

SNOWSLIDE BURIES G. N. TRAIN

Diner and Smoker Hurlled Over Mountain Near Wellington



C. A. Reynolds

"Every man in Seattle should be interested enough in his own business to make a special effort to attend the tourist rate mass meeting Tuesday noon at the American theatre. It is not a question of doubt that Seattle will profit if she wins this fight. This is purely a matter of business."—C. A. REYNOLDS, chairman state public service commission.

"Let's all attend the meeting. These rates are an injustice to us all."—O. C. GRAVES, manager of Cheasty's.

"I think every business man should go to the meeting. It is a matter of vital importance to us."—ROBERT BOYNS, president Seattle Commercial club.

Otto Case Gets a Load Off His Chest

Commercial Club secretary points out the little joker in the consolidation terms which the Chamber of Commerce is urging so diligently. See page 8.

The Seattle Star

THE ONLY PAPER IN SEATTLE THAT DARES TO PRINT THE NEWS

VOLUME 18. SEATTLE, WASH., SATURDAY, JANUARY 22, 1916. ONE CENT ON TRAINS AND NEWS STANDS, Etc.

LAST EDITION

ERICKSON GIVES WARM REPLIES TO GILL'S QUESTIONS

HOT SHOTS FIRED BY ERICKSON

- 1 Gill says he voted for reduction of light rates. WHEN?
- 2 The worst obstacle in the way of our city car line was an agreement brought to me by Mayor Gill for the purchase of the Renton line on a basis that would have netted Crawford and his allies about \$3,000,000.
- 3 He's peddling flapdoodle about being the taxpayers' friend. Taxes went up from 8 to 18 mills while Gill was in the council.
- 4 Gill and R. H. Thomson fixed location of dam before I ever was in the council.
- 5 Why was tuberculosis hospital appropriation raised above \$125,000? Let Dr. Matthews answer!
- 6 Mayor "plays the baby" by blaming council for negligent work of his own subordinates in water pipe line.
- 7 He ridiculed woman suffrage when it needed friends. But now he is purring around women, mewing about the glory of woman's suffrage so loud that Susan B. Anthony is totally eclipsed.
- 8 He used to eat out of the hands of liquor dealers, or stand on his head in their spittoons, but now he blossoms out as the nightingale of the prohibition movement.
- 9 When the day comes that single tax wins, Gill will go about yelling "amen" so loud that Henry George will be forgotten.

With The Star as the Open Forum for the mayoralty candidates, Councilman Erickson today submits another peppery letter, replying to Mayor Gill's letter in The Star, and firing several hot shots anew.

In Monday's Star, Austin E. Griffiths, candidate for mayor, will also have a few choice words to deliver.

Erickson's letter follows: In The Star of January 17, 1916, Mayor Gill has much to say about what the public thinks of me and about questions he desires me to answer. His sneers and bombast concern me very little, but I want to answer his questions and prove by facts and records that some of his statements are absolutely false. Also that his assertion that he has been instrumental in reducing taxes is a FAKE AND A FRAUD.

Want Hi to Be Definite In the P. L. of December 19, 1915, he claims to have been instrumental in reducing light rates from 18c to 8c. In his letter to The Star, he reiterates that rates were reduced when he was in the council, but why does he not give us the number of the ordinance? I can give him the number of three ordinances reducing rates during my term in the council—ordinances that are saving the people of Seattle half a million dollars a year. He should come along with proof of the ordinances reducing rates that he helped to pass or withdraw his claim.

Taxes Raised by Renick Law The mayor proclaims in big capitals the issue is to be taxation, and not "fakes," like the Renick law or extending our city car line into Ballard. The tax levy for this year, thanks to the Renick law, has an item of \$30,000 to help pay interest on a million dollars' worth of warrants bearing five per cent

interest, while three million dollars of the city's money lies idle in the banks. Is there no question of taxation about this? Is this a "fake" issue? The mayor slept while the Traction company and Chamber of Commerce got the Renick law passed, raising taxes and crippling our city-owned utilities.

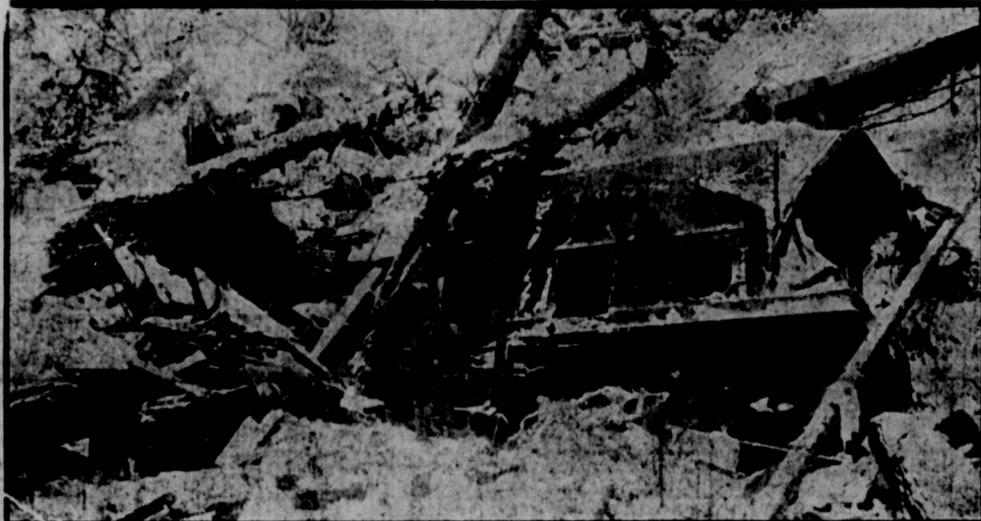
Says Statement is False The mayor says the building of Division A of the city car line was a diversion of funds and a crime. THE STATEMENT IS ABSOLUTELY AND UNQUALIFIEDLY FALSE. The ordinance submitting the car line bond issue is No. 2609, and includes Division A. It was voted upon and passed by a large majority at the election of 1911, and the money was expended as the voters directed. If it had not been, there would have been a hundred injunctions to prevent its construction. The mayor cannot plead ignorance on this matter, because his name is on the ordinance. The difference between the mayor and myself in regard to our city car line is that I do not set myself above the people who voted to build it, but have worked faithfully to carry it to a successful conclusion. He, on the other hand, has constantly vilified the project and voiced the sentiments of the Puget Sound Traction company.

The mayor feels toward people who are given car service on our line just as the Traction company does toward its patrons on the 23rd ave. line, where the company wants to leave them without service because it does not pay. By the same token the city should discontinue furnishing water to West Seattle and Queen Anne hill because in those districts it costs us more than we get for it.

That Renton Line "Deal" Many obstacles have been put in the way of our city car line project, but the worst of all was an agreement brought to me by Mayor Gill for the purchase of the Renton line on a basis that would have netted

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SCENES IN FORMER SNOWSLIDE DISASTER



One of the demolished coaches in the Wellington slide disaster, March 1, 1910, in which several scores of passengers lost their lives. The slide, which swept part of a G. N. train over the mountainside Saturday, occurred six miles from the scene of the former disaster.

LUNDIN QUOTES POEM TO HODGE

Refers to "Tintinabulations of My Automatic Mouth."

MERRY WAR NOW IS ON

Prosecutor Lundin answered in kind, Saturday, the poetic attack of Sheriff Hodge, who opened a severe criticism of the prosecutor Friday by penning a cutting couplet, in which he addressed Lundin as "Beatrice Fairfax."

"I am reminded to the words of an unknown rhymester," said Lundin, speaking of Hodge's "outburst," which was occasioned by the prosecutor's refusal to issue a warrant to search the home of a prominent banker for contraband liquor.

"Sweeter than the murm'ring breezes
Wafted from the baimy South
Are the tintinabulations
Of my automatic mouth.
How I love its giddy gurgle,
How I love its rhythmic flow,
How I love to wind my mouth
Up,
How I love to hear it go."

The poet, Lundin said, had aptly expressed the opinion of Hodge entertained by the prosecutor.

"As to my policy of issuing warrants to search places where liquor is thought to be," he said, "I shall issue warrants wherever there is reason to believe liquor is being sold."

He said he had talked the matter over with L. E. Kirkpatrick, of the Anti-Saloon league, who had agreed that it was best to first go after persons who are selling the contraband.

"I am in favor of enforcement of the law," he said. "But Kirkpatrick and I concluded that to begin a systematic search of homes would prejudice the public against the prohibition law so that it would be impossible to get a fair jury to try any case."

An effort will be made, on February 3, for a prosecutor stated, to determine the ownership of liquor seized in the sheriff's raid on the Rainer club.

A hearing for that purpose will be held in Justice Brinker's court on that date.



The difficulties under which rescuers worked at the time of the former slide. This picture shows how bodies of the victims were wrapped up and hauled to places where they could be put aboard trains.

FELIX CRANE IS GIVEN SENTENCE

Felix Crane, "the goat of the mighty," is under sentence Saturday to serve two and a half to five years at Walla Walla.

Despite promises of clemency made by Prosecutor Lundin, Crane, who says, offered to "set him in the street" if he would divulge the names of higher-ups, for whom he collected money from unfortunate women for police protection. Crane has remained silent. The negro boss of the Seattle underworld, was given the minimum penitentiary term Friday by Judge Gilliam.

Weather Forecast

Rain tonight and Sunday.

EGG STARTS A FUSS

OREGON CITY, Jan. 22.—Because of an argument over a hard-boiled egg, Ambrose Gesta is in jail.

He told his wife eggs were too expensive to put in their daughter's lunch. A battle ensued.

TIDES AT SEATTLE

High	Low
6:50 a. m., 14.3 ft.	12:38 p. m., 2.8 ft.
6:28 p. m., 11.9 ft.	

MEXICANS KILL 24TH AMERICAN

EL PASO, Jan. 22.—The bullet shattered corpse of Bert Akers, American captian—24th victim of Mexican bandits in two weeks—reached here today.

Akers came to his death at the hands of several Mexicans, armed with rifles, while he hunted stolen cattle.

With Douglas Lawrence, another rancher from Ysleta, Texas, he entered Mexico last night in his search for the animals the cattle thieves had rustled Thursday.

The pair reached San Lorenzo, a Mexican hamlet, the church spire of which is visible from here on clear days.

In a corral back of a rude adobe hut, Akers spotted his stolen heaves and pounded at the hovel for admission.

As he did so, several armed Mexicans appeared from different directions and shot him.

AVALANCHE SNAPS TWO COACHES OFF; MANY ARE KILLED

By Long Distance Telephone to The Star. LEAVENWORTH, Wash., Jan. 22.—Two Great Northern passenger coaches were hurled 300 feet into the bottom of a mountainous gulch, and their human cargo buried in rock and snow, when a land and snow slide broke loose at the entrance of the Horseshoe tunnel at Corea, Wash., at 6:45 this morning.

The number of dead and injured are estimated variously at from five to 20.

Five dead bodies have been recovered. Five injured also have been rescued. Officials of the Great Northern believe there were 15 persons in both cars, and therefore five persons are still unaccounted for.

The train was known as the Spokane Owl, No. 25, leaving Spokane at 8:15 Friday night. It was due at Seattle at 8:15 a. m. today.

The scene of the accident is six miles west of Wellington, where many lives were lost in a similar accident in 1910.

Searching parties were more than an hour locating the smoking car. It was buried at the bottom of the gulch. It was known to have contained 14 persons, according to advices received here.

Diner and Smoker Carried Over

The dining car was also thrown over the embankment. No word had been received up to noon as to how many people were carried over with it. It lies wrecked under debris near the bottom of the Cascade mountain ravine.

Rescue parties are working desperately to save the lives of those who may still be living in the wreckage.

A sleeping car was bowled off the tracks, but the couplings held and it did not go over the brink.

The train had been standing still for almost an hour near the entrance to the Horseshoe tunnel when the side of the mountain ripped loose.

Just ahead of it, workmen were clearing the snow, rock and dirt that had accumulated as a result of a smaller slide a few hours earlier and blocked traffic.

A special rescue train was dispatched from Leavenworth shortly after noon.

It carried about 100 men.

Corea, the place of the accident, is about 100 miles east of Seattle and six miles from Tye, formerly called Wellington. It is 40 miles west of here and three miles west of the west entrance of the Cascade tunnel.

The train carried 60 people, it is stated. Further slides are feared. Telegraph connections were severed shortly after the first details of the accident reached here.

Near Scene of Former Disaster

The scene of the present disaster is six miles from Tye, formerly called Wellington, where the most disastrous snowslide in the history of the state occurred early in the morning of March 1, 1910, when about 60 were killed and 20 injured.

It took days before the bodies could be recovered, owing to the enormous amount of snow which buried the train and the victims in it.

It was weeks before the full number of dead could even be estimated with any degree of certainty.

The work of recovering the bodies proceeded slowly. Telegraph and telephone communications were completely broken down by the heavy slides.

The slide at that time came with terrific force, almost without warning, and smashed some of the cars in the Great Northern train to splinters. Fourteen of the dead had lived in Seattle, and nearly every city in the Northwest claimed a

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AUSTIN E. GRIFFITHS, CANDIDATE FOR MAYOR, WILL SPEAK FROM THIS PLATFORM MONDAY IN THE STAR'S OPEN FORUM ON 'GOLD BRICKS!'