

COLFAX IS DEVASTATED

People Driven From Their Homes Take to the Hills to Escape Floods—Property Loss \$300,000—Two Business Blocks Destroyed and Many Homes Ruined

CAN RIDE WEST IN PALACES

HILL ROADS ARE SPENDING MILLIONS FOR NEW EQUIPMENT THIS YEAR—MUCH OF IT TO COME WEST.

It is announced that the Northern Pacific and the Great Northern will have passenger trains in operation between St. Paul and the North Pacific coast this year which will be on a par with any offered in any part of the country.

The Great Northern has placed orders for spring delivery for passenger equipment costing \$3,000,000. There is being built for the company in the east, for delivery within the next three months, the following passenger equipment: Fourteen diners, 30 first class standard sleepers, 21 compartment observation cars, 10 parlor cars, 67 coaches, 10 combination mail and express baggage cars and 40 passenger engines.

The order of freight equipment placed by the Great Northern, the first lot soon to be on the way, includes the following: One thousand steel ore cars, 35 Mallet engines, 1000 box cars and 500 gondolas.

Bought Miles of New Cars.

The Northern Pacific will spend in new equipment this year \$7,000,000. There will be spent in box cars about \$1,500,000, about \$2,000,000 in engines, while one of the most notable items is about \$1,500,000 in passenger cars.

The Northern Pacific is beginning to receive the first of 132 passenger cars of different kinds and 57 passenger engines.

The rest of the orders placed for this year's delivery by the Northern Pacific is as follows: Eighteen hundred box cars, being built in the east; 200 box cars, being built by the company at Seattle; 100 new cabooses and 750 flat cars, being built by the company at its Tacoma shops; 200 refrigerator cars, for April delivery; 500 steel gondolas, for March delivery, and 400 convertible gondola cars, for May delivery.

The company is also building transfer cars at its Como shops, St. Paul.

The motive power of the Northern Pacific for freight handling is to be further increased by the purchase of 40 Mikado and 25 switch engines.

Spokane, March 4.—Conditions in Colfax:

Four hundred and fifty people unsheltered on the hillsides and unable to reach their flooded homes to procure food.

Twelve residences and two business blocks known to be destroyed. J. R. Gooding Lumber company plant destroyed. Loss \$40,000.

Spokane & Inland depot washed 200 yards from site.

Three interurban bridges moved out of line, but reported still safe.

Total estimated loss probably \$300,000.

Numerous narrow escapes, but no known loss of life.

With a rush and roar a wall of water swept down the canyon of the North Palouse river and devastated the town of Colfax at 4 o'clock yesterday afternoon.

The Colfax hotel, its foundations undermined by the continued floods of the last week, collapsed like a house of cards; more than 40 houses were swept away; the extensive terminal trackage of the Inland Empire system was completely destroyed, and the Inland depot, a frame structure, was washed 200 feet down stream before the flood subsided.

At 7 o'clock a second torrent swept through the town. The log jam across the river above Colfax gave way at that hour and let the pent-up waters of the flood down the canyon, filling the business streets of the little city with water to a depth of from three to five feet.

At last accounts the town was desolate, with the waters rising rapidly, and the people were driven from their homes to the hills, where without food or shelter, they are suffering keenly.

All of the bridges spanning the North Palouse were washed out with the exception of that near the brewery. The Whitman county courthouse is expected to topple into a ruin at any moment, so deeply are its foundations undermined by the rushing water.

Town Is Isolated.

The town of Colfax was isolated last night, both railroad, telephone and telegraph connection having been destroyed, but reports of the flood and the damage it wrought were received at Thornton, Oakesdale and Rosalia, which were the only towns in the Palouse which could be reached by telephone last night.

No details as to the loss of life could be ascertained from any of the towns which could be reached. Incredible as it may seem, the word was received from Colfax before the telephone lines went down to the effect that everyone had escaped in safety. One eyewitness of the results of

the flood was located late in the evening, Charles Hart of Steptoe.

Mr. Hart, when news of the flood first reached him, started at once for Colfax, and on his return to Steptoe telephoned to Rosalia confirmation of the ruin of the town. Between 40 and 50 houses had been swept away, he said, and the main streets of the town were filled with a swirling current from 3 to 5 feet deep. When he reached Colfax the water was still rising, and stood more than a foot deep in the Oregon Railroad & Navigation company's depot.

Relief expeditions were being organized at Thornton and at Rosalia last evening, and an effort was to be made during the night to bring succor to the homeless victims of the flood. Wagon roads over the Palouse hills are in an almost impassable condition because of the rains and melting snows, and none of the railroads running into the town are able to operate because of washed out tracks.

Fire caused by the water flooding the lime house of Easum Bros. destroyed the large implement house of Gilbert Hunt, and the garage of Geo. Cornelius.

SEX EQUALITY DEMANDED

SERIES OF FOUR SERMONS WILL BE DELIVERED ON SUBJECT BY DR. STEVENSON OF THE PRESBYTERIAN CHURCH.

Rev. Dr. Stevenson, of the Presbyterian church, will begin a series of four sermons next Sunday evening on "problems of sex equality." He says:

"Revolutions have been preceded by periods of unrest but it is through revolutions that civilization has been advanced. It was through revolution or social movements equivalent to revolutions that man gained his rights of free speech and self government. The condition of women has been such that it should have been revolutionized long ago. God created them and gave them equal control of the earth. In the language of St. Paul there is no difference between man and woman. But perhaps this equality should be stated in terms of equivalency.

"Since this great question of women's rights has demanded so much attention in Europe, particularly in England, and since there are suffragettes in all countries; the movement has come to have great weight in this country. The question is not, Do women want to vote? But, Will the civilization of the world be advanced if women should exercise the right of suffrage? It is the eternal rightness of the thing that must be held in mind. When the slaves were freed it was brought about by the people who looked at the eternal rightness of the thing."

The subjects of the four sermons are: (1) "Woman's Power and Work;" (2) "Are the Suffragettes Afflicted with Maleitis?" (3) "Woman's Influence Over Man," and (4) "Woman's Fidelity"—Last at the cross, first at the tomb.

Railroad Conditions Improve

NORTHERN PACIFIC HAS LINE OPEN TO ST. PAUL AND COAST LINE IS CLEAR—ALL BRANCH LINES ARE DEMORALIZED.

Portland, Ore., March 4.—The railroad situation on the Northern Pacific between St. Paul and the Pacific coast is better today than at any time in two weeks. The road is open from this city to the coast and both passenger and freight business is moving on fairly approximate schedule. The Northern Pacific line between Portland and Puget Sound is open but all branch lines in Washington are in a more or less demoralized condition. The tracks in some sections are badly settled and will

POINDEXTER IS NO RUBBER STAMP.

The March number of Collier's throws the following editorial bouquet at Miles Poindexter, under the caption of "Fit Material":

The state of Washington will be deciding soon who will be its next representative in the senate of the United States. Miles Poindexter, now in the house, is able, enthusiastic, fearless, independent. He is nobody's rubber stamp. He does his thinking for himself. He is honest and no improper influence can reach him. The state of Washington, if it selects Mr. Poindexter, will be sending to the upper house a man whose presence will tend to raise the civic standards of that body."

SCHOOL ELECTION TOMORROW

FIVE CANDIDATES HAVE ANNOUNCED THEMSELVES FOR THE POSITION—MANY WOMEN ARE EXPECTED TO VOTE.

For the first time in several years there has developed a great deal of interest in the election of the school directors for this district to be elected tomorrow. Arthur Gunn was the first candidate who announced himself. Then came Dr. Blake, E. F. Thayer, Conrad Rose and A. J. Linville. The term of office is for three years and the director is to be a successor to John A. Gellatly. C. A. Battles and A. Baptie are the other members of the board.

It is safe to say that either one of the five men would make a good director and naturally people have their choice and the contest tomorrow promises to be a lively one.

At this election women have a right of suffrage and from all indications there will be a large number of women to take advantage of the right to vote tomorrow.

The polling place will be at the Whitman schoolhouse and the polls will be open from 1 until 8 o'clock.

PLANNING CAMP AT LAKESIDE

REGULAR SOLDIERS MAY CAMP NEAR HERE IF AMERICAN LAKE APPROPRIATION BILL FAILS.

It is understood that plans are being made at Fort Wright to have the infantry camp at Lakeside this summer if congress fails to make an appropriation for maneuvers at American lake, where they have trained for several years and have served as a sort of training school for the militia, who gather there at the same time.

As there has been no appropriation thus far the army officers of Fort Wright feel that the federal government will not make any for American lake, and consequently they have been planning for some time to camp at Lakeside. Eight companies of the Twenty-fifth infantry will make their summer's march and go into camp on Lake Chelan.

The presence of the soldiers here will doubtless serve as a drawing card to tourists and others.

VICTIMS NOW REACH 118

Seattle Newspaper Claims This as the Number of Dead at Wellington Disaster—Great Difficulty Encountered in Removing the Dead from the Wreckage

SENIORS TO STAGE "ESMERALDA"

HIGH SCHOOL SENIORS PREPARING TO PRODUCE POPULAR PLAY—RAN 350 NIGHTS AT MADISON SQUARE.

The senior class of the Wenatchee high school has the work of staging "Esmeralda" well under way. The members are expecting to produce the play in the new auditorium about the first of April. The class has a reputation for giving plays of a high order and it is expected that this year's attempt will be up to the standard.

The play is a popular one throughout the country, and its principal success was achieved at Madison Square, New York, where it ran for 350 nights.

SOLD THEIR STEPS LAST FALL

OWNERS OF SHANTY ROW RECEIVED DAMAGES LAST FALL—CITY PAID LARGE SUM FOR REGRADING WENATCHEE AVE.

At the time of regrading Wenatchee avenue the question of damages came up and the matter of the steps was discussed and supposed to be settled. The cigar stand of Jack Lillis was fixed up according to the agreement, and so was the building jointly occupied by the Pioneer Electric company and the Home Tea company. The other crumbling ruins were not repaired, although the city did its part in delivering the money for the damages. W. O. Parr received \$175, C. E. Lillis got \$275 and P. Lillis was paid the sum of \$150. At the same time other real estate holders, affected by the regrade, were paid large sums of money, but the ones mentioned are those who had the steps. The owners on Orondo avenue received no compensation as no claim was made.

Traded Entiat Land.

Robert Gaines has traded a 29-acre tract in the Entiat valley, known as the Moe place, to H. R. Albin for the latter's 25-acre piece near Malaga. Mr. Albin has also leased Mr. Gaines' place in the Entiat and will make that valley his home this season anyway. Mr. Gaines expects to improve his place at Malaga. A portion of it is under the Reed ditch but he expects to install a pumping plant and plant the entire tract to trees.

Electric Company Gets Another Job.

The Pioneer Electric company received the contract this morning for putting in the fixtures for the Elman hotel. Work on the hotel is being rapidly pushed to completion and the electric company started men to work within half an hour after securing the contract. The manager of the company stated to the World that the small notice that appeared in yesterday's paper attracted so much attention that he was surprised at the results.

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♦ N. P. TRAIN WRECKED. ♦
♦ Spokane, March 4.—The second section of the Northern Pacific westbound passenger train ♦ No. 7 was ditched just east of ♦ Eddy, Mont., 167 miles east of ♦ Spokane. Several passengers ♦ and trainmen were injured, but ♦ none fatally. A baggage car ♦ was burned. ♦ The track was undermined by ♦ water. The engine passed over ♦ safely but the weight forced the ♦ track down and the wreck followed. ♦ ♦ ♦ ♦ ♦

Seattle, March 4.—Communication with Wellington was interrupted today. It is known, however, that the situation at the scene of the avalanche is much the same as yesterday. The weather is mild and snow and earth slides are frequent.

The Great Northern offers no objection to the estimate of 118 dead, made by a Seattle newspaper. Of the dead 84 were passengers, trainmen and postal employes and the remainder were laborers.

The removal of the bodies is not accomplished without great difficulty and hazard. In conveying the bodies down the mountain trail a toboggan made of boards and tarpalins is used. The bodies are laid on sleds, dragged over the snow, except in steep places, where men must lift the burden and carry it. Some of the bodies are mutilated but others are unmarked and have the expression on their faces of persons who never woke from sleep.

There was only one man who saw the avalanche and who dashed down the mountain to Skykomish with the news of the disaster. He has not yet recovered his senses.

An unpleasant incident occurred at Wellington in the clash between rival undertakers. The accident occurred in King county and the inquest will be held in this county. A representative of the King county coroner claims jurisdiction over the bodies and according to Everett undertakers object to their taking charge of any of them. Everett is in Snohomish county.

The first photograph received here of the Wellington avalanche makes clear the tremendous difficulty in the way of recovering the bodies. A mixed mass of snow, wreckage and gigantic trees whose trunks and branches are so interwoven with the other debris of the wreckage that it makes it impossible for men with no tools but shovels and axes to make rapid headway. The Great Northern plows and wrecking trains, with an army of men, are working toward the summit on both sides of the mountains and when locomotives reach Wellington they will pull out the trees with chains and cables.

Wellington, Wash., March 4.—Rain is falling today, making the work of digging for the bodies weary and dangerous. Ballets hotel, on the edge of the gorge, lurched toward the slope today and it is feared it will slide into the gorge. This would be a calamity owing to the scarcity of shelter.

Another name was added to the list of dead today, that of Harry Otto Partridge, of Biloxi, Miss., a railroad fireman, who was "deadheaded" on one of the lost engines.

ARRIVING HOME SLOWLY

LOCAL PEOPLE CAME IN ON LAST TWO TRAINS—48 HOURS FROM SEATTLE AND ROUND ABOUT PASSAGE.

Messrs. Bolinger, of Methow; Field, of Stehkin; Starr, of Chelan; Holm, of Wenatchee; Riskey, of Twisp, and Shazer, of Cashmere, and Mrs. Dillabough and daughter of Cononully, arrived on this morning's train from Seattle, by way of Vancouver and Spokane.

On last night's train H. E. Gray, Judge and Mrs. Palmer Mr. and Mrs. J. A. J. Fleming, Fred Berry, F. W. Hoffman and Tom Henry and Captain Burbank, of Cashmere, arrived. They left Seattle at 7:10 last Tuesday and arrived here at 5 p. m. on Thursday. They came on the Great Northern Oriental Limited over the Northern Pacific tracks by way of Vancouver. The train just missed being wrecked at Quincy, because a freight that was ahead was wrecked instead. They changed trains at Spokane and the Oriental Limited went on as far as Milan. There it struck a rock and was wrecked, as was reported in the World. The party continued on toward Wenatchee and rested awhile at Rock Island, eventually getting here at 5 p. m. yesterday.

Architect H. E. Gray went to Seattle Tuesday on the last train that got through. He stated that Mrs. M. A. Covington, mother of Rev. Covington of the Washington Children's Home and a resident of Olympia (not Spokane), was on the train that was in the slide. She had been to Spokane to attend her son during an illness and was returning to Olympia. The family has heard nothing from her and she is reported as among the missing.

Entertained at Musicals.

Mrs. O. B. Fuller and Mrs. Dr. Culp entertained at a musicale yesterday afternoon. The house was beautifully decorated with carnations. Instrumental solos were executed by Mrs. Lemon, Miss Vaughn, Mrs. Emil Miller and Mrs. Owens, and mandolin selections were offered by Miss Kellogg. After the program a two course luncheon was served. About 40 ladies were present to enjoy themselves with the artistic and social features that were offered.

High Officials Take Charge

GENERAL SUPERINTENDENT OF G. N. PASSED THROUGH THE CITY IN A SPECIAL CAR TO FIGHT ICE AND SNOW.

The Great Northern railway is massing men and material on the summit in the effort to break the blockade. General Manager J. M. Gruber passed through here this morning with his special car, bound for the front. Last night a freight train passed through with over 100 laborers, material and provisions, and these men will be put to work with the crew that is fighting the blockade.

The small bridge that was washed out below Rock Island was repaired last night and the delayed trains got through.

There was also trouble between Wenatchee and Malaga on account of the small bridge going out. This was also repaired during the night. Wilson Creek is again flooded as a result of the rising in Crab creek and there are three or four feet of water surrounding the town.

The road is reported open to the east, but in the west there seems to be no improvement other than that the railroad company is massing all the men and material possible to clear the road. A large crew was sent today to repair the Wenatchee-Mansfield line. This is in bad shape and a large number of bridges have been washed

out. It is expected that the repairs will take four or five days. The telegraph line was opened up today, as far west as Merritt. General Superintendent Gruber is expected to get that far west tonight. He has been on the road for the past week from St. Paul, but has been in a series of mishaps which have delayed him. He will remain here until the road is opened up for travel.

Fearful Catastrophe.

A stranger alighted from the local eastbound train this morning, arriving from Leavenworth. He carried with him a large satchel. The lock of this was broken but the satchel was held together by a light cord. Just as he was about to step off of the brick platform the cord broke, throwing open the satchel. It was filled with small bottles that were dark brown in color. All but two of these were broken, and as a result there should be loud lamentations from a large number of persons in this city today. The stranger quickly disappeared and the two bottles which were saved from the wreck were picked up by by-standers.

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♦ HOGS REACH HIGH MARK ♦
♦ Portland, Ore., March 4.— ♦ Hogs at the union stock yards ♦ today were \$11, the highest ♦ price in the United States for ♦ half a century. ♦ ♦ ♦ ♦ ♦

'Yump Ole, Yump' on Avenue

IF YOU CAN'T MAKE IT IN ONE "YUMP," MAKE IT IN TWO:—FRONT STEPS REMOVED FROM SHANTY ROW.

The sufferance by the city for the steps on Shanty Row was ended on the first of March when the front steps had to go. Tuesday night the city council voted to remove the steps and Thursday the work of demolition started. The first to go were those that led up to the Orondo pool room, on Orondo avenue. They were removed by the proprietor without protest, but the others were taken out by the city, and in some instances the protests were pretty strong.

The council did not like to take such drastic measures and have been considering the matter for a long time. The buildings are unsightly and a menace to the others. No direct law could be applied to have them removed from the fire limits, and the councilmen, sworn to look after the city's interests to the best of their abilities, were in a quandary. The plan that they adopted will no doubt be successful and the general sentiment on the street is in favor of the move. From one quarter quite a protest has been raised and free expressions of denunciation were heard. The general sentiment, however, was in favor of the act. It is the intention of the council to refuse all permits for improvements to the shanties and that will prevent the

building of new steps within the sidewalk lines. Some of the buildings are left as much as three feet above the sidewalks and customers will have to step high indeed if they care to enter.

One of the heaviest sufferers is the proprietor of the Eagle cafe, who has been doing business only a week. His place is at least three feet above the walk, and while his neighbors will lose as much as he will, the fact that he has just gone to considerable expense, and had no chance to break even, creates quite a sentiment in his favor.

Other houses up in the air are the Columbia Real Estate company, the office of A. E. Knowles, the Japanese restaurant, Whalen's barber shop, Martin's real estate office, the vacant store formerly occupied by Hackett & Fitch, the Blue Grouse restaurant, and the Mecca barber shop, all on Wenatchee avenue. On Orondo, the Orondo grocery and the Orondo pool parlors were affected. Some of the buildings are only a little above the walk while others are so high that the business will be practically stopped.

Mrs. Lillis considers herself a heavy loser on account of owning several of the houses and intends to do all she can to get the steps replaced.

The citizens in general are freely expressing their approbation of the council's action, while admitting the inconvenience and loss of those directly affected.