

DISASTER AT SUMMIT APPALLING

List of Dead Has Grown to 84 Killed in Wellington Disaster Early Tuesday Morning—Two Wenatchee Men Reported as Missing—Young Horn Escaped

The disaster which overtook trains Nos. 25 and 27 at 4 o'clock a. m. Tuesday morning, March 1, grows more appalling. On account of the wires being down, direct communication cannot be had with Wellington. It is difficult to get positive definite information. There were wild rumors on the street this morning as to the number of dead from Wenatchee, but so far as can be learned Sol Cohen, of this city, formerly proprietor of the Grand Union Tea company but who recently went to Everett to make his home; R. H. Bethel, the street regrade contractor, and J. R. Vall, of Trinidad, are the only known local people whose names have been sent in as among the dead or missing.

Without warning, the terrible slide overwhelmed the two trains, which were standing on the track below Wellington. The slide carried away the motor shed at Wellington and four motors in it. It also carried away the coal chutes, water tank, and Superintendent O'Neill's car, killing Trainmaster Blackburn, Superintendent O'Neill's stenographer and cook, and it is thought that the list of dead will aggregate 80, with between 25 and 30 injured, as well as a number of persons who are unable to be found.

Conductor Pettit and Conductor Lindsley are dead, with about thirty trainmen. One rotary at Windy Point was swept away completely by another slide which occurred later in the day and nothing can be seen of it.

Two other rotaries were lost near Martin Creek tunnel. It is unable to say what is wrong with them but there has been no report from the crews for two or three days.

Everett, Wash., March 3, 1:30.—Fifteen bodies were recovered from the snow heap of the avalanche which carried away the two Great Northern trains Tuesday morning, and there is no hope that any of the 69 persons missing are alive.

One hundred and fifty men, mostly volunteers, are working to uncover the dead, but they can accomplish little owing to the huge mass of the debris which buries the cars. When the track is opened the railroad will send machinery and an army of men to the scene. The railway company, with plows wrecking trains and hundreds of men, are working on both sides of the Cascade mountains to open the track.

There is a growing belief that the number of dead will go higher than 84. It is said a number of laborers were on the train and that their names are not included in the list of the missing. The injured are at the Wellington bunkhouse and hospital. They have physicians, nurses, food and all comforts.

All supplies are packed up the steep trail from scenic on men's backs.

The most pitted among the injured is Mrs. Wm. Starrett, of Chemsalus, who is severely bruised. She was returning from Spokane, where her husband was killed in a railroad accident two months ago. With her were her three children, her father and her mother. Two of the children and her father, William May, were killed in the avalanche.

In the report from Wellington today it is understood that all of the missing are considered dead.

Following passengers dead: Lillian Starrett, Chimsains, B. C. Francis Starrett. John McNeery, Seattle. E. Lenman.

Mrs. Ada Lenman, Hunters, Wash. Mrs. Nellie Sharp, Spokane. J. R. Vall, Trinidad. R. M. Barnhart, Spokane. The following passengers are missing:

Sol Cohen, Everett. G. O. F. Davis, Seattle. Thelma Davis, daughter. R. H. Bethel, Seattle. E. A. Tapping, Ashland, O. C. S. Etting, Ohio. C. S. Etting, Ballard, Wash. Bert Matthews, Ohio. Mrs. R. L. Latsch, Seattle. Miss Katherine O'Reilly, Spokane. Alex Chisholme, Rossland, B. C. Wm. May, Ohio. A. G. Mahler, Seattle. G. L. Beck.

Mrs. G. L. Beck, Harriet Beck. Emma Beck and baby, all of Pleasanton, Cal. John Mackie, Seattle. George Heren, Seattle. James Monroe, Seattle. Mike Goghalm, Burlington, Iowa. Following employees injured: Wm. Harrington, trainmaster. Ross Phillips, brakeman. D. Tegmeir, engineer. George Nelson, fireman. S. A. Bates, fireman. M. O. White, conductor. L. Anderson, porter. J. L. Kurlee, fireman. Employees dead: T. L. Osborne, engineer. Charles Jennison, brakeman. Dorey, brakeman. U. R. Dugy, brakeman. Carroll, engineer. J. Kelley, brakeman. J. L. Pettit, conductor. Frank Martin, engineer. Fireman Jenks. Fireman Bennington. Conductor Ed. Lindsey. Engineer J. F. Jarnigan. C. T. Jarnigan. Conductor Parzybok and brakeman Conductor Campbell. Brakeman McDonald. Trainmaster Blackburn. Stenographer in car A-16, also porter in same car. H. J. Diehl, messenger. Porter Duncan. Fireman Jones. Fireman Gillman. Brakeman Strawmeyer. Express Messenger Beagle. Brakeman Kenzel. Mail Clerks George Hoffer, Richard Bogart, John Fox and John Tucker, Lee J. Ahren, Hiram Towles, Fred Bohn, Chas. S. Laude. The Wenatchee Dead.

In the list of missing which the railroad authorities really consider as dead, are Sol Cohen, R. H. Bethel and J. R. Vall, of Trinidad. Sol Cohen recently removed his residence from this city to Everett, but was here the first of the week straightening up some business affairs. He had made this city his home for the past two years and had a host of friends here. R. H. Bethel is well known in the city, being connected with the street regrade work. He was a sub-contractor under Allen & McKiver and had charge of the concrete work. He came over last week with the expectation of resuming operations here on the street work, but found that he had arrived before the weather would permit and was on his way home. J. R. Vall, of Trinidad, is one of the best known land owners in that section of Douglas county and is well known here.

One Mail Clerk Escaped. All but one mail clerk on the fast mail met death, the exception being Alfred B. Hensel, a brother of Mrs. R. P. Webb and also of Sam Hensel, who lives on the Wenatchee river above the Webb place. He suffered a fractured collar bone and also had a broken arm.

Young Horn Escapes. It has been learned today that young Milton Horn, who left on the ill-fated train and was thought to have met death there, had escaped death. He, with a party of others, left early in the week and walked out, thus avoiding the disaster which occurred Tuesday morning.

Extends Aid to Wenatcheites. Agent Piper, of the Great Northern, this morning wired the division superintendent, L. W. Bowen, that in view of the fact that several Wenatchee people were in the disaster that a large party could be made up here to assist in recovering the bodies of the unfortunates. Owing to the difficulty of arriving at the scene of the disaster it is not likely that Mr. Bowen will deem it practicable to take in a party from this place.

Not Our Fred Warren. In the list of missing in the Summit accident is the name Fred Warren. Fears were entertained in this city that it was the surveyor, F. M. Warren, but an investigation proves that the surveyor Warren known here is at Ephrata and was not on the train which was in the calamity.

PIONEER PASSED AWAY

WILLIAM MILLS DIED LAST NIGHT AT HIS HOME ON C STREET—FUNERAL WILL BE HELD SATURDAY.

William Mills died last evening at 11 o'clock, at his residence, at 97 C Street North. He was 76 years old and is a native of New London, Canada. He was an old pioneer in this part of the country. Mr. Mills leaves a wife and five children to mourn his loss: Arthur Mills, Cashmere; William Mills, Salem, Ore.; Mrs. A. E. Swan, Orondo; Mrs. S. Stewart, Colville; Mrs. Elizabeth Collins, Page, Wash.

The family is waiting for a brother of Mr. Mills to arrive here before the funeral. Funeral will be held at 2 o'clock Saturday afternoon. Sprague & Rupp are the undertakers in charge.

Mr. and Mrs. Mills recently returned to this city from Cashmere to take up their residence. The deceased was one of the best known and respected residents of this city.

Washed Out Chisholm Bridge. The bridge near the Tom Chisholm place, between Wenatchee and Malaga, went out yesterday. The little creek over which the bridge was built has become a raging torrent and the bridge could not withstand the strain of the waters. The railroad grade is also suffering as a result of the wearing of the water and great damage is feared. Travelers were obliged to drive onto the track yesterday in order to get around the flooded stream. The road to Malaga is badly cut up by the water and will need a great deal of repairing before it is again in shape for travel.

The irrigation ditches in the Malaga country are carrying a great deal of water and there are many breaks which will have to be fixed up before the irrigation season opens.

INVESTIGATES LAND FRAUD

GOVERNMENT OFFICIAL IN THE EPHRATA COUNTRY FOR THE PURPOSE OF LOOKING INTO MCCONIHIE LAND FILINGS.

O. D. Johnson came in yesterday morning from Ephrata, where he has been for the past several weeks on his land near Moses Lake. The Ephrata people are taking a great deal of interest in the government investigations which are being made into the McConihie filings. Yesterday evening the government inspector went out in company with Attorney O. Sullivan. They were headed towards Moses Lake. This is the third official that has been in the Ephrata country during the past month. The McConihie holdings amount to about 16,000 acres of land and it is alleged there was fraud in securing this land, and it is the purpose of the government inspector to make an investigation.

Sixty Killed In Alaska Mine

Juneau, Alaska, March 3.—A magazine explosion in the 1100 foot level of the Mexican shaft of the Treadwell gold mine today caused a large loss of life. Twenty-three bodies have been recovered and there were 60 men killed.

Thirty-Five Bodies Recovered Wellington, March 3, 2:30.—Thirty-five bodies of the avalanche victims have been recovered. Sixty are missing whose names are known, besides there are a number of laborers whose names are not learned. Probably more than 100 persons were killed. All those in the ruins are dead. Shortly before 2 o'clock on Tuesday morning, while every one on the two stalled trains were in bed, ten acres of mountain side that towered above the trains became detached, and taking with it snow, trees, earth and rocks the avalanche plunged down the canyon. The trains were picked up as though mere trifles, and the whole mass was piled in the bottom of the ravine, several hundred feet below.

One glance at the ruins explains why so many persons are missing and gives no hope of any of those buried being alive. The few men who are working cannot accomplish much and it would take them months to dig out the cars. As soon as the road is open proper equipment will be brought to the scene and the bodies recovered.

CATTLE RUSTLER CAPTURED

MONTANA CATTLE RUSTLER IS CAUGHT IN UP-COUNTRY AFTER 10,000 MILE CHASE—HAD JUMPED \$5,000 BAIL.

J. W. Collins, state brand inspector of Montana, arrived on yesterday's boat with a prisoner that he had been hunting for over a circuit of 10,000 miles, from Montana to Texas and Minnesota. Finally he got on the track of his man and caught him at Pateros. The prisoner is named Bert Boyds, but is known here under the alias of Bert Warren. He has been buying cattle and doing business between the Okanogan and the Sound during the year just passed and is well known in the Methow country. Boyds was first caught a year ago last October in Silver Bow county, Montana, somewhere near Butte. It is claimed that he is a member of a large law-breaking clique that includes a number of prominent men, one at least of whom is in the \$100,000 class. At that time the prisoner's bail was fixed at \$5,000 and his friends succeeded in having his trial postponed on three different occasions. In fact it looked as though there would be no trial and Boyd departed for parts unknown. A fourth attempt was made to bring the case into court and the prisoner was missing. Inspector Collins then began his long hunt that terminated day before yesterday at Pateros.

Inspector Collins thinks that the Okanogan is a rough country. Such an opinion from a bad-country man comes as a surprise to the natives of this vicinity.

Fred Berry Heard From. A telegram was received from Fred Berry yesterday from Spokane. Mr. Berry was just starting for Wenatchee and will probably be on the train that is now delayed between here and Spokane. There is nothing in the report from Cashmere that Mr. Berry was in the wrecks at Wellington.

Firemen's Election Tonight. The fire boys will meet tonight and elect officers. A few changes will be made, but it is not expected that any contest will be on.

BLOCKED FOR DAYS YET

From Railroad Advices Trains to the Sound Cannot Get Through Inside of Ten Days or Two Weeks--Slides Are Almost Continuous--Road Cleared to Spokane

NO RURAL CARRIER SERVICE

COMMENCING MARCH 1 THE THREE CARRIERS ON THE MAIL ROUTES LEADING OUT OF WENATCHEE QUIT THE SERVICE OF UNCLE SAM. ON ROUTES 1 AND 2, HANDLED BY J. P. WARD AND A. L. MILLER, RESPECTIVELY, THERE HAS BEEN NO MAIL CARRIED SINCE THE FIRST, BUT ON ROUTE 3, HANDLED BY CHARLES J. WEAVER, MAIL HAS GONE OUT AS USUAL EXCEPTING TUESDAY, WHEN THE ROADS WERE VERY BAD. MR. WEAVER HAS QUIT HIS POSITION, BUT IS CARRYING THE MAIL FOR A FEW DAYS UNDER PROTEST, WITH THE HOPE THAT SOME OTHER CARRIER WILL VOLUNTEER FOR THE SERVICE.

The pay for carriers with the size routes as those leading out of Wenatchee is \$75 per month. The carriers are obliged to furnish their own team and rig and especially in the west this is considered a very low salary. A bill was introduced at this session of congress by Congressman Poindexter, providing for increasing the pay of 24-mile routes to \$90 and \$2.50 for each mile or a fraction of a mile.

The department cannot increase the pay without congressional action and this bill, like hundreds of others that have been introduced, will take a great deal of time to get through and it is not likely that the present congress will act on the matter.

In the meantime it is going to be a question to get carriers for these various routes, and Postmaster Hull is using every endeavor to induce men from the country who own their own teams to volunteer for this service. It is not considered possible to get city men to take these jobs. In the meantime patrons of the various routes are obliged to get their mail in the city office.

PROTESTS AGAINST ORDINANCE

P. P. HOLCOMB DOES NOT FAVOR COUNCILMANIC ACTION REGARDING THE KEEPING OF TEAMS OFF WENATCHEE AVE.

P. P. Holcomb this morning registered a kick with the Daily World against the action of the city council on the intention of keeping teams from being tied on Wenatchee avenue. The council has put in two large hitching racks, one on South Wenatchee avenue and one on Mission street, for the purpose of keeping teams tied there, and in the meeting Tuesday night it was decided to give the rural residents one month's notice and after that date all teams should be tied outside of the business district. Mr. Holcomb strongly opposes this action and says that he has seen teams tied on Second avenue in Seattle, and what is allowed there surely should be allowed here. He does not consider it fair to the outsiders to invite them into the city to trade and then force them to tie blocks away from the business district, and says that he shall use all his efforts in defeating this action of the city council.

Socialists Get Hall. The socialists who have been meeting on Tuesday nights under the postoffice, have secured the Beal hall and will continue their meetings there.

The railroad situation in the Cascades is not improving. In fact conditions are rapidly getting worse. A number of rotaries are at work and all the available men possible are being masses to battle with the snow and ice. Even by employing all the crew available to clear the miles and miles of track with from one to 20 feet of ice, snow, rocks, trees and other debris is slow work. Railroad officials do not give out any assurance of being able to clear the track under the most favorable conditions within ten days or two weeks. The Great Northern is a great property loser by the elements this winter and it is freely predicted that should the railroad company not undertake the big tunnel under the Cascades this year that a great system of snow sheds will be provided to protect the roadbed from the slides.

There were no trains through from the east last night, owing to the washout at Rock Island. This bridge has been repaired. No. 44 left Leavenworth about 10 o'clock this morning, with the expectation of reaching here about 11:30, and it is thought that it will be possible to get through to Spokane some time this afternoon.

Reports From the Summit. Advice from the summit at noon today were that it was thawing fast. Slides came down all night but no new ones are reported on the track. It was clear today. The rotary has reached a point one mile west of Merritt. On account of the rotary being broken the crew has to work on one side and throw snow one way only. It is necessary to throw snow up hill from there. The crew is now working to make Gaynor and trouble is expected with snow falling back on the track. It is thought to be possible to reach Gaynor today.

There are 19 slides between Chl-waukum and Drury. One of them is all of 60 feet deep and 11 telegraph poles in length. Other large ones: one nine telegraph poles long, 20 feet deep; one seven telegraph poles long, 30 feet deep. There are many other smaller ones. The snow is well soaked with water and it will be hard to dig out. It is figured that it will take four days to clean the track between Leavenworth and Chl-waukum with a good rotary. Then the above long slides will have to be tackled.

Rotary at Merritt Heard From. Rotary No. 309 was heard from yesterday afternoon. The right quarter shaft of the rotary was broken two miles east of Merritt, when working in ice and water-soaked snow that was seven feet deep. But the crew fighting the snow is continuing to use it, and with the assistance of 70 men have made their way well on to Gaynor.

West of Merritt for two miles there were many slides from ten to 20 feet deep. The snow was very hard and contained rocks and trees. Several big slides are reported in the vicinity of Gaynor.

Rotary No. 309 will work on to Gaynor. There it will meet another rotary, will double up with it, and will be reversed for the purpose of working back east toward Leavenworth. There are several slides both east and west of Drury that are from 30 to 50 feet deep. How soon these can be cleared from the tracks is not known.

Mud Slide Two Miles East of Wenatchee. The extra freight that left Wenatchee at 4 p. m. yesterday ran into a mud slide two miles south of Wenatchee. The slide was about 200 feet long and a foot deep after attempting to clear the mud from

the track for some time the train returned to the station. Section men were sent out and a large number of other workmen who had been employed west of town. The work of clearing the track at this place was only a matter of a few hours. Mansfield Line Encounters Difficulties.

The Mansfield train that left Wenatchee a little before noon yesterday encountered trouble near McCue, which is about 25 miles north of Columbia river. Floods had destroyed the bridge across Douglas creek and also carried away 200 feet of track north of that place, including the approach to bridge No. 29. A construction crew was hastened to the place. It was impossible for the train to return as scheduled yesterday.

Bridge at Rock Island Goes Out. Last night it was reported that raging floods were destroying the bridge a quarter of a mile east of Rock Island. This is a hundred feet long, and the destruction delayed train No. 25 so that communication with Spokane by rail was cut off and all passenger trains for the night were annulled.

Terrific floods were carrying away the bridge but wrecking and construction trains were hastened from Columbia River and from Hillyard, and the train which was clearing the mudslide two miles east of Wenatchee was also ordered to Rock Island. It was hoped that it would be possible to save many of the timbers in the bridge. The troubles on the Mansfield branch are multiplying. More bridges have gone out, and it is thought that it will be three or four days before it will be possible to get a train over that line.

Killed in Summit Disaster. Earl Clayton, the blacksmith, received work this morning that Fred Bohn, a brother-in-law of Mrs. Clayton and a mail clerk on one of the trains, was killed at the summit. The young man was 19 years of age and had often visited at this place. His home is at Palouse, where his parents live, and Mr. and Mrs. Clayton expect to go home on the first train out of Wenatchee. Mrs. Clayton will remain several days but Mr. Clayton will be back in a short time.

Queen Esthers Meet. The Queen Esthers of the Methodist church met in the church parlors Wednesday afternoon. Eighteen members responded to roll call and three new members were received. This society has doubled its membership since the organization, less than a year ago.

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