

MARKET MOVEMENT OF THE DAY

New York, March 3.—Operators in stocks still found their advantage today in working for higher prices. The supply of stocks for sale was increased as the level of the market rose and the profits on speculative holdings became more attractive.

Chicago Livestock. Chicago, March 3.—Cattle—Receipts estimated at 10,000; market steady; beefs, \$5.75-6.15; Texas steers, \$4.70-5.00; western steers, \$4.70-5.00; stockers and feeders, \$3.60-4.25; cows and heifers, \$2.60-3.40; calves, \$7.50-9.75.

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Rock Island Co. 50 1/4 Do preferred 127 1/2 Southern Railway 37 1/2 Union Pacific 187 1/4 United States Steel 84 1/4 Do preferred 121 1/4 Wabash 22 1/4 Do preferred 47 1/2 Western Union 77 1/2 Standard Oil 62 1/2

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BOY TRAMP TELLS OF WRECK

DESCRIPTS DITCHING OF THE ORIENTAL LIMITED—MANY SUFFER INJURIES.

Spokane, March 3.—One man was killed and 12 persons injured, none fatally, it is believed, as the result of an accident on the Great Northern railroad yesterday at 12:15 p. m. when the eastbound Oriental Limited crashed into two tons of boulders which had slid down the mountain side and obstructed the track. The train plunged down a 50-foot embankment after the impact, carrying with it five burning cars. Burning coals from the firebox are supposed to have ignited the gas tanks. With the exception of three coaches, the train, a burning mass, was precipitated to the foot of the incline.

The accident occurred two and one-half miles west of Millen, as the train was rounding a curve. The rock boulders were part of a slide which, it is believed, was started by the jar of the approaching train.

See Rocks in Time. Half a dozen of 175 passengers on the train saw the approaching danger, and did only to the heroic effort of Engineer Alonzo Carle of Spokane, who threw on the emergency brakes 25 feet before the rocks were reached, was the entire trainload saved from probable death in the burning mass.

Explosions of gas tanks on the burning cars added to the danger, and the entire train was saved from the flames only when Conductor B. S. Robertson marshaled the uninjured passengers and uncoupled the cars not burning by human strength, and shoved them out of each of the flames.

The death of Fireman Miller was witnessed by several, and also especially that of the 17-year-old boy tramp, who was riding on the rear end of the tender. Miller saw that the wreck and the plunge down the incline were inevitable and jumped to the right, hitting squarely against the rock bank. He was thrown back under the engine just in time to be dragged to his death amid fire, steam and twisted iron.

A special relief train laden with emergency supplies and nurses and in charge of Dr. Stanley H. Titus, who, in the absence of Dr. J. G. Cunningham, arrived on the scene at 1:15 p. m., and attended the wounded. Engineer Carle, for a time, was thought to be dying.

Aged Woman Aids. Far in advance of the relief train and the physicians, however, was Mrs. Miriam Rogers of Anacortes, Wash., who was the lifesaver for a moment. Mrs. Rogers, who is about 60 years old, made her way among the wounded, being the first to lay a soothing hand on the dying fireman as he was dragged from the seething and burning mass below. Her efforts here were of little avail, however, as he died a few minutes after being dragged from the wreckage. Engineer Carle was taken in hand by Mrs. Rogers and aided in every possible way until the relief train arrived.

With the mail and baggage cars, the smoker and two sleepers burning and the engines seething in the waters at the foot of the embankment, the 175 uninjured and slightly injured passengers were marshaled by Conductor B. S. Robertson, and as fast as the six chefs in the dining car could prepare it were given a dinner. While the mail car went down the bank with the first plunge and burned within an hour, it is believed all first-class and registered mail, except the pouch for Millen, were saved. The mail clerks, seeing a slight chance of saving the mail, climbed down the bank, and with sticks managed to fork out the mail from the burned car before it was entirely consumed.

Telling of the experience after reaching Spokane four hours later, Mr. Wynn, a passenger on the ill-fated train, said: "I saw the rock rolling down the hill and felt the airbrakes applied almost at the same instant. The next minute at the crash came. I was stunned for a minute, then I heard a woman cry. That brought me to my senses. I assisted her and we found our way to the door. By this time the passengers in the coaches were crowding out, although the cars were piled on top of each other for a time. We got everyone out, and then they toppled over into the ditch. "I saw Mrs. Rogers rush into a crowd of men and ask if anyone had a pint of whiskey. Two of these bottles were produced and she started down the hill where the engineer and fireman were lying. She was a perfect angel." "Hurried to Hospital. When the relief train arrived in Spokane the seriously injured, or those who needed their wounds dressed, were hurried to the Sacred Heart hospital. Engineer Carle is the most seriously injured. "The most pathetic case of the slightly injured is that of William Oliver Eldridge, the boy tramp, who was riding on the tender of the engine when the wreck occurred. He was thrown with the fireman down the embankment and into three feet of water. He was cut about the head and arms and bruised on the legs and suffered a wrenched back. The water from the engine tank poured over him. He lay within three feet of the dying fireman, and in telling of the accident, said: "I did not know nothing until we were stampped up against the rocks and then back again down the bank. I don't know how it happened, but I woke up in about three feet of water. I saw the fireman breathing his last. "No, I ain't got a home. I was born in Ogden Utah. My father is in Los Angeles, Cal. His name is H. W. Eldridge, and he is in the old soldiers' home there. "No, I wasn't riding on the coaches. I was on the hind end of the tender, and

that's why I took such a tumble. It's a wonder it didn't put the linkers on me for keeps." The train was held at Spokane until 10:30 last night, when it left with No. 4 over the Great Northern tracks. An effort to start the train early in the evening proved fruitless, as it was found that the Northern Pacific tracks east of Spokane were washed away, and that it was impossible to go by that route, as had been planned at first. Dead: FIREMAN EDWARD MILLER of Hilliard. List of injured. Alonzo E. Carle, engineer, Spokane, arms scalded, head cut, back wrenched and internal injuries; W. E. Swanberg, single, Mount Vernon, Wash., arm and hands burned, head cut and burned, minor bruises; Albert H. Fourtin, Mount Vernon, Wash., head and arms burned, back wrenched and other slight injuries; William Oliver Eldridge, 17-year-old tramp, no home, thrown with engine down embankment, was riding on rear of engine, arms and legs burned, internal injuries, face and head cut; J. B. Fahey, Seattle, news agent, wrenched back and burns; F. H. Ashley, Seattle, news agent, fingers and arms burned; C. M. Coffinberry, Seattle, back wrenched; H. C. Nelson, Seagamean, Seattle, bruised and cut; P. Swan, Seattle, mail clerk, bruised; John Nelson, mail weigher, Spokane, eye cut and crushed; Rev. Benjamin Wingett and wife, Chicago, bruised and shaken; Lillian Woods, Los Angeles, bruised.

VERY HEAVY TRAVEL TO WEST EXPECTED

Spokane, Wash., March 3.—General agents of transcontinental lines operating