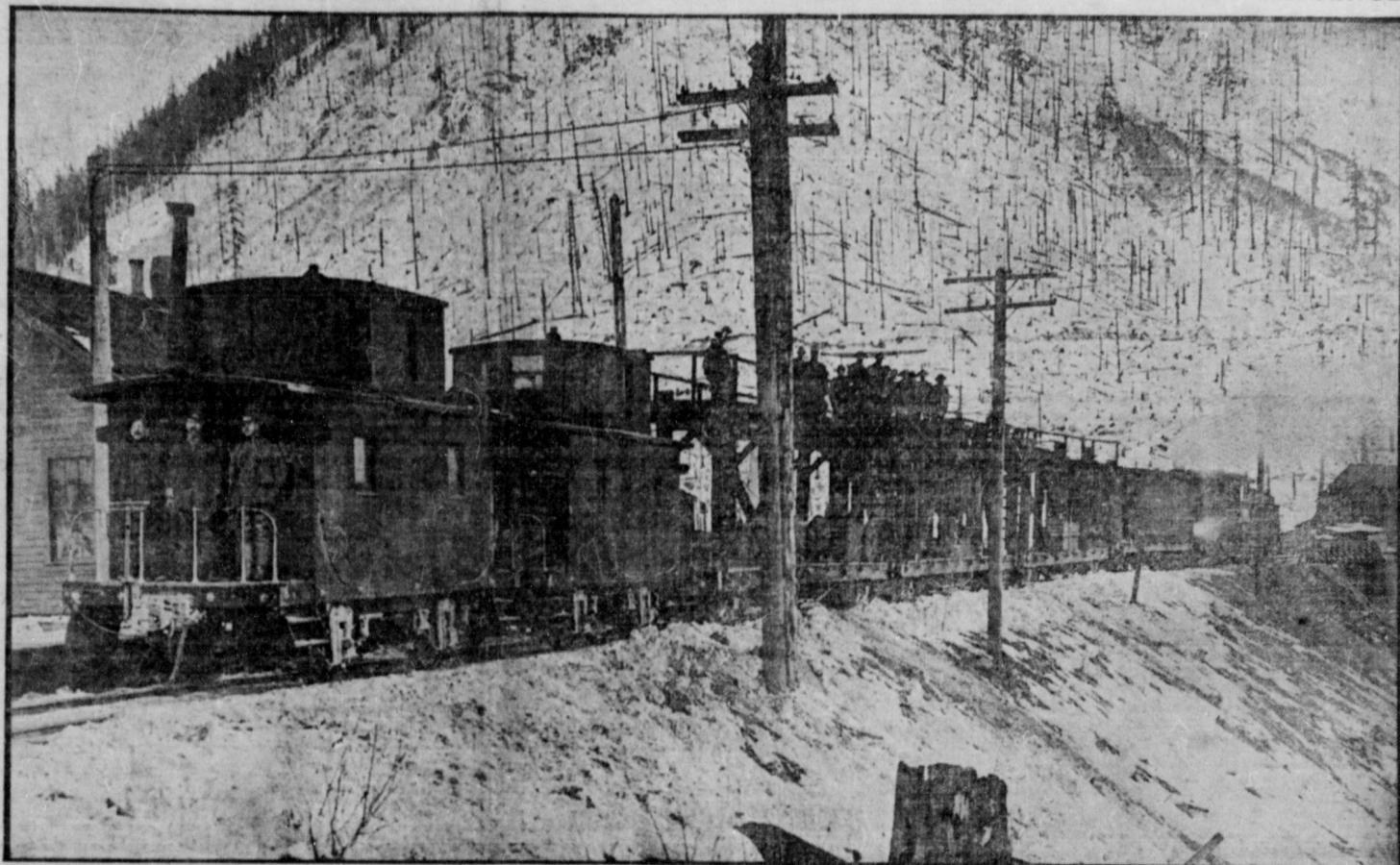


SURVIVOR SAYS SIXTY-FIVE WERE IN SLIDE

NONE CAN BE ALIVE NOW HE SAYS

HERE IS DEATH HILL, WHICH SENT TONS OF SNOW DOWN ON HEADS OF HELPLESS PASSENGERS



FREIGHT TRAIN STANDING AT DEPOT IN WELLINGTON, WHERE TERRIBLE SLIDE OCCURRED

Fires All Down and Relief Train Is Lost Beyond Skykomish—Railroad Officials Admit That 23 Dead, 20 Missing, Are Conservative Figures.

There were at least 65 passengers on the train when our party left. Our party was the last to come out to safety from the stalled train. I know the number of passengers on the train as I went through it a hundred times in the week we were there. JOHN S. ROGERS.

I believe that there were more than 60 passengers on the train when I left. I do not see how any of them could escape. —GEORGE W. LOVEBERRY.

A Great Northern messenger is struggling through the snow this afternoon from Wellington to Scenic with a list of the dead in the avalanche. At Scenic the list will be telephoned to Skykomish, where it will be put on the wire for Seattle and made public immediately. This was announced at Traffic Manager Costello's office here this afternoon.

At the same time the company officially announced that 23 dead, 16 to 20 missing and 12 injured were the company's latest figures.

Newspaper and railroad offices were flooded with inquiries from agonized relatives of those supposed to be on the train, from early morning. The wreck is completely cut off from the world and the railroad company knows little more than the public.

Their wires extend only as far as Skykomish, where all messages are relayed to Scenic Hot Springs. From there to Wellington is an impassable barrier of snow, for 15 miles up the steep grade of the mountain.

All efforts of newspaper workers to reach the scene of the wreck have been fruitless. Those few who have fought their way through the snow to the wreck are far out of reach of the wires and unable to give the story of the horror to the waiting thousands.

THE MISSING

- JAMES MCENNEY, attorney, Marion building; residence, 203 3rd av., Seattle.
A. G. MAHLER, real estate dealer; residence, 820 E. 45th st., Seattle.
R. H. BETHEL, contractor and civil engineer; residence, 4 E. corner Ninth av. and Jefferson st., Seattle.
MRS. M. A. COVINGTON, of Olympia; mother of L. J. Covington, of the Washington Children's Home, Seattle.
GEORGE F. DAVIS, motorman, Seattle, Renton & South-sea railway; 3929 American av., Seattle.
CHARLES S. ELTINGE, treasurer Pacific Coast Pipe company; residence, 4515 14th av. N. W., Seattle.
HIRAM FOWLER, mail clerk, Seattle.
FRED BOHN, mail clerk, Seattle.
LEMMON, attorney, Seattle.
G. L. BECK, WIFE AND CHILDREN, Pleasanton, Cal.
MRS. STARRETT, THREE CHILDREN, MOTHER and FATHER, en route to Bellingham.
J. O. PETTIT, conductor of train, Everett.
R. P. DIEHL, baggageman, Spokane.
JOHNSON, stockman, Trinidad, Colo.
COHN, Everett.
BOGART, of Spokane, clerk on one of the mail trains on Train No. 27.
JOHN D. FOX, railway mail clerk, 2304 N. 65th st.
SAM FIELD.
E. W. BOLES, Vancouver, B. C.
BOLES, brother of the above.
J. H. LEMON and WIFE, Colville, Wash.
Nurse living at St. Francis hotel, Spokane, name unknown.
Traveling man of Ashton, Ohio, name unknown.
Civil engineer, of Seattle, name unknown.
CHANCELLER, government inspector, Blaine, Wash.
MRS. ADAMS, address unknown.
BERNARD, lawyer, residence unknown.
HENRY WHITE, married, traveling salesman for American Paper Co., lives at Fairmore hotel, 510 Broadway, Seattle.

IDENTIFIED DEAD.

- TRAINMASTER A. R. BLACKBURN.
E. R. LONGCOY, secretary to Supt. O'Neill.
LOUIS WALKER, porter.

KNOWN INJURED.

- Fireman J. D. Kurdie, fatally; Mail Clerk A. B. Hersell.

Porter A. Smith, Porter L. Anderson, Brakeman Ross, Assistant Trainmaster W. Herrington, Engineer Osborne, of Seattle; Engineer F. S. Martin, of Everett; Engineer Carroll, Engineer Jarrigan, Fireman Dan C. Gilman, Fireman S. A. Bates, Fireman Fred Nelson, Engineer D. Tegtmier, Conductor M. O. White, of Everett; Fireman Mauk, A. G. Mahler, Seattle; John Mackie, Moyie, B. C.; Alex Chisholm, Rosland, B. C.; G. Heron, Vancouver, B. C.; Mr. and Mrs. William May, Chemainus, B. C.; A. Thompson, Presbyterian minister, Bellingham; Mrs. Davis and child, Seattle.

(By Staff Special.)

EVERETT, March 2.—Swept to a swift death in an avalanche of snow was the fate of more than a score of passengers on the ill-fated train that has been held at Wellington at the mouth of the Great Northern tunnel for the past week.

Early yesterday morning the vast mass of snow which clung to the mountainside let go. In an instant the train, coaches and engine, were picked up like chips in a stream and sent whirling down the canyon.

There was no warning—only a vast space-filling roar that was the knell of those who slept in fancied security, a roar which reverberated back and forth among the mountain peaks—and then all was still.

Far down the canyon side, buried in the smothering depths, men and women struggled and died. Freakish fate looked after some and left others to their stifling doom.

It was a horrible tragedy, enacted high up in the wind-swept passes of the Cascades, with only the bleak mountain tops as witnesses.

23 DEAD, 25 MISSING, 20 HURT.

Twenty-three are known to be dead, 20 are injured and 25 are missing—and missing at the bottom of that snow-choked canyon means death.

This down-rushing death came as the frightful climax of a week of terror and despair. Pinned in at the mountain top by soft, treacherous snow, facing hunger and cold, while day and night the slides thundered about them, the passengers aboard the train have lived in hourly fear. Death stared at them from every side.

Inside the tunnel they were safe from snowslides, but the dread of being locked in there and left to die was too great. They begged the conductor to take them out into the open. He did so. Hardly were they out in the air when a slide blocked the rear to the tunnel, another piled a mountain of snow in front of the train.

COULD ONLY WAIT.

Hemmed in on all sides, the 72 passengers could do nothing but wait—wait while the thunders of falling avalanches chilled their souls. They were but a few weak human beings caught in one of nature's cruelest traps. They could do nothing for themselves but wait and hope—hope that the little spot they occupied would not be swept over.

And all the time the snow was piling up on the slopes above the train; the snow piled up and the warm winds loosened its grip, until the instant came when the weight above overbalanced the grasp below, and the whole mass came hurtling down, sweeping everything in its path. Nothing that man has made could resist it.

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HAS THIS LEOPARD CHANGED ITS SPOTS?

(From the Seattle Daily Times, April 25, 1906)

"If Mr. Gill means to have it understood that Mayor Moore is interfering with the rights of the council when he exercises his charter right to enforce the law of the city against every drinking place, bawdy house and gambling den in the city, then we will admit that Mayor Moore has become offensive to at least one member of the council. Had Mayor Moore approved every saloon license which has been handed up to him since he became chief executive of the city; had he let the blind pigs alone in the Third ward, whose owners are among the supporters of Hi Gill—had Mayor Moore done these things, then we say Mr. Gill would probably have voted for the confirmation of Capt. Spaulding."

(From the Times of December 12, 1904)

"The Comique is still running in full blast, with wine, women and their drunken victims in the boxes, which the ordinance granting the license for the place says shall be removed. No one seems to dare to interfere with the conduct of the den of vice. THE COUNCIL CLIQUE, HEADED BY HI GILL, IS THE POWER THWARTING THE POLICE DEPARTMENT IN THE PERFORMANCE OF ITS DUTY."

December 5, 1904, in speaking of the passage, against Ballinger's wishes, of a liquor license for the Arcade dance hall, the Seattle Times said:

"With the license granted, Ferguson is to be allowed to sell liquor, employ women rustlers, and maintain the boxes in the house, where robbery and murder have occurred, just the same as he is doing in the Comique dive. Mayor Ballinger once vetoed the Arcade privilege and it is to be put up to him again by THE NOTORIOUS HI GILL CLIQUE, WHICH FATHERS EVERY CORRUPT PROCEEDING IN THE COUNCIL."

(From the Times of December 13, 1904)

"During the time Hi Gill has been president of the city council a worse condition has reigned in that body than in any previous Seattle council as far as is publicly known. Property owners of Seattle and all who are interested in the welfare of the city have read in the public press of the city of the president of the council, whose oath of office to support the ordinances of the city of Seattle and the laws of the state of Washington is on file with the city comptroller, leaving the president's chair of the council during a session, to go about the city and rustle bail for gamblers, whose den, within the heart of the city, had just been raided by the police. THEY HAVE SEEN HIM STAND SIDE BY SIDE WITH FRENCH AND OTHER

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PASSENGERS MIGHT HAVE BEEN SAVED

Two Men Who Walked Over Stormy Trail From Stalled Train to Scenic Ahead of Death-Dealing Avalanche, Tell Dramatic Story of the Tragedy.

"Had the passengers on the train swept into the canyon by the avalanche at Wellington taken the trail with my party and made their way to Scenic Hot Springs, the fearful loss of life would have been averted."

This was the statement made by John S. Rogers, real estate dealer in the Epler block, who was a passenger on the train, and stayed with it from Tuesday of last week until Monday noon.

"The train," said Rogers, "reached the east mouth of the Cascade tunnel on Tuesday night. We were stalled there. The train stayed there until Thursday night. When all of the food on the train and at the bunk houses at the mouth of the canyon had been consumed, the train was drawn through the tunnel."

"The train never stopped in the tunnel, as reported. We stopped about one-eighth of a mile from the west mouth of the tunnel, at Wellington. Directly ahead of us the track was covered with a mountain of snow. All of the passengers were in good humor and passed the time playing cards and in conversation."

WOMEN BECAME FRANTIC SUNDAY.

"By Sunday, however, the women had become frantic. I became alarmed myself. All day and night you could hear the reports of trees being snapped off by the snowslides in the mountains. From the train one could see the tops of telegraph poles just protruding through the snow. Near the train snow covered the ground to a depth of 40 feet. One gulch 50 feet deep had been completely filled with snow, and on the track above it the snow was packed eight feet high by the slide."

"Monday noon several of us became alarmed. The question of leaving the train was discussed. The strange thing about it was that Alaskans, used to snow traveling, absolutely refused to make the trip. They declared it was foolhardy to attempt to reach Scenic Hot Springs, nine miles away."

"Many of the passengers argued that there was no danger in staying with the train, as there had never been a snowslide in that spot in the history of the railroad. A hogback ridge in the mountains directly over the train was relied upon to stop a snowslide. On the tracks adjacent to the mountains were three motor cars, on the next track was the engine and the superintendent's car, and on the track next to the canyon was the passenger train."

"I left on Monday noon with a Scenic in three hours. Field, on the way out, was thrown by a small slide against a sharp boulder and his back was injured considerably. A great part of the time we were walking on snow through which the telegraph wires just protruded. "And the snow was falling—it was a veritable blizzard through which we floundered from Wellington to Scenic. Every few minutes

"The party, all safe, reached

(Continued on Page Three.)

ATTEND THE NOONDAY MOORE MEETING AT THE GRAND TOMORROW