

LETTERS SHOW KIND OF MEN GILL IS DEFENDING

TO THE READERS OF THE STAR. The Star desires to apologize to its readers for the publication of matter which may to some prove offensive.

When Joe Herman, the white slave dealer, was arrested, the letters were found in his trunk, letters written to him by Thurna, convicted white slaver.

These men were the clients of Hi Gill. Thurna, the man who was convicted in the superior court, paid \$250 to defend him. He says he selected Gill because he is generally known among the white slavers throughout the country that when any of their number gets in trouble in Seattle they go to the man to go to.

It was the letters that Thurna wrote to Herman that convinced Thurna. They were written in Yiddish and translated by the federal immigration officials.

They are terrific documents, these letters, written in a businesslike style, in which Thurna does not scruple to thank God for his good health. There is no flippancy about them, no vileness, nothing to indicate but what this Thurna believed himself to be engaged in an honorable business. If the word "lumber" or "wheat" were substituted for "women" in these letters every line of them would be printable. Thurna speaks of his Gentile women, his Jewish women, as a horseman might of his horses. He discusses their earning capacity, the opportunities in various cities, "business" conditions generally in cold-blooded, matter-of-fact terms.

And these are the men whom Hiram C. Gill has openly defended himself as proud of defending.

GIRLS WORKING AT GREAT FALLS. This is an excerpt from a letter written by Thurna to Herman at Great Falls June 24:

Three girls working and cannot accommodate any more. However, I was promised another place by July 3 and as soon as I get it I will let you know at once. No further news. Regards to yourself and your woman. Lilly sends you both her love.

On June 28 Hi Gill's client wrote:

Dear Joe—I let you know that I am well, thank God, and to hear the same from you. My dear Joe, I also wish to let you know that I mentioned to you in my former letter that you are a very good woman; as she was present when I saw you last I could not go into details. Know then that I know the Gentile, from Louis Blosser, of Helena, Mont. She pays me \$30 every week. I have also a Jewish girl with me. I bought a house with Nathan and we are doing very well. You do not know the Jewish girl, as she came from New York. She is a fine one and I expect to do well now. I send regards from your friend Max. My woman, who is unwell, sends you regards. Her name is Lilly.

It was this Lilly Stein with whom Thurna was arrested in Seattle.

On July 3 Gill's client wrote:

Dear Joe—I wish to let you know that I am, thank God, well, and hope to hear the same from you. I received your letter wherein you mentioned to me your woman. I wish to admonish you to be very careful, as women are very plentiful now. Nothing further now. Regards to your woman. The same from Lilly.

BEMOANS LOSS OF SUM OF MONEY. Three days later Gill's client tells the following:

Dear Joe—I had a misfortune today. Three of the boys were arrested last Saturday. They each were put under \$100 and I put up \$300. When the cases were called for trial the boys had escaped and I cannot get my money back. I send you my best regards. My wife Lilly also sends you regards.

On July 17 Gill's client tells in a businesslike way of being in the city of Great Falls, and closes thus:

You can imagine my feelings in the matter. It will be some time before I find another city like Great Falls, where I saved \$150 every week.

On July 25 found Gill's client in Spokane, where he writes that the printing is closed except one house, then:

My woman is working in the house which is open. The first day she made \$24. The second day she made \$36 and today she made \$48. I am writing you everything so you will know the same as if you were here yourself. She starts to work at 6 o'clock and finishes at 1 a. m. There are 98 rooms in this hotel and she does 100 a week. Not bad, is it? I room with Nathan and we see the women every day. Let me tell you, Joe, I have a very good woman. She is pretty. I have also sent for a Gentile woman, and I expect her to be in Spokane tomorrow. She was two months in the latter city and I visited her for two weeks. If they open up Spokane I expect to make \$100 a week. You know opens up and you have a good woman I will send you tickets to come here.

CAN YOU, MR. VOTER, READ THESE LETTERS AND DOUBT THAT THERE IS SUCH A THING AS THE WHITE SLAVE TRAFFIC?

CAN YOU DOUBT THAT MEN GET RICH TRAFFICKING IN THE SOULS OF WOMEN, WHEN THIS WRETCH THURNA LAMENTS OF HIS LOST SAVINGS FOR A WEEK IN GREAT FALLS?

Remember that these letters are a part of the testimony in the superior court of King county.

REMEMBER THAT HI GILL WAS THE ATTORNEY FOR THURNA.

THURNA SAYS HI GILL IS THE ATTORNEY FOR ALL THE WHITE SLAVERS.

Is this not a convincing array of evidence that Hi Gill is the attorney of these wretches?

Now the question is: DO YOU WANT A MAN OF HI GILL'S BUSINESS AS YOUR ATTORNEY IN SEATTLE?

THESE SIX MEN WENT DOWN IN THE SLIDE AND CAME OUT ALIVE



Here are the first survivors of Wellington's terrible slide who reached Everett. They got in at 10 o'clock last night, and were photographed by Walter Everett, The Star's staff photographer. Reading from left to right they are: Upper row—C. H. Morris, J. S. Ward, trainmen. Lower row—Conductor H. Purcell, Conductor J. E. Cleary, Trainman M. E. Gilmore and Fireman S. A. Bates.

LATEST OFFICIAL LIST OF SLIDE VICTIMS

DEAD PASSENGERS

- LILLIAN STARRETT, Chemainus, B. C.
FRANCES STARRETT, Chemainus, B. C.
JAMES McNENY, Seattle.
E. LEMMAN, Hunters, Wash.
MRS. ADA LEMMAN, Hunters, Wash.
MISS NELLIE SHAPP, Spokane.
A. R. VAIL, Trinidad, Wash.
R. M. BARNHART, Spokane.

MISSING PASSENGERS

- SOL COHEN, Everett.
GEO. F. DAVIS, Seattle.
THELIA DAVIS (daughter), Seattle.
R. H. BETHEL, Seattle.
E. W. TOPPING, Ashland, Ohio.
C. S. ELTINGE, Ballard, Wash.
BERT MATHEWS, Cincinnati, Ohio.
MRS. L. M. LATSCH, Seattle.
MISS KATHERINE O'REILLY, Spokane.
ALEX CHISHOLM, Rossland, B. C.
WM. MAY, Chemainus, B. C.
A. D. MAHLER, Seattle.
G. L. BECK, Pleasanton, Cal.
MRS. G. L. BECK, Pleasanton, Cal.
MISS EMMA BECK, Pleasanton, Cal.
MISS MARION BECK, Pleasanton, Cal.
BABY BECK, Pleasanton, Cal.
JOHN MACKIE, Seattle.
GEO. HERON, Seattle.
JAS. MONROE, Seattle.
MIKE GOGHELM, Burlington, Wash.
NICK CICI, Burlington, Wash.
PAT BRUE, Burlington, Wash.
GOLORD GAT, Burlington, Wash.
LUIGI GUIMMANESTI, Burlington, Wash.
JOE GUIMMANESTI, Burlington, Wash.
JOHN TIST, Burlington, Wash.
J. BROCKMAN, Waterville, Wash.
GUS EBERT, Seattle.
JOHN BERRK, Seattle.
MILA ELL, Seattle.
ERNESTO BINATOLE, Portland, Ore.
SOTERNI B. VASLI, Seattle.
A. BOLES, Maberly, Ont.
B. G. THOMPSON, Vancouver, B. C.
REV. J. M. THOMPSON, Bellingham, Wash.
I. FISHER, Rossland, B. C.
MRS. ANNA COVINGTON, Olympia, Wash.
H. D. CHANTRELL, Vancouver, B. C.

DEAD EMPLOYES

- T. L. OSBORNE, Engineer.
CHAS. JENISON, Brakeman.
BRAKEMAN DORETY.
A. R. DUPY, Brakeman.
ENGINEER CARROLL.
J. KELLY, Brakeman.
J. L. PETTIT, Conductor.
FRANK MARTIN, Engineer.
FIREMAN JENKS.
FIREMAN BENNINGTON.
ED LINDSEY, Conductor.
J. F. JARNAGIN, Engineer.
CONDUCTOR PARZYBOK and his brakeman.
CONDUCTOR CAMPBELL.
BRAKEMAN MACDONALD.
A. R. BLACKBURN, Trainmaster.
STENOGRAPHER CAR A-16.
PORTER CAR A-16.
H. J. DIEHL, Express Messenger.
PORTER DUNCAN.
FIREMAN JONES.
FIREMAN GILMAN.
BRAKEMAN STRAWMYER.
EXPRESS MESSENGER BEAGLE.
BRAKEMAN JEWELLS.
BRAKEMAN W. E. ROYCROFT.
BRAKEMAN MATT GILMORE.
BRAKEMAN KENZEL.
GEO. HOFFER, Mail Clerk.
RICHARD BOGART, Mail Clerk.
JOHN FOX, Mail Clerk.
JOHN TUCKER, Mail Clerk.
L. A. DUE.
TOWSLEY and two unknown mail weighers.

MISSING EMPLOYES

- RAY L. FORSYTH, Monroe, Wash.
R. M. VAIL, Everett, Wash.
JOHN GRAY, Nooksack, Wash.
ANNA GRAY, Nooksack, Wash.
BABY GRAY, Nooksack, Wash.
H. H. WHITE, Seattle.
MRS. WM. MAY, Chemainus, B. C.
MRS. STARRETT, Chemainus, B. C.
RAYMOND STARRETT, Chemainus, B. C.

INJURED

- A. B. HENSEL, Mail Clerk.
WM. HARRINGTON, Trainmaster.
ROSS PHILLIPS, Brakeman.
D. TEGMEIER, Engineer.
WALTER SMITH, Porter.
GEO. NELSON, Fireman.
S. A. BATES, Fireman.
M. O. WHITE, Conductor.
LUCIUS ANDERSON, Porter.
J. D. KERLEE, Fireman.

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MANY TRAGEDIES IN WELLINGTON CATASTROPHE

Of Seattle people whose names appear in the list of passengers on the ill-fated train at Wellington, two are known to be dead, R. H. Bethel, a civil engineer and contractor, and James McNeny, 1106 23rd av. Mrs. Bethel received a telegram last night from her husband's partner, Archibald E. Downer, of Bethel & Downer, Seattle building, that he was among the dead. Mr. and Mrs. Bethel have been in Seattle only about six months, coming here from New York, where they had always lived. They have apartments at the corner of Ninth av. and Jefferson st. They have no children. Mr. Bethel was one of the best known civil engineers in New York city, having been especially prominent in the development of Long Island. He also carried on large improvements in Cuba.

His Body Buried in Snow. Attorney James McNeny's body has been recovered, and away up on the mountain side it today rests in a temporary tomb built of ice and snow. He came to Seattle with his wife 12 years ago. They have no relatives here. Mr. McNeny was born at Fort Henry, N. Y., 58 years ago. He was graduated from a Canadian law school, and after his marriage he went to Nebraska, where he was admitted to the bar. He had left the city on business for a client

when overtaken in the Wellington disaster. H. E. White, a traveling salesman for the American Paper company, is among the injured. He will return to Seattle Saturday. He lives with his wife at the Fenimore hotel, 510 Broadway.

Boy Waits for Mother. Still among the missing is Mrs. Latsch, wife of I. M. Latsch, a salesman for the Seattle Woolen company. For two or three years Mrs. Latsch has been in business for herself at the head of the Northwest Sales company, manufacturing a hair supporter. She and her husband make their home at the Manhattan Apartments, 1121 Howell st., where a little boy of 4 is waiting for his mamma to come home. Receiving a telegram from her husband that he would spend Sunday at Spokane, Mrs. Latsch had gone there to spend the day with him, and was returning to Seattle on the stalled train. Her mother, Mary B. Latsch, arrived Sunday from California, and is at the home of her daughter.

With the hope deferred that maketh the heart sick the families of George E. Davis, 2928 Americus st., and John D. Fox, 2304 N. 45th st., await word from the husband and father of the home. Mr. Davis, who is a motorman on the Seattle, Renton & Southern railway, was accompanied by his little 3-year-old daughter, Thelma. They left Seattle February 25.

Always Feared Accident. In the home that John D. Fox, a railway mail clerk, had bought for his family, a wife and three children are hoping for the best, fearing the worst. "He has always told me," said Mrs. Fox, "that he would never be killed." (Continued on Page Nine.)

TOWN OF LACONA SNOWED IN

Buried 50 feet beneath a huge snow slide at Stampede is one of the rotary plows sent out by the Chicago, Milwaukee & St. Paul railway to clear its right-of-way through the Snoqualmie Pass. A small portion of the roof of the caboose protrudes through the snow as the sole evidence of the railway apparatus buried underneath. The cabins along the right-of-way near Stampede are all buried beneath huge drifts of snow. From North Bend a report was brought out by Deputy Sheriff Freeman that the inhabitants of Lacona, a small construction camp near the divide, are snowed in and are on the verge of starvation. Nine members of a construction crew who worked at Lacona made their way out yesterday over the snow, and declared that the women and children there were on short rations, being given but one meal a day, and that even that parsimonious supply of food had been exhausted, with the exception of a small quantity of beans and bacon. The railway officials deny that the persons living in Lacona want for food.

35 BODIES ARE FOUND IN WRECK

Wellington is One Great Hospital and Morgue—Relief Crews Are Working Furiously—Railroad Will Be Blocked Till April 1—Star Man Who Reached Wellington Tells Story of Great Catastrophe.

HEROINE OF WELLINGTON HORROR IS MRS. SHERLOCK, OPERATOR'S WIFE

(By United Press.)

EVERETT, March 3.—Returning survivors in their tales of terror and miraculous escapes never forget to mention Mrs. Sherlock, the wife of the telegraph operator at Wellington. As soon as the bodies of the living and dead began to come up from the canyon, Mrs. Sherlock turned her little home into an emergency hospital, where she was the only nurse. How the little woman worked, hour after hour, gazing on sights that sickened strong men, but never for an instant faltering, will always be a part of the history of the Wellington disaster heroism. All day Tuesday, Tuesday night, Wednesday and Wednesday night she never ceased her ministrations, and not until the special doctors and nurses arrived on the scene did she pause, and then only from sheer mental and physical exhaustion.

George C. Cowing, The Star's staff man, reached Wellington today, on foot from Scenic. His first account of the terrible catastrophe which wiped out the Great Northern trains there follows:

BY GEORGE C. COWING.

WELLINGTON, March 3.—Temporary tombs built of snow and ice in a canyon high in the mountains are seen at Wellington today.

Instead of being arranged in long, gruesome rows in hastily prepared morgues, such as one may see ordinarily near the scenes of catastrophes, the bodies at Wellington, after identification, are carefully laid away in the snow and ice tombs which have previously been constructed.

The helpless injured will likewise remain carefully cared for at an improvised hospital at Wellington until train service to that station is resumed, as it would be very dangerous to attempt to take the seriously hurt out over the trail from Wellington to Scenic.

Today the Great Northern offices gave out the following figures of the dead and injured at Wellington:

- DEAD, 82.
INJURED, 20.
TOTAL SWEPT DOWN INTO THE CANYON, 102.

All hope of saving the lives of any of the missing in the Wellington disaster was given up by Great Northern officials today, and the names that have been kept, hoping against hope, in the "missing" column, have been transferred to the "dead."

BUT TWENTY ALIVE.

Of the 102 persons known to have gone over the bluff with the avalanche but 20 are alive. That there is any person alive beneath the depths of snow in the canyon is now held as a fantastic hope, beyond all reason, and the death list is fixed at 82 as the lowest number. Fourteen of the dead lived in Seattle.

Division Supt. O'Neil said today that it might be several weeks before all the dead bodies could be recovered. The road would not be open for through traffic again, he feared, before April 1.

It is possible that the canyon may contain the bodies of track laborers of whom there is at present no record. In compiling its list the Great Northern dealt only with persons known to have been aboard the train.

Of those rescued, none is injured fatally, according to Dr. Cox, of Everett. Those who suffered only slight bruises have been brought down to Scenic, while those more seriously hurt are being cared for in a temporary hospital at Wellington.

RELIEF CREW WORKING.

And all the time the rescuers are digging in the depths of the gulch. The work of finding bodies is carried on under the greatest difficulty. The soft snow is treacherous and the rescuers have to literally dive for the bodies, as if they were taking them from a river. Every few moments the remains of a man, a woman or a child are dragged to the surface and passed from hand to hand until they are deposited on the bench where the tracks once were. As each body comes up, it is searched and identified. Coroner Snyder and assistants from Seattle are taking immediate charge and the remains are ticketed so that there will be no difficulty in identifying them when they are finally brought out.

This work is carried on while slides continue to fall in the mountains. The constant roar of falling fields of deep snow is heard like artillery fire. Several small slides have occurred in sight of Wellington, and there was a rumor this morning that the entire rescuing party had been wiped out.

DOCTORS AND NURSES ON SCENE.

The doctors and nurses on the relief trains got into Wellington last night, and those who survived are being well cared for. The track is still blocked with enormous slides, and there is no telling when trains will be able to reach the tunnel. The rotary plows are useless, as the snow is piled up from 20 to 40 feet high, and a rotary will not work in a tunnel. The wing plows are equally useless, as nothing could drive them through these drifts. The track must be cleared with shovels, and this will take a long time.

Conditions that now exist in the Cascade mountains, and especially near the Cascade tunnel, have never been duplicated since the Great Northern railway has been operating. Never before has the snow been so deep.

In the past years there have been many snowslides, but these invariably have followed the gullies. Snowslides have been erected in the path of former snowslides. Never before has there been a snowslide near the places where they are now occurring. Spots on the mountains considered for years as being protected from even snowdrifts, are now buried by the slides.

Small peaks on the mountain sides that in the past were depended upon to act as an obstruction to a sweep of snow down the mountain side have this year been buried beneath the snow, something that is not known to have ever occurred before. The gullies behind these rocks have been filled up with snow, and the snow higher up the mountains strikes no obstruction in its mad course across the tracks.

ROTARIES USELESS.

The rotary engines have been of practically no use. One passenger who left the train and made his way to safety says that the plows were of no more service than toothpicks would have been. The blades of the fans were snapped off by the boulders and tree stumps buried in the snow covering the tracks.

The snow in many places between Wellington and Scenic Hot Springs is covering the telegraph poles and wires. Alaskan mushers familiar with winters in the Alaskan mountains declare that they have never seen a snowfall that equals the present.

Snow has fallen continually for two weeks, and is still falling. It is falling so heavily that one has difficulty in seeing directly in front of him. Passengers who made their way over the mountains to safety believe that the avalanche of yesterday is just the commencement of the havoc that will be caused by the snow.

(Continued on Page Three.)