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The Times Dispatch

The Times-Dispatch "prints the news and prints it first."

THE TIMES FOUNDED 1886. THE DISPATCH FOUNDED 1850. WHOLE NUMBER 18,183. RICHMOND, VA., THURSDAY, MARCH 3, 1910. THE WEATHER TO-DAY—Fair. PRICE TWO CENTS.

HOUSE APPROVES STATE BANK BILL

Slight Opposition to Measure Providing Official Inspection.

NEW OYSTER LINES NOW UP TO SENATE

Wickham Bill Modified and Favorably Reported — Senate Refuses to Take Up State-Wide Prohibition—Chiropractice Act Killed by House.

Bills Passed and Rejected

House passes bill providing for inspection of State banks.

Senate refuses to consider Strode State-wide liquor bill out of its order.

Senate Committee on Fish and Game reports bill rearranging and straightening lines of Baylor Oyster Survey.

House Committee on Finance reports Holland tax commission bill with important amendments.

Senate passes Gettysburg monument bill.

Chiropractice bill dismissed from House calendar.

House decides to meet to-night to consider income tax amendment to Federal Constitution.

Although all of the important matters referred to above were given action, most of the session of the Legislature yesterday was occupied with unimportant legislation. The House continued its work of putting local and uncontested bills through their final reading, and reached the end of that part of the calendar. Later it advanced all the bills of this class which were on their second reading, and another bunch of roll calls is consequently ahead for to-day.

In the Senate the work of advancing second reading bills was completed, and several measures were finally passed which had previously been pushed along as uncontested matters. One of the latter was the bill containing the present appropriation for a monument on the battlefield at Gettysburg, and adding $40,000 in addition, the money not to be used for two years. On this measure Senator Edmondson, who has recently described himself as the oldest man in the General Assembly, and who has a gallant record as a Confederate officer, delivered an address which electrified the Senate. Had there been any opposition to the bill it would doubtless have vanished.

The Baylor Survey.

As the result of what is said to have been a compromise, the Senate Committee on Fish and Game reported favorably the Wickham-Byrd bill providing for straightening the lines of the Baylor Survey in Warwick county.

The proposed lines are not the same as those advocated by the Commission of Fisheries, and it is said cannot be effectively policed for the money which the State receives from the James River, but at the same time they are recognized as putting the proposition in better shape as regards keeping the encroaching planter off the natural rock, and at all events, it can be shown that there is nothing sacred about the Baylor lines.

Regarding the attitude of the House members from Tidewater, Mr. Evans said that they are a unit against any change. He believed this was the first time in history that all had been united on any policy, but that so far as he could learn they were certainly together in opposition to the new lines.

The Byrd bill on the same subject in the House is on the calendar without recommendation of any kind. It follows the Lee lines.

Strode Bill Not Considered.

By a vote of 25 to 8 the Senate declined to consider the Strode bill, referring the question of State-wide prohibition to the vote of the people. Some of the members regarded this as a test vote; others did not. On the previous day, when uncontested bills were being called, its patron was absent, and it was passed by. On yesterday Senator Strode asked for consideration of the measure out of its order. Objection was made on the ground that a debate would ensue, and it would cause delay in consideration of local bills, in which many members had interests.

To-night, in its chamber, the House of Delegates will hold a meeting to consider only the amendment proposed by Congress to the Constitution of the United States, permitting the governing body to levy an income tax. This has been made a special order, and nothing else will be considered at that time. The fate of the proposition must be said to be doubtful, as the opinions expressed yesterday by those who privately discussed Senator Bailey's speech showed a wide difference.

Last night the House Finance Committee made a favorable report on the Governor's bill.

Bank Bill Passed.

To the delight of many of the members of the House, that body, by a nearly unanimous vote, passed the Williams banking bill, providing for official inspection of all the State banks. These institutions will, if the bill passes the Senate, be put upon an equal footing with national banks, which, it is generally believed, have acquired a prestige because of the rigid inspection given to them by the Federal government.

But little opposition to the measure was developed. The question has been hanging fire for years, and failed at the last session of the Legislature simply because the conflicting elements could not be gotten together. There is believed to be hardly an objection to the present measure. A similar bill is on the Senate calendar, and it may, of course, be amended there. It is believed, however,

(Continued on Page 3.)

FOUR-SCORE DEAD IN BURIED TRAIN

Believed That Few, if Any, Will Be Taken Out Alive.

SURVIVORS BRING TALES OF HORROR

Rescuers Still Work Frantically, but Hope Is Almost Gone. Danger of More Avalanches Adds to Their Terrors. Communication Cut Off.

Everett, Wash., March 2.—The dead in the Wellington avalanche, based on a list of dead and missing, given out to-night by officers of the Great Northern Railway, may reach a total of eighty-four before the rescuers reach the bottom of the mass of snow and wreckage that crushed two trains into a deep gulch. While only eight passenger and nine railroad employes are known to be dead, thirty-six passengers and twenty-nine employes of the road are missing. Railroad men think few of the missing will be recovered alive if they are buried under the snow.

Although forty-eight hours have passed since the snowslide wrought its havoc at the mouth of the Cascade tunnel far removed from outside aid, no detailed accoun has been received of what happened. The only stories of the disaster have come from those who crawled over the mountain trails. Several men, on arriving at Scenic, the nearest railroad station, were unable to describe what they had seen. The perils of their descent of the mountain had made them hysterical. To add to the difficulties, the only telegraph wires into Scenic failed to-night.

Working Desperately.

Rescue parties are working desperately to recover the passengers from the buried coaches. The day coach and the smoking car have not been found. They were smashed flat, it is said. One woman was rescued from a Pullman after twelve hours' imprisonment under the snow.

Brakeman Duncan and Conductors Purcell and Clary, who were in one of the cars that was smashed to splinters, escaped with slight bruises. In bare feet they worked for hours helping the injured and saving those caught under the wreckage.

Mrs. Overton, of Seattle, who is missing, was on her way to celebrate her golden wedding to-morrow. Mrs. Starritt, of Chemannus, B. C., and one child were saved, but two of her children were killed.

All the injured are being cared for at Wellington and Scenic. It is thought all will recover.

It is now said that the reason the train was not kept in the tunnel, where it would have escaped the slide, was that passengers feared they would be blocked in and suffocated there.

Turned Into Hospital.

The railroad bunkhouse at Wellington has been transformed into a hospital, and ten injured are being cared for there. Superintendent O'Neill, of the Great Northern, made his way to the wreck late to-day, at the head of a party of doctors and nurses. The treacherous trip down the precipice was made on snow shoes.

The telegraph station, Scenic Hot Springs, is three miles below Wellington, down a precipitous grade that is covered with a deep blanket of snow that may slide down the mountain at any moment.

The Wellington telegraph operator arrived at Scenic Hot Springs to-day almost insane from the scenes he had witnessed.

The railroad company is making strenuous efforts to reach Wellington from both sides of the mountain range. Relief trains have been dispached from Everett with supplies and a wrecking crew. The road is blocked in several places by smaller slides, and the high temperature leads to the fear that more may occur to impede the relief work.

Oriental Limited Wrecked.

Spokane, Wash., March 2.—The Oriental Limited, the Great Northern's finest passenger train, eastbound, struck a rock at Milan this afternoon and went into the ditch.

Advices from Milan say that Fireman Miller and a tramp were killed, and three passengers were injured. Four baggage and mail cars were destroyed by fire. All the mail was destroyed except two registered pouches.

SLEMP NOT WORRIED

He Believes Republicans Can Hold District Against Stuart.

[Special to The Times-Dispatch.]

Washington, D. C., March 2.—The nomination of Henry C. Stuart for Congress in the Ninth Virginia District by the Democrats has started considerable political gossip. When asked to-night concerning Senator Strother's interview in The Times-Dispatch, Congressman Slemp said:

"Mr. Strothers's statement was made doubtless under a misapprehension of certain facts connected with the distribution of Federal patronage, all of which will in due time be explained and straightened out."

Mr. Slemp did not seem to be worried about Mr. Stuart's candidacy. He believes that Mr. Stuart will secure the Democratic vote, and no more. "The Democrats," he said, "always begin their campaigns as if they were going to win, but it does not last. The Ninth is Republican, and I have no doubt the Republicans will line up to a man and really fight harder than ever."

A delegation is here in the interest of J. E. B. Stuart for collector of the port at Newport News.

DEFEATED IN MARYLAND

State-Wide Local Option Measure Loses by Four Votes.

Annapolis, Md., March 2.—The State-wide local option bill prepared by the Anti-Saloon League was to-day rejected by the Maryland House of Delegates by four votes. The bill was reported without recommendation by the Temperance Committee, a motion in committee to present an unfavorable report having been lost by a tie vote.

UNIVERSAL STRIKE CALLED BY UNIONS

General Walk Out Will Take Place at Midnight Friday.

100,000 LABORERS WILL HEED CALL

Public Clamor for Arbitration Has Had No Effect and Rapid Transit Company Refuses to Yield—Mayor Reyburn Refuses to Take Hand.

Philadelphia, Pa., 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 at a meeting to-night. The strike leaders declare that 100,000 men will stop work at that hour if the Rapid Transit Company shall not in the meantime have consented to arbitrate its differences with the striking carmen. Assurances have been received, they say, from hundreds of unorganized wage-earners that they will join the movement.

The meeting at which the strike order was promulgated was large and sentiment was apparently unanimous in favor of the general strike. Speeches by John J. Murphy, president of the Central Labor Union; Clarence O. Pratt, leader of the striking carmen, and William Mahon, president of the International Carmen's Association, stirred the delegates to a high pitch of enthusiasm. Telegrams were read from the Chicago and San Francisco Federations of Labor, with 250,000 and 175,000 members, respectively, pledging their moral and financial support to the cause of their Philadelphia brethren.

Resolutions were adopted condemning the attitude of the traction company, by which, it was stated, business has been affected to such an extent that thousands of persons not directly interested in the strike have been thrown out of employment.

Councils were called upon to insist that Mayor Reyburn use his prerogative as chief executive of the city and immediately serve notice on the Philadelphia Rapid Transit Company that it must submit to arbitration, as the public, whom he represents, demands, and that he return the police to their regular posts of duty and to cease using them to man the trolley cars.

Proclamation Issued.

In a proclamation addressed to the trades unions of Philadelphia and their sympathizers the grievances of the carmen against the corporation were recited in detail.

"In the ranks of organized labor," the document proceeded, "an injury to one is the concern of all, and therefore all union labor is directly affected by the attitude of the Philadelphia Rapid Transit Company towards its union employes.

"The capitalists and the small group of self-seeking politicians in control of the said company are part of a 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 employes and for the ultimate protection of all union employes and the working class will cease work on Friday, March 4, 1910, at 12 o'clock midnight, whether or not that is their regular stopping time, and remain on strike until further notice from their duly accredited representatives.

A committee of one member each from the printing, metal, building, textile and transportation trades was appointed to wait upon the Select and Common Councils to-morrow afternoon and present copies of the resolutions and proclamation.

Business Men Act

While labor leaders from every organized trade in the city were busy to-day planning for the general strike of union labor in sympathy with the striking car men, leading business men from all sections of the city adopted strong resolutions calling upon the Rapid Transit Company to submit to arbitration. Copies of the resolutions will be presented at a meeting of the Council to-morrow night, when the Councilmen will be called upon to demand from the company that it bring the strike to an end

Mayor Reyburn to-day said he would maintain the position of refusing to be a party to any arbitration proceedings, even if it caused him to break with the Republican organization. When he was visited by a committee from the United Business Men's Association, he said that potent political leaders had already urged him to change his attitude and urge arbitration, but that he was going to maintain his stand that his only duty was to maintain peace and order.

The delegates to the Central Labor Union and the representatives of other organized trades met again to-night in the Labor Lyceum Hall, where last Sunday they decided upon a general strike. They were joined by national leaders from all sections of the country, and remained in executive session until after midnight. Before going into the meeting many of the delegates declared their intention of being in favor of calling the general strike at midnight.

Although to-day was unusually quiet throughout the city, rioting started again to-night in the northeastern section, where everything was quiet during the presence of the State police.

Cars Demolished.

At Allegheny and Frankford Avenues a number of cars were demolished by stones, and at Richmond and Orthodox Streets a number of small boys set fire to a frame waiting room owned by the transit company. The firemen were obliged to turn their hose on the crowd before it would disperse. The resolutions adopted by the United Business Men's Association, which were sent to Mayor Reyburn and the other representatives of the city on the transit company's board of directors, read:

"Remembering the past concessions which were granted the company, policy and gratitude should have prompted action that would have avoided at

(Continued on Second Page.)

WORLD'S RICHEST MAN PLANS FESTIVAL OF PHILANTHROPY

John D. Rockefeller Will Scatter His Millions Lavishly.

TO GIVE ALL AWAY BEFORE HE DIES

He Proposes to Spend His Fortune on Scale Equalled by No Other Living Man, and to This End "Foundation" Is Incorporated.

What Rockefeller Has Given to Charity

General Education Board,	$53,000,000
University of Chicago	25,300,000
Rush Medical College	6,000,000
Churches (known)	3,100,000
Missions (known)	2,300,000
Baptist Foreign Missionary Fund	2,000,000
Rockefeller Institute for Medical Research	4,300,000
Barnard College, New York City	1,375,000
Southern Education Fund	1,125,000
Union Theological Seminary	1,000,000
Harvard University	1,000,000
Yale University	1,300,000
Baptist Educational Society	1,000,000
Juvenile Reformatories	1,000,000
Cleveland City Parks	1,000,000
Ten Young Men's Christian Associations	1,145,000
Teachers' College	500,000
Johns Hopkins University	500,000
Vassar College	400,000
Brown University	325,000
Seven small colleges	320,000
McMasters College	275,000
Rochester Theological Seminary	250,000
Cornell University	250,000
Bryn Mawr College	250,000
Case School of Applied Sciences, Cleveland, O.	200,000
Oberlin College	200,000
Baptist Missionary Union	200,000
Spelman Seminary, Atlanta	180,000
Newton Theological Seminary	150,000
Adelphia College, Brooklyn	125,000
University of Webster, O.	125,000
Children's Seaside Home,	125,000
Presbyterian work in Egypt and the Soudan	100,000
Cleveland Social Settlement	100,000
Syracuse University	100,000
Smith College	100,000
Wellesley College	100,000
Columbia University	100,000
Dennison College	100,000
Currey Memorial	100,000
Furman University	100,000
Lincoln Memorial Fund	100,000
University of Virginia	100,000
Cleveland Y. W. C. A.	100,000
University of Nebraska	100,000
Arcade University	100,000
Anti-Saloon League	100,000
St. Thomas College	60,000
Indiana University	50,000
Mount Holyoke College	50,000
Shurtleff College	35,000
School of Applied Design for Women	25,000
Bucknell University	25,000
William Jewell Institute,	25,000
Howard College	25,000
Tarrytown Hospital	25,000
Foreign Christian Board of America	25,000
Bureau of Municipal Research	20,000
Italian Earthquake Relief Fund	10,000
Miscellaneous gifts	7,000,000
Total	$119,304,000

[Special to The Times-Dispatch.]

Washington, D. C., March 2.—That John D. Rockefeller plans to spend his millions on a still greater scale than ever in the cause of education, charity and other beneficent objects was made clear to-day when Senator Gallinger introduced a bill to incorporate "The Rockefeller Foundation." It will have headquarters in Washington.

The incorporators are John D. Rockefeller, John D. Rockefeller, Jr., Fred T. Gates, Starr J. Murphy and Charles O. Haydt. The organization will be a rival to the Carnegie Foundation, which is established to pension teachers and advance the cause of education.

The Rockefeller Foundation will have for its object the promotion of "all of the elements of human progress," including education and charity.

Mr. Rockefeller has already given $112,000,000. He proposes to go still deeper into the matter of giving for causes that will uplift civilization.

On Lavish Scale.

"Mr. Rockefeller proposes to spend his millions on a scale equaled by no other living man," said Senator Gallinger, who added that he believed Mr. Rockefeller was seeking a method of disposing of his fortune that would benefit mankind. The bill was referred to the Senate District Committee. It will be taken up at an early date and will probably be passed. The measure thus sets forth the wide scope of the objects of the corporation:

"To promote the well-being and to advance the civilization of the people of the United States and its territories and possessions and foreign lands, in the acquistion and dissemination of knowledge, in the prevention and relief of suffering, and in the promotion of any and all the elements of human progress."

From all that can be learned Mr. Rockefeller intends to undertake the advancement of charitable, philanthropic and educational movements on a scale he has never before equaled and which no other multimillionaire has approached. His war on the hookworm in the South is an illustration of his purposes.

It is declared that Mr. Rockefeller intends to give away most of his mil-

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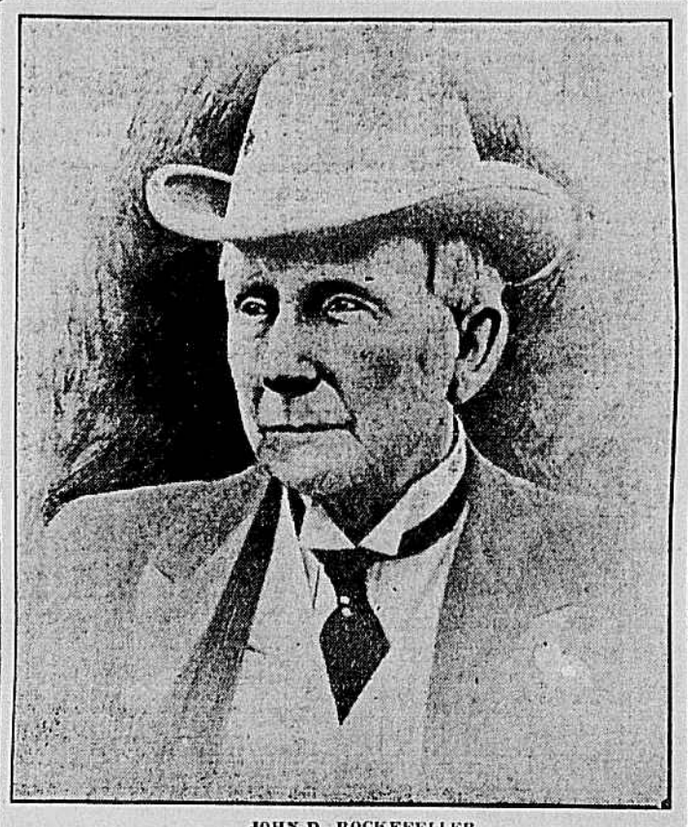

JOHN D. ROCKEFELLER.

MONTAGUE SAYS ACT WAS ILLEGAL

Says Legislature Overreached Itself in Taking Floyd County Out of Fifth District.

ARGUES CASE FOR PARSONS

Arguments Are Now Being Heard in Contest for Saunders's Seat in Congress.

[Special to The Times-Dispatch.]

Washington, D. C., March 2.—Argument in the Parsons-Saunders contest from the Fifth Virginia District began this morning, and will continue until some time to-morrow. J. H. Carrico opened and was followed by former Governor A. J. Montague for the contestant. Ten hours, five to a side, are given to the argument.

The status of the case to date seems to be: 115 votes are yet to be passed upon; Mr. Saunders's majority has increased from 91 to 115; 54 more of the Mathews ballots had Mr. Parsons's name erased than had Mr. Saunders's, leaving Mr. Parsons 61 to overcome if they are counted. This is the claim of Mr. Carrico, who also contends that there are more than 200 illegal votes aside from the Mathews ballots.

The chairman of the committee before which the contest is being heard has laid down two propositions: Was the Constitution violated by the act of 1906, taking Floyd county out of the Fifth District, either by exhausting the power or destroying the compactness and continuity of the district? Mr. Montague argued this point, bringing to use his splendid learning and ability. He contended that the Legislature overreached itself, and that the district, in its present form, is not compact and in accordance with law.

Wants Ballots Disregarded.

Mr. Carrico spoke on the alleged illegal votes. He argued that the name of the lunatic was a nullity, and should be disregarded.

Claims It Was Legal.

Judge Saunders conceded that if the vote of Floyd county were counted in the Fifth he would be defeated, but he argued that the redistricting was done in accord with the Constitution. He has five hours to present his side, and will do it to-morrow.

The arguments of Mr. Carrico and Mr. Montague were completed to-day. Judge Saunders will speak for himself the first thing in the morning, and former Senator Thurston will close for Parsons.

Mr. Carrico, among other things, contended that a man's name had to be on the tax list before he could vote.

In discussing the case with me to-day, Mr. Parsons said that he employed Mr. Montague for the reasons that he was an able and honest lawyer, and had vetoed a similar bill, providing for redistricting a congressional district, when he was Governor. He was paying for his brains and learning.

DECLINES HIS PARDON

Thomas Taylor Prefers to Remain Prison Pharmacist.

Washington, D. C., March 2.—Declining to take advantage of the pardon granted to him by President Taft, Thomas Taylor, sentenced in this city to fifteen years in the Atlanta prison for the murder of his wife, will remain as one of the "trusties" of the institution. During his long incarceration, Taylor studied pharmacy and was assigned to the custody of the prison pharmacy. He will remain in this capacity.

MUST KEEP HIS WIFE

Husband Cannot Forsake Woman He Got by Advertising.

Washington, March 2.—Marriages brought about as a result of advertisement are binding in the eyes of the law, in the opinion of Justice Van Orsdel, of the Court of Appeals of the District of Columbia. He held to-day that Clyde L. Williamson, who won his wife through correspondence begun by a matrimonial bureau, and who married her within two hours of their first meeting, must retain her, there being nothing "that would in law vitiate the marriage contract."

NO SETTLEMENT OF R., F. & P. TANGLE

Lengthy Hearing Shows State and Railroad Company Far Apart.

WANT MORE INDUCEMENTS

Will Not Surrender Special Privileges Without Corresponding Advantage.

Gloomy indeed is the outlook for satisfactory legislation at the present session of the General Assembly of the question of reincorporation of the Richmond, Fredericksburg and Potomac Railroad. For hours last night attorneys argued points of law with great learning and emphasis, and, although Mr. Page, of the joint committee of the legislature, made repeated efforts to direct the attention of the legislators to what he regarded as the question at issue, there was apparently a feeling that nothing could be done.

The hearing took place in the Senate chamber before the joint committees on Roads and Internal Navigation. The upshot of the whole matter was the appointment of a subcommittee, composed of Senators Harman, Strode and Ward, and Delegates Throckmorton, Kemper and Nolting, to go into the question of a bill which would meet the interests of the State and of the railroad.

Allan Caperton Braxton, for the road, said that he and his associates could only say what they though the stockholders might accept. A merger bill, he thought, if couched in satisfactory terms, would be accepted. But he believed the bill under discussion to be fatally defective, and he would not advise the stockholders to consent to a merger under its provisions.

Says Bill Is Good.

Mr. Page, on the other hand, admitting possible technical deficiencies in the bill, was vigorous in asserting that in effect it is all right; that there is no occasion for a new measure, and that if it is passed the railroads will merge within six months. He knew, he said, that any bill which could be drafted would be attacked. He intends to stand by his bill to the last.

A member of the Legislature last night, disgusted at the situation, drew the following bill, and intimated that he would try to get something like it in the body to which he belongs:

"Be it enacted by the General Assembly of Virginia, That no railroad in this State, as much as one-tenth of whose stock is owned by the Commonwealth, shall operate any train, except passenger trains carrying the mails and stopping at every station along its line, on the Sabbath day."

Mr. Braxton said in the outset of the discussion that the railroad is not asking for legislation nor for a merger. It is not opposing the present bill directly, but he did not believe it would do anybody any good. It would not, he thought, accomplish its purpose, because under it a merger would be impracticable.

Settle in Six Months.

Mr. Page, for the bill prepared by the special joint committee, headed by the Governor, said that he earnestly believed that if it were passed within six months the matter would be satisfactorily settled. The proposition was one that is fair to the State and to every stockholder. Able counsel might say the road did not want to merge, but it was unnatural that a railroad should prefer to run four short lines rather than one consolidated line.

He could not see the great difficulties spoken of. If there was an error in the title it would be amended on the floor. There was no difficulty except the necessary labor.

"How will this matter," he asked, "ever be settled? If we cannot trust the Governor and the other officers named in the bill, whom can we trust?" At any rate, if the bill passes, the railroad will be unable to say, as it does now, that it cannot merge.

"Get an expert and appraise the physical value of the properties, and

(Continued on Page 7.)

THOUSANDS FLEE FROM TERRORS OF RAVAGING FLOODS

Ohio Devastated and No Relief Is in Sight.

MANY STATES ARE SUFFERING

Throughout Northwest River Valleys Are Being Swept by Mountain Torrents—Scores of Cities Inundated and Traffic Abandoned—Financial Loss Tremendous.

Cleveland, O., March 2.—At least 4,000 people are now homeless in Ohio as a result of the flood which continues to devastate the State. Numerous plants have been forced to close down and hundreds of men and women are out of work. The material damage is estimated at over $1,000,000.

The Licking and Muskingum Rivers have passed their record of 1898 at Zanesville and are still rising. If there is no abatement of the waters before morning, it is stated that the water works power plant will be forced to close and this will mean the shutting down of all the large commercial plants in that town. Over 900 people are now being fed by the city authorities. Only a few of the big steel works at Youngstown are still running and these are expected to suspend to-morrow. The tracks of the Pennsylvania Railroad are several feet under water and have been abandoned.

The huge gorge which has blocked Main Street in Warren has resisted several attempts to dynamite it, and it is feared that if it breaks now the town will suffer heavily.

A $5,000 bridge of the Auglaize River at Defiance has been swept away, and the crops in the Mad River and Little Miami River bottoms have been completely destroyed.

A fresh horror confronts the people of Maumee, where a torrent, laden with ice and debris, has swept over the cemetery, and it is practically certain that when the waters subside many corpses will have been uncovered.

Northwest Flood-Swept.

Seattle, Wash., March 2.—Mountain floods are sweeping every river valley in the Northwest to-night, and railroads are helpless to move traffic. Bridges are gone, trackage is washed out, and defiles are filled with avalanches. Many river towns are inundated and a large number of people in various places are temporarily homeless.

The superabundance of water comes from the melting of vast quantities of snow in the Cascade Mountains by a warm sea breeze. The Weather Bureau predicts that the water will continue to rise to-night and to-morrow.

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 during former overflows.

Railroads Cut Off.

Seattle to-day had only one direct railroad outlet to the East, the Northern Pacific main line. That outlet, however, may be closed at any time by the turbulent Green River, which is also threatening the Union Pacific tracks.

Centralia, Wash., was inundated to-day. The country between Centralia and Chehalis is covered by a sheet of water.

The Tacoma electric power plants are out of commission, as a result of damage to the floods. Suburban traffic is crippled.

Portland, Oregon, is experiencing great discomfort from delayed traffic.

All tributaries of the Snake River in Idaho are torrents and the Snake River is higher than ever before. Railroad traffic in Idaho is at a standstill. The passengers of six transcontinental trains are marooned at various points along the Oregon Short Line. Large sections of track were washed out, and it may be several days before trains can be moved.

The situation at Caldwell and Nampa, Idaho, to-night is much improved, the waters of Indian Creek having receded. However, both towns are in a sorry plight. The greatest damage in Southern Idaho has been to irrigation works, especially those under course of construction.

No Sign of Receding.

Wilkesbarre, Pa., March 2.—The Susquehanna River shows no signs of receding. The official measurement made at 9 o'clock to-night shows 25 3-10 above low water mark with the water rising about one inch an hour. Nearly 1,200 families residing at all points along the lowlands have been driven from their homes and others are in readiness to leave on the shortest notice. Many of the residents at Westmoor, a half mile from here, have over two feet of water in their homes.

The trolley traffic on the west side is impaired and no cars were run to-day on the main line between here and Kingston.

The only fear to-night is the ice coming from New York State. Should this jam up between here and Nanticoke, it would mean untold suffering and great damage.

Many Trains Tied Up.

San Francisco, Cal., March 2.—Information received by the Southern Pacific Company indicates that the blockade of overland trains in Nevada will not be as protracted as earlier reports presage.

General Manager E. E. Calvin, of the Southern Pacific, on the way from New York, was on one of the trains tied up at Elko, Nev., and he has assumed direction of the repairs.

Southern Pacific officers do not know how many trains are tied up between Reno and Ogden. Eight passenger trains were stalled at Minnemucca, Nev., yesterday, half a dozen at Imlay, and as many more at Golconda. These are small stations on the desert, and