

FRIGHTFUL DISASTER

(Continued from First Page)

Three large rotary snow plows are usually stationed at Wellington. One of these is entirely lost sight of and is supposed to be covered up in hundreds of feet of snow. The other two, each accompanied by an engine, had not been located. The rotary plow that was sent in here from Montana and left here Monday, cleared the track as far as Chiwaukum by 2 o'clock Tuesday morning, but the snow and rain of Monday night caused slides to follow in its wake, so that now there are miles of slides between Leavenworth and Chiwaukum, some of them more than fifty feet deep. It is reported, too, that this plow is disabled by the breaking of one piston, and practically out of commission.

Those not familiar with the conditions of railroading in the mountains can have no adequate idea of the difficulties to be overcome before the road can again be opened thru to Seattle. It is not improbable that it will require two weeks to clear the track of all obstructions.

Besides the four electric motors covered up in the Wellington slide are two passenger trains and four large engines, the depot, water tank and coal sheds.

This snowslide, which will be known as the most terrible and disastrous in the entire history of American railroading, started immediately above the little railroad settlement of Wellington, composed of perhaps a dozen dwellings, a railroad boarding house, small hotel, coal chutes, depot, water tank and motor shed. The slide apparently started from the top of the mountain overhanging the town, and was almost a mile in width.

Most of the couple of hundred human beings in the stalled trains and little village were sleeping in fancied security when the slide started at 4 a. m. Tuesday and scores were undoubtedly mercifully swept into eternity unconscious of the change. Reports are that Wellington has been entirely obliterated.

Following is the official report of the accident, as sent out by the Great Northern yesterday morning:

Motor shed and four motors carried away, also coal chutes, water tanks and Superintendent O'Neill's car, killing Trainmaster Blackburn, O'Neill's stenographer and cook.

Division Superintendent O'Neill is reported among the missing and supposed to be killed.

Eighty-one known dead, some thirty injured, and an unknown number injured.

Many Trainmen Killed

Conductors Pettit and Lindsey dead, together with about thirty trainmen.

A rotary at Windy Point swept away completely and cannot be located. Two other rotaries near Martin Creek tunnel also lost. No report from the crews received for three days.

Following is the most complete list of the injured and killed obtainable up to the hour of going to press:

Passengers Killed

- Lillian Starrett, Chimains, B. C.
- Francis Starrett.
- John McNeery, Seattle.
- E. Lenman.
- Mrs. Ada Lenman, Hunters, Wash.
- Miss Nellie Sharp, Spokane.
- J. R. Vail, Trinidad.
- R. M. Barnhart, Spokane.

Following Passengers Missing

- Sol Cohen, Everett.
- G. O. F. Davis and daughter, Thelia, Seattle.
- R. H. Bethel, Seattle.
- E. W. Tapping, Ashland, Ohio.
- C. S. Etting, Ballard, Wash.
- Bert Matthews, Ohio.
- Mrs. R. M. Latsch, Seattle.
- Miss Katherine O'Reilly, Spokane.

Alex. Chisholm, Rosland B. C. Wm. May, Ohio.
A. G. Mahler, Seattle.
G. L. Beck, Mrs. G. L. Beck, Harriet Beck, Emma Beck, and baby Beck all of Pleasonton.

John Mackie, Seattle.
Geo. Heron, Seattle.
Jas. Monroe, Seattle.
Mike Goghm, Burlington.
Mack Cici, Burlington.

Employees Killed

T. L. Osborne, engineer, Leavenworth. Left wife and six children.
Chas. Jennison, brakeman.
Brakeman Doroty.
U. R. Dupy, brakeman.
Engineer Carroll, Leavenworth.
J. Kelly, brakeman.

Employees Injured—List Incomplete

Wm. Harrington, trainmaster, Delta, formerly lived at Leavenworth.
Ross Phillips, brakeman.
D. Tegmeir, engineer, Delta.
George Nelson, fireman, Leavenworth.
S. A. Bate, fireman, Leavenworth.
M. O. White, conductor, Delta.
L. Anderson, porter.
J. D. Kurlee, fireman, Leavenworth.

Employees Missing

Conductor J. L. Pettit, Seattle.
Engineer Frank Martin, Delta, formerly of Leavenworth.
Fireman Jenks, Leavenworth.
Fireman Bennington, Leavenworth.
Conductor Ed Lindsey, Everett.
Engineer J. F. Jarnigan, Leavenworth.
Conductor Parzybok and brakeman, Delta.

Conductor Campbell, Delta.
Brakeman McDonald.
Trainmaster Blackburn, Delta.
Stenographer in car A-16. Also the porter in same car.
H. J. Diehl, messenger.
Porter Duncan.

Fireman Jones.
Fireman Gillman, Leavenworth.
Brakeman Strawmeyer.
Express Messenger Beagle.
Brakeman Kenzel.
Mail Clerks, Geo. Hoffer, Richard Bogart.
John Fox.
John Tucker.
Ladue Tomsley and two unknown mail weighers killed.

It is understood that all the missing are killed.

Blomeke, Miles, and O'Neill Safe

Later information to the effect that Toney Blomeke and R. O. Miles are safe was received yesterday evening. Division Superintendent O'Neill is also safe.

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.

United States District Attorney McCourt has made application for the calling of a federal grand jury to investigate the acquisition of more than 100,000 acres of Baker county, Oregon, timber land by the Oregon Lumber company and the Sumpter Valley Railway company. Sensational developments are anticipated.

The Wenatchee Valley Electric Railroad

Mr. C. Phipps, the Wenatchee representative of the Central Washington Securities Co., of Tacoma, was here one day last week and said the electric line would certainly be built, and that work on the line would begin this year. He says the arrangements for the money to finance the proposition have all been made and that he would very likely open an office in Leavenworth at an early date. His company has arranged to handle a portion of the railroad company's securities.

FACING HUNGER AND COLD

Great Northern Trains Snowed in for a Week—Provisions Exhausted and Threatened by Snowslides

A three days' bombardment of snow followed by as many days of incessant rain in western Washington, together with weeks of continuous and severe storms in the Cascades, have tied up the Northern Pacific and the Great Northern, especially the latter, in a more complete and disastrous manner, than has ever been chronicled in the past history of either road. The situation the first of this week had reached a climax menacing to human life through starvation and death in treacherous slides.

Nearly two hundred passengers besides numerous train crews are snow-bound in the Cascades, with washouts and snowslides in front of them and behind of them, are suffering from cold and hunger. The two big railroads are utterly paralyzed and their branch lines are not much better off. The chief efforts of the roads have this week been directed to a frantic and at times almost hopeless struggle to save the imprisoned passengers from hunger and death.

Since the middle of last week three Great Northern passenger trains have been hemmed in by swirling blizzards and threatening snowslides just west of the summit and the two little towns of Scenic and Wellington, also hermetically sealed up from the rest of the world, have been depleted of provisions to feed the imprisoned passengers, and now all face a common fate of hunger and cold unless succor reaches them at once. Pitiful appeals have been sent out for assistance of the women and children on the stalled trains.

The mountain streams on the west are swollen to the danger point and continuing rain on Tuesday gave no hope of immediate relief. So terrible and frequent were the slides that the passengers begged that the trains be run back into the tunnel for safety.

Saturday the food on one Great Northern dining car and in the little company shack at Wellington began to show signs of giving out and the passengers were reduced to two meals a day. Fresh meat disappeared; there was no milk, cream, butter or eggs, and breakfast consisted of boiled potatoes and bacon. Steadily the situation grew worse until the passengers faced actual starvation.

Division Superintendent O'Neill and a party of volunteers have been trying for several days to get food supplies into the trains. Rescue gangs were organized to break trails and pack supplies.

It has been impossible to send in aid from Leavenworth, for from the mouth of Tumwater canyon at the edge of town clear through to the tunnel, about 40 miles, the track is buried under practically one solid slide.

Snowslides acres in extent, carrying huge boulders and big trees, have descended by the hundred and the canyons through which the road runs, are heaped high in an apparently inextricable mass. It is believed that traffic cannot be resumed until the end of next week, if then.

Killed in Slide Tuesday Morning

Fred Johnson, a Great Northern track walker, about 58 years of age, occupying a box car on a sidetrack at Drury, six miles west of this place, was crushed to death Tuesday morning about 8 o'clock by a slide striking the car. The body was recovered shortly after and wrapped in a blanket and buried in the snow near the scene of the accident, it being impossible to bring the body to this place on account of the conditions prevailing in the canyon. After the snow disappears the body will be properly interred. Johnson was quite well known here, having worked in Adams & Carr's logging camp last summer. Nothing of the man's relatives can be learned at this time.

What is declared to be the largest and most expensive leather belt ever made for driving purposes has been recently shipped from New York. The belt is 240 feet long, 6 feet wide, 3-ply thick, and was constructed at a cost of \$7200. To make the belt the hides of 540 steers were required.

The Tailor—Hip pockets? The Customer—Yes.
The Tailor—Large or small? The Customer—Half pints.—Cleveland Leader.

PORTLAND AVIATION MEET

High Prices for Live Stock—Half Million Dollar Orchard Sale

Portland is promised a sight of flying machines March 5-6-7, when the first aviation meet ever held in the Pacific Northwest is scheduled. Aeroplanes of different designs will fly about the city and dirigible balloons will be seen in flight. D. O. Lively has been made manager and business men of the city are now boosting the coming meet and completing the preliminary arrangements.

Chas. K. Hamilton, who flew a Curtiss machine at the Los Angeles meet, and captured many prizes, will be the star of the coming contests. He will try for the high and low-speed and altitude records. Four aeroplanes owned by Portland people will be entered in the contests and large prizes are offered for successful flights by amateur aviators in machines of new design. With successful weather conditions it is expected some new world's records will be made. The meet will be held on the Country Club grounds east of the city. Special rates for the affair from the surrounding territory have been made by the railroads and a big attendance is expected from all points of the Pacific Northwest.

Since the Portland union stockyards opened for business last September 2189 cars of livestock have been hauled there, representing an approximate valuation of \$4,000,000, according to Manager D. O. Lively. The market thus established has been of great value, not only to this city but to the livestock growers of the whole Northwest. Competition offered for livestock that has come with the establishment of a big market here has resulted in better prices and quicker sales than formerly.

The hog is king in the Portland markets, with prices hovering around the \$10 mark, live weight, per 100 pounds. This is the highest price known to livestock men and packers now in business here, altho old-time butchers probably remember higher prices that obtained during civil war times. In the mutton market the same conditions have prevailed. Best quality lambs brought \$7.75 during the week and wethers of the best grade sold at \$6.50. The prices are due to short supply thruout the Northwest, and dealers say there is every indication that high prices will continue for a long time.

That fruit lands of the northwestern states are highly prized was shown during the past week when the 605-acre Burrell orchard in the Rogue river valley, near Medford, sold for the record-breaking price of \$500,000. Captain Gordon Voorhies, of Portland, sold the property to C. M. Speck and associates, of Spokane. The orchard has a splendid record, returning a fortune each year to its owners from its large production of apples and pears. It is said a portion of the new purchase may be cut into small tracts and sold.

After a session of more than six hours the central labor union delegates of Philadelphia on Monday night voted to call a sympathetic strike of 140 trades unions in the organization beginning next Saturday. The delegates represented 125,000 men. This action of the central labor union is fraught with momentous consequences.

The heaviest rainfall ever recorded for a single day on the Isthmus of Panama occurred during the great flood of last December, between the hours of 10 a. m., December 28th and 10 a. m., December 29th, when the rain gage at Porto Bello showed a fall of 10.86 inches. The total fall for the month was 58.17 inches, which was equal to an average rate of nearly two inches a day.

"Now, Tommy," said the teacher, "you may give me an example of a coincidence."
"Why, er," said Tommy, with some hesitation, "why, er, why—me fadder and me mudder was both married on de same day."

Advertised Letters
Remaining in postoffice, uncalled for on Feb. 28, 1910:
Banatt, Wm. Brooks, U. M.
Campfield, R. J. Cruickshank, John
Lukue, L. J. Siple, Wm.
Smith, Mrs. Marie Stauffer, Sidney
In calling for same, please say "advertised." J. C. DAVIS, Postmaster.

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Notice to Owners of Dogs
All owners of dogs in the Town of Leavenworth who have not already paid their license tax for the year 1910 and received their metal tag, under the provisions of Town Ordinance No. 43, are hereby notified to call upon the City Marshal and pay the same and receive their license.
Special attention is called to sections five (5) and ten (10) of the said Ordinance No. 43, which follows:
5th. All dogs or bitches found running at large without having on a collar or license tag are hereby declared a public nuisance, and it shall be the duty of the marshal or some person by him appointed, to detain or impound all such dogs or bitches, and when so impounded they shall be kept forty-eight hours, at the end of which time it shall be discretionary with the marshal as to whether such animal shall be sold to defray the expense of keeping it, or whether it shall be killed.
The marshal shall post at the town hall a description of all dogs impounded, as soon as the same shall have been impounded, giving a description of all such dogs, and shall state the day and hour when same shall be disposed of, either by the killing of same or the sale of it.
J. W. TESHERA, Marshal.

Summons for Publication
In the Justice Court for Leavenworth Precinct, Chelan County, Washington, before F. S. Taylor, Esq., Justice of the Peace, State of Washington, County of Chelan, ss.
To R. H. Dunnington:
You are hereby notified that A. Brown has filed a claim against you in said Court which will come on to be heard at my office in Leavenworth, in Chelan County, Washington, on the 24 day of April A. D. 1910, at the hour of ten (10) o'clock a. m., and unless you appear and then and there answer the same will be taken as confessed and the demand of the plaintiff granted. The object and demand of said claim is to recover judgment against you for the sum of Twenty-One Dollars and Ninety Cents (\$21.90), for goods purchased between Sept. 27th and Nov. 6th, 1908, and costs of action. Complaint filed February 14th, A. D. 1910.
F. S. TAYLOR, Justice of the Peace.
Feb. 18-1910

Notice to Creditors
In the Superior Court of the State of Washington, in and for Chelan County.
In the matter of the Estate of Ettie Mitchell, deceased.
Notice is hereby given by the undersigned, administrator of the estate of Ettie Mitchell, deceased, to the creditors and all persons having claims against the said deceased or the estate of said deceased, to exhibit them with the necessary vouchers within one year after date of the first publication of this notice to A. L. Mitchell, at his place of residence in Chelan County, Washington, his post office address being Leavenworth, Washington, the residence referred to being the place for the transaction of business of said estate.
Dated this 18th day of February, 1910.
A. L. MITCHELL,
Administrator of the above named estate.
Feb. 18—Mar. 18

Bids Wanted
Bids for the old calaboose, located on the alley in the rear of the Big Rock building will be received up to 6 o'clock p. m., March 9th.
GUY A. HAMILTON,
Town Clerk.

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about how much the lumber would cost to build a new house. If you contemplate building, come to us, and we can tell you in a short time. We charge you nothing to figure your estimates. It is part of our business to aid you in every way that we can. We handle everything in the line of BUILDING MATERIAL.
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