

CANADIAN
PACIFIC
RAILWAY
ROGERS PASS
DISASTER

MARCH 7, 1910

C. H. RIFF

THE VANCOUVER DAILY PROV

SIXTEENTH YEAR.

TWENTY-EIGHT PAGES

VANCOUVER, B. C., MONDAY, MARCH 7, 1910.

TWENTY-EIGHT

TWENTY BODIES OF VICTIMS OF SLIDE RECOVERED TODAY

Death List Stands at Sixty-one and Not a Single Man Working on the Slide Escaped.

EIGHT HUNDRED RESCUERS BUSY

Train Number 97, Westbound on Saturday Afternoon, Had Narrow Escape from Destruction from Another Slide.

The tracks at the scene of the accident were cleared early this morning. The precise location is one mile west of Rogers Pass, at the summit of the Selkirk. The smallness of the number of bodies recovered has proved that the majority of the victims were carried by the second slide into the canyon of Bear creek.

A small army of snowshovellers are now busy digging out a smaller slide which occurred Saturday forenoon, one mile east of Rogers Pass. It is expected that the line will be open at midnight when a through service will be resumed.

Passenger train No. 97, westbound, left at 8:35 this morning for Vancouver. It reached Bear creek station Friday afternoon, a few minutes before the first slide took place west of Rogers Pass. For safety it was then moved up to Rogers Pass station.

While standing there the second slide, overwhelming the railwaymen working in the first slide a mile east, took place. Saturday morning another avalanche, tearing away a portion of a snowshed, occurred one mile east of the passenger train. It is this slide which will be removed by midnight. The passengers on No. 97 will reach here late tomorrow afternoon.

NAMES OF THE VICTIMS:

Up to noon, 20 bodies had been recovered. There were 12 Japanese and the following white men:

R. J. Buckley, conductor, whose home is in Revelstoke.
W. Phillips, engineer, Revelstoke.
J. J. Fraser, roadmaster, Rogers Pass.
T. Griffith, fireman, Vancouver.
A. Pottruff, engineer, Revelstoke.
J. Mahon, brakeman, Vancouver.
Harry Martin, laborer, London, Eng.
B. James, laborer, Vancouver.

Following are the men who composed Bridge Foreman McDonald's gang:
H. Hughes, carpenter, Revelstoke.
T. McMurtry, Revelstoke.
H. McKee, Revelstoke.
M. Major, Revelstoke.
H. Martin, Revelstoke.
S. Oliver, Calgary.
J. McKewen, Revelstoke.
F. Waggoner, Revelstoke.
A. Clem, Winnipeg.
H. Jones, Revelstoke.

Of the 12 Japanese recovered, the following are eight: Hirose Isamu, Tokuda Tokimichi, Kondo Kanzo, Kikawa Fumio, Otake Kichiro, Tanabe Goro, Hayashida Matsuo, Ueno Tadamasa.

Up to noon today only 20 bodies had been recovered from the debris of Saturday morning's accident on the Canadian Pacific railway at Bear Creek, near Rogers Pass, at the summit of the Selkirk.

Eight hundred men are engaged at the work of clearing the track. On account of the danger of slides they only work during the day. The task is no easy one, as the rails in many places are buried to a depth of 80 feet under a mass of trees, stumps, ice and snow. Mr. T. Kilpatrick, acting superintendent of the Pacific division, reached the scene early yesterday morning. He is directing operations.

It has now been definitely established that not one railway man in the pathway of the avalanche escaped alive. The official list of victims is still placed at 61, despite a report from Winnipeg that it was 52.

May Be Carried Into Creek.

Dispatches from Bear Creek state that the majority of the railway train hands and section men were swept by the slide into the canyon, which slopes gradually to a depth of 1500 feet. A diligent search is being made for the bodies. The weather conditions are favorable, as the thermometer has been falling since Saturday night. The air is quite frosty.

The searching parties are finding themselves greatly handicapped owing to the enormous mass of debris that half fills the canyon. It is probable that weeks may elapse before the melting mass will give up its dead. A rapid thaw is liable to precipitate the wreckage into the creek. In such

ver, and Mr. William Hespeler, German consul at Winnipeg.

Mount Pleasant Man Killed.

There was also a small slide Saturday afternoon at Three Valley, just west of Revelstoke. It was 200 feet long and 10 feet deep. The local passenger train from Vancouver on the Revelstoke was delayed in consequence, not reaching its destination until Sunday afternoon.

The bodies of T. Griffith, fireman, and John Mahon, brakeman, respectively of the work train wrecked in Saturday's slide at Bear creek, are expected to reach Vancouver on the Revelstoke local due here at 3 o'clock. Mr. Griffith was a resident of Revelstoke. His brother is Mr. James Griffith of Bodwell road, South Vancouver. Interment will take place here at a date to be announced later.

Mr. Mahon, one of the other victims, is survived by his mother, a brother and three sisters. Mrs. M. Duffy, Mrs. Switzer and Mrs. McAvale, all of this city. He left here less than a fortnight ago to begin his railway career as a brakeman. He was born at Paisley, Ont., 30 years ago. Before locating in Vancouver last summer he resided in North Dakota for many years. He is spoken of by friends as a young man of exemplary habits. He was a regular attendant at the Mount Pleasant Methodist church. The date of the funeral, including a church service, will be announced tomorrow.

It is officially announced that the bodies of the Japanese victims will be brought here for burial as soon as they are recovered.

TRAM EXTENSION IN GRANDVIEW

Announcement Will Be Made Shortly Concerning New Lines in District—Outline Route to be Taken.

It is understood that plans for tram extensions in the Grandview section will be announced shortly, the line forming the connecting link within the limits between the city lines and the extension across Burnaby from New Westminster, announcement concerning the route of which was made last year.

It is understood that the new Grandview extensions will to a large extent run over a private right-of-way for which purchase of property have already been made. The indications are that the route will be from the eastern limits of the city

SOCIALIST "STROLL" ENDS IN BATTLE

Many Wounded in Conflict With Police in Riots Over Prussian Suffrage Bill—Berlin Was Centre.

Berlin, March 7.—Serious conflicts between the police and the Socialists, in which many were wounded, were the outcome of impressive open air demonstrations held in this and other cities of Prussia yesterday against the suffrage bill. It is estimated that in Berlin alone 100,000 persons took part in what was called a "demonstrative stroll" in various parts of the city.

The chief of police forbade a demonstration at Treptow park, but the Socialist newspaper Vorwaerts announced that the meeting would take place despite the order. As a result a large force of armed police and gendarmes was concentrated at this point, leaving other parts of the city virtually unguarded.

The Socialist leaders met quietly yesterday morning and passed the word to their followers to proceed to the other end of the city, and so 30,000 succeeded in holding a parade while those at the park came into serious collision with the police.

The police acted with the greatest moderation but the provincial gendarmes had all the trouble with the crowds. The streets leading to the park were heavily guarded, and a scheme of the Socialists to enter by crossing the river Spree in small boats was discovered and frustrated. Until a late hour last night all the streets leading to the palace, the imperial chancellor's residence, and the Prussian parliament were guarded by police, but no demonstrators appeared. Reports from the provinces show that in most cases the demonstrations passed off peacefully.

The suffrage demonstration were peaceful in Hanover, where 40,000 gathered; in Brunswick, where 30,000 took part in the public meetings; at Dusseldorf, at Altona and at Bielefeld, where 20,000 to 30,000 Socialists took part.

Columbia College a Winner. Victoria, B. C., March 7.—Columbia college, New Westminster, defeated the High school basketball team 34 to 23.

FINISH CROW'S NEST LINE TO THE COAST

Increased Activity of Great Northern in Southern British Columbia Said to be Incentive for Extension.

Winnipeg, March 7.—The C. P. R. will have an alternative route to the coast within two years, which will mean practically another transcontinental system, as the company has decided to complete the Crow's Nest Pass line through to Vancouver as quickly as possible, according to a statement made here today.

The road is in operation at present as far as Midway, but the extension of it through to the Pacific coast has long been contemplated by the company. It is only within the past few days however that anything definite has been known in the matter, although a decision was arrived at during the conference in Montreal recently, when the construction programme for the year was formulated.

It has no doubt been hastened by the activity of the G. N. R., who have been building spurs in British Columbia at such a rate that, failing action by the C. P. R., he will enjoy a monopoly of the through traffic between Vancouver and the Kootenays via the rich Similkameen and Okanagan districts.

At the present time the Great Northern has more lines of railway running into Southern British Columbia than into any other part of the Canadian west. The big coal deposits of the Crow's Nest Pass country, as well as the fruit valleys of the Okanagan are tapped by these spurs with a through line to Vancouver.

VESUVIUS IN ERUPTION

Old Volcano Is Now Throwing Out Red-hot Stones and Ashes.

Naples, March 7.—Vesuvius has suddenly become active again, and for 24 hours there has been a continuous eruption of red-hot stones and ashes, accompanied by internal detonations.

Several saunas have opened, from which gas and lava are emerging in great quantities.

HAVING THE TIME OF THEIR LIVES



DISCLOSED RATES WITH LOCAL MEMBERS

Board of Trade Committee Held Conference on Saturday—Right of Merchants to Appeal.

Victoria, March 7.—The freight rates committee of the Vancouver board of trade last Saturday afternoon had a conference with Messrs. Watson, Macgowan and Tisdall, members of the legislative assembly in respect to the provisions of the agreement between the government and the Canadian Northern Railway company for a line of railway across British Columbia.

The members of the legislature fully explained the details of the agreement with the result that the majority of the board of trade committee expressed themselves as satisfied that the government had made

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as good a bargain as could be secured. The question of a second appeal was then discussed, and it was decided to appeal to the standard to be Canadian Northern. Some members of thought the merchant the right to appeal court judges on question of freight rates as a company. It was that on rate questions the right to appeal to the lieutenant governor as well as the railway, at present, representing seemed the sole right of the judges, who would final (court of appeal).

Declined to Subv. Washington, March 7.—Peary today declined to accept the offer of a sub-committee of the board of trade to form the committee contract made some publishing house was possible for him to do

RUSH OF SCHOOL CHILDREN TO ATTEND "NOODLES" FAGAN'S LECTURES AT ORPHEUM SATURDAY MC



Official advices received at noon state that the work of clearing the track is proving a very formidable undertaking and may occupy three or four days. The bodies of five men, most of them terribly mutilated, have been recovered. Probably not one railwayman in the path of the slide escaped alive. The official list of the missing is 61.

There was another big snow and rock slide at 7 o'clock this morning a mile east of the spot where the victims were overwhelmed. It destroyed a portion of a snowshed and buried the track for 400 yards to a depth of 60 feet. This third affair will further delay the opening of the line to traffic. There were no victims in the last avalanche.

Today's outgoing express will leave here at 3.15 as usual. Until the tracks have been cleared passenger traffic, east and westbound, will be handled via the Arrow lakes, Nelson and the Crow's Nest Pass railway.

CALL SENT BY FIRE-BELL.

As soon as the news reached Revelstoke the fire bell was sounded and within half an hour a relief train conveying physicians and nurses and over 200 railway men and other citizens was speeding east to Rogers Pass. The scene of the accident was reached at 6 o'clock this morning, when the task of digging out the tangled mass of debris in the hope of finding a few survivors was commenced with vigor.

Calgary made an equally prompt response. It also sent a special relief train with 150 workmen as well as nurses and doctors. The special arrived at Rogers Pass at 10 o'clock this morning. Mr. T. Kilpatrick, acting superintendent of the Pacific division of the Canadian Pacific railway, left here this morning on the Revelstoke local en route to the scene of the accident. At Revelstoke he will be transferred to a special.

WORST DISASTER IN CANADIAN ROCKIES.

The disaster is easily the worst experienced in the mountains since the completion of the line. It had almost become a byword that although occasional slides occurred the existence of snowsheds and a perfect system of patrolling the tracks near unprotected spots had hitherto, with rare exceptions, prevented any serious accident. No passenger or freight trains were ever swept away and no passenger ever lost his life. Ten years ago a section house and eight or nine men were buried in a slide that tore down the mountain in the same vicinity.

The first slide took place at 5:40 yesterday afternoon in the narrow valley of Bear creek, flanked on either side by precipitous mountains covered with a depth of snow varying from 20 to 50 feet. It did not come from a very high elevation and was composed mostly of snow. It had a length of 500 feet and a depth of 80 feet.

Rain and sleet were falling when a rotary engine aided by a small army of white and Japanese section men started to clear the tracks. Half an hour later, although there were premonitions of danger indicated by the crash and boom of avalanches on adjacent peaks, the men inured to such risks stuck steadily to the task.

FROM OPPOSITE SIDE OF CANYON.

As the hours advanced the rain and sleet continued to fall in increasing volume. Precisely at 12:30 this morning, when half of the first slide had been removed, the second avalanche occurred. It started on the side of the canyon opposite the point where the first slide took place. Thousands of feet above a few rolling bunches of snow grew in volume and momentum started on its pathway of destruction. In a few seconds, with a noise like a thousand thunderbolts crashing in unison it leaped from shelf to shelf, uprooting and carrying with it a tangled mass of trees, ice and huge boulders.

There was no escape for the unfortunate railwaymen. It piled on top of the first slide, burying the tracks for a distance of a quarter of a mile and to a depth of 50 feet. Hundreds of thousands of tons of other debris in the wake of the avalanche bounded off the high heap and half filled the valley of Bear creek hundreds of feet below.

The news of the disaster was flashed by a lone telegraph operator at a wayside station a mile distant.

NONE EXPECTED TO BE FOUND ALIVE.

Railway officials expect that at least 48 hours will elapse before the line can be cleared. The work will be attended with great danger, as other slides are liable to descend at any moment. No. 96 express train bound east from Vancouver had just reached Glacier when the accident occurred. No. 97 express bound west is now being held 25 miles east of Rogers Pass.

Little hope is entertained that any of the men in the pathway of the avalanche escaped alive. The bodies of many of the victims were probably swept into the canyon and may not be recovered until summer melts the snow.

Six hundred men are now at the scene engaged in digging out the track of its mass of snow and debris of rocks and timber.

Up to 1 o'clock this afternoon the bodies of only five victims had been recovered. They are those of Roadmaster Fraser, Fireman Griffith, Conductor R. J. Buckley, Engineer W. Phillips, and one Japanese, name unknown. A blizzard started to blow through Rogers Pass early this morning, greatly retarding the work of clearing the track and recovering the bodies of the other buried victims.

Rivers in State of Washington Are Falling Rapidly Today.

Seattle, March 5.—The weather bureau believes that the flood in the Pacific northwest is ended. Last night there was a light frost in Seattle and hard frost in the mountains and the rivers are all falling rapidly today. No other storm is in sight, and a period of clear weather may be looked for. There will be a frost in Western Washington tonight. The Northern Pacific will resume its regular train schedule today. The Chicago, Milwaukee & St. Paul railway, which went out of business when the snow choked Snoqualmie pass, has suffered small loss and will clear its track in a few days. The worst damage was the wrecking of Humpback creek bridge, in the Cascades.

LOUIS JAMES ENDS LONG CAREER

Famous Actor Died Today at Helena, Mont., Following Attack of Heart Failure Last Night.

Helena, Mont., March 5.—Louis James' long career as an actor was ended by death here this morning following an attack of heart failure last evening just before the curtain went up for a performance of Henry VIII. The body will be shipped tomorrow to Kansas City. The company will disband and Mrs. James will return to Kansas City.

Kansas City, March 5.—Louis James had for many years made his home in Kansas City most of the time, although he also had a residence at Monmouth beach, N. J. His second wife, Clara Zepherina, was a Kansas City woman and for several seasons she has taken the leading feminine roles in all his plays. He was born in Fremont, Ill., in 1842. His first engagement was with Mr. Auley's stock company at Louisville, Ky., in 1864. Later he was for five years Lawrence Barrett's leading man. From 1886 to 1889 he started with Joseph Jefferson and in the 90's he starred with Frederick Ward.

In recent years he had been the star in Waggoner and Kemper productions. Last week while his company was stalled on a snowbound train in the mountains it produced The Merchant of Venice to amuse the passengers.

Mr. James' first wife, Miss Lillian Scanlan, whom he married in Philadelphia in 1871, died five years later.

RACE FOR SOUTH POLE

Germany Will Send Out Expedition to Vie with Other Nations.

Berlin, March 5.—The German Geographical society has decided to send out a south polar discovery expedition and so contest with the United States and Great Britain in the race through the Antarctic. The German plans were made public today at a meeting of the society at which Dr. Nordenfjeld, the Antarctic explorer, was present.

WAVE KILLS PASSENGER

Empress of Britain Had Rough Time on Voyage from Liverpool.

Halifax, March 5.—After battling with giant seas and great gales the Canadian Pacific steamer Empress of Britain arrived here last night 30 hours overdue from Liverpool. One steerage passenger was killed and five other injured on Tuesday, when a big wave poured down on the vessel, sending six steerage passengers crashing against the sides of the cabin and its stairs.

Distinguished Japanese Visitor. Baron Kikuchi, a representative of the educational department of the Japanese government, who touring the continent in the interests of his bureau, is scheduled to arrive in Vancouver on April 2. It is possible that arrangements will be made for the distinguished visitor to address the Canadian club.

WYOMING UNIONISTS.

Philadelphia, March 5.—The general sympathetic strike, the supreme and final effort of organized labor to win the fight of the trolley men for recognition of their union is now in full swing.

In the central part of the city the first to feel the effect of the order were the users of public backs and taxicabs. Some of the riders in vehicles were surprised when the clocks struck midnight by being politely informed by their drivers that they would have to walk the remainder of the way. Even the nonunion cabs, whether from sympathy with the carmen, or fear of injury to their teams at the hands of their union comrades, withdrew from the streets.

Several union trades, however, remained at work, among them the printers, whose committees voted not to join the strike, although many of the job men were anxious to do so.

Waiters Held Back.

The waiters in the fashionable hotels and cafes did not make as strong a showing as had been expected. Although a few walked out, the majority of them continued to wait on tables after midnight. More than the tie-up of business the authorities fear the thronging of thousands of persons on the streets.

A meeting of organized labor is planned for Sunday to hold this afternoon. As a public demonstration has been prohibited by the mayor, in his proclamation forbidding the meeting the mayor reiterated his proclamation of February 24, calling on persons using the streets to "observe the law, and use the streets for travel only, to make no disorderly stops thereon, not to loiter on the streets, not to collect or join crowds; to make no outrages nor use insulting language; to peacefully move on about one's business."

The number of men on strike cannot be definitely ascertained. Labor leaders say they will not know until tomorrow or Monday. Director of Public Safety Clay says that not more than 20,000 walked out. The only claim that the strike leaders will make is that 75,000 workers are out. Officials at the city hall and Rapid Transit representatives scoffed at this claim. They say the mills in Kensington were still working, and that such great plants as Baldwin's, Cramp's, the Midvale Steel works, Brill's car works, and other large industries had not been crippled when the shifts of men were exchanged at midnight. These plants are open concerns.

City's Milk Supply.

The superintendent of the subway and elevated lines of the traction company said today that the line would not be affected as the men were not unionized. As a matter of fact the company is making a great effort to keep this east and west artery of travel open. It was said by the union leaders today that public services such as this morning's supply of milk, ice and bread, had not been curtailed intentionally, and that the men would deliver to their patrons this morning.

As for strike benefits, union leaders estimate that their men on strike will receive from national and local associations about \$7 a week. The pattern makers and moulders will get about \$12 a week, while other strikers will receive about \$4. The national organizations as a rule are said to have a well filled treasury at the present time.

The chief disorder of the day was curiously enough, not the outgrowth of action by men who had walked out, but by traction company employees who attacked a force of police sent to protect them.

The trouble arose when a squad of half a dozen colored policemen was sent to a traction powerhouse. The powerhouse employees resented the presence of the negro officers and made a concerted attack upon them with monkey wrenches. The police retired in bad order, while the powerhouse employees telephoned headquarters declaring that white policemen only would be received as protectors.

Rumors that a call for the state militia is sure to be sent to Harrisburg if disorder occurs are denied by

public debt was increased by one and a quarter million.

FEDERAL EMPLOYEE D

John Fletcher of Land Office in Nipleg Was Former Ontario Men

Winnipeg, March 5.—The death occurred this morning of John F. Fletcher of the Dominion land office here a former member of the Ontario legislature. He was 77 years old, at Forest Moorhouse, Yorkshire, came to Canada while an infant was educated in Ontario, where he represented Cardwell in the legislature from 1872 to 1878. Co west he was for 17 years Dominion land agent at Melita, Man., to Winnipeg about six years ago, leaves a widow and seven children.

LESS THAN HALF OF DEAD FOUND

Two Hundred Men Are at Work on Scene of Wellington Avalanche — Identification Victims is Difficult.

Wellington, March 5.—The dead laborers with pick and shovel went to work this morning in snowy graveyard of the gorge by the railroad station. Less than the 100 bodies buried by the avalanche had been recovered when it stopped last night.

The bodies when found were their sleeping garments, and identification is difficult unless outer clothing is near. Rail men identify their dead comrades the face. So far as known there is no list of the laborers who sleeping in the day coaches, their number is not known. The bodies of the identified will be taken down the mountain side on Yukon sleds today and probably those of the wounded who able to be moved will be conveyed to the scenic hotel. The role and men on both sides of the mountain are making good progress.

DUTCH STEAMER LOST

Search for Missing Prins Willem II Will Be Abandoned

Amsterdam, March 5.—The Dutch cruiser Utrecht reports from the badoes that the search for the missing Dutch merchant steamer Prins Willem II, has been fruitless and will be discontinued.

Felt Well; Died Suddenly.

St. Louis, March 5.—H. H. Pur general freight agent of the Am. can Refrigerator Transit company dropped dead in his office here day five minutes after telling a friend he had never felt better in his life.

Keep Pulpwood at Home.

Montreal, March 5.—According to Premier Gouin, the order prohibiting the exportation of pulpwood will be ratified by the legislative assembly of Quebec and will become opera Sept. 1.

Director of Public Safety Clay. It is understood that the national guard authorities are keeping in touch order to respond promptly to any of the city.

Director Clay said he thought police would be able to handle crowds. The director expressed opinion that many of the mills were close today and that the manufacturers would co-operate with the police to preserve order.

"I do not expect any trouble, but it comes," declared the director, "have more than 6000 men ready police duty."

He said he believed many of them who did not go to work today will return to their places of work Monday.

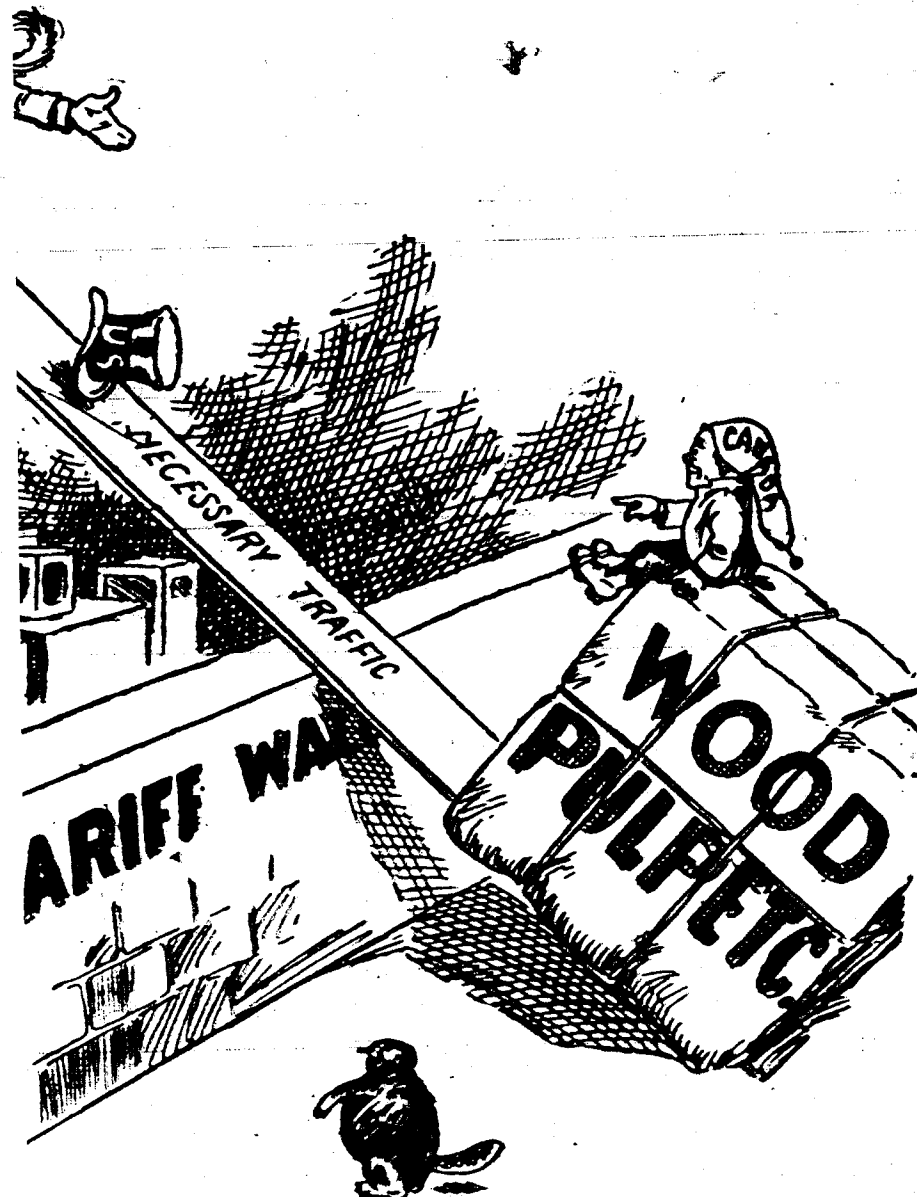
DAILY PROVINCE

DAY, MARCH 9, 1910.

THIRTY-TWO PAGES.

PRICE FIVE CENTS

THE TARIFF SITUATION



WHAT WE HAVE WELL SIT ON.

ANOTHER SLIDE HAS CLOSED MAIN LINE OF THE C. P. R.

Until Further Notice Traffic Will Be Handled via Crow's Nest.

ONLY TWENTY BODIES LEFT

Two Score Victims of Last Saturday's Disaster Have Been Found—Kicking Horse River Threatened Roadbed.

Of the 61 victims of the snowslide at Rogers Pass only 20 remain buried in the piled masses of snow, ice and shattered trees. Nineteen bodies have been recovered since yesterday morning, 22 being the number of the others dug out between Saturday forenoon and last night.

A serious slide, unattended by loss of life, occurred early this morning one and one-half miles west of Glacier, a station less than three miles from the scene of the great disaster. All passengers, mail, baggage and express until further notice will be handled via the Crow's Nest line, Nelson and the Arrow lakes.

Train No. 27, arriving here at 6 o'clock this afternoon, has passengers who were due here on trains 27 of Monday and Tuesday. The overseas mail and passengers bound for the Orient will not reach Vancouver until Friday afternoon at 6 o'clock. This delay will result in holding the Empress liner until that date.

In addition to those previously reported the bodies of the following were recovered during the past 24 hours: D. J. McDonald, bridge foreman; Mason (initials not given); C. Anderson, foreman; A. Johnson, extra gang foreman; T. Murray, laborer, and two other white men who have not yet been identified and 11 Japanese section men.

The slide this morning one and a half miles west of Glacier station was one of the largest that has occurred since the spring thaw set in. It buried the track with snow, ice, rocks and timber to a depth of from 20 to 14 feet for a distance of seven telegraph poles or nearly 1000 feet. Its magnitude may also be gained from the fact that it also carried away 12 tons of snowshed No. 22. All the telegraph wires were also buried underneath the wreckage.

At Glacier on the Kicking Horse river, near Golden, a huge slide that came down last week has not yet been completely removed. The river was dammed up and threatened to wash away the roadbed. Three hundred men are busy clearing the line. The railway officials stated today that they expect to have the work completed by 6 o'clock tonight.

NEW AUSTRALIAN LINE

Direct Service from Montreal Will Be Inaugurated May 15.

Montreal, March 9.—It was officially announced yesterday that a new direct Australian service from Montreal will be inaugurated May 15. At the start there will be two steamers, the Rahal and the Wakatone, of 5629 and 1961 gross tons respectively. The line is largely a C. P. R. enterprise, but will be operated by the New Zealand Shipping company.

OPERA HOUSE

IN LEGAL DRAMA

Intending Purchasers Sue For Return of Deposit—Large Estate of Vernon Merchant In Court

E. L. JUDGE

ght Says It For Judge —Canadian

THE VANCOUVER DAILY PRO

SIXTEENTH YEAR.

THIRTY-TWO PAGES.

VANCOUVER, B. C., TUESDAY, MARCH 8, 1910.

THIRTY-

GRAPHIC ACCOUNTS OF SNOWSLIDE BY PASSENGERS

Hundred and Fifty People Stalled in Roger's Pass Reached Vancouver.

BODIES FROZEN STIFF

Splendid Courage of Rescuers Who Risked Lives on Saturday—Narrow Escape of Train No. 97.

Tired and travel-stained after their harrowing experiences in dodging snow slides at the summit of the Selkirk, over 150 passengers reached here early this morning on No. 97, the westbound through express of the Canadian Pacific railway.

The first section rolled into the depot shortly after 5 o'clock and was followed by a second section twenty minutes later.

The last train from Montreal arrived here on Friday. Since then direct rail communication on the main line through the mountains has been interrupted.

The passengers related many thrilling stories of their narrow escapes from death and gave the first-hand information of the magnitude of Saturday's awful disaster in the Selkirk. When the second avalanche followed on top of the first and at the same fatal spot, train No. 97, with its human freight of men, women and children, was stalled at Rogers Pass station just one mile farther east. Disaster dawned on the wakened all through the Rockies and the climax was reached at Bear Creek station, seven or eight miles east of Rogers Pass. The passengers had just reached the former point when a slide covering the track to a great depth for a distance of 1000 feet crashed down the mountain side. Less than four minutes before the train had safely passed the spot. A brakeman who was sent back to flag another train had to run for his life. He barely escaped the slide. Its outer edge covered him with a mantle of snow. These events occurred late Friday afternoon.

Heard Slides All Night.

At 11 o'clock owing to the possibility of a slide at the station the train was moved farther west to the next station, Rogers Pass.

Throughout the night the passengers heard the boom or muffled roar of avalanches descending from adjacent peaks, expecting that their own fate might be sealed at any moment. Daylight of Saturday morning brought confirmation of rumors persistently circulated among the sleepless travellers that the workmen crew, bridge gang and section men had been buried a mile farther east in a big slide shortly after midnight.

Saturday morning was devoted to an inspection of the place where so many lives had been so suddenly snuffed out. It was not until 10:35 yesterday morning that No. 97 was enabled to start for Vancouver. The main slide, it now transpires, has not been removed from the tracks. The train was enabled to get by the spot as the main line half a mile east of the scene was connected by temporary tracks with an old abandoned line covered with a snowbank.

Through this snowbank, 150 feet of which was carried away by the death-dealing avalanche, the passengers were hauled before seeing daylight again on their long run to Vancouver.

The passengers declare that weeks will elapse before the enormous mass of debris can be removed from the main line at the scene of the disaster. They speak enthusiastically of the care and attention they received from the conductor and train hands of the express. The ladies were especially grateful for the devotion of Mr. More, the sleeping car conductor. He had a sleepless vigil for four days and moved around among the passengers inspiring them with his own heroic confidence.

Official dispatches from the scene which came to hand late this morning state that the progress being made is not so satisfactory as had been expected owing to the fact that so much heavy timber was mixed with the snow and debris. This has put the rotary plow out of commission and seriously delayed the work, it having been found necessary to do practically the whole of the work of shovelling out the slides by manual labor.

At shed No. 14 there are 240 men working as hard as is possible for men to work and it is expected that

FIRST PICTURES OF ROGERS PASS SNOWSLIDE; RESCUE GANG AT WORK ON THE AVA

this, and no railway catastrophe that was so well handled."

"Picture an area 50 miles square," said Mr. Anderson, "with Rogers Pass in the center of this area covered by millions of tons of snow, half ice, and here close to Rogers station great trees and boulders torn up and hurled down from the mountain sides into this canyon upon the work train and the laborers without a moment's warning."

"I shall never forget the scene as I went down from our train to see them digging out the bodies of the unfortunate men. While there seeing the brave fellows who were taking their life in their hands at this work, for so great was the danger of another slide that the passengers were warned against going to the scene. I saw the bodies of three white men and several Japanese taken out cold and stiff in death. Every one of these men were found in an upright position with arms raised to the level of their shoulders."

"And remember the shovels we saw all thrown in a heap," recalled Mr. Cole.

"Yes, that showed how closely they were working together, preparing the way for the rotary," returned Mr. Anderson.

"The great roar of the wind seemed to be the one warning signal. Yet they could have had little more than time to drop their shovels and the tons of snow and timbers of the mountain slides were upon us."

What Lechance Felt.

"Not a brute was to be found on any of the bodies that I saw taken out. Like white and bronze statues the whites and Orientals were recovered one by one. It was not within the range of human possibility that one would be found alive."

"I chatted for a moment," continued Mr. Anderson, "with the only one that did escape—Fireman Lechance of the rotary. In some remarkable manner a current of wind swept him from his position to a place of safety on the mountain side, and yet passed by the engineer and others of the train crew. Lechance said that it came so suddenly and with such force that he was in the snow high up on the side of the mountain before he realized what had happened. Even then, but a moment later, there was nothing to be seen of the rotary, the work train, the crew, or the men. It was to him, he said, as if he had been trapped alone in a wilderness."

(Continued on Page Twelve)



BIG INTEREST BILL FALLS ON NATION

Opposition Peers Declare That Action of Government in Delaying Budget Costs People \$10,000 a Day.

London, March 8.—The house of lords last night passed a bill authorizing the government to borrow sums sufficient to meet part of the national expenditure, pending the passage of the budget.

Lord Lansdowne, leader of the opposition, attacked the ministry for thus imposing upon the nation a system of temporary finance, which will cost the taxpayers nearly \$10,000 a day for interest charges. It was most unfair to the nation, he said, to withhold the budget. If it was wrong for the lords to stop the budget, he asked, why was it right for the government to do the same thing?

Lord Revelstoke, head of the great banking house of Barling Brothers, and other financial peers joined in the criticism.

Earl Crewe, speaking for the government, politely refused to consider any compromise. He said the offer of the lords to help straighten out the national finances was like a "ve branch shot from a catapult. Lord Chancellor Loreburn severely lectured the opposition peers, contending that they were entirely responsible for whatever was amiss with the nation's finances.

PRISONERS ARE RELEASED

President Madrid of Nicaragua Takes Steps to Allay Public Enmity.

Managua, Nicaragua, March 8.—President Madrid today liberated several political prisoners, among them Narciso Arellano. All the insurgent prisoners will probably be released soon. This move on the part of the government is made to conciliate the Granada Conservatives. Generals Vasquez, Godoy and Irujo are here to confer with the president over the advisability of sending an army against Bluefields. The experi-

NO CHARGE IS LAID

Man Whom Cudahy Tortured Will Not Invoke Aid of Law.

Kansas City, Mo., March 8.—Jore F. Lillis, president of the Western Exchange bank, who was attacked by John P. Cudahy, the millionaire pecker, at the Cudahy home here early Sunday morning, was not sufficiently recovered today to be removed from St. Mary's hospital.

The definite announcement that Lillis will not prefer a formal charge against Cudahy renders it doubtful that any further details of the circumstances that led up to the trouble will ever be made public. Both Cudahy and Lillis still firmly refuse to make a statement in regard to the affair.

CLOVER LEAF SAVED HIM

Eight Attempts to End Life Averted by Four-leafed Charm.

Smithton, Pa., March 8.—Eight attempts to commit suicide by sitting on the track in front of a Baltimore & Ohio train proved unsuccessful for Julius Schmitt, who carried a four-leaf clover in his pocket. On the last attempt he was locked up, and later sent to the county home. He said he was so crippled with rheumatism that he could not work. The clover leaf was pressed in a notebook he carried.

FORMER BILLIARD CHAMPION DEAD

Jacob Schaefer, Who Has Held All Titles in Game, Succumbs to Tuberculosis in Denver.

Denver, March 8.—Jacob Schaefer, former national billiard champion, died at his home in this city at 11:55 o'clock today. He was a victim of tuberculosis from which he had been a sufferer for more than two years. At the bedside of the former champion at the time of his death were his wife, son and daughter, and his brother Charles of Chicago.

Schaefer, who had held all the important billiard championships during his career, was 55 years old. He defeated at one time or another all the great billiard players of the world, including Vignaux and other French experts.

A natural billiard player rather than a student of the game, Schaefer early in his life became known as the "Wizard" because of wonderful shots of his own invention. He was

the inventor of the masse shot and was the first to use the "rail nurse" and "anchor nurse." Schaefer's body will be taken to Chicago for burial.

THOUGHT DOLL WAS BABY

Pittsburg Policeman Carried It to Station Before Discovering His Error.

Pittsburg, March 8.—Policeman B. A. Griener is not an adept at handling children, so when he saw a flaxen-haired waxen-faced child lying in the gutter on the south side, he gingerly picked it up and ran to the police station, after reporting from a call box that he had found a dead child. At the station he was given the laugh by his brother officers, who under the bright light of the sergeant's desk discovered a wax doll. The high wind had broken a show window and blown the doll into the gutter.

STRIKE VOTE CARRIES

Firemen and Engineers of Fifty Railroads Favor Radical Step.

Chicago, March 8.—Counting of the ballots cast by the firemen and engineers on fifty railroads of the west, northwest and southwest on the question of the strike vote was completed today.

According to the official returns, 85 per cent. of the union men and 88 per cent. of the non-union employees voted for a strike.

ANTI-GA W

Majority Favor Stop to tracks.

Ottawa, 3 The comm morning announced position is t

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SECTION OF WRECKED ROTARY SHOWING THROUGH TI



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the march on Rama may
or the government from
recession has been made.
Col. Jose Santos Rivas,
director general of tele-
phones, who was ar-
charge of diplomacy.

LOSELY GUARDED

in Flies to Watch for As-
While Tenor Sings.

March 8.—More care-
l by the police than was
it when on his visit
Caruso, the tenor, who
sived blackhand letters
15,000, remained barred
sents today. The singer
received more threat-
de his first public ap-
pers, last night since
st started him with its
No less than 75 police
detectives and three
cemen were detailed to
sing dynamite in and
pers house in Brooklyn,
ding in the chorus
guarding the wings and
perched in the flies.

do Allowed Bail

ty, March 8.—Dr. B. C.
M with murder and at-
ty in the Swope case
l from the county jail
furnishing a bond in the
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cent. of the non-union employees vot-
ed for a strike.

ANTI-GAMBLING BILL WILL BE REPORTED

Majority of Committee is in
Favor of Miller Bill to Put a
Stop to Betting at Race-
tracks.

Ottawa, March 8.—The majority of
the committee, which has been con-
sidering Mr. H. H. Miller's anti-race-
track gambling bill is in favor of the
measure, and it will be reported to
the house of commons.

The committee met in private this
morning and, while no decision was
announced, it is understood that the
position is that outlined.

China Will Be Good.

Pekin, March 8.—The Chinese gov-
ernment has given the British minis-
ter renewed assurances in regard to
the administration of affairs in Tibet
and the attitude of China on the re-
ligious question in that country.

The funeral of the late David Alexander
H. Hunter, who died in the city on Sunday
last, took place this afternoon at 2 o'clock
from the Masonic Temple under the aus-
pices of the Southern Cross Lodge, A. F. &
A. M. The Rev. Father Clinton officiated.

SECTION OF WRECKED ROTARY SHOWING THROUGH THE SLIDE



greatly resented Mr. Wyndham's in-
tervention.
The incident is accepted as another
proof that Mr. Balfour shirks the task
of government in the present situation
of affairs. That the unilateralists
realize their perilous position is in-
dicated by a further appeal which Al-
fred Mond, M. P., treasurer of the
Free Trade union, makes today for
funds to fight tariff reform. Mr.
Mond says the fact that the ministerial
majority for free trade was only 31 in
the recent division, even when the Na-
tionalists abstained from voting, proves
that the position of free trade as the
fiscal policy of this country can no
longer be looked upon as secure. He
adds:
"A considerable and influential sec-
tion of the tariff reform party is call-
ing for an arrangement with the
Irish party which will transform that
minority into a tariff reform major-
ity."

COUNSEL FOR PUBLIC

F. H. Chrysler, K. C., of Ottawa Will
Act in Laramie Inquiry.

Ottawa, March 8.—At a meeting
this morning of the committee to in-
quire into the Laramie charges of
overclassification against engineers
in districts B and F of the National
Transcontinental railway, Chairman
Geoffrion read a letter from Wallace
Nesbitt, K. C., Toronto, stating that
he was unable to accept the appoint-
ment of the majority of the members
of the committee as counsel for the
public. The committee then appoint-
ed F. H. Chrysler, K. C., Ottawa, in
Mr. Nesbitt's place. Mr. Chrysler, who
was present, accepted the appoint-
ment but requested a delay in order
to give him an opportunity to con-
sider the case. The committee agreed
to this and it was decided to adjourn
until Thursday afternoon.

In reply to a question by E. M.
Macdonald, who assured him that the
government would pay the counsel's
expenses, Mr. Chrysler said he had
no interests but his own to look after
and did not desire any counsel to
represent him. Messrs. Crothier, Bar-
ker and Lannan, all members of the
committee, were not present.

J. H. Moss, K. C., announced that
he had been asked to represent the
district engineers accused.

DREADNOUGHT BURNED

Fire in Latest German Battleship Will
Delay Her Trial Trip.

Kiel, Prussia, March 8.—The re-
cently completed battleship Posen, one
of the four Dreadnoughts about to be
added to the German navy, was dam-
aged by fire yesterday, and her first
trial trip will be delayed for several
weeks.

The fire originated among the wood-
work stored in the otherwise empty
magazine, and burned so fiercely that
it heated the steel walls redhot, caus-
ing them to bend and permitting the
flames to spread to the woodwork of
the adjoining apartments. The fire
department flooded the vessel and ex-
tinguished the fire after three hours'
hard work. A lamp left in the mag-
azine was responsible for the fire.

STARCH POWDER EXPLODED

Two Killed and Many Injured in the
Wreck of an Indiana Factory.

Chicago, March 8.—An explosion of
dry starch powder which occurred in
the plant of the American Maize Pro-
ducts company at Roby, Ind., last
night, killed two men, injured 28
others, two fatally, wrecked a three-
story building and broke windows in
South Chicago and in Hammond, Ind.,
three and five miles away.

Fire followed the explosion, but
the fire brigades from South Chicago
and Hammond contained the flames to
the wrecked building. Thirteen of the
28 men injured are in the South
Chicago hospital. Ten were taken to
their homes. Seven men are missing.
Five of these have been seen since
the explosion, but later disappeared,
and the bodies of two are believed to
lie under the debris of the building.

FLED SCENE OF CRIME

Murder of Young Italian Cleared
Crowded Restaurant of Witnesses.

Johnstown, Pa., March 8.—Johnny
Stillowaton, aged 24, was shot to
death in a crowded restaurant early
this morning, but when the police ar-
rived the place was deserted and no
clue to the former patrons or occu-
pants was obtainable.

A pedestrian hearing shots follow-
ing sounds of revelry summoned the
police. The body of the young Italian
was found on the floor beside a stool,
while on a long counter stood steam-
ing dishes of food where they had evi-
dently been served to patrons. He
died without uttering a word.

HUNDREDS OF WORKMEN DIG FOR BURIED COMRADES

Three Score Swept to Death Early This Morning at
Rogers Pass at the Summit of
the Mountains

RELIEF TRAINS RUSH TO ASSIST

Workmen Were Clearing Smaller Slide, When the
Second One, From Opposite Side of Bear
Creek, Overwhelmed Them

Every hour brings new advices adding to the magnitude of the avalanche which overwhelmed and buried C. P. R. train hands and section men near a snowshed one mile west of Rogers Pass and at the actual summit of the Selkirk early this morning.

Official advices received at noon state that the work of clearing the track is proving a very formidable undertaking and may occupy three or four days. The bodies of five men, most of them terribly mutilated, have been recovered. Probably not one railwayman in the path of the slide escaped alive. The official list of the missing is 61.

There was another big snow and rock slide at 7 o'clock this morning a mile east of the spot where the victims were overwhelmed. It destroyed a portion of a snowshed and buried the track for 400 yards to a depth of 60 feet. This third affair will further delay the opening of the line to traffic. There were no victims in the last avalanche.

Today's outgoing express will leave here at 3.15 as usual. Until the tracks have been cleared passenger traffic, east and westbound, will be handled via the Arrow lakes, Nelson and the Crow's Nest Pass railway.

CALL SENT BY FIRE-BELL

As soon as the news reached Revelstoke the fire bell was sounded and within half an hour a relief train conveying physicians and nurses and over 200 railway men and other citizens was speeding east to Rogers Pass. The scene of the accident was reached at 6 o'clock this morning, when the task of digging out the tangled mass of debris in the hope of finding a few survivors was commenced with vigor.

Calgary made an equally prompt response. It also sent a special relief train with 150 workmen as well as nurses and doctors. The special arrived at Rogers Pass at 10 o'clock this morning. Mr. T. Kilpatrick, acting superintendent of the Pacific division of the Canadian Pacific railway, left here this morning on the Revelstoke local en route to the scene of the accident. At Revelstoke he will be transferred to a special.

WORST DISASTER IN CANADIAN ROCKIES

The disaster is easily the worst experienced in the mountains since the completion of the line. It had almost become a byword that although occasional slides occurred the existence of snowsheds and a perfect system of patrolling the tracks near unprotected spots had hitherto, with rare exceptions, prevented any serious accident. No passenger or freight trains were ever swept away and no passenger ever lost his life. Ten years ago a section house and eight or nine men were buried in a slide that tore down the mountain in the same vicinity.

The first slide took place at 5:40 yesterday afternoon in the narrow valley of Bear creek, flanked on either side by precipitous mountains covered with a depth of snow varying from 20 to 50 feet. It did not come from a very high elevation and was composed mostly of snow. It had a length of 500 feet and a depth of 80 feet.

Rain and sleet were falling when a rotary engine aided by a small army of white and Japanese section men started to clear the tracks. Half an hour later, although there were premonitions of danger indicated by the crash and boom of avalanches on adjacent peaks, the men inured to such risks stuck steadily to the task.

FROM OPPOSITE SIDE OF CANYON.

As the hours advanced the rain and sleet continued to fall in increasing volume. Precisely at 12:30 this morning, when half of the first slide had been removed, the second avalanche occurred. It started on the side of the canyon opposite the point where the first slide took place. Thousands of feet above a few polling bunches of snow grew in volume and momentum started on its pathway of destruction. In a few seconds, with a noise like a thousand thunderbolts crashing in unison it leaped from shelf to shelf, uprooting and carrying with it a tangled mass of trees, ice and huge boulders.

There was no escape for the unfortunate railwaymen. It piled on top of the first slide, burying the tracks for a distance of a quarter of a mile and to a depth of 50 feet. Hundreds of thousands of tons of other debris in the wake of the avalanche bounded off the high heap and half filled the valley of Bear creek hundreds of feet below.

The news of the disaster was flashed by a lone telegraph operator at a wayside station a mile distant.

NONE EXPECTED TO BE FOUND ALIVE.

Railway officials expect that at least 48 hours will elapse before the line can be cleared. The work will be attended with great danger, as other slides are liable to descend at any moment. No. 96 express train bound east from Vancouver had just reached Glacier when the accident occurred. No. 97 express bound west is now being held 25 miles east of Rogers Pass.

Little hope is entertained that any of the men in the pathway of the avalanche escaped alive. The bodies of many of the victims were probably swept into the canyon and may not be recovered until summer melts the snow.

Six hundred men are now at the scene engaged in digging out the track of its mass of snow and debris of rocks and timber.

Up to 1 o'clock this afternoon the bodies of only five victims had been recovered. They are those of Roadmaster Fraser, Fireman Griffith, Conductor R. J. Buckley, Engineer W. Phillips, and one Japanese, name unknown. A blizzard started to blow through Rogers Pass early this morning, greatly retarding the work of clearing the track and recovering the bodies of the other buried victims.

VICTIMS OF THE WRECK.

Following is the official list of the missing, and there is little hope that any of them are alive:

R. J. Buckley, conductor.
W. Phillips, engineer.
T. Griffith, fireman.
J. J. Fraser, roadmaster.
A. Pottruff, engineer.
J. McLeiland, bridgeman.
A. Johnson, foreman.
C. Anderson, foreman.
F. Williams, foreman.
D. J. McDonald, bridgeman.
A. Mahon, brakeman.
G. Nichols, bridgeman.
Twelve of Bridge Foreman McDonald's men.
Thirty-seven Japanese.

FROST ENDS FLOODS

Rivers in State of Washington Are
Falling Rapidly Today.

Seattle, March 5.—The weather bureau believes that the flood in the Pacific northwest is ended. Last night there was a light frost in Seattle and hard frost in the mountains, and the rivers are all falling rapidly today. No other storm is in sight, and a period of clear weather may be looked for. There will be a frost in Western Washington tonight.

The Northern Pacific will resume its regular train schedule today. The Chicago, Milwaukee & St. Paul railway, which went out of business when the snow choked its line, has been cleared of snow and will clear its track in a few days. The worst damage was the wrecking of Humpback creek bridge, in the Cascades.

LOUIS JAMES ENDS LONG CAREER

Famous Actor Died Today at
Helena, Mont., Following At-
tack of Heart Failure Last
Night.

Helena, Mont., March 5.—Louis James long career as an actor was ended by death here this morning following an attack of heart failure last evening just before the curtain went up for a performance of Henry VIII. The body will be shipped tomorrow to Kansas City. The company will disband and Mrs. James will return to Kansas City.

Kansas City, March 5.—Louis James had for many years made his home in Kansas City most of the time, although he had a residence at Monmouth beach, N. J. His second wife, Miss Aphie Hendricks, was a Kansas City woman and for several seasons she has taken the leading feminine roles in all his plays. He was born in Tremont, Ill., in 1860. His first engagement was with Mr. Auley's stock company at Louisville, Ky., in 1884. Later he was for five years Lawrence Barrett's leading man. From 1889 to 1893 he starred with the Jefferson and in the 90's he starred with Frederick Ward.

In recent years he had been the star in Wagnerian and Kemper productions. Last week while his company was stalled on a snowbound train in the mountains he produced The Merchant of Venice to amuse the passengers.

Mr. James' first wife, Miss Lillian Seale, who he married in Philadelphia in 1871, died five years later.

RACE FOR SOUTH POLE

Germany Will Send Out Expedition to
Vie with Other Nations.

Berlin, March 5.—The German Geographical society has decided to send out a south polar discovery expedition and so contest with the United States and Great Britain in the race through the Antarctic. The German plans were made public today at a meeting of the society at which Dr. Nordenskiöld, the Antarctic explorer, was present.

WAVE KILLS PASSENGER

Empress of Britain Had Rough Time
on Voyage from Liverpool.

Halifax, March 5.—After battling with wind and great gales the Canadian Pacific steamer Empress of Britain arrived here last night 30 hours overdue from Liverpool.

One steerage passenger was killed and five other injured on Tuesday, when a big wave poured down on the vessel, causing a passenger to be hurled crashing against the sides of the cabin and the stairs.

Distinguished Japanese Visitor.

Baron Kikuchi, a representative of the educational department of the Japanese government, who is touring the continent, is expected to arrive in Vancouver on April 2. It is possible that arrangements will be made for the distinguished visitor to address the Canadian club.

CITY IS CRIPPLED BY THE GENERAL STRIKE

First Clash Today Between
Company Employees and
Colored Police.

BIG INDUSTRIES CLOSED

City Officials Declare That
Many of the Strikers Will
Return to Their Places of
Work on Monday.

Philadelphia, March 5.—The general sympathetic strike, the supreme and final effort of organized labor to win the fight of the trolley men for recognition of their union is now in full swing.

In the central part of the city the first to feel the effect of the order were the users of public hacks and taxicabs. Some of the riders in vehicles were surprised when the clocks struck midnight by being politely informed by their drivers that they would have to walk the remainder of the way. Even the nonunion cabs, whether from sympathy with the carmen, or fear of injury to their teams at the hands of their union comrades, withdrew from the streets.

Several union trades, however, remained at work, among them the printers, whose committees voted not to join the strike, although many of the job men were anxious to do so.

Waiters Held Back.

The waiters in the fashionable hotels and cafes did not make as strong a showing as had been expected. Although a few walked out, the majority of them continued to wait on tables after midnight. More than the tie-up of business the authorities fear the thronging of thousands of persons on the streets.

A meeting of organized labor is planned for independence hall this afternoon. As a public demonstration has been proclaimed by the mayor, his proclamation forbidding the meeting the mayor reiterated his proclamation of February 26, calling on persons using the streets to observe the law, and the streets for travel only, to make no disorderly stops thereon; not to loiter on the streets, not to collect or join crowds; to make no speeches, no meeting language; to peacefully move on about one's business.

The number of men on strike cannot be definitely ascertained. Labor fact say they will not know until tomorrow or Monday. Director of Public Safety Clay says that not more than 20,000 walked out. The only claim of the strike leaders will make is that 75,000 workers are out.

Officials at the city hall and Rapid Transit representatives scoffed at this claim. They said the mills in Kensington were still working, and that such great plants as Baldwin's, Cramp's, the Midvale Steel works, Brill's car works, and other large industries had not been crippled when the shifts of men were exchanged at midnight. These plants are open concerns.

City's Milk Supply.

The superintendent of the subway and elevated lines of the traction company said today that the line would not be affected as the men were not unionized. As a matter of fact the company is making a great effort to keep this east and west artery of travel open. It was said by the union leaders today that public supplies such as this morning's supply of milk, ice and bread, had not been curtailed intentionally, and that the men would deliver to their patrons this morning.

As for strike benefits, union leaders estimate that their men on strike will receive from national and local associations about \$2 a week. The pattern makers and moulders will get about \$12 a week, while other strikers will receive about \$6. The national organizations as a rule are said to have a well filled treasury at the present time.

The chief disorder of the day was, curiously enough, not the outgrowth of action by men who had walked out, but by traction company employees who attacked a force of police sent to protect them.

The trouble arose when a squad of half a dozen colored policemen was sent to a traction powerhouse. The powerhouse employees resented the presence of the negro officers and made a concerted attack upon them. The policemen were rescued by the retired in bad order, while the powerhouse employees telephoned to headquarters declaring that while the policemen were being rescued the strikers would be received as protectors.

Remarks that a call for the mate was sent to be sent to. Flamingo burry if disorder occurs are denied by

BIG INCREASE IN CANADA'S REVENUE

First Eleven Months of Fiscal
Year Show Gain of Fourteen
Millions—Big Decrease in
Expenditure For Period.

Ottawa, March 5.—The monthly finance statement shows that the total revenue for the first eleven months of the fiscal year was \$89,584,460, compared with \$76,504,822 for the same period in 1909, an increase of over \$14,000,000.

February revenue was \$8,173,931 as compared with \$6,567,186 for February last year. During February the public debt was increased by over one and a quarter million.

FEDERAL EMPLOYEE DIES

John Fletcher of Land Office in Win-
nipeg Was Former Ontario Member.

Winnipeg, March 5.—The death occurred this morning of John Fletcher of the Dominion land office here, a former member of the Ontario legislature. He was 77 years old. Born at Forest Moorehouse, Yorkshire, he came to Canada while an infant and was educated in Ontario, where he represented Cardwell in the legislature from 1878 to 1879. Coming west he was for 17 years Dominion land agent at Melville, Man., moving to Winnipeg about six years ago. He leaves a widow and seven children.

LESS THAN HALF OF DEAD FOUND

Two Hundred Men Are at Work
on Scene of Wellington A-
valanche—Identification of
Victims is Difficult.

Wellington, March 5.—The hundred laborers with pick and shovel went to work this morning in the snowy graveyard of the gorge below the railroad station. Less than half the 100 bodies buried by the avalanche had been recovered when work stopped last night.

The bodies when found were in their sleeping garments, and identification is difficult unless the outer clothing is near.

Men identify their dead comrades by the face. So far as known there is no list of the laborers who were sleeping in the day coaches, and their number is not known.

The bodies of the identified dead will be taken down the mountain-side on Yukon sleds today and probably those of the wounded who are able to move will be conveyed to the scenic hotel. The rotaries and men on both sides of the mountain are making good progress.

DUTCH STEAMER LOST

Search for Missing Prinz Willem II.
Will Be Abandoned.

Amsterdam, March 5.—The Dutch cruiser Utrecht reports from the Barbados that the search for the missing Dutch merchant steamer Prinz Willem II. has been fruitless and will be discontinued.

Felt Well; Died Suddenly.

St. Louis, March 5.—H. H. Purcell, general freight agent of the American Refrigerator Transit company, dropped dead in his office here today five minutes after telling a friend he had never felt better in his life.

Keep Pulpmoat at Home.

Montreal, March 5.—According to Premier Gouin, the order prohibiting the exportation of pulpmoat will be ratified by the legislative assembly of Quebec and will become operative Sept. 1.

Director of Public Safety Clay. It is understood that the national guard authorities are keeping in touch in order to respond promptly to any call of the city.

Director Clay said he thought the police would be able to handle the crowds. The director expressed the opinion that many of the mills would close today and that the manufacturers would co-operate with the police to preserve order.

"I do not expect any trouble, but if it comes," declared the director, "I have about 8,000 men ready for police duty."

He said he believed many of those who did not go to work today would return to their places of work on Monday.



HUNDREDS OF WORKMEN DIG FOR BURIED COMRADES

Three Score Swept to Death Early This Morning at Rogers Pass at the Summit of the Mountains

RELIEF TRAINS RUSH TO ASSIST Workmen Were Clearing Smaller Slide, When the Second One, From Opposite Side of Bear Creek, Overwhelmed Them

Every hour brings new advices adding to the magnitude of the avalanche which overwhelmed and buried C. P. R. train hands and section men near a snowshed one mile west of Rogers Pass and at the actual summit of the Selkirk early this morning.

Official advices received at noon state that the work of clearing the track is proving a very formidable undertaking and may occupy three or four days. The bodies of five men, most of them terribly mutilated, have been recovered. Probably not one railwayman in the path of the slide escaped alive. The official list of the missing is 61.

There was another big snow and rock slide at 7 o'clock this morning a mile east of the spot where the victims were overwhelmed. It destroyed a portion of a snowshed and buried the track for 400 yards to a depth of 60 feet. This third affair will further delay the opening of the line to traffic. There were no victims in the last avalanche.

Today's outgoing express will leave here at 3.15 as usual. Until the tracks have been cleared passenger traffic, east and westbound, will be handled via the Arrow lakes, Nelson and the Crow's Nest Pass railway.

CALL SENT BY FIRE-BELL

As soon as the news reached Revelstoke the fire bell was sounded and within half an hour a relief train conveying physicians and nurses and over 200 railway men and other citizens was speeding east to Rogers Pass. The scene of the accident was reached at 6 o'clock this morning, when the task of digging out the tangled mass of debris in the hope of finding a few survivors was commenced with vigor.

Calgary made an equally prompt response. It also sent a special relief train with 150 workmen as well as nurses and doctors. The special arrived at Rogers Pass at 10 o'clock this morning. Mr. T. Kilpatrick, acting superintendent of the Pacific division of the Canadian Pacific railway, left here this morning on the Revelstoke local en route to the scene of the accident. At Revelstoke he will be transferred to a special.

WORST DISASTER IN CANADIAN ROCKIES

The disaster is easily the worst experienced in the mountains since the completion of the line. It had almost become a byword that although occasional slides occurred the existence of snowsheds and a perfect system of patrolling the tracks near unprotected spots had hitherto, with rare exceptions, prevented any serious accident. No passenger or freight trains were ever swept away and no passenger ever lost his life. Ten years ago a section house and eight or nine men were buried in a slide that tore down the mountain in the same vicinity.

The first slide took place at 5:40 yesterday afternoon in the narrow valley of Bear creek, flanked on either side by precipitous mountains covered with a depth of snow varying from 20 to 50 feet. It did not come from a very high elevation and was composed mostly of snow. It had a length of 500 feet and a depth of 80 feet.

Rain and sleet were falling when a rotary engine aided by a small army of white and Japanese section men started to clear the tracks. Half an hour later, although there were premonitions of danger indicated by the crash and boom of avalanches on adjacent peaks, the men inured to such risks stuck steadily to the task.

FROM OPPOSITE SIDE OF CANYON

As the hours advanced the rain and sleet continued to fall in increasing volume. Precisely at 12:30 this morning, when half of the first slide had been removed, the second avalanche occurred. It started on the side of the canyon opposite the point where the first slide took place. Thousands of feet above a few falling bunches of snow grew in volume and momentum started on its pathway of destruction. In a few seconds, with a noise like a thousand thunderbolts crashing in unison it leaped from shelf to shelf, uprooting and carrying with it a tangled mass of trees, ice and huge boulders.

There was no escape for the unfortunate railwaymen. It piled on top of the first slide, burying the tracks for a distance of a quarter of a mile and to a depth of 50 feet. Hundreds of thousands of tons of other debris in the wake of the avalanche bounded off the high heap and half filled the valley of Bear creek hundreds of feet below.

The news of the disaster was flashed by a lone telegraph operator at a wayside station a mile distant.

NONE EXPECTED TO BE FOUND ALIVE

Railway officials expect that at least 48 hours will elapse before the line can be cleared. The work will be attended with great danger, as other slides are liable to descend at any moment. No. 96 express train bound east from Vancouver had just reached Glacier when the accident occurred. No. 97 express bound west is now being held 25 miles east of Rogers Pass.

Little hope is entertained that any of the men in the pathway of the avalanche escaped alive. The bodies of many of the victims were probably swept into the canyon and may not be recovered until summer melts the snow.

Six hundred men are now at the scene engaged in digging out the track of its mass of snow and debris of rocks and timber.

Up to 1 o'clock this afternoon the bodies of only five victims had been recovered. They are those of Roadmaster Fraser, Fireman Griffith, Conductor R. J. Buckley, Engineer W. Phillips, and one Japanese, name unknown. A blizzard started to blow through Rogers Pass early this morn-

VICTIMS OF THE WRECK.

Following is the official list of the missing, and there is little hope that any of them are alive:
R. J. Buckley, conductor.
W. Phillips, engineer.
T. Griffith, fireman.
J. J. Fraser, roadmaster.
A. Pottruff, engineer.
J. McLelland, bridge man.
A. Johnson, foreman.
C. Anderson, foreman.
F. Wellender, foreman.
D. J. McDonald, bridge man.
A. Nelson, brakeman.
G. Nichols, bridge man.
Twelve of Bridge Foreman McDonald's men.
Thirty-seven Japanese.

FROST ENDS FLOODS

Rivers in State of Washington Are Falling Rapidly Today.

Seattle, March 5.—The weather bureau believes that the flood in the Pacific northwest is ended. Last night there was a light frost in Seattle and hard frost in the mountains, and the rivers are all falling rapidly today. No other storm is in sight, and a period of clear weather may be looked for. There will be a frost in Western Washington tonight. The Northern Pacific will resume its regular train schedule today. The Chicago, Milwaukee & St. Paul railway, which went out of business when the snow choked Snoqualmie pass, has suffered small loss and will start its train in a few days. The worst damage was the wrecking of Humpback creek bridge, in the Cascades.

LOUIS JAMES ENDS LONG CAREER

Famous Actor Died Today at Helena, Mont., Following Attack of Heart Failure Last Night.

Helena, Mont., March 5.—Louis James' long career as an actor was ended by death here this morning following a heart failure. He died last evening just before the curtain went up for a performance of Henry VIII. The body will be shipped tomorrow to Kansas City. The company will disband and Mrs. James will return to Kansas City.

Kansas City, March 5.—Louis James had for many years made his home in Kansas City most of the time, though he also had a residence at Moonmouth beach, N. J. His second wife, Miss Apple Hendricks, was a Kansas City woman and for several seasons he had been a leading feminine roles in all his plays. He was born in Tremont, Ill., in 1842. His first engagement was with Mr. Auley's stock company at Louisville, Ky., in 1864. Later he was for five years Lawrence Barrett's leading man. From 1886 to 1889 he started with Joseph Jefferson and in the 90's he starred with Frederick Ward.

In recent years he had been the star in Wagners and Kempe productions. Last week while his company was staged on a snowbound train in the Adirondacks it produced The Merchant of Venice to amuse the passengers.

Mr. James' first wife, Miss Lillian Schuman, whom he married in Philadelphia in 1871, died five years later.

RACE FOR SOUTH POLE

Germany Will Send Out Expedition to Vie with Other Nations.

Berlin, March 5.—After battling geographical society has decided to send out a south polar discovery expedition and so content with the United States and Great Britain in the race through the Antarctic. The German plans were made public today at a meeting of the society at which Dr. Nordenskiöld, the Antarctic explorer, was present.

WAVE KILLS PASSENGER

Empress of Britain Had Rough Time on Voyage from Liverpool.

Halifax, March 5.—After battling with giant seas and great gales the Canadian Pacific steamer Empress of Britain arrived here last night 30 hours overdue from Liverpool. One steerage passenger was killed and five other injured on Tuesday, when a big wave poured down on the vessel, sending it to the bottom. Passengers crashing against the sides of the cabin and the stairs.

Distinguished Japanese Visitor.

Baron Kikuchi, a representative of the educational department of the Japanese government, who is touring the continent in the interests of his bureau, is scheduled to arrive in Vancouver on April 2. It is possible that

CITY IS CRIPPLED BY BIG INCREASE IN THE GENERAL STRIKE CANADA'S REVENUE

First Clash Today Between Company Employees and Colored Police.

BIG INDUSTRIES CLOSED

City Officials Declare That Many of the Strikers Will Return to Their Places of Work on Monday.

Philadelphia, March 5.—The general sympathetic strike, the supreme and final effort of organized labor to win the fight of the trolley men for recognition of their union is now in full swing.

In the central part of the city the first to feel the effect of the order were the users of public hacks and taxicabs. Some of the riders in vehicles were surprised when the clocks struck midnight by being politely informed by their drivers that they would have to walk the remainder of the way. Even the nonunion cabs, whether from sympathy with the carmen, or fear of injury to their teams at the hands of their union comrades, withdrew from the streets. Several union trades, however, remained at work, among them the printers, whose committee voted not to join the strike, although many of the job men were anxious to do so.

Walters Held Back.

The waiters in the fashionable hotels and cafes did not make as strong a showing as had been expected. Although a few walked out, the majority of them continued to wait on tables after midnight. More than the lie-up of business the authorities fear the thronging of thousands of persons on the streets.

A meeting of organized labor is planned for independence hall this afternoon. As a public demonstration has been prohibited by the mayor, in his proclamation forbidding the mayor, the mayor reiterated his proclamation of February 20, calling on persons using the streets to "observe the law, and use the streets for travel only, to make no disorderly stop thereon; not to loiter on the streets, not to collect or join crowds; to make no outcries nor use insulting language; to peacefully move on about one's business."

The number of men on strike cannot be definitely ascertained. Labor leaders say that the number of men on strike is not known until tomorrow or Monday. Director of Public Safety Clay says that not more than 20,000 walked out. The only claim that the strike leaders will make is the 15,000 workers are out.

Officials at the city hall and Rapid Transit representatives scoffed at this claim. They said the mills and Knickerbocker are still working and that such great plants as Baldwin's, Cramp's, the Midvale Steel works, Brill's car works, and other large industries had not been crippled when the shifts of men were exchanged at midnight. These plants are open concerns.

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The trouble arose when a squad of half a dozen colored policemen was sent to traction powerhouse. The powerhouse employees resented the presence of the negro officers and made a concerted attack upon them with monkey wrenches. The police retired in bad order, while the powerhouse employees telephoned to headquarters declaring that the white policemen only would be received as protectors.

First Eleven Months of Fiscal Year Show Gain of Fourteen Millions—Big Decrease in Expenditure For Period.

Ottawa, March 5.—The monthly financial statement shows that the total revenue for the first eleven months of the fiscal year was \$39,684,460, as compared with \$75,004,822 for the same period in 1909, an increase of over \$14,000,000.

The expenditure for the same period totalled \$43,876,584, as against \$67,094,834 for the first eleven months of 1909, a decrease of over \$23,000,000.

February revenue was \$3,173,937, as compared with \$6,567,184 for February last year. During February the public debt was increased by over one and a quarter million.

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John Fletcher of Land Office in Winnipeg Was Former Ontario Member.

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Two Hundred Men Are at Work on Scene of Wellington Avalanche—Identification of Victims is Difficult.

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The bodies when found were in their sleeping garments, and identification is difficult unless the outer clothing is near. Railroad men identify their dead comrades by the face. So far as known there is to live of the laborers who were sleeping in the day coaches, and their number is not known.

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down into a canyon 100 feet below the track level, say that the rescue of any of the persons missing would be a miracle, and that all are certainly dead. This makes the total death toll 84, according to the official list, but this is now said to be incomplete.

The company last night gave out a list of the known dead, missing and rescued. Eight passengers and nine railroadmen are known to be dead, and 38 passengers and 29 employees are missing. The official list is as follows:

Official List.

Passengers known to be dead:
Lillian Starrett, Chemainus, B. C.; Francis Starrett, Chemainus, B. C.; James McNelly, Seattle; E. Lemman, Hunters, Wash.; Mrs. Ada Lemman, Hunters, Wash.; Miss Nellie Shapp, Spokane; A. R. Vall, Trinidad, Wash.; K. M. Barnhart, Spokane.

Employees known to be dead:
T. L. Osborne, engineer; Brakeman Dorsey; Charles Jensen, brakeman; A. R. Dugy, brakeman; Engineer Carroll; J. Kelley, brakeman.

Passengers missing:
Sol Cohen, Everett, George F. Davis, Seattle; Thelma Davis, Seattle; R. H. Bethel, Seattle; E. W. Topping, Ashland, Ohio; C. S. Eldinge, Ballard, Wash.; Bert Mathews, Cincinnati, O.; Mrs. L. M. Lawson, Seattle; Miss Katherine O'Reilly, Spokane; Alex. Christensen, Roseland, B. C.; William May, Chemainus, B. C.; A. H. Mahler, Seattle; G. L. Beck, Pleasanton, Cal.; Mrs. G. L. Beck, Pleasanton, Cal.; Marion Beck, Pleasanton, Cal.; John Mackie, Seattle; George Heron, Seattle; James Monroe, Seattle; Mike Goghehn, Burlington, Wash.; Trick Cid, Burlington, Wash.; Pat Brue, Burlington, Wash.; Golorid Gat, Burlington, Wash.; Luigi Guimmanest, Burlington, Wash.; Joe Guimmanest, Burlington, Wash.; John Tist, Burlington, Wash.; J. Brockman, Waterville, Wash.; Gus Ebert, Seattle; John Berr, Seattle; Milla Eli, Seattle; Ernest O. Binatole, Portland, Or.; Sotoral B. Vaali, Seattle; A. Boles, Maberly, Ont.; B. G. Thompson, Vancouver, B. C.; Rev. J. M. Thompson, Bellingham, Wash.; I. Fisher, Roseland, B. C.; Mrs. Anna Covington, Olympia, Wash.; H. D. Chantrell, Vancouver, B. C.

Employees missing: J. L. Pettit, conductor; Frank Martin, engineer; Fireman Jenks; Fireman Bennington; Ed. Lindsey, conductor; J. F. Jarnagin, engineer; Conductor Parybok and his brakeman; Conductor Campbell; Fireman MacDonald; A. R. Blackburn, trainmaster; stepographer; car A-16 (Superintendent O'Neill's private car); porter, car A-16; Delight, express messenger; Porter Duncan; Fireman Jones; Fireman Gilman; Brakeman Strawnmeyer; Express Messenger Beagle; Brakeman Jewels; Brakeman Raycroft; Brakeman Kenneth; George Hoffer, mail clerk; Richard Bogart, mail clerk; John Fox, mail clerk; John Tucker, mail clerk; L. A. Doe — Towale; two unknown mail weighers.

Passengers rescued, none seriously injured: Ray L. Forsyth, Monroe, Wash.; R. M. Vall, Everett, Wash.; John Gray, Nooksack, Wash.; Anna Gray, Nooksack, Wash.; Baby Gray, Nooksack, Wash.; H. H. White, Seattle; Mrs. William May, Chemainus, B. C.; Mrs. Starrett, Chemainus, B. C.; Raymond Starrett, Chemainus, B. C.; A. L. Hensel, mail clerk.

Many Laborers Missing.

Following are the employees injured: William Harrington, trainmaster; Ross Phillips, brakeman; D. Fegunier, engineer; Walter Smith, porter; George Nelson, fireman; S. A. Bates, fireman; M. O. White, conductor; Lucius Anderson, porter; J. D. Kerles, fireman.

Many of the missing are laborers who were at work trying to clear the track. All the injured are being cared for at Wellington, owing to the difficulty in getting them 13 miles down the slide-swept slope to a point where trains could reach them.

Purcell and Clary, who were in a car that was reduced to splinters, escaped almost unhurt, and joined in the work of rescue in their bare feet.

The first news direct from the scene of the disaster was received here last night when Dr. Cox, one of the Great Northern physicians, who went up on the first relief train, returned from Wellington accompanied by three of the survivors, Ray Forsyth, R. M. Langille and Fireman S. A. Bates.

Forsyth and Bates estimate that not more than 10 of the 110 who were carried into the canyon by the avalanche escaped serious injury. Eleven passenger cars, three locomotives, four electric motors, one rotary snowplow, the rotary shed and the sand house were swept away by the slide.

Forsyth was in a car in which there were five women and seven children. Three women and two children escaped, but the others undoubtedly perished, he said. When the disaster occurred a fearful storm was raging, a high wind was blowing, and there was a spectacular electric display.

Severed Hand Found.

Yesterday the severed hand of a woman was found. On one finger was a ring bearing initials which lead the searchers to believe that it belonged to Miss Katherine O'Neill of Spokane, who is listed among the missing.

Fireman Bates was buried under (Continued on Page 16.)

No weight should be attached to the insinuation that the struggle to dethrone Mr. Laurier and to modify if not to abolish the tariff is part of the Union's program. The business alternative to Mr. Laurier as head of the government would be to drop the tariff and to imperil the revenue, advantage of tariff reform and destroy Canada's interest in it, not to mention the essential colonial aspects of the question.

OHIO FLOODS SPREAD

Levee Along River Crumbles, and Hundreds Are Homeless Today.

Cincinnati, March 3.—The flood situation again became menacing today with prospects that the Ohio river would pass the danger mark of 100 feet here within 24 hours, according to the weather forecast.

Reports from Zanesville show that the levee along the Muskingum river is crumbling and that hundreds of people are homeless.

New Helms Indictment.

New York, March 3.—A new indictment against F. Augustus Heinz for alleged violation of the national banking laws was returned by the federal court here today. This is the fourth attempt to convict Heinz with certain phases of the alleged misapplication of the funds of the Mercantile National bank.

AMERICAN WORKERS
VICTIM
Fish
Gives
tion by
Sanitation of

Victims of the...
Washington...
salmon...
week...
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assistant...
traps...
(American...
closed...
socks...
traps...
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WHERE FOUR SCORE WERE



Some bodies from the wreck of Canada tunnel on the Great Northern railway. From the...
...at the...
...at the...
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...received here last
 Cox, one of the Great
 ans, who went up on
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 ay Forryth, R. M.
 man & A. Bates.
 Bates estimates that
 10 of the 116 who
 the canyon by the
 ed serious injury.
 cars, three locomo-
 ic motors, one rotary
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 and seven children.
 nd two children es-
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 When the disaster
 il storm was raging,
 blowing, and there
 r electric display.
Hand Found.
 severed hand of a
 ad. On one finger
 g initials which lead
 believe that it be-
 Katherine O'Neill of
 listed among the
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 on Page 16.)

...not to postpone the 1900 tax part
 of the Unionist policy. The best in-
 formed Unionists realize that there is
 no alternative to Mr. Balfour as lead-
 er and to drop the food tax would
 imperil the revenue advantages of tar-
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**Levee Along River Crumbles, and
 Hundreds Are Homeless Today.**
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 tion of the funds of the Mercantile
 National bank.

VIOLATE LAW
**Fish Commissioner Babcock
 Gives Result of Investiga-
 tion by Inspector North—
 Sentiment of Cannery.**
 Victoria, March 2.—"The laws of
 Washington prohibit the taking of
 salmon during 36 specific hours each
 week by purse and dragnets, as well
 as providing for the closing of all
 traps, but these necessary restrictions
 are not adequately enforced."
 "Early this past season Provincial
 Fishery Overseer North and his as-
 sistants were sent to investigate the
 traps in the vicinity of Point Roberts
 (American traps) during the weekly
 closed periods at the height of the
 sockeye run and reported the ma-
 jority of the traps visited in use, that
 the tunnels were open, and that thou-
 sands of sockeye were found in the
 hearts and spillers, also that boats
 were used in connection with purse-
 nets were filled with salmon at the

...spect to the non-observance of the
 weekly close season for salmon on the
 American side of the boundary are
 contained in the annual report of Mr.
 John P. Babcock, assistant commis-
 sioner of fisheries, to Hon. W. J.
 Bowser, chief commissioner, and pre-
 sented by the latter to the legislative
 assembly this afternoon.

After noting that on the Canadian
 side of the line the fishery regula-
 tions in respect to the weekly close
 season are rigidly enforced, Mr. Bab-
 cock observed:
 "It is not surprising that our fish-
 ermen and cannerymen protest vigorously
 against regulations which they are
 forced to observe in competition with
 more favorable, unenforced regula-
 tions on the American side, fully ap-
 preciating, as they do, the greater
 efficiency of the apparatus allowed the
 Americans for the capture of salmon
 and as a result of which the majority
 of the sockeye annually taken are se-
 cured by them and that the weekly
 closed period under American law is
 six hours shorter than ours."
 "It is evident that under existing
 conditions the sockeye salmon fish-
 eries of the Fraser river can not be
 maintained by protecting them in Ca-
 nadian waters only, and that the in-
 dustry will be destroyed unless the
 fish are given the same protection in
 American waters as in ours."

IN ALBERTA HOUS
**Conservative Leader Says
 That Ministers Made Agree-
 ment With Telephone Com-
 pany on Party Funds.**
 Edmonton, March 3.—A five-man
 speech by R. B. Bennett, the con-
 servative leader, culminated at mid-
 night in charges that Clarke, head of
 the Great Waterways company, has
 split up \$300,000 with his colleagues
 on the sale of bonds and that he had
 self had been approached by finan-
 cial interests seeking to influence
 vote on this question. He also
 brought out the report that Attorney
 General Cross had demanded \$1,000
 for campaign funds from the Auto-
 matic Telephone company as the
 price of a contract for the automatic
 system in Calgary.

Ex-minister Cushing substantiated
 this report and Mr. Bennett called
 for an investigation. Mr. Cross de-
 nied the charge and said he is willing
 to have an investigation.

WHERE FOUR SCORE WERE KILLED BY AN AVALANCHE



From the north of Canada, train on the Great Northern railway. From the mountain on the right of the picture the snowslide came and carried away the

down into a canyon 190-200 feet below the track level, say that the rescue of any of the persons missing would be a miracle, and that all are certainly dead. This makes the total death toll 84, according to the official list, but this is now said to be incomplete.

The company last night gave out a list of the known dead, missing and rescued. Eight passengers and nine railroadmen are known to be dead, and 13 passengers and 22 employees are missing. The official list is as follows:

Official List.

Passengers known to be dead:
Lillian Starrett, Chemainus, B. C.; Francis Starrett, Chemainus, B. C.; James McNelly, Seattle; E. Lemman, Hunters, Wash.; Mrs. Ada Lemman, Hunters, Wash.; Miss Nellie Shapp, Spokane; A. R. Vall, Trinidad, Wash.; H. M. Bernhart, Spokane.

Employees known to be dead:
T. L. Osborne, engineer; Brakeman Dorsey; Charles Jensen, brakeman; A. R. Dupp, brakeman; Engineer Carroll; J. Kelley, brakeman.

Passengers missing:
Sol Cohen, Everett, George F. Davis, Seattle; Thelma Davis, Seattle; R. H. Bethel, Seattle; E. W. Topping, Ashland, Ohio; C. S. Eldinge, Ballard, Wash.; Bert Mathews, Cincinnati, O.; Mrs. L. M. Lawson, Seattle; Miss Katherine O'Reilly, Spokane; Alex. Chisholm, Rossland, B. C.; William May, Chemainus, B. C.; A. H. Mahler, Seattle; G. L. Beck, Pleasanton, Cal.; Mrs. G. L. Beck, Pleasanton, Cal.; Marion Beck, Pleasanton, Cal.; John Mackie, Seattle; George Heron, Seattle; James Monroe, Seattle; Mike Goghelm, Burlington, Wash.; Trick Cid, Burlington, Wash.; Pat Brue, Burlington, Wash.; Golorf Gat, Burlington, Wash.; Luigi Guimmanest, Burlington, Wash.; Joe Guimmanest, Burlington, Wash.; John Tist, Burlington, Wash.; J. Brockman, Waterville, Wash.; G. Ebert, Seattle; John Berrk, Seattle; Milla Ell, Seattle; Ernest O. Binatole, Portland, Or.; Sotoral B. Vasil, Seattle; A. Boles, Maebury, 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.

Employees missing: J. L. Pettit, conductor; Frank Martin, engineer; Fireman Jenks; Fireman Bennington; Ed. Lindsey, conductor; J. P. Jarnagin, engineer; Conductor Parrybok and his brakeman; Conductor Campbell; Fireman MacDonald; A. R. Blackburn, trainmaster; stenographer car A-18 (Superintendent O'Neill's private car); porter; Porter Duncan; express messenger; Fireman Gluman; Brakeman Strawmeyer; Express Messenger Beagle; Brakeman Jewels; Brakeman Raycroft; Brakeman Kendall; George Hoffer, mail clerk; Richard Bogart, mail clerk; John Fox, mail clerk; John Tucker, mail clerk; L. A. Dwyer, Towlesley; two unknown mail weighers.

Passengers rescued, none, seriously injured: Ray L. Forsyth, Monroe, Wash.; R. M. Vall, Everett, Wash.; John Gray, Nookmuck, Wash.; Anna Gray, Nookmuck, Wash.; Baby Gray, Nookmuck, Wash.; H. H. White, Seattle; Mrs. William May, Chemainus, B. C.; Mrs. Starrett, Chemainus, B. C.; Raymond Starrett, Chemainus, B. C.; A. L. Hensel, mail clerk.

Many Laborers Missing.

Following are the employees injured: William Harrington, trainmaster; Ross Phillips, brakeman; D. Engstmeier, engineer; Walter Smith, porter; George Nelson, fireman; S. A. Bates, fireman; M. O. White, conductor; Lucius Anderson, porter; J. D. Kerlee, fireman.

Many of the missing are laborers who were at work trying to clear the track. All the injured are being cared for at Wellington, owing to the difficulty in getting them 13 miles down the slide-swept slope to a point where trains could reach them.

Purcell and Clary, who were in a car that was reduced to splinters, escaped almost unhurt, and joined in the work of rescue in their bare feet.

The first news direct from the scene of the disaster was received here last night when Dr. Cox, one of the Great Northern physicians, who went up on the first relief train, returned from Wellington accompanied by three of the survivors, Ray Forsyth, R. M. Lawson and Fireman S. A. Bates.

Forsyth and Bates estimate that not more than 10 of the 110 who were carried into the canyon by the avalanche escaped serious injury. Eleven passenger cars, three locomotives, four electric motors, one rotary snowplow, the rotary shed and the sand house were swept away by the slide.

Forsyth was in a car in which there were five women and seven children. Three women and two children escaped, but the others undoubtedly perished, he said. When the disaster occurred a fearful storm was raging, a high wind was blowing, and there was a spectacular electric display.

Severed Hand Found.

Yesterday the severed hand of a woman was found. On one finger was a ring bearing initials which lead the searchers to believe that it belonged to Miss Katherine O'Neill of Spokane, who is listed among the missing.

Fireman Bates was buried under (Continued on Page 16.)

No weight should be attached to the insignificant Unionist intrigue to destroy Mr. Balfour and to modify if not to abandon the food tax part of the Unionist policy. The best informed Unionists realize that there is no alternative to Mr. Balfour as leader and to drop the food tax would imperil the revenue advantages of tariff reform and destroy Ireland's interest in it, not to mention the essential colonial aspects of the question.

OHIO FLOODS SPREAD

Levee Along River Crumbles, and Hundreds Are Homeless Today.

Cincinnati, March 2.—The flood situation again became menacing today with prospects that the Ohio river would pass the danger mark of 50 feet here within 24 hours, according to the weather forecast.

Reports from Zanesville show that the levee along the Muskingum river is crumbling and that hundreds of people are homeless.

New Heinze Indictment.

New York, March 3.—A new indictment against F. Augustus Heinze for alleged violation of the national banking laws was returned by the federal court here today. This is the fourth attempt to connect Heinze with certain phases of the alleged misapplication of the funds of the Mercantile National bank.

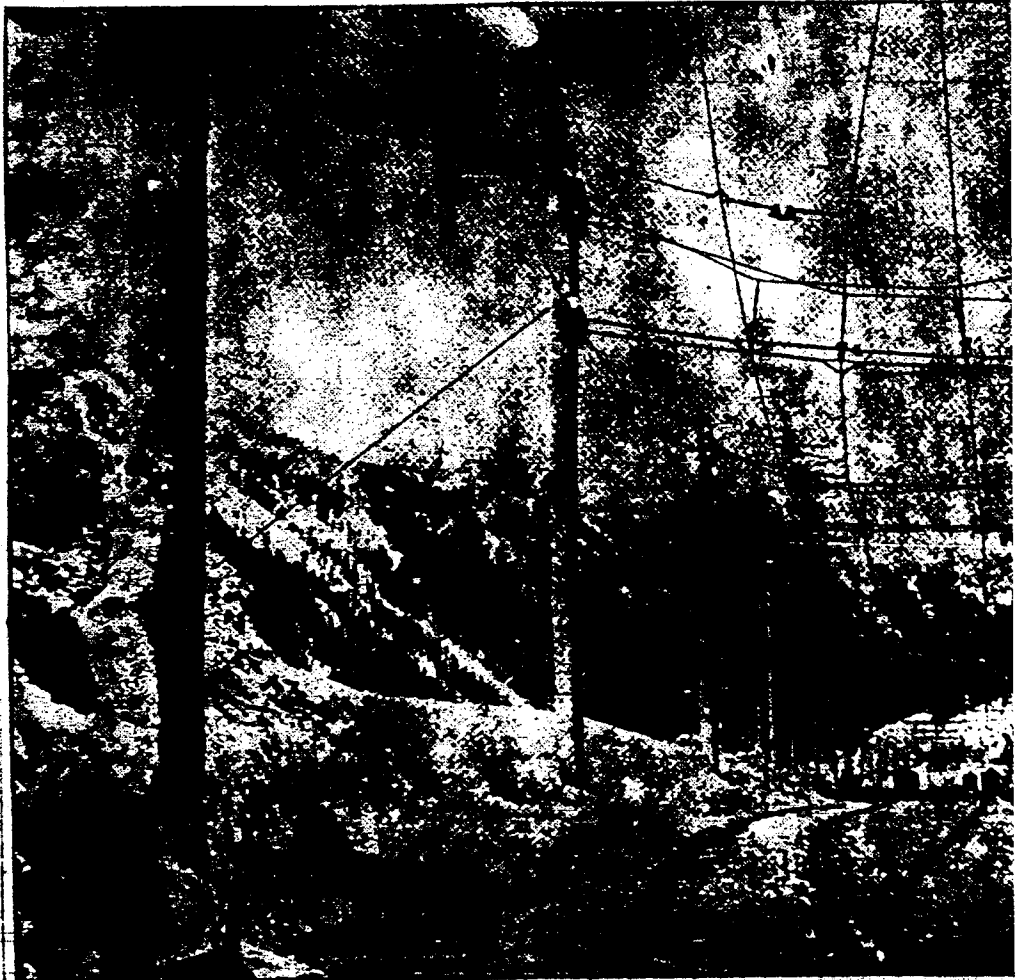
AMERICANS OPENLY VIOLATE LAW

Fish Commissioner Babcock Gives Result of Investigation by Inspector North-Sentiment of Cannery.

Victoria, March 2.—The laws Washington prohibit the taking of salmon during 36 specific hours each week by purse and dragnet, as well as providing for the closing of traps, but these necessary restrictions are not adequately enforced.

"Early this past season Provincial Fishery Overseer North and his assistants were sent to investigate traps in the vicinity of Point Roberts (American traps) during the week closed periods at the height of the sockeye run and reported the majority of the traps visited in use. The tunnels were open, and that the traps of sockeye were found in the hearts and spillers, also that boxes were used in connection with purse nets were filled with salmon at the

WHERE FOUR SCORE WERE KILLED



Scene looking down the mouth of Canyon tunnel on the Great Northern railway. From the mountain.