

ALL HOME PRINT

The Leavenworth Echo

ALL HOME NEWS

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NEW SPRING CLOTHING

OUR Store will offer you an unusual line of Men's Clothing from which to select your new spring suit. These garments are shown in a large variety of beautiful fabrics—Serges, Worsteds and Velours in all proper colors and patterns. If you want a good suit—one that will wear, besides being made up in the latest style and fashion—call on

The HUB CLOTHING STORE

LEAVENWORTH MERCANTILE CO.

GENERAL Merchandise

"The Store That Saves You Money"

HOMESEEKERS HEADED THIS WAY

The Records of the Railroads Show That the Number Will Surpass That of Any Previous Year

Local passenger agents of the transcontinental systems doing business in Spokane expect the passenger traffic this year to surpass that of last season, even the last year was a record-breaker on account of the rush to the Coeur d'Alene land drawing, the holding of the famed apple show in Spokane for the second time, and the A.-Y.-P. exposition at Seattle.

R. L. Ford, commercial agent of the Chicago, Milwaukee & Puget Sound; D. G. Black, general agent of the Great Northern system; W. H. Ude, city passenger and ticket agent of the Northern Pacific; H. C. Munson, city ticket agent of the O. R. & N., and J. C. Carter, general agent of the Canadian Pacific, have all expressed themselves as more than satisfied with the outlook for an unprecedented travel from the east to the northwest this summer.

On account of the liberal offer advertised by the transcontinental systems homeseekers' rates for the last six weeks, the rush is expected to surpass even that of several years ago, when the vacant lands of the middle west and the northwest were gobbled up by homesteaders and outright purchasers. At that time the trains on the Northern Pacific and Great Northern systems were operated in sections to accommodate the travel. Similar arrangements are being made by the roads for the rush this year.

All of the operating systems have advertised heavily in the east and south this season, and many buyers of improved farms and raw lands have arranged already to make the Western trip as early as possible.

Many Spokane real estate firms have representatives in the middle states and the eastern sections arranging for special cars to bring actual land buyers to the northwest, taking advantage of the special and homeseekers' rates in effect until April 15. During the spring months the systems have also arranged for numerous excursions, giving an exceptionally low rate to Spokane.

The usual stopover privileges have been provided, and the limitations set far enough apart to give the homeseeker or land buyer an opportunity to look over the field.

Realty concerns of Spokane have been active for the last six months stirring up the east and middle west with literature setting forth the growth and possibilities of the state. Judging from the many favorable replies received the travel this way for the coming season will be exceedingly heavy.

The Great Northern, the Chicago, Milwaukee & Puget Sound railway, the Northern Pacific and Oregon Railroad & Navigation company have opened up bureaus of information in the far east. Lecturers have been employed, and moving picture films thrown on screens to give the interested easterner some conception of the northwest.

Opinions of passenger traffic men of Spokane indicate that the population of the state will be materially increased as a result of the favorable outlook.

H. T. Hansen and Walter Hellan returned Tuesday from Wellington where they went to view the slide from the point of forest rangers. Their observation confirms the belief that slides are more likely to occur where the mountains have been denuded of timber by being burned over. Grown trees and particularly a thick growth of brush and young trees tend to prevent slides. Where the Wellington slide occurred the mountain side is perfectly bare, having been burned over many years ago.

BASEBALL IN LEAVENWORTH

Bright Prospects for Strong Team—\$1000 Raised in a Few Hours

A dispatch to the Spokesman-Review of Monday states that a North-Central Washington baseball league will be organized, and gives Waterville, Ephrata, Wilson Creek and Wenatchee as the towns that will comprise the organization.

The dispatch goes on further to say that Leavenworth and Bridgeport might be induced to enter this league should the enthusiasts of those towns be able to finance and organize a team. Wow! That's too much! If the Wenatchee correspondent of the Spokesman-Review will jog his memory a little he will no doubt recall the fact that the Leavenworth team was sufficiently organized and financed last season to defeat Wenatchee five times out of seven. Remember? If the Wenatchee fan thinks this place is a dead one this season, he should come up here and look into the situation.

The first of this week a committee went around among the business men and in less than half a day had \$1000 subscribed for the support of a team. The ball park will be the scene of great activity as soon as the snow melts when the work of getting the grounds in perfect shape and building a fence will begin. A grandstand will also be erected with a seating capacity of 1000. The 15th of April, it is believed, will see the game started. Manager Elliott has the big mitt out for ball players, and says he doesn't care for expense. So the probability of having a strong line-up is very much in evidence. Sam Watts, the clever little backstop who was with the Cubs for a short time last season, will be behind the bat this year and will also captain the team.

Body of Engineer Osborn Brought Home

The body of Engineer T. L. Osborn one of the victims of the Wellington disaster on March 1st, was brought to Leavenworth, where his family resides, Tuesday morning. The face was not mutilated but the body was horribly crushed. The remains were prepared for interment by Mr. Ruppe of a Wenatchee undertaking firm, assisted by Mrs. Martin, who has charge of the Leavenworth branch.

It is said the remains will be placed in a vault until it is determined where they will be buried. Mr. Osborn has been here for nearly a year, coming from West Virginia. Mr. Westcott, chairman of the information committee appointed at a public meeting last week, assisted by Mrs. Hoxsey and Mrs. A. J. Martin, have done all that was possible to make the family of the dead engineer comfortable.

It is said that Mr. Osborn carried five thousand dollars life insurance.

An explosion of a batch of breakfast food which occurred in the plant of the American Maize Product Co. at Roby, Ind., on Monday, resulted in the death of two men and serious injury of about thirty others, wrecked the three-story building, and broke windows in Hammond five miles away.

ONE HUNDRED CITIZENS HELP

Leavenworth Business Men and Citizens Turn Out to Dig Snowslide from Railroad

In order to help open the road and get into communication with Wellington, over one hundred of the citizens of Leavenworth, including many business men, turned out last Friday morning and went up the canyon to help clear the Great Northern track of snow so that communication could be established between this point and Cascade tunnel, at the west portal of which the great slide of March 1st, in which more than one hundred people were killed and one and a half million dollars worth of property were destroyed. The company had some fifty or more laborers and an engine to help clear the track. The railroad men say that the volunteers did more work than the men employed by the company. A full day was put in Friday and on Saturday morning the same crowd was on hand and worked until about two in the afternoon at which time the road was opened as far as Merritt. From one and a half miles west of town to the bridge on the Wenatchee river, eleven miles from Leavenworth, the roadbed was almost covered with slides. Some of them were slight, but others were from ten to fifteen feet deep.

Many men who had not done a hard day's work in years returned with blistered hands and lame backs. As near as can be obtained, the following is a list of the names of the townspeople who turned out to help the Great Northern railway open the road:

Harry Warner, S E Humphrey, Frank Hoxsey, J F Burke, F Griffith, J W Hitner, B Hagler, G W Burns, E Harris, S J Kilina, Max Kringle, E Tholin, J Cline, E A King, Ernest Ouren, A Hanson, O L Peterson, H L Hart, H A Franklin, M C Williamson, G Hood, T Costello, J E Grant, M Graham, Jack Roth, Harry Carr, A Hanna, T Burke, J Duffy, Frank Fromm, F A Varo, F T Motteler, Jake Staley, Frank Yama, A Bable, A Bowman, M F Peake, W Wunder, W Emil, A Meisner, Ole Sands, M B Hake, R U Briggs, M E Carr, C Westcott, F Crosier, Mike Fitz, A Anderson, Win Faulkner, W Titus, C Spore, D Marble, S S Wycoff, Dan Lemaster, J E Ferguson, H McNett, Bert Gutherless, A Johnson, J A LeRue, W Mulligan, J Heffernan, F A Losekamp, R Scott, L S Chambers, J Henton, A S Williams, R E Simons, A McKinzie, M Lenard, P Sauters, J G Debord, Ivan Smith, H Sauters, F Getzy, J O Hawk, J C Davis, U H Leftwich, P Jones, W V Davis, B Hanson, E M Burgess, R A Hood, Harry Ahern, F J Brady, A B Westcott, Jack Heaton.

Dug Out of Slide at Red Mountain

For several days some apprehension had been felt for the safety of those who were known to be at the mining camps in the Red Mountain district. On Monday morning last F. E. Carlquist started up the trail in that direction with George Hood and Bob Dye, two experienced mountaineers, intending to drive as far as possible with the sleigh and let the two men make the remaining distance on snowshoes.

Near the head of the Chumstick valley, about eight miles from town, they met Harry Krollpfeiffer and C. E. Buckingham on their way to town. Mr. Krollpfeiffer says the Chelan camp was covered by a snowslide about the first of March, and the cabin they were occupying was entirely covered. Fortunately they were well provided with supplies, bedding and wood, and having shovels in the cabin they proceeded to dig their way out and came to town. He says J. E. Praul and another man are at the Chewawa camp, about half a mile from their own, but are in no imminent danger, their camp being further removed from the foot of the mountain.

In the town of Chelan the worst floods in years have been experienced. Many of the streets and sidewalks have been damaged and one of the river docks was filled with sand, so that boats cannot land there.

THE WELLINGTON DISASTER

Road Now Open From East End—Sixty Bodies Recovered—Many Leavenworth People Had Close Call

With the gratuitous help of more than a hundred Leavenworth people the Great Northern track from this point to the east portal of the tunnel, 33 miles, was cleared of slides and obstructions by Wednesday morning so that trains could get thru the tunnel to Wellington, at the west portal of the tunnel. Since the 22d of February the road has been completely blocked, not a train having been able to pass thru the canyon for a period of 18 days. How long it will still be before the road can be opened between Wellington and Scenic, on the west slope of the Cascades, so that thru travel can be re-established with the coast cities, is not definitely known. Perhaps eight or ten days, or even longer, is not an unreasonable time when the difficulties to be overcome are taken into consideration.

Following is as complete a list of the injured in the Wellington slide as can be obtained at this time:

An authorized list of persons injured in the avalanche at Wellington was sent to Seattle Monday by authority of Superintendent O'Neill, who is in charge at the scene of the disaster. None of the injuries are serious. They consist principally of cuts and bruises. Several of those slightly injured have walked out to Scenic and returned by train to Everett. The list follows: Ray L. Forsythe, Everett, has returned home. R. M. Laville, Everett, now at home. John Gray, wife and child, Nooksack, in hospital at Wellington. H. H. White, 510 Broadway, Seattle, in hospital at Wellington. Mrs. W. M. May, Chemainus, B. C., in hospital at Wellington. Mrs. Sterrett and son, Chemainus, B. C., in hospital at Wellington. William Harrington, trainmaster, Everett, practically recovered. Ross Phillips, brakeman on No. 25, Seattle, in hospital at Wellington. D. Tegmeier, engineer of rotary. Everett, in hospital at Wellington. M. O. White, conductor of rotary, Everett, in hospital at Wellington. George Nelson, fireman, Everett, in hospital at Wellington. S. A. Bates, fireman, Everett, in hospital at Wellington. J. D. Kerlee, fireman, Everett, in hospital at Wellington. — Smith, porter, Seattle, in hospital, at Wellington. — Anderson, porter, Seattle, in hospital at Wellington. — Bates, Everett, walked out and now at home.

Sensational Disclosures Promised

Sensational disclosures, says a Seattle dispatch, will be made at the inquest over the bodies of the victims of the Wellington avalanche. The coroner has rented a large hall for the purpose of holding the inquest and it will be made as public as possible. Among the points that it is said will be brought will be that the passengers implored the trainmaster to send a force of 125 men to Scenic for the purpose of leading snow-imprisoned men, women and children to places of safety. Other testimony, it is said, will be offered tending to show neglect on the part of the Great Northern in providing for the safety of the passengers.

Saved by Mysterious Warning

Engineer Charles Andrews, of this place, who has been employed at the tunnel all winter, and whose wife—a daughter of George Briskey—was fearful of the fate of her husband, had a miraculous escape. He had been sleeping in one of the cars that was carried over the bank and its inmates killed. A few minutes before the slide came he was awakened from sound sleep by some mysterious monitor, and says he felt as tho some calamity was impending. Not being able to rid his mind of the thought that something

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AFTER BODY OF SWEETHEART

Leavenworth Girl, Betrothed to Fireman Bennington, Who Was Killed in Slide, Aids in Hunt for His Body

The following story was given to a reporter for the Post-Intelligencer last Monday at Wellington:

Miss Katharine Fisher came here after the body of Earl E. Bennington.

Tears streamed down the grizzled and weather-beaten cheeks of the men at work on the wreck at the foot of the avalanche when they witnessed the grief that came from the broken heart of a pretty girl who came to claim her dead. Miss Katherine Fisher, of Leavenworth, whose sweetheart, Fireman Earl E. Bennington, was pinned beneath a locomotive, made unusual efforts to be near the body of the man she loved when it should be taken down the snow trail on a sledge to the station at Scenic.

She left Leavenworth several days ago and reached Scenic by way of Spokane and Seattle. She put on trousers to go over the mountain trail and arrived at Wellington while Bennington was still beneath his locomotive.

Today the workmen secured hydraulic jacks and released the body. Miss Fisher was advised not to tax her strength by viewing the body, but she refused.

Her tears moved the body bearers out of the indifference with which they have looked upon other effects of the disaster. They turned away brushing their eyes with coat sleeves. Miss Fisher and her big fireman sweetheart were to have been married within a few months. He was on the passenger run and his visits to Leavenworth were the principal events in the life of the young woman who wore his ring.

Miss Fisher is more than ordinarily pretty. She has big brown eyes and a graceful form, but the thing that appealed most to the rugged men at Wellington was her staunch loyalty and her pluck.

"Earl's folks live in Canada, somewhere," said Miss Fisher today. "If I cannot find them, I shall take his body and bury it." She is employed as a waitress in Baile's hotel during her stay in Wellington. Upon her arrival she asked if there was something for her to do while she waited until Bennington's body was taken from the wreck.

Up to last fall Miss Fisher was employed at the Shaver News Co.'s railroad eating house. She went from here east, intending to return.

DEATH BY SLIDE AND FLOOD

More Than Two Hundred Lives and Many Millions of Dollars Worth of Property the Toll

Close on the heels of the Wellington disaster came the story of a snowslide on the Canadian Pacific in which 90 persons were killed. Other disasters of a similar nature will add to the number of killed until the total will reach considerably over two hundred, while the number of injured will be large. The value of the property destroyed will amount to several million dollars. While slides were working havoc with the railroads in the mountainous section of the northwest, the Palouse country in eastern Washington was flooded with rains and melting snow. The loss of life in the flood district is not large, but the loss of property is estimated at considerably over a million dollars. Many towns—Colfax, Wilson Creek, Davenport, Garfield, and many others—were heavy sufferers by high water. Idaho, too, suffered by both slide and flood, Burke and Mace bearing the greatest burden of loss.

Representative Sisson of Mississippi has introduced into congress a resolution to declare null and void the fourteenth and fifteenth amendments to the constitution. These are the amendments enfranchising the negro, and which, it is claimed, were never adopted by a two-thirds vote of both houses.