on the bank, to see the rescue of the imperiled people. Lanterns on both banks were all the light thrown on the work, and hundreds of people watched the dangerous task of poling the boat back and forth. It was long after midnight when the rescue was finally accomplished, and but one man was unfortunate enough to get an involuntary bath in the icy waters.

At Bonner.

At a late hour last night reports from Bonner stated that the river was rising at the rate of two inches an hour. S. R. Inch, of the water company, stated that the ice on the pond at Bonner had not begun to break up and that no danger need be apprehended from that source. The Van Burin street bridge was still intact last night, although the huge ice cakes of the afternoon had knocked the "nose," or gridding, from around the center pier. Mayor Logan and Engineer Mayo drove to the county bridge, west of the city, and reported that crossing to be badly listed and unsafe, although it had not gone out.

Watching the Ice.

Watching the ice coming down the river was a popular amusement yesterday. There were moments during the day—such as the one that brought the destruction of what remained of the Reitz bridge—that were charged with excitement, but those were mere incidents in comparison with the developments that followed the darkness. At night the river began to run white with ice at intervals. It was the thickest, heaviest ice that plowers can remember having seen in the Missoula river. A greenish-white it showed.

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