

WEATHER REPORT

air tonight and Friday.

COUNTY OFFICIAL PAPER.

VOL. 23.

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.

- Ray L. Forsyth, Monroe, Wash.
John Gray, Nooksack, Wash.
Baby Gray, Nooksack, Wash.
Anna Gray, Nooksack, Wash.
Mrs. William May, Chemanius, B. C.
Mrs. Starrett, Chemanius, B. C.
Raymond Starrett, Chemanius, B. C.
R. 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. Eltinge, a missing passenger, is treasurer of the Pacific Coast Pipe company and his family live in Spokane. Mrs. Starrett of Chemanius, 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.

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.

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 Finannery of Wellington dug Blackburn out of the snow and started to carry him to a place of safety. A small slide struck them and Finannery was knocked down. Blackburn's body slipped from his grasp.

Train Service is Re-established. After days of delay because of washouts trains from the east will begin arriving in Pendleton sometime after midnight tonight and from that time on for several hours there will be almost a continuous string of passenger trains pouring into this city. There will probably be at least five number fives between midnight and daylight.

These trains will bring the first installment of the spring colonist rush as well as the hundreds of passengers who have been stalled at various points along the line since the flood season started.

Coincidental with the news that through train service with the east is to be established tonight comes the report that the Washington division is also to be opened to traffic tonight. This means that the Alto Hill line which has been out for the past six weeks will be opened up as well as the Hay creek canyon route and that through communication with Spokane is at last to be resumed.

Train service to the west of Pendleton is now in good shape also and from present indications the railway traffic will soon have attained normal conditions.

The water in the Umatilla seems to have reached the highest point and has now started to recede. It fell four inches during the night and has been going down steadily since that time.

COLFAX IS ALMOST WASHED OFF MAP

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.

GLEASON AND RICKARD GET MORE NOTORIETY

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.

TOWN CUT OFF BY SNOW AND PEOPLE STARVING

Seattle, March 3.—The new town of LaComa 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.

ANOTHER CHANGE IN O. R. & N. SCHEDULE

Rumored Local Will Be Extended to Salt Lake. 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.

Neither of these reports has yet received official confirmation, but local railroad men are expecting a new time card, telling of the changes, to go in effect next Sunday. That being the case the official confirmation will probably be received today or tomorrow.

If the local train is run on through to Salt Lake the arriving and departing times of the trains will probably be about as they are at present. There is small likelihood of the westbound train being on time, however, for judging by past experience it will be impossible for the road to run its westbound trains on time or anywhere near it.

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.

ONE KILLED AND MANY ARE SERIOUSLY INJURED

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.

ANOTHER G. N. CATASTROPHE

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.—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.

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