

WELLINGTON LOSS, \$1,500,000

TWO AND A QUARTER MILLION DOLLARS ESTIMATED DESTRUCTION IN NORTHWEST—COST AT MILAN \$160,000.

Seattle, March 5.—Culminating in the disaster at Wellington, the last ten days, through weather conditions, have cost the various railway companies operating in the Pacific northwest through loss of equipment, destruction to their roadbed and loss of traffic, a total of \$2,500,000, according to official estimates made yesterday.

The Great Northern is the heaviest loser. Its line through the Cascades has been tied up since a week ago Wednesday. Its line to Vancouver has been closed twice by slides. The Northern Pacific has been blocked for periods up to two days by snow and on the route to Portland by a rockslide at Castle Rock, since Monday.

The loss of equipment and damage to right of way of the Great Northern through the avalanche at Wellington is placed by an official at \$1,500,000, of which the equipment consisting of 14 coaches, baggage cars, mail and express cars and the engines of two trains, No. 25, the Spokane passenger, and the fast mail No. 27, a rotary plow and four motors swept down in their sheds. O'Neil's private car and engine are valued at approximately \$90,000. The value of the Oriental Limited, which was wrecked at Milan, is placed by officials at \$160,000.

Sheriff Ferguson phoned the World this afternoon from Leavenworth that one of the big rotary plows at Drury is working towards Leavenworth and when it arrives there will turn around and go back towards the tunnel. It is expected to reach Wellington by tomorrow morning and the plan is to bring the wounded out this way.

Yesterday morning at 10:30 a man was seen floating in the river at Drury. He was 35 or 40 years of age, had light hair, sandy mustache, dark suit, was wearing under his coat a gray sweater with red border and pearl buttons. His left arm was

turned off at the shoulder. The body was not recovered, but a search is being made.

Wellington, March 5.—Two hundred laborers with picks and shovels went to work today in the snowy graveyard gorge below the railroad station. Less than half of the one hundred or more bodies buried in the avalanche were recovered when work stopped last night. Bodies when found are in sleeping garments and identification is difficult unless outer clothing is near. Railroad men identified dead comrades by their faces. So far as known there is no list of foreign laborers who were sleeping in the day coaches and the number is not known. The dead are being taken down the mountain-side on sleds today.

Leavenworth, Wash., March 5.—At a mass meeting of citizens Thursday a fund was started for the relief of the families of Leavenworth wreck victims. Several business men subscribed \$100 each.

A call was issued for volunteers to help clear the canyons of slides. Forty responded and are working with the railroad forces. Some of the slides west of here are 50 feet deep.

Railroad men, however, believe that Wellington can be reached quicker from there than from the west side. Scores of railroad men living here were killed at Wellington. The citizens will hold memorial services Sunday.

MANY WOMEN ARE VOTING

CONTEST FOR SCHOOL DIRECTORS TODAY BRINGS OUT MORE WOMEN TO THE POLLS THAN HAVE EVER VOTED BEFORE.

The contest today for school directors is bringing out a large crowd of women and it is prophesied that before the polls close tonight, at 8 o'clock, more women will have voted than have ever used the franchise here before. It is unsafe to make any predictions as to the result. All five candidates—Messrs. Gunn, Rose, Thayer, Linville and Blake—have a following and no safe predictions can be made as to the result.

Colfax Now Out of Danger

FOUR HUNDRED DESTITUTE ARE BEING CLOTHED AND FED—REPORTS OF MANY NARROW ESCAPES DURING FLOOD.

Colfax, Wash., March 5.—With 400 left destitute by the floods which swept over the Palouse valley the last several days, scattering wreck and ruin in its path, Colfax today presents a sorry sight as the work of rescue and caring for the homeless is going on.

Confronted by the facts that the savings of a lifetime have been destroyed, the residents of the German settlement, where the flood worked its greatest havoc, are plunged in deep despair and many heartrending scenes are enacted as the work of feeding the nearly famished homeless is in progress.

Reports from the railroad officials state that the work train on the O. R. & N. will open up a line to Garfield late this afternoon and will bring the carload of provisions donated by Spokane to the city. The work of distributing the food will be begun at once, as the water swept away considerable of the store supplies and left the inhabitants on the verge of starvation.

Many Narrow Escapes. While no deaths or serious injuries were reported, many of those who were in the path of the flood were compelled to go several days without food or dry clothing.

That many did not meet death in the torrents was a miracle. When it became apparent that all the low sections of the city were doomed, and many lives were in jeopardy, life-saving squads were organized. Among the daring works of rescue was that conducted by George, Ernest and "Tip" Hamblin, three brothers.

They procured a rowboat and succeeded in saving the lives of four German section men, George Smick, Phil Wilhelm, John Gerlitz and Dennis Goshorn, who were at work on the island near the fair grounds. The water suddenly rose and they were swept away, only averting death by clinging to the pieces of trees.

The next work of the Hamblins

succeeded after much effort in rescuing Mrs. Fally Pannutt, aged 75 years, and Mrs. A. Tetherow; also City Councilman G. W. Perrine and his wife, who had been in the house for 36 hours without food or water.

One of the most heroic works of rescue was in saving the life of Mrs. C. G. White, mother of Mrs. August Paulson of Spokane, the first white woman to locate in Whitman county. Her home on West street became flooded, and by the aid of a rope she was rescued from the second-story window by her son Edward.

Miss Amanda Brown and her invalid mother were taken from their home to the Sullivan residence, where it was thought no danger would occur, when the water rose to seven feet and flooded the lower floors. They took refuge in the attic.

Many narrow escapes from drowning was reported from Union Flats and Wilcox, six miles from Colfax. A Manchester and wife were taken from their ruined home in a rowboat constructed by Walter O'Neil. The home of J. H. Petterman was completely wrecked and all the household goods destroyed.

At Wilcox a small cabin in which was Sandy Devine, a bachelor, was washed a half mile down the valley. In attempting to rescue him, Frank Hannah nearly lost his life. Both men were rescued by Colby Harper on horseback.

Wires in Operation. Today the telegraph and telephone companies have lines in working order, and the offices are flooded with messages. Manager Shillings of the telephone company has suffered a nervous breakdown because of the strenuous work of the last several days.

The bravery of the telephone operators in sticking to their posts is without comparison. When the water flooded into the offices, they stood on chairs, and when the water rose they took the instruments on the top of tables and later to the upper floors.

At present the water has receded, all destitute are well cared for and the work of reconstruction is under way.

IMPROVEMENT DISTRICT PETITION

TO MAKE IMPROVEMENT DISTRICT OF NOB HILL, ENGINEERS AND BOLENBAUGH ADDITIONS.

C. J. Wurtz is circulating a petition to have Engineers addition, Nob Hill and Bolenbaugh's addition made into a separate improvement district. Almost all of the residents of Bolenbaugh's addition have signed the petition and the only objection that will be made to the proposition will be made by the residents of Chelan avenue and there would be none there if the street was widened so as to make it of uniform width. As the street now is there are places where only about a half of it could be improved. There are other places of full width and the improvement of the street under these conditions would make it unsightly. Instead of being a benefit to the residents it would be a damage to those where the street is not of proper width. The petition will probably be presented at the next meeting of the council.

First Relief Party From Leavenworth

A party of Leavenworth men, composed of Jack Seig, J. D. Wheeler, Olin Briskey, Al Pesch, Bill Herder, and a fireman by the name of Johnston, with a sled loaded with a four days' supply of provisions, left Leavenworth yesterday noon, determined to make their way through the canyon to the tunnel and join in the relief work. They also believe the scene of the accident can be better reached from the east side. They hope to reach Wellington by this evening. Another and larger party will leave today to offer assistance.—Leavenworth Echo.

FIRST BALL TEAM READY

FIRST TEAM READY OF THE TWILIGHT LEAGUE—WILL MEET ALL COMERS ANY TIME ANYWHERE.

FIFTY KILLED IN SNOWSLIDE

AVALANCHE NEAR GLACIER PASS OVERWHELMS PARTY OF HUNDRED RAILROAD LABORERS—PASSENGER TRAIN SAFE

JAMES, THE NOTED ACTOR DEAD

FAMOUS ACTOR MEETS SUDDEN END THIS MORNING AT HELLENA, MONTANA—HIS COMPANY DISBANDED.

Helena, Mont., March 5.—Louis James, one of the best known and most popular actors of the country, his ended his long career. Last evening, just before the curtain went up for the performance of "Henry VII," he was attacked by heart failure and this morning passed away. The body will be shipped tomorrow to Kansas City, Mo., and will be accompanied by Mrs. James. The company has disbanded.

Mr. James has long filled a prominent place among the stars of the theatrical world. His name has been associated mostly with Shakespearean roles. For many years he was a co-star with Frederick Warde and their favorite plays were Julius Caesar and Othello. Since Mr. Warde went upon the lecture platform, Mr. James has continued on the stage, being associated with his wife, Aphie James, who has taken the leading feminine roles, playing opposite her husband.

CONDITIONS WORSE IN PHILADELPHIA

GENERAL SYMPATHETIC STRIKE ATTEMPTED—OTHER UNIONS, EVEN PRINTERS, URGED TO ENTER STRUGGLE.

Philadelphia, Pa., March 5.—A general sympathetic strike, the supreme and final effort of organized labor to win the fight of trolley men for recognition of their union is in full swing. Every taxicab driver and cabbies are out. Several union trades, however, are still at work, among them the printers, whose

committee voted not to join the strike, although many of the job men were anxious to do so. Philadelphia will thus not be deprived of newspapers, more than a tieup of business. Authorities fear the thronging of thousands of idle persons on the streets. The number of men on strike cannot be definitely ascertained. Labor leaders say they will not know until tomorrow or Monday. The director of public safety claims not more than 2,000 walked out. Strike leaders make the claim that 75,000 are out. Officials of the city hall and Rapid Transit representatives scoffed at this claim. They said the mills at Kensington are still working and that such great plants as Baldwins, Cramps, Midvale Steel Works, Brills, the car works and other large industrial establishments had not been crippled when the shifts of men changed, between midnight and morning. These plants, however, are open shop concerns. The promise of Timothy Healy, representative of the stationery firm, who said he could cripple the power plants, apparently has not been fulfilled. The power plants were operated and running with extra police as guardians. Trouble is looked for by the department of public safety today and tomorrow.

A great meeting of organized labor is planned for this afternoon, peaceably to participate in a demonstration in behalf of the carmen's union now on strike. This meeting has been prohibited by the mayor, because a permit was not applied for to hold the demonstration as provided in his proclamation of last Saturday.

Got Advantages From Membership. Fred Berry, just returned from Seattle, where he had been while en route to the convention at Aberdeen, reports that his membership in the commercial club was a decided advantage in Seattle. There he received all the privileges of the Arctic club and states that the service and comfort of the club was a decided help to him while he was in the metropolis.

Baptists Organize Choir. The Baptist choir met in the church last night and effected an organization. The following officers were elected: Rev. J. W. Johnson, chorister; Lloyd Tanner, president; Miss Maud Greenman, secretary, and Mrs. C. A. Battles, treasurer. After practice the choir was served with a four-course lunch by Rev. Johnson, Lloyd Tanner, Clois George and Robert Falls. Hereafter the music of the Baptist church will be of a high order and the best possible.

Fire Department Elects Officers. On Thursday evening the members of the fire department met in the Commercial Club building and elected officers as follows: Chief J. E. Throw; assistant chief, Will Little; secretary and treasurer, T. C. Godfrey; trustees, Terry Ross, Frank Baker, A. J. Van Landingham.

During the past several days teams have been at work on leveling the lot south of the Commercial Club building, belonging to the city. When level it is the intention to plant this to lawn, make some flower beds and also to plant a number of trees, making it one of the beauty spots of the city.

It is also the intention of the Great Northern to park the space west of the new depot, making this more attractive.

Leavenworth Citizens Turned Out En Masse Yesterday and Today to Assist in Clearing the Road.

Leavenworth, Wash., March 5.—Fully 150 citizens of Leavenworth turned out yesterday for the purpose of assisting in clearing the road between Leavenworth and the summit. General Superintendent Gruber of the Great Northern stated last night that he never saw a body of citizens, most of them unaccustomed to hard work, who accomplished as much in a day

in that character of work as did the citizens of Leavenworth. Most of the same crowd turned out again today and it is thought possible that the road may be opened to the summit today.

Last night, after the return to the city of Leavenworth, Dr. Hoxsey served a hot dinner to the men. Sheriff Ferguson is at the front and is assisting the Leavenworth men and it is reported that both hands are badly blistered.

The report comes from Leavenworth this morning that it is possible the road might be opened to the summit by night.

Death of Mrs. Munsterman. Mrs. Sophia Munsterman died at the home of her son, Gus Witte, at 202 Chelan avenue, last night. She was a native of Germany, 77 years old, and leaves three sons and a daughter to mourn her loss. Born in Pummerin province, Germany, she came here 36 years ago and settled in Illinois, where she remained up to six years ago. Since then she has stayed here with her son, Augustus Witte.

The family has many friends in this country among old timers, particularly among the Germans. Augustus Witte has been a resident of this section for 24 years, living on the south side up to three years ago, when he moved to his present residence. John and Charley Witte are the other brothers. John Witte is also a resident of Wenatchee, and Charley Witte lives in Alberta, Canada. There is also a sister, Lena Witte, living in Crete, Illinois.

The funeral will be at the house, on Monday, at 2 p. m., and will be in charge of the Wenatchee Undertaking company.

Brockman Pioneer of Waterville. There seems to be no doubt now whatever of the death of J. H. Brockman in the summit slide. Brockman was one of the pioneers of Waterville country and with his family passed through this city twenty years ago en route to Waterville from Ellensburg. He was well known in this city. During the past two years he has been gradually disposing of his

WIFE PROSTRATED AT NEWS

BUSINESS DELAY KEPT R. H. BETHEL FROM ARRIVING IN SEATTLE AHEAD OF BLOCKADE AND WAS KILLED.

Seattle, March 5.—Fate had it that R. H. Bethel, a civil engineer and contractor, whose home is at the corner of Jefferson street and Ninth avenue, should be on Great Northern train No. 25 instead of arriving in Seattle, according to his plans, just ahead of the blockade. His wife is striving to keep up courage in the face of the distressing news from the scene of the catastrophe. It was the

first time since they were married, ten years ago, that Mr. Bethel had gone on a trip without his wife.

According to his original plans, Mr. Bethel intended to make a flying visit to Wenatchee and return a week ago Monday. At the last moment he received a telephone call about a business matter, which caused him to delay his departure from Seattle 24 hours. The unexpected delay at this end resulted in his taking the train that was caught in the snow blockade. Every day he telegraphed from Wellington, keeping his wife informed of the conditions there. He was hopeful of getting home up to the latter part of last week, when he wired that it was impossible to say when the line would be opened. Soon after that communication became impossible, and despite a heroic effort on the part of the little woman to keep up her courage the strain has told on her.

She learned the nature of the catastrophe that had befallen the imprisoned passengers Tuesday afternoon. Mr. Bethel's partner, Mr. Downey, left on the first relief train. He figured on going as far as possible on the train and then proceeding on snowshoes.

INDIANS MAY TRAIN AT HOME

PRESIDENT COHN BELIEVES HIS BUNCH CAN GET INTO CONDITION AT HOME AND MAY TURN DOWN WENATCHEE'S BID.

Spokane, March 5.—There is a good chance that the Spokane fans will get a chance to watch the Indians prepare for the 1910 season at home.

"I may make up my mind to train right here in Spokane," said President Cohn this morning. "It is a hard matter to figure out what to do with the team this year and if the weather settles early enough so that it begins to look good, I will take the Tribe out to Recreation park and train them right here at home."

"Of course, Wenatchee and Lewis-ton are still in the running, but I am leaning toward Spokane hard now and if the arrangements can be made to suit me I will keep the bunch here in Spokane. It would be lots easier to give the fellows a chance to get used to the weather they will have to play in when the season really opens."

"I am not going to make up my mind in a minute, though, as I have plenty of time before the season opens, so it will be necessary to make arrangements and close things up, no matter where the Indians train this spring."

Two More Granges Organized. E. M. Smith, state lecturer and organizer of the Grange, organized Beacon Hill Grange Wednesday evening. William Hayden was elected master; Fred J. Olds, lecturer, and A. C. Ferrin, secretary. This Grange meets on the second and first Thursdays of each month. Last evening the Peshastin Grange organization was begun, but owing to the fact that a number of those interested were not able to be present it was decided not to complete the organization until Monday evening.

Telephone Company Had Big Day. The telephone company had a busy time yesterday. There were 94 original messages sent out from the Wenatchee office, none of which were connected with the unusual events of the week.

WILL PARK MORE GROUND

CITY LEVELING LOT SOUTH OF COMMERCIAL CLUB BUILDING AND THIS WILL BE SEEDED AND PARKED.

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FIGHT SLIDES WITH POWDER

PACKED SNOW AND ICE TO BE CLEARED FROM TRACK BY THE USE OF POWDER—WIRES WORKING TO SUMMIT TODAY.

The Great Northern railway is pushing the work of opening up the track to the west and is making rapid progress. This morning at 8 a. m. another official of the road, Division Superintendent L. W. Bowen, passed through the city on his way to the seat of the difficulty in the Cascades. He had with him a train of outfit cars.

Yesterday about 150 of the citizens of Leavenworth, assisted the other workmen in the work of reclaiming the buried track. Sheriff J. E. Ferguson, who was in the region of the difficulty, also took up the pick and shovel and piled them with a will.

It was reported last night that the road was open to Gaynor and that telegraphic communications were opened up to the tunnel. They expected to have the wires working as far as Wellington today.

A large supply of powder was taken to the summit last night for the purpose of being used in clearing the packed snow and ice from the track. The weather has solidified the snow, making it almost impossible to remove it any other way.

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