

WIFE WAITING FOR NEWS OF HER HUSBAND



A. G. MAHLER.

At the home of Mrs. A. G. Mahler, 132 E. 45th st., there is a great deal of anxiety, lightened only by a ray of hope for the safe return of her husband...

WATER, WATER EVERYWHERE IN NORTHWEST

WALLA WALLA.—March 2.—Floods throughout Southwestern Washington are rising rapidly and conditions are alarming...

PRACTICAL WIRELESS TELEGRAPHY NIGHT CLASSES. Post-graduate courses are offered in Wireless Construction, Engineering, Manufacture of Wireless Apparatus and Wireless Telegraphy.

MIGHT HAVE BEEN SAVED

(Concluded.)

I had to clean it out of my ears. It was almost impossible to see in the snow.

Goed Back for a Brother.

In the party in which Rogers made his way out to safety was E. W. Boies, of Vancouver, B. C. He was a passenger on the train with his brother. He tried to persuade his brother to leave with him, but the brother refused to come.

When Boies made the trip in safety to Scenic Hot Springs he induced Sam Field, another member of the escaping party, to start back with him to get his brother. They left on the return to Wellington and had not been heard from when Rogers reached the train and were at Wellington at the time of the slide.

While at Scenic Hot Springs, Conductor Pettit, who had made his way out to that point, wired back to the passengers on the train at Wellington that all able-bodied passengers should leave the train and make the trip to the Scenic Hot Springs. He told them to follow the trail made by the Rogers party.

Conductor Pettit, who Rogers declared was admired by all the passengers, for whom he had done everything in his power, bade the party good bye at the Hot Springs and started back for the train.

He Was on the Train.

"None of us ever expected that he would get back up the mountain side," said Rogers, continuing his story. "We, however, waited until he wired to the Springs that he had reached the train in safety. He was evidently on it at the time of the slide."

Monday night a party of thirty men left the train to walk to Scenic. They, however, became discouraged and returned to the train. No passengers on the train made the trip out after the Rogers party.

During the eight days he was on the stalled train Rogers met practically all of the passengers. Rogers' traveling mate was Judge J. A. McNenny, the pioneer Seattle lawyer. McNenny was yesterday at Soap Lake with Rogers and they were returning home together. Rogers says he entreated McNenny to make the trip over the snow, but McNenny refused.

Rogers remembers the names of several passengers who stayed behind on the train. Charles F. Eltinge, treasurer of the Pacific Coast Pipe company, of Ballard, was one of the men who remained with the train. He was formerly vice-president of the Traders' National Bank of Spokane.

Whole Family Lost.

Rogers believed that an entire family was probably wiped out in the avalanche. Among the passengers he left behind on the train was Mrs. Starrett, with two grown children and a 2-month-old baby. With Mrs. Starrett were Mrs. Starrett's mother and father. They had been to Hillyard, Ore., to settle the estate of her husband, a locomotive engineer, who had been killed in a wreck a year ago yesterday.

HAS LEOPARD CHANGED SPOTS? SNOWSLIDES WILL WIPE EVERYTHING

(Concluded.)

MACQUES IN THE POLICE COURT AND PLEAD THAT THEY WERE RESPECTABLE CITIZENS. They have learned through the press of the existence of what is known in the city council as the 'Gill clique,' responsible for unlawful measures and special privileges. Citizens have heard of Gill's declaration on the floor of the city council that 'he did not care a damn whether or not a certain measure was lawful—he wanted it passed.' They know of his connection with the contractors' combine on street improvements of Seattle.

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TRAIN CUT OFF FROM WORLD

(Concluded.)

The train, the wood and steel, was tossed up with stumps and boulders, to be buried deep in the rocky chasm below.

ROTARY CREW TO THE RESCUE.

The roar, which could be heard for miles, told the men on the rotary plow what had happened. The plow was eating its way through the drifts down the slope. Supt. J. H. O'Neil sent the plow back as fast as steam could drive it. The rotary crew understood in an instant; they knew what would take place when the 3,600 feet of mountainside above the town of Wellington shook itself free from snow. They rushed to the rescue, down into the canyon, where they burrowed for the train and its human freight. Some were taken out dead, some alive and some of the stronger men struggled to the surface and turned to the work of rescue.

While they worked the rescuers could hear the thunders of slides on all sides of them. They themselves were in peril of a second descent of snow that would bury them deep, beyond all salvation.

WIRES GO DOWN.

A frantic call for help was sent over the wire to Scenic Hot Springs, but just a few words got through when the death-hungry slides crushed down the telegraph wires. At Scenic they knew that something had happened; that some persons had been killed, but the extent of the disaster was not known until hours afterward when a man on snow shoes staggered in with the news.

Scenic was helpless. Cut off from communication with the outside world and unable to reach the scene of the catastrophe, willing men had to sit idle.

BRINGS NEWS ON FOOT.

John Wentzel, of Wellington, brought the news to Skykomish, after an eight-hour journey on snow shoes. He fought blinding drifts and howling blizzards for eight hours. He had seen the slide, the train caught up and borne to destruction, and the horror of it made him dumb. "All gone, they're all gone," was all that he could say.

The wires between Skykomish and Everett were down and it was late yesterday afternoon when word of the disaster was received here.

A relief train was immediately organized, with doctors, nurses and undertakers, these latter with their embalming apparatus, testifying to the grim mission upon which they went. How far this train will get is not known. Once it passed Skykomish, all trace of it was lost in the snow; there are no wires working and it is known that long stretches of track are under snow. The relief train will be obliged to leave the train long before it reaches the mouth of the tunnel, and the rest of the fight will have to be made on foot.

WILL BRING OUT VICTIMS.

It is likely that the injured and the rescued will be brought down to Scenic if it is possible to do so. The track here lies on a narrow shelf along the mountain. The snow is sliding continuously. As fast as one drift is clear another takes its place and there is always danger to rescued and rescuer alike.

Wentzel, who brought the news to Skykomish last night, told a graphic story of this, the worst disaster of the mountains. "I was in Halle's hotel in Wellington when I heard the roar. Being dressed, I ran outside and saw the whole side of the mountain coming down, tearing up everything in its way. Trees, stumps and snow were rolling together in gigantic waves; and it was going fast, terrifically fast. It was all over in less time than it takes to speak a few words. The avalanche swept down just outside the train, where the train stood directly in its path. The train was on a narrow strip above a canyon 150 feet deep."

THE STORY OF THE SLIDE.

"I saw the first rush of snow reach the track, swallow up the train, and then there was neither track nor train. Everybody in the hotel ran for the tunnel. The roar of the slide was terrible; it seemed as if the world were coming to an end, and then, suddenly, everything was still for a moment."

"Before I realized what had happened I heard shrieks and cries far down the canyon side. I could see one end of a coach sticking out of the snow like a big stump. I looked a second time and the railroad station was gone. It had been caught in the edge of the slide and swept away. I saw eight persons carried up from the canyon and then started to bring the news outside for help."

BRAKEMAN HAS A INDIAN MURDERER MIRACULOUS ESCAPE

(By United Press.)

HOQUIAM, March 2.—Entrenched on a high hill overlooking the Indian village of Taholah, with a large supply of ammunition and two rifles and a revolver, Fred Pope, the Indian who ran amuck yesterday near the Quinault reservation and killed two men, is today defying the authorities to arrest him. Deputy United States Marshal Joe Statter of Tacoma has gone to the scene, and will try to take the desperate redskin. Pope is expected to fight to the death. Following the killing of Adam Hawk and Hoh William yesterday, Pope wrote a note saying that he would kill Chief Tahola, his son William, Washington, Alderman, a policeman, Mrs. Hawks, Joe Chenaisie and daughter, and then commit suicide.

SPOKANE MAN IS HEARD FROM

(By United Press.)

SPOKANE, March 2.—J. W. Merritt of Spokane, a passenger on the Great Northern train in the Wellington slide, has been heard from by business associates here. According to manager information, he was but slightly injured, and on extricating himself from the wreckage, hurried to the nearest telegraph station and communicated with Spokane.

C. S. Eltinge of the Pacific Coast Pipe company, Spokane office, is believed to be among the dead. Latest reports received by his firm state that he has not yet been found, though it is practically certain that he was in the train.

Wilder remembers the snow slide hitting him. The next he knew he was standing in the snow near the place where he was found. His right leg was embedded in the snow so solidly that he had great difficulty in getting out. His struggles in freeing the leg dislocated the knee and the tendons and the muscles.

When the party of which Loveberry was a member reached Scenic Hot Springs and had been there some hours, a cry for help was heard from the mountain side a few hundred yards above the hotel. Volunteers went up the mountain to see what was the matter, and they found Wilder painfully trudging through the snow, yelling for help. His right knee was dislocated and the muscles and tendons of the leg torn out of place. Otherwise he was uninjured.

HOUSEKEEPING is a delight indeed when Patent EXCELLENT FLOUR is used. NOVELTY MILL CO., Millers, Seattle

SNOWSLIDES WILL WIPE EVERYTHING

"The snow slides have just started. They will keep up for weeks, in my opinion. It is showing so heavily that one cannot see a foot in front of him. Monster masses of snow are hanging loose on the mountain sides and nothing will stop them from falling down on the tracks," said Geo. W. Loveberry, of Georgetown, the first man to get away from the stalled train.

"Before this is over I believe that every foot of track will be buried and all the snow sheds and obstructions swept over the mountain sides. There is a deafening sound, night and day, of trees being knocked down up in the mountains by the snow slides. Every few minutes one hears a sound like an explosion when the snow tears boulders out of the sides of the mountains."

"I offered an Alaskan musher \$25 to guide me out. He refused."

ASLEEP IN BUNK WHEN SLIDE OCCURRED

John Winchell, a railroad employe who lived in the bunk house near the tunnel, was asleep when the snowslide threw the train from the track into the canyon. He did not wake up until hours afterward. When he awoke he saw someone carrying a body of a man from the canyon. He was so frightened that he did not stop to learn anything about the catastrophe, but started at once for Skykomish.

Winchell says he had gone but a short distance when a second slide came down the mountain, carrying with it the bunk house that he had occupied but a short time before.

GEORGETOWN MAN TELLS OF HIS ESCAPE

George W. Loveberry, proprietor of the Georgetown Sale and Feed Store, who brought the news to Skykomish last night, told a graphic story of this, the worst disaster of the mountains. "I was in Halle's hotel in Wellington when I heard the roar. Being dressed, I ran outside and saw the whole side of the mountain coming down, tearing up everything in its way. Trees, stumps and snow were rolling together in gigantic waves; and it was going fast, terrifically fast. It was all over in less time than it takes to speak a few words. The avalanche swept down just outside the train, where the train stood directly in its path. The train was on a narrow strip above a canyon 150 feet deep."

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