

MEET DEATH IN GREAT AVALANCHE

NORTHERN PACIFIC TRAINS ARE SWEEPED DOWN MOUNTAIN-SIDE

TWENTY-FIVE BODIES ARE RECOVERED

Twelve Passengers Are Injured and Twenty Are Still Missing

United Press Service.

EVERETT, Wash., March 2.—The railroad world of the Pacific Northwest today stands appalled at the magnitude of the disaster that swept into eternity over two-score of passengers at Wellington yesterday. The first definite information relative to the catastrophe was received here today, when Conductor John S. Rogers and a party of nine reached this city. Mr. Rogers told the following story of the situation prior to the disaster:

"We left Soap Lake a week ago by the Great Northern and we had on board sixty passengers when we reached the mountains. Wednesday evening we were stopped by drifts at the eastern portal of the Cascade tunnel and were forced to remain there until Friday. We ate at the bunk house that is located at that point and slept aboard the train. The passengers realized the hazardous position in which they were placed and every able bodied man bent every energy to extricate the train from its perilous situation. The storm raged all of the time, snow falling in great, thick clouds, and was driven by a gale, making it very difficult to carry on the work of clearing the tracks.

"We finally bucked and shoveled our way into the tunnel. Shortly after leaving the spot an avalanche descended, burying the bunk house and killing two men who happened to be in it at the time. We succeeded in reaching Wellington, which is located about one-half mile from the western portal of the tunnel. At this point there were three tracks. When we reached them we found one track was occupied by the private car of Superintendent Onehills and three motor cars. These housed the superintendent, train crews and porters. My train occupied the middle track. It consisted of the engine, baggage car, two coaches, two sleepers and an observation car. The outer track was occupied by the fast mail, on which sixteen mail clerks and eighteen laborers were staying.

"Sunday morning I noticed the top of the mountain, on which was an immense amount of snow. It was hanging precipitously over the tracks, held only by the sparse timber which grew there. Occasionally portions of the immense bank of snow would break loose and hurl itself down the mountain side, sometimes reaching the track. Each slide made more dangerous our position, and we began to fear for the safety of the trains.

"The accumulation of snow on the mountains was the greatest in history, and the fury of the storm and the perpetual fear induced by the immense body of snow dampened the spirits of the stalled passengers, and little or nothing was done in the way of trying to clear the tracks. Realizing the precarious situation in which we were placed, I announced my determination to leave there and come on foot. Nine others signified their desire to accompany me, and I am thankful that we have at last reached here. Many times on the trip we lost heart from the great hardships we had to undergo, but we are now glad that we did not remain, for if we had we would certainly have perished with the others.

"When we left the trains were hopelessly stalled under that threatening mass of snow, and I am not surprised at the news I hear. It was still snowing when we left and the wind was blowing a terrific gale and it was inevitable that an avalanche must descend and send into eternity the souls who stayed with the trains in the hope that the storm might abate and relief reach them."

The Great Northern officials announce this afternoon that twenty-five were killed and twelve injured in the Wellington avalanche. Twenty passengers are still missing, and they are unable to determine whether they are still buried in the snow or whether they sought safety in flight. The wild, unauthentic reports of the great loss of life that have been current here were emphatically denied by the officials, who stated that they believed that the death list would not exceed thirty.

No word was received directly from the scene of the disaster since early today. The railroad company has wired to a point in the vicinity of the only information obtainable has to come over it. All the relief work is being conducted practically in the dark, as it is impossible to learn

whether the relief parties already sent out have reached the stalled trains.

A relief train is due here at 6 o'clock this evening carrying some of the injured. The bodies of those killed in the avalanche will have to be transported overland on sledges for twenty miles. A relief party of seventy men, together with provisions and emergency hospital supplies, left Everett for the scene this morning. They will go as far as they can by train and will then attempt to travel the rest of the distance on foot.

REAL ESTATE TRANSFERS

C. H. Daggett et ux, to Chester L. Hovey, warranty deed, E 1/2 Sw 1/4 Sec 4 E 1/2, Nw 1/4, Sec 9, Tp 37, S. R. 9, E. W. M., Merrill, \$10.

Oregon Valley Land Co., to Uriah T. Peninger, warranty deed E 1/2, Sec 4, Sec 3, Tp 37, S. R. 15, E. W. M. \$200.

Oregon Valley Land Co. to Theo. W. Walters, warranty deed to N 1/2 of S 1/2 of Sec 1/4 of Ne 1/4 Sec 23, Twp. 39, S. R. 15, E. W. M.; \$200.

N. T. J. Beaughaus et ux to School Dist. No. 11, part of Ne 1/4 of SW 1/4 Sec. 8, Twp. 39, S. R. 10, E. W. M.; \$80.

James R. McCrank to Chester L. Hovey, warranty deed to S 1/2 of Ne 1/4 W 1/2 Sec 5, Tp 37, S. R. 9, E. W. M. \$1,000.

American Bank & Trust Co. to C. L. Hovey, warranty deed, Sw 1/4 Sw 1/4 Sec 12, and N 1/2 Nw 1/4 Nw 1/4 Ne 1/4 Sec 13, Tp. 38, S. R. 9, E. W. M.

Margerie Hoagland to S. E. Hamaker, warranty deed S 1/2, Sec 28 and N 1/2 Ne 1/4 Sec 33, Tp 40, S. R. 9, E. W. M.; \$1,500.

R. I. Kilgore et ux, to S. E. Hamaker deed, W 1/2 W 1/2 Sec 27, Tp 40, S. R. 13, E. W. M.; \$1,500.

Adaloin Langis et vir to C. F. Galarmeau warranty deed, lot 1 blk 3, Fairview add., to Klamath Falls, \$500.

H. H. Hessig et ux, to Jos V. and J. H. Hessig, warranty deed, Sec 1/4, Sec 1/4, Sec 33, W 1/2 Sw 1/4 Sw 1/4, Sec 34, Tp 32, S. R. 7 1/2, E. W. M. \$10.

Abner Weed et ux to Klamath Development Co. warranty deed, Known as Weed Tract, \$10.

Wm. M. Vaughn et ux to R. E. Wattenburg warranty deed E 1/2 Sec 4 Sec 4 Tp 40S. R. 9, E. W. M.; \$10.

Della Lee et vir to Agnes J. Lee, warranty deed, E 1/2 Sec 1/4, Sw 1/4 Sec 9, Nw 1/4 Ne 1/4 Sec 16, Tp 35, S. R. 14, E. W. M.; \$1,000.

Louis Dennis et ux, Eldon Dennis, et ux, warranty deed to Wilhelm Witte, S 1/2 Sw 1/4, Sec 14, Ne 1/4, Nw 1/4 Sec 23, Tp 39, S. R. E. W. M. \$10.

Mary E. Bowling to George E. Stephen warranty deed lot No. 3, Sec 31, Tp 39, S. R. 12, E. W. M.; \$50.

George W. Stephens et ux to Fred Berthoff, warranty deed lot 3, Sec. 31, Tp 39, S. R. 12, E. W. M.; \$10.

John Hausen et ux, to Mary L. Egert warranty deed, Ne 1/4 Sec 23 Tp 38 S. R. 10, E. W. M.

James H. Whitman et ux to Geo. L. Davis warranty deed Sec 1/4, Sec 1/4 Sec 22, Tp 39, S. R. 10 E. W. M. also lots 4 and 5, Sec 22, Tp 39, S. R. 10, E. W. M. \$1.

Geo Toldt to C. H. Daggett warranty deed, E 1/2 Sw 1/4 Sec 4, and E 1/2 Nw 1/4 Sec 9, Tp 37, S. R. 9, E. W. M. \$10.

Oregon Valley Land Co., to Joe Chlotti warranty deed, N 1/2 N 1/2 of Sec 1/4 of Ne 1/4 Sec 13, Tp 39, S. R. 15, E. W. M. \$200.

Oregon Valley Land Co. to J. H. Webb warranty deed, S 1/2 Nw 1/4 of Ne 1/4 Sec 5, Tp 36, R. 14, E. W. M. \$200.

John Y. Johnson to P. L. Fountain lot 3, Sec 1, Tp 37, S. R. 10, E. W. M. \$10.

John Y. Tipton to John Y. Johnson warranty deed lot 3, Sec 1, Tp 37, S. R. 10, E. W. M.; \$10.

Amos S. Bennett to J. J. Rahn warranty deed, 5 acres of land in lot 3, Sec 10, Tp 38, S. R. 8, E. W. M.; \$200.

J. L. Ketch et ux, to W. A. Kickey, warranty deed lot 16, blk. 11 Whitelake City, Ore. \$1.

Samuel Dixon et uxv to Frank Carpening, warranty deed lots 4, 5, Sec 14, Tp 39, S. R. 10, E. W. M., lots 1, Sec 15 and lot 6, Sec 14, Tp 39, S. R. 10, E. W. M.; \$3,000.

Herman Wehr to Chester L. Hovey warranty deed S 1/2 Sw 1/4, W 1/2 Sec 1/4 Sec 26 Tp 37, S. R. 9, E. W. M.; \$10.

AVALANCHE COVERS A MINING TOWN

ESTIMATED THAT OVER A HUNDRED ARE DEAD

Horrible Fate of Inhabitants Who Are Caught in Mountain Snow Slide

United Press Service.

WALLACE, Idaho, Feb. 28.—As the day advances the full horror of the destruction of Mace, a mining town five miles from here, is being revealed. The mountain snow slide, which buried the entire town, was distinctly heard here. It is estimated that between 100 and 150 are lying dead under the mountain of snow which blotted out the town. This morning twelve bodies had been recovered. A partial list of the dead are: Mrs. George Farwell, Mrs. Carrie Hooper, a miner, and his wife and two babies; A. L. Laird and wife, Moyal, Edgar Pascoe and Inez Pascoe, son and daughter of Standard mine superintendent; wife of H. F. Pascoe missing, believed to be dead.

SPOKANE, Wash., Feb. 28.—It is rumored that a second slide occurred today at the town of Burke in the Couer d'Alenes. The estimated dead this afternoon in the double avalanche which destroyed the towns of Mace and Burke varies. One report states that there were thirty-two dead, while another is to the effect that there are eighteen dead. Mace alone. Mining men here believe that the two slides are confused and that the total number was secured by doubling those at Mace. Rescue trains are running out of Spokane on the O. R. & N. A majority of the inhabitants at Burke were assisting in the rescue at Mace when the second slide occurred this morning, and others had been warned, so loss of life at Burke is not believed to be heavy.

ANOTHER LUMBER YARD

Meadow Lake Lumber Company Will Install Yard at Railroad for Export Trade

The Meadow Lake Lumber Company has purchased eight lots from the Klamath Development Company, south of the freight depot near the county road, which it expects to use as a lumber yard for the storage of fir lumber for export shipment. This will be separate from the yard of the box company, which purchased its entire cut of box lumber. The Meadow Lake Company expects to store its wood and posts at this yard, which will probably be sold to the retail trade.

ARREST PRESIDENT OF CENTRAL LABOR UNION

United Press Service.

PHILADELPHIA, Pa., Feb. 26.—President Murphy, of the Central Labor Union, was arrested today following the publication of an interview threatening trouble, and was released on bail. Murphy denies the interview, although a number of reporters declare that he was accurately quoted. There were no further disorders today. The strikers refused to accept the offer of the company to re-employ them as new employees if they return to work by Thursday.

One does not need a perfect knowledge of grammar to speak good and true words all the time.

SPECIAL MEETINGS

The session of the Presbyterian Church at its meeting last September started a plan for some special evangelistic meetings. This plan is just about to materialize. The pastor of the church was instructed to invite Rev. J. E. Snyder to hold these meetings. At the meeting of the Snoyd of Oregon at Newberg last October, Rev. Snyder promised the pastor to come to Klamath Falls during the winter and hold these meetings. The first date set was January 30. Because it was impossible to hold the meetings at that time the date was changed to March 8. March 8 is next Tuesday and next Tuesday night at 7:30 the long expected and long planned meetings will begin in the Presbyterian Church.

Rev. Snyder is not a professional evangelist who has sent out circulars and attracted attention by sensational methods. He is a pastor of a new and thriving church in the city of Portland. Before taking this church in Portland he was pastor of one of the large Presbyterian churches of Chicago. Before going to Chicago he was pastor of the church at Vancouver, Wash. At one time he had charge of the Men's Resort in connection with the First Presbyterian Church at Portland.

While Mr. Snyder is primarily a pastor, yet he has done a great deal of work as an evangelist and had wonderful success. He is at this time chairman of the Evangelistic Committee of the Presbytery of Portland and has just completed the preaching of the Rev. Mark Matthews of Seattle, in the First Church of Portland.

Mr. Snyder comes to Klamath Falls for a two weeks' meeting. While he is here he would like to preach to every man, woman and child in the city. Consequently, all are invited to hear him. If you come once, you will want to come again.

Remember the dates—March 8-20. The time is 7:30 p. m. The place is the Presbyterian Church.

STORM SWEEPS OVER THE INLAND EMPIRE

Carrying With It Death and Disaster and Paralyzing Traffic

LEWISTON, Idaho, March 2.—Reports that have been received here during the past twenty-four hours indicate that the Inland Empire is in the grasp of the worst flood in history. Railroad and wagon bridges have been swept away, telephone and telegraph wires are down and the mighty waters of swollen streams are spreading death and destruction throughout the territory embraced in the Inland Empire. All hope of resuming railroad traffic for many days has been abandoned, for the havoc wrought has disrupted the great organization of the railroad companies and all semblance of discipline seems to have gone.

Nez Perce, Peck and Mohley, in this State, are inundated and hundreds of families are at the mercy of the floods. Many lives have been reported lost and it is expected that when final reckoning is made the death list will be appalling. The existence of many of the mountain settlements is threatened and families are fleeing to points of safety. Many of these may be rushing to their death in snow slides and avalanches which are of frequent occurrence throughout the stricken district.

The horse has no need of money, for he is never without fore quarters.

EACH VOTER WILL BE GIVEN A COPY

NEW CITY CHARTER IS READY FOR ADOPTION

Increases Warrant and Bond Indebtedness and Provides for Improvement Bonds

The charter committee, which was appointed last year by the City Council, has completed its labors and the new charter has been filed with the Police Judge and will probably be acted upon by the council at its next meeting on Monday evening. There were seven members originally appointed on the committee, but on account of other business, it has dwindled down to three members. The committee which completed the formation of the new charter consisted of Thos. Drake, H. L. Benson and A. L. Leavitt.

As soon as the new charter is approved by the council several hundred copies will be printed and put in book form to be distributed among the voters. The adoption of the charter will be voted upon at the coming city election. The principal features of the new charter are the increasing of the possible warrant indebtedness from \$20,000 to \$40,000, the increasing of the possible bond indebtedness to \$150,000, and the providing for the issuance of city improvement bonds for the improvement of streets. In case of pavements or other street improvements, bonds can be issued and the property owners can pay the same in ten annual installments.

MORE COMPLAINTS AGAINST ERICKSON & PETERSON

Discharged Employees Declare They Have Not Been Treated Fairly

Albert T. Wolvertin, a former employee of Erickson & Peterson, the Southern Pacific contractors, complains that the contractors discharged him without any provocation or reason. Some time ago a general complaint was lodged against the firm which created quite a stir and came very near getting into the courts, but Mr. Peterson promised at that time to see that no further cause for complaints would be given. For some time everything went along smoothly, but complaints are beginning to come in again, and it looks as if, for the reputation of this section, it will be necessary to have a full and complete investigation. There are State laws, both in California and Oregon, covering the employment of labor and it might be well to see if the contractors are living up to the law.

Men are hired at \$1.75 a day, less board and hospital fees, and are promised a bonus of 25 cents a day if they remain a certain length of time, but are fired before that time arrives. They are given free transportation in here and let out after a few days' work without any means of getting away. This city certainly does not want a class of unemployed men dumped upon it, without any means of support. If the contractors bring men in here whom they do not want they should be made to take them back where they got them. On the other hand, if they are not following the law in the employment of men, there should be an investigation. It is time that the necessity for these complaints was eliminated.

Don't forget that when it comes to raising things the yeast cake is not a bad second.



MAY LEAVE ALTURAS OUT

It is now said that the N.-C. O. railroad will be extended north from the Dorris ranch in the spring and will leave Alturas off to the west. The line is now surveyed and the grade stakes are driven. We are sorry to hear of this. There seems to have been a fight on between Alturas and the railroad ever since the railroad came into the town.

History teaches us that railroads make towns—and mighty few towns ever make railroads. It seems that Alturas is depending on the Hill and Harriman lines as its savior. To what extent their hopes will be realized remains to be seen.—Surprise Valley Record.

POLITICS ENTER STRIKE SITUATION

PHILADELPHIA, Pa., Feb. 28.—Politics has entered the strike situation here and it is believed a sympathetic general strike will surely occur. It is asserted that the City Council is dominated by Senator Jas. P. McNichol, who has declared that he would force the council to end the strike. McNichol is the political coworker of State Senator Wolfe, vice-president of the transit company. The strikers declare that Wolfe is responsible for forcing the strike. Two minor clashes were reported today.

BICYCLES

For an up-to-date wheel, get a Rambler, on sale at the GUN STORE. For sale or rent. Tents to rent. Guns. We carry a full line of sporting goods.

THE GUN STORE

J. B. CHAMBERS, Opposite the American Hotel. Phone 692.

BUY FARM LANDS NOW

And get ground ready for big crop returns next year.

Some good bargains can be had in sagebrush land.

SWAMP LAND in desirable locations will be higher in price soon. BUY NOW.

FRANK IRA WHITE

Capt. O. C. Applegate, Office Manager, Fifth St., Near Main.

ASK YOUR NEIGHBOR

If he takes the Republican. If he does not urge him to do it, so as to lend a hand in the fight for his rights