

WEATHER REPORT

air tonight and Friday.

COUNTY OFFICIAL PAPER.

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PENDLETON, OREGON, THURSDAY, MARCH 3, 1910.

NO 6840

VICTIMS OF WELLINGTON AVALANCHE WILL TOTAL EIGHTY-THREE DEAD AND MISSING

CREAT NORTHERN MAKES OFFICIAL ESTIMATE

Death List Grows as Work of Uncovering Trains Buried Under Snow and Debris Proceeds.

Rescuing Parties Work Continuously in Hopes of Saving Entombed Persons—Thirty-nine Dead Bodies Recovered and Interred in Snow—Over Forty Still Missing and Hope of Finding Any More Alive Almost Abandoned—Many of Survivors Tell Story of Catastrophe—Dream Awakes One Man and Premonition of Danger Prompts Him to Leave Train—Old Woman Who is Missing Was on Way to Celebrate Golden Wedding—List of Dead, Missing and Rescued.

Wellington, Mar. 3.—The horror of scenes here is indescribable. It will be weeks before the bodies remaining in a tangled mass of trees, earth and snow can be exhumed and it will be ten days or two weeks before the bodies recovered can be taken out of the mountains. Twenty eight bodies have now been recovered, the rescuers adding seven during the night. Mrs. Sherlock, wife of the telegraph operator here, is the heroine of the wreck. She is taking charge of the injured at a makeshift hospital established here. Supt. O'Neil who escaped the avalanche is leading the rescuers. He has no hope of clearing the line for traffic before April 1. Only the ice box of O'Neil's car was found, so complete was the wreck. A party of deputy sheriffs arrived today. A number of Italians had been discovered robbing the bodies and they were driven off.

Seattle, Wn., March 3.—The Great Northern issued an announcement at ten this morning, giving the dead at Wellington as 83. All of the missing are figured in the statement as dead. The company says the list may be too high or too low. Following is the official list: Passengers Known to be Dead. R. M. Barnhart, Spokane. William May, Chemanus, B. C. Edgar Lemman, Hunters, Wash., and Mrs. Ada Lemman, his wife. James McNeny, Seattle, a well-known attorney. Miss Nellie Shary, Spokane. Frances Starrett and Lillian Starrett, children, sisters, Chemanus, B. C. A. R. Vall, Trinidad, Wash. Employees Known to be Dead. Trainmaster A. R. Blackburn. Engineer J. O. Carroll. Brakeman William Dorety. Brakeman A. R. Dupy. Brakeman Charles Penison. Brakeman J. Kelly. A. E. Longcoy, secretary to Superintendent O'Neill. Engineer T. L. Osborne. Lewis Walker cook on Superintendent O'Neill's car, all of Everett.

Passengers Missing. John Tist, Burlington, Wash. Soterai B. Vasil, Seattle. Mr. and Mrs. G. L. Beck, Pleasanton, Cal., and three children, Emma, Marion and baby. John Berrk. R. H. Bethel, civil engineer, Seattle; well known in New York and Cuba. Ernest Binatole, Portland, Ore. A. Boles, Moberly, Ont. J. Brockman, Waterville, Wash. Patrick Brue, Burlington, Wash. H. D. Cantrell, Vancouver, B. C. Nick Ciel, Burlington, Wash. Alexander Chisolm, Rossland, B. C. Sol Cohen, Everett. Mrs. Anna Covington, Olympia. George F. Davis, Seattle, motor-man, and three-year-old daughter Thelma. Bus Ebert, Seattle. Milla Ell, Seattle. C. S. Ellinge, Seattle. I. Fisher, Rossland, B. C. Colored Cat, Burlington, Wash. Mike Coghelm, Burlington, Wash. Joe and Luigi Gummanest, Burlington, Wash. George Heron, Seattle. Mrs. L. M. Latsch, Seattle. John Mackie, Seattle. A. G. Mahler, real estate dealer, Seattle. Bert Mathewa, Cincinnati. James Monroe, Seattle. Miss Katherine O'Reilly, Spokane. R. G. Thompson, Vancouver, B. C. Rev. J. M. Thompson, Presbyterian minister, Bellingham. E. W. Topping, Ashland, Ohio. Passengers Rescued. Passengers rescued, none seriously injured.

Ray L. Forsyth, Monroe, Wash. John Gray, Nooksack, Wash. Baby Gray, Nooksack, Wash. Anna Gray, Nooksack, Wash. Mrs. William May, Chemanus, B. C. Mrs. Starrett, Chemanus, B. C. Raymond Starrett, Chemanus, B. C. R. M. La Velle. H. M. Velle, Everett. H. H. White, Seattle. Employees Injured. Porter Lucius Anderson. Fireman Samuel A. Bates. R. M. La Velle. Trainmaster William Harrington. Mail Clerk A. L. Hensel, Spokane. Fireman J. D. Kerles. Fireman George Nelson. Brakeman Ross Phillips. Porter Walter Smith. Engineer D. Teatmeier. Conductor M. O. White. The train employees all lived in Everett.

Employees Missing. Express Messenger Beagle. Fireman Bennington. Mail Clerk Richard C. Bogart. Conductor Campbell. Express Messenger H. J. Diehl, Spokane. William E. Bovel, brakeman. Nat Gilmore, brakeman. J. Ladue. Porter Duncan. Mail Clerk John Fox. Fireman Dan C. Gilman. Mail Clerk George Hofer. Engineer J. E. Jarnagin. Brakeman Jewels. Fireman Jenks. Fireman Jones. Brakeman Kenzel. Conductor Ed Lindsey. Brakeman MacDonald. Engineer Frank Martin. Conductor Parrybok. Conductor J. L. Pettit. Brakeman W. E. Raycroft. Brakeman Strawmyer. Hiram Touselet, Spokane. Mail Clerk John Tucker. Two unknown mail weighers. Stenographer, car A-16. Porter, car A-16.

Mrs. M. A. Covington, who is among the missing passengers, was on her way to Seattle to celebrate her golden wedding tomorrow. She was the mother of Rev. L. J. Covington, superintendent of the Washington children's home, Seattle. Charles S. Ellinge, a missing passenger, is treasurer of the Pacific Coast Pipe company and his family live in Spokane. Mrs. Starrett of Chemanus, B. C., was returning from Spokane, where her husband was killed in a railroad accident last month. Mrs. Starrett and one child are saved, and her other two children were killed.

Dream Saves Man. Scenic, Wash., March 3.—Awakened fifteen minutes before the Wellington slide by a dream and literally forced to dress and walk to the bunkhouse just in time to escape being hurled to death with the others, is the story Charles Andrews, an engineer of Leavenworth, tells today. Andrews says he was awakened from a sound sleep at 1 o'clock in the morning and was unable to go back to sleep. A mental impression of the impending disaster was so strong that he finally walked to the bunkhouse where the other men were sleeping. A few minutes later there came a rumble, then a roar and flying particles of snow cut off his view. When it settled, where the trains had been but a few moments before, nothing remained. Gave Up Hope Twice. I was under my engine for five hours. It was snowing hard and piling around my head. Twice I gave up and said, "It's all off and then the rescuers came." This is the story of Fireman F. A. Bates on the engine of the main train who reached here today, from Wellington. "Everything is covered with snow," he said, "and it is hard to tell how many are dead. When I left they had recovered fifteen bodies."

Tombs in the Snow. Scenic, Mar. 3.—Twenty-eight temporary tombs in the snow, each with a body of some one lost in the avalanche and marked with a rough board, dot the little flat just east of Wellington today. It will be fully a week before the line is clear. It is impossible to bring the bodies out and the snow will prevent dissolution for days. Five undertakers and assistants left Scenic early today for Wellington. Train Leaves for Scenic. Reports of a new avalanche at Wellington are deplored absolutely today by railroad officials. The last courier to reach Scenic through the snow stated that rescue work is in full swing. His message was dated four o'clock this morning. The company's list of passengers and employees on the wrecked trains is a hundred and two. Of these 29 are positively accounted for.

The railroad is attempting to get a train through to Wellington today. It left Everett at ten this morning with newspaper men, supplies, doctors and nurses. Two Women, Five Children Die. Ray Forsyth, one of the injured passengers, was in a car in which there were five women and seven children. Three women and two children escaped but the others undoubtedly perished. In telling of the experience Forsyth said that it seemed as if the car was lifted bodily from the track and held poised in midair. Suddenly it toppled over the edge and rolled down the steep embankment. Instantly the air was filled with the shrieks of the injured. A fearful storm was raging. A high wind was blowing and there was a spectacular electric display. The first men to extricate themselves from the mass of wreckage set to work at releasing those less fortunate. They had no lights, and carried on their work by the flash of the lightning, which was almost incessant. This morning the severed hand of a woman was found. On a finger was a ring bearing the initials which lead the workers to believe that it belonged to Miss Katherine O'Reilly of Spokane who is listed among the missing. Men returning from the scene of the disaster hold little hope that any of the missing will be recovered alive. This tends to strengthen the estimate that the total number of dead will ultimately reach 84. Fireman S. A. Bates, one of the injured, was buried under snow six hours. Other survivors heard his shouts and dug him out before the first party of rescuers arrived. Blackburn Thinks of Others. Trainmaster A. R. Blackburn, who was sleeping in Superintendent O'Neill's private car, was taken out of the wreckage alive. His only words were: "Look out for the others." Then he lapsed into unconsciousness. Station Agent Flannery of Wellington dug Blackburn out of the snow and started to carry him to a place of safety. A small slide struck them and Flannery was knocked down. Blackburn's body slipped from his grasp.

Colfax, Wn., Mar. 3.—Many persons missing, dozens of families homeless and dwellings and business houses swept from their foundations is the condition in Colfax today as a result of the floods. The waters are now receding. The damage is estimated at one hundred thousand dollars. Many persons were rescued from house-tops this morning, many narrow escapes from death occurred. There is intense suffering among the destitute. The electric light system is wrecked, the water supply cut off, and the railroad tracks washed away.

Spokane Aids Colfax. Spokane, Wn., Mar. 3.—In response to Colfax's appeals for aid, supplies will be rushed this afternoon. Hundreds are homeless and the loss is estimated at two hundred and fifty thousand dollars. A million feet of lumber was swept away last night.

USUAL POST-DISASTER GRANT CHARGES IN PARIS. Paris, March 3.—Serious charges that the relief funds in the hands of the authorities have been misdirected are contained in resolutions adopted at a mass meeting of the merchants today.

The funds subscribed by the French government and foreign nations were intended for the relief of the destitute and to rehabilitate the small merchants. The resolutions demand an accounting of the millions subscribed.

San Francisco, March 3.—Indications are today that this city may not be the scene of the big fight. Rickard and Gleason are not inclined to pay five thousand dollars for a permit to stage the fight here. This sum is asked by Griffin, the holder of the July permit. There is no indication what city is likely to secure the fight, but Los Angeles is conceded to have a good chance.

TOWN CUT OFF BY SNOW AND PEOPLE STARVING. Seattle, March 3.—The new town of LaCona on the Milwaukee road 50 miles from here near the summit of the mountains, has been cut off from the outside world for two weeks by snow and the people are starving. Four men reached Seattle today. They said the inhabitants had only a few beans left when they left and that conditions were horrible. There are 50 people in the town. The Milwaukee tried to get a rotary plow through but failed.

FAILURE TO PASS BUDGET WILL AFFECT WHOLE WORLD. London, March 3.—A world-wide disorganization of money is believed to be inevitable by financiers here today as the result of the evident impossibility of passing the government budget before the end of the current fiscal year. A resolution adopted by the house of commons last night showed this situation.

Another Change in O. R. & N. Schedule. Rumors of other changes in the O. R. & N. train schedule are current in local railroad circles. One of these is to the effect that the Pendleton-Portland local is to be extended to Salt Lake city, while the other is that a local train is to be run between Pendleton and the town of Umatilla.

Also Reported That There Will Soon Be Pendleton-Umatilla Local Put On to Accommodate Westerners. Rumors of other changes in the O. R. & N. train schedule are current in local railroad circles. One of these is to the effect that the Pendleton-Portland local is to be extended to Salt Lake city, while the other is that a local train is to be run between Pendleton and the town of Umatilla.

Local Merchants Will be Glad to Receive Confirmation of Report that a Pendleton-Umatilla Local is to be Installed. It is said that this train will leave Umatilla in the morning and will return to that station in the evening. That would give the residents of the west end of the county who desire to trade or transact other business in the city, the best train service they have enjoyed in many years.

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GREAT STRIKE IS PROCLAIMED

Central Labor Union Decides On Universal Walkout at Midnight Friday.

100,000 LABORERS WILL BE INVOLVED BY ORDER. Sentiment in Favor of Strike is Unanimous—Condemn Action of Traction Company—Walkout Will Paralyze Business in Quaker City—Proclamation Says "An Injury to One is the Concern of All"—Mayor Will Not Act.

Philadelphia, March 3.—A universal strike of union workers and their sympathizers to begin at midnight Friday was proclaimed by the Central Labor union of Philadelphia and vicinity last night. The strike leaders declare that 100,000 men will stop work at that hour if the Rapid Transit company does not in the meantime consent to arbitrate its differences with the striking car men. The meeting at which the strike order was promulgated was large and sentiment was apparently unanimous in favor of the general strike. Telegrams were read from the Chicago and San Francisco Federations of labor pledging their moral and financial support. Resolutions were adopted condemning the attitude of the traction company. Councils were called upon to insist that Mayor Reybourn immediately serve notice on the company that it must submit to arbitration, that he return the police to their regular posts of duty. In a proclamation addressed to the trades unions of Philadelphia and their sympathizers the grievances of the car men were recited in detail. One Hurt, All Hurt. "In the ranks of organized labor," the document proceeds, "an injury to one is the concern of all. The capitalists and the small group of self-seeking politicians in control of the Philadelphia Rapid Transit company are part of the larger group of capitalists and trust owners who hope to crush all organized labor by attacking and defeating it, one at a time. Therefore, it is hereby proclaimed that the time for action has arrived. All union workmen and their sympathizers, for the assistance of the union street car employees and for the ultimate protection of all union employees and the working class, will cease work on Friday, March 4, at 12 o'clock midnight, whether or not that is their regular stopping time and remain on strike until further notice from their duly accredited representatives." A committee was appointed to wait upon the select and common councils tomorrow afternoon and present copies of the resolutions and proclamation.

Stage Hands to Strike. Union stage hands employed in the theatres and other amusement places in this city today notified their employers that if the Rapid Transit company and its employees have not reached an agreement before Saturday the stage hands would quit work. Mayor Reybourn said today that he would continue to refuse to be a party to any arbitration proceedings even if it caused him to break with the republican organization. Although the day was unusually quiet throughout the city, rioting started again last night in the northeastern section. A revolver was fired at Captain Duncan of the Park guard, who is doing special duty during the strike, last night while riding in an automobile. Director of Public Safety Clay announced that he had been collecting statistics as to the number of men who would not strike. According to the report in the police canvass workmen generally will ignore the strike order.

MOB TAKES NEGRO DURING TRIAL AND LYNCHES HIM. Dallas, Texas, March 3.—Allan Brooks, the negro accused of assaulting a two year old white girl, was taken from the court room here by a mob today during his trial and lynched.

WILL ATTEMPT FLIGHT IN 350 LB. MONOPLANE. San Francisco, Mar. 3.—An attempt at flight in a monoplane weighing only 350 pounds, one of the lightest in the world, will be made Sunday at Richmond by Clifford O'Brien, a California inventor. The engine weighs but eighty pounds and supplies 36 horse power. It resembles the plane used by Blériot.

ANOTHER G. N. CATASTROPHE

Central Labor Union Decides On Universal Walkout at Midnight Friday. Oriental Limited Strikes Boulders and Plunges 50 Feet Over Embankment.

ONE KILLED AND MANY ARE SERIOUSLY INJURED. Engine Strikes Impediment on Track 22 Miles East of Spokane, Plunging Train Over Embankment—Five Cars Take Fire From Gasoline Explosion and Burn up—Engineer Prevents Greater Disaster—Conductor Saves Many Lives.

Spokane, Mar. 3.—Railroad officials and passengers on the wrecked Oriental limited are marvelling today over the small loss of life that occurred when the train was destroyed by encountering a rock slide at Milan yesterday. The engine and five cars were wiped out by fire. The only man killed was Edward Miller, fireman. None of the dozen injured are seriously hurt and all but six left the hospital today.

Spokane, Mar. 3.—Crashing into two tons of rock boulders, the Oriental limited, No. 2, of the Great Northern railroad yesterday plunged down a 50-foot embankment 22 miles east of Spokane, carrying with it five burning cars, including the mail car, killing the fireman, Ed Miller of Hilyard, Wash., seriously injuring the engineer and several passengers. The accident occurred near Milan, a station on the main line of the Great Northern, as the train was turning a curve. Half a dozen of the 175 passengers on the train saw the approaching danger, and only to the heroic effort of Engineer Alonzo Carlo, of Spokane, who threw on the emergency brake 25 feet before the rocks were reached, was the entire trainload saved from probable death.

Explosions of gas tanks on the burning cars added to the catastrophe. The entire train was saved from the flames when Conductor B. E. Robertson marshaled the uninjured passengers, and uncoupling the cars not burning by human strength alone shoved them out of reach of the flames. The Injured. Alonzo E. Carlo, engineer, Spokane. Albert H. Fortin, Mount Mermon. William Oliver Eldridge, a 17-year-old tramp boy, no home, thrown with the engine down the embankment. J. B. Fahey, Seattle, news agent. F. H. Ashley, Seattle, news agent. C. M. Coffinberry, Seattle. H. C. Wilson, baggage clerk, Seattle. P. Van Lippeley, mail clerk. John Nelson, mail weigher. The Rev. Benjamin Wingert, No. 1132 Washington building, Chicago, and wife, bruised. Mr. Wingert is 70 years old and is suffering from a wrenched back. When the train struck the boulder gas tanks exploded, setting fire to five cars, which gradually toppled over the embankment. There was just a few minutes of time in which the conductor saw and seized the opportunity to uncouple and shove back the last three cars.

Heinze Trial to Begin. New York, March 3.—On today's calendar of the criminal bench of the United States Circuit Court appears the case of the United States government against Fitz Augustus Heinze, charged with misapplication of the funds of the Mercantile National bank. There are two old indictments against the former "copper king," one found in January, 1908, and one in June, 1909, the first containing thirty counts and the second only one. John E. Stanchfield is Heinze's counsel, and has repeatedly urged that his client be tried as soon as possible. Brown Interscholastic Meet. Providence, D. L. Mar. 3.—A fifteen yard dash, potato race, high jump, shot put and relay races constitute the program of the Brown University interscholastic indoor meet, to be held this evening at the Lyman gymnasium. Medals will be given the individual winners, and a championship shield to the school scoring the largest number of points. Klondike's Metropolis Burns. Dawson, Mar. 3.—Half of Grand Forks, the famous metropolis of Klondike, burned today. It started in the Grand hotel, once the notorious dance hall and gambling resort.