A TERRIBLE AVALANCHE CAUSES DEATH OF SIXTY

C.P.R. Work Train Buried by Avalanche in Rogers Pass--Death Toll at Least Sixty--Passenger Trains Narrowly Escape Disaster--Worst Accident in History of Western Division--Other Slides Probable and will Mean Great Loss of Life--Dead are Mostly Japs and Italians.

Vancouver, B.C., March 6—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 the snow shed on the Bear Creek one mile east of Rogers Pass, and the actual summit of the Selkirk. The estimate number of the victims varies from thirty to fifty. Seventy-five per cent, of them were white men and the remainder Japs. It is definitely known that Conductor Vic Buckley and Engineer W. Phillips, of the work train, headed by a rotary snowplow, were killed, and it is believed that very few survived the awful accident. 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 two hundred ready men and other citizens was speeding east to Rogers Pass. The scene of the accident was reached at six 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 one hundred and fifty workmen, as well as nurses and doctors. The special is scheduled to arrive at Rogers Pass at ten o'clock this morning. T. Kilpatrick, acting surgeon of the Canadian Pacific Railway, left here this morning on the Revelstoke local en route to the scene of the trouble. At Revelstoke he will be transferred to a special.

Worst Disaster Known

The disaster is easily the worst experienced in the mountains since the completion of the line. It almost became a byword that, although occasional slides(occurred, the existence of snowsheds and the perfect 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 vicinity.

Two Slides

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 twenty to fifty feet. It did not come from a very high elevation and was composed mostly of snow. It had a depth of eighty feet. Rain and sleet were falling when a rotary engine, aided by a small army of whites and Japanese started to clear the tracks half an hour later. Anthough there were premonitions of danger, indicated by the crash and boom of avalanches on adjoining peaks, the men, inured to such trials stuck steadily to their task. As the hours advanced rain and sleet continued to fall in volumes.

Precisely at 12.30 this morning, when half of the slide had been removed, a 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 started on their pathway to 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 ice and trees.

There was no escape for the unfortunate ready men. 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 fifty feet. Hundreds of thousands of tons of debris in the wake of the avalanche bounded off in a huge heap and half filled the valley of Bear Creek hundreds of feet below. The news of the disaster was flashed by a lone operator at a wayside station a mile distant.

Trains Held Up

Railway officials expect that at least fully eight hours will elapse before the line can be cleared. Work will be attended with great danger, as other slides are liable to descend at any moment. Train No. 96 bound east from Vancouver, had not reached the Glacier when the accident occurred. Train No. 97 bound west, is now being held twenty-five miles east of Rogers Pass. No official list of victims will be given out until further progress is made with the work of digging out the slide. Little hope is entertained that any of the railway men in the path of the avalanche escaped alive. The bodies of many 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, debris, rocks and timber. The official list gives 62 missing, and probably all are dead.

But Few Escape

Vancouver, B.C., (Later)—In the snowslides which occurred early this morning between Rogers Pass station and the Glacier, on this line of the Canadian Pacific in the Rocky Mountains, fifty men were swept to death. More than half of them were Japanese. They composed a working crew which was engaged in clearing away a small slide which had come down early in the evening. The men were spread all over the slide and, working a rotary engine over it, when the larger slide came down and carried them to their deaths in the canyon below. At first it was believed that all of the hundred men were killed, but during the early morning it was found that many had escaped, and the death list is now placed in the vicinity of fifty.

Telegraph Wires Down

All passenger trains on the line are safe, though it will probably be a day or two before they are able to pass the place where the slide occurred. Last night was one of the worst ever experienced in the railway section of the Canadian Rockies. There was a heavy storm of rain and sleet, and sometimes snow, and weather conditions altogether were at their worst. A storm also occurred on the Arrow Lakes, Communication with the East is down for a long section of telegraph was carried away by the slide.

Official Statement

Winnipeg, March 6.—The following was the official statement of the snowslide, issued this morning by Manager Bury's office: "At 11.30 last night, one mile west of Rogers Pass, a snow train, consisting of rotary plow, locomotive, and a number of gangs of men, numbering one hundred, were engaged in clearing a snow slide, when a fresh slide came down, burying the snow train. The men comprised Japanese, Italians and a few other whites, few of whom escaped, but how many is not known. Relief train, consisting of two hundred men, with doctors and nurses, has been despatched from Revelstoke, 45 miles from the accident, to dig out imprisoned men, and are now engaged on the work. The slide carried away telegraph wires and it is difficult to get information, but it is hoped that many will be rescued."

List of Dead

Vancouver, B.C., March 6—The following is the list of known dead: R. J. Buckley, conductor; W. Phillips, engineer; J. J. Fraser, roadmaster; T. Griffith, fireman; T. Ottruff, engineer; C. Anderson, A. Johnson, F. Wellander, foreman; D. J. McDonald, G. Nichols, J. McClelland, bridgemen; A. Mahon, brakeman. Twelve of the bridge foremen of McDonald's men, names unknown.

Other Slides

Nelson, B.C., March 6—The Wilcox and Ymir mines at Ymir have been seriously damaged by snowslides. At Wilcox the bunk house and dining room were carried away and two men seriously injured. At Ymir mine the loss included the boiler room, with boilers, dynamo and supply house, valued at $2,000.

Bodies Recovered

Vancouver, B.C., March 6—Up to six o'clock tonight, thirty bodies have been found at Rogers Pass, ten of these being Japanese. All the men in the section gangs in that vicinity have been checked up and the total number missing is sixty-two. There is no question but that this is the total death list. The Canadian Pacific Railway train leaving here this afternoo nat 3.15 is expected to be able to pass the slide at 8 p.m. tomorrow. Train No. 97, which was nearly caught by a slide yesterday afternoon, is still held at Field station.

No. 97's Escape

Vancouver, B.C., March 6—That another fearful catastrophe by the snowslide on the Canadian Pacific was missed by the narrowest margin yesterday afternoon was made known late tonight, when reports came in of the second avalanche which now blocks a westbound passenger train itself and the slide in which sixty-two railway laborers were killed. It was train No. 97, carrying more than 100 people, and not more than a minute elapsed from the time it passed a point east of Field station when the slide came which buried the tracks for a thousand feet and to a depth twice as high as a Pullman car. By the narrowest margin the passengers escaped with their lives.

Railway crews are working day and night to clear the first slide at Rogers Pass. Up to noon today no more bodies had been found than the eight reported yesterday. The bodies of A. Pottruff, engineer of the work-train, and A. J. Mahon, brakeman, which were found just before dark last night, were sent into Revelstoke this afternoon. Mahon's body was brought to Vancouver for interment, while Pottruff, who was a resident of Revelstoke, will be buried there. By tomorrow evening, when it is expected that the slide will be cleared, most of the bodies of the white men will probably have been recovered. Almost all will be brought to Revelstoke, where citizens are making provision for the solemn duty of a great funeral on Wednesday or Thursday. Scores of relatives of the victims of the slide live in Revelstoke.

There is every danger of another slide, which, though smaller, might mean a loss of life. Five or six hundred workmen are engaged in the work of rescue. Rotary plows are working on each end, but the weather especially today, is terrible, blinding snow, rain and sleet alternating. This has been falling since the night of the slide and the wind blows through the pass as through the small end of a funnel.

Another Lynching

Dallas, Texas, March 4—Snatched from before the bar of justice, where his trial on the charge of criminally assaulting a two-year-old white child was about to begin, Allen Broks, an aged negro was lynched by a mob of 5,000 men.

Brooks was seized in the court room by fifteen leaders of the avenging mob and was tossed through a window to the main body, which waited like a pack of ravening wolves for their prey in the street below. His broken body was dragged through the streets and he was hanged to the Elks Arch, high above the heads of the avenging citizens. The mob was led by an old negro.

With it all hardly a loud word was spoken, not a shot was fired, and above the dull murmurings of the mob could be heard the aged negro's piercing shrieks for mercy.

After Brooks was hanged, Dallas for nearly three hours was in the hands of the mob. The jail was stormed and death was threatened to three other negroes, held on charges of murder. They had been spirited away, however, and after searching for them in vain the mob dispersed.

The crime for which Brooks paid the penalty was one of the most brutal in the history of Dallas. His victim is the daughter of Mr. and Mrs. M. J. Buven.

After the lynching there were cries to the effect that other negro prisoners in the county jail should be hanged by the mob. A march was made to the jail, but it was found that the negroes had been taken away and the crowd dispersed.

Canadian Airships

Halifax, March 3—The people at Baddeck, C. B., where for years Alexander Graham Bell has been conducting experiments in flying machines, are much interested in what is going on now at Dr. Bell's headquarters. Droming over the ice at Baddeck Bay started several days ago for the purpose of testing out aerodromes constructed by Messrs. Baldwin and McCurdy. This morning Douglas McCurdy covered over twenty miles in two beautiful flights in the drome "Baddeck Number 2," flying at an elevation of fifty to a hundred feet in the air. A monoplane has been completed at Baddeck after the plans of Gardiner G. Hubbard, of Boston, which will be tried out in a few days. The tetrahedral aerodromes have also been built in Doctor Bell's experimental laboratory under the superintendency of W. F. Baldwin, and will be tried soon. In all five aerodromes are now ready for trial, three built by the Canadian Aerodrome Co., namely Baddeck No. 1 and Baddeck No. 2, and the Hubbard monoplane, and two built in Doctor Bells laboratory at Baddeck.

Died at Saskatoon

Saskatoon, Sask., March 4—An unknown man committed suicide here this morning by cutting his throat at the Butler hotel. Shortly after dinner Robert Baron, the proprietor of the house, entered the room where the man had been sleeping, and on going to the bed to arouse the sleeper was surprised to find him dead. Close by was a six ounce bottle of carbolic acid, from which about two ounces had been used, which plainly told its own tale. The coroner was notified and the police took charge of the body. The identity of the man has not yet become known. He came to the city some days ago and registered at the hotel as J. C. Broad, of Moose Jaw, but left a few days after, returning yesterday, registering as J. C. Brown.

Patten Retires

Chicago, March 7—James A. Patten, grain king, will retire from "The Pit" and from all lines o fcommercial activity July 1. Mr. Patten himself is authority for this statement. He says: "I have enough; what's the use of piling up more." His only plan for the future is to enjoy the great fortune he won in a spectacular career on the board of trade, a career that will make history. He is said to be worth twelve millions.

With this giant of the grain pit there will go into retirement two other men of mighty prowess in the market, William H. Bartlett and George W. Patten. They are his partners in the gigantic house of Bartlett, Patten and Ct.

Longboat Ill

Toronto, Ont., March 6—Longboat is seriously ill with what looks like an attack of typhoid fever, and his race with Paul Acoose has been indefinitely postponed. Longboat has been complaining for the last day or two and this morning was so completely broken up that a doctor had to be summoned at an early hour. Longboat has expressed himself as sorry to disappoint Acoose who has come from such a distance to race him, but hopes to give the Grenfell man a race at any distance his management desires, before he leaves for the west.

GREAT STRIKE IN PROGRESS

Both Sides Claim that They will Win — Riots in the Quaker City—Remainder of Men Called Out.

Philadelphia, Pa. March 4—At seven o'clock tonight, the order for a general strike of all labor unionists in this city, in sympathy with carmen who have been out for two weeks, went into effect, union or non-union. The number of those who threw up their jobs has not been told. The Central labor union received at the midnight hour the word that 100,000 places would be vacant tomorrow. The Philadelphia Rapid Transit Company and other anti-unionists predicted that there would not be more than 40,000 or 50,000 idle men on the streets, but already the riots of last week have been resumed.

Riots Commence

Scarcely had the news of "no peace possible" reached the Kensington district, from which the State Constabulary had withdrawn, than there was a pitched battle, with a mob of sympathizers with the carmen strikers. A squad of sixty policemen charged the mob, which numbered about five thousand mill workers. First, the shots were fired over the heads of the mob but when this did not scare off the rioters a volley was fired directly at the crowd in the street. William Brexel, one of the mill workers, was fatally shot through the abdomen. Another man, Robert Modell, who was several blocks away, was dangerously wounded in a row that occurred about midnight.

"Stand By"

This word went out from Mayor Reyburn and his under-police officers at the city hall tonight: "To Governor Stuart, Harrisburg: Please be ready to send troops of National Guard here at an instant's notice." The National Guard officers received the laconic command: "Be ready to start for Philadelphia on a moment's notice."

This was pay day in many sections of the city. As men with money in their pockets assembled on street corners and in the neighborhood of saloons, the first mutterings of what is feared will be a tumultuous week were heard. There will certainly be a boycott against the cars and any tradesmen doing business with the Transit Company or with the strike-breakers and there will probably be violence worse than that in the early days of last week.

Union Pledges

Most of the "locals" of the unions held meetings tonight at which the members pledged that neither they nor any members of their families would ride in cars manned by strike breakers. They were not to deal they declared, with tradesmen who sold supplies to the companies or the strike-breakers, or who even rode on the non-union cars. More than that, they pledged themselves to pay a fine of $5 for each offence of riding or dealing with such tradesmen.

The unionists are thoroughly, bitterly in earnest. So, apparently, is the Company, and so are the police. No blue coat tonight had sleep or leave, either of the 4,000 regulars, or the 2,000 special policemen, who have been sworn in during the past few days.

Cars Taken Off

On some of the lines which take night workers home from the post-office and newspaper shops and like institutions down town, the Transit has been running one or two special cars since the beginning of the strike. These were called off tonight. All the newspapers sent their me nhome in motor trucks and the post office employees clubbed together and got on. "Stand for your rights," the labor leaders told their men, "but keep out of violence." The police order was "go to them with your riot clubs unless they keep moving."

Bars to Close

There was no violence reported late tonight, but it looked as though there would be plenty in the morning. There is a rumor late tonight, which cannot be confirmed, that Director of Public Safety Clay, is going to close all saloons in the morning. This, it is generally agreed, will be a wise move. Some of them will not be able to operate in any event, owing to the fact that all their bartenders and waiters are going out.

Philadelphia, Pa., March 6—On the eve of what will undoubtedly be the deciding day of the striking carmen for more money and the recognition of the union, both sides are claiming victory. The labor leaders assert that the "general sympathitic strike" which began yesterday, will tomorrow assume surprising proportions, although they make no estimate of the number who will walk out.

Give Two Days

The police and the officials of the Rapid Transit Company say that the general strike will turn out to be a fizzle and that in a couple of days not only the striking motormen and conductors, but those who are striking in sympathy with them, will again have tileir jobs back. Meanwhile, however, the police are still having their hands full with rioters. After a beautiful spring-like Sunday, during whose daylight hours cars ran without interference and the streets were filled chiefly by promenaders enjoying the air, the trouble began with nightfall. One man was fatally shot. Several dozen were beaten by the police or run down by policemens horses and auto trucks and patrol waggons clanged about in brisk fashion for a couple of hours, carrying reinforcements to the troublesome neighborhoods and carting back prisoners to the city hall.

Lively Rioting

The liveliest scrimmage between the police and strike sympathizers happened at Eighth and Christian street, in the Italian quarter, down town. A crowd there stoned half a dozen cars, and Tim O'Leary, assistant superintendent of the police, led the charge upon them with about 50 foot officers and a score of mounted men behind. The mob numbered about 3,000. "Give them all the hell you can,' ordered O'Leary, who used to be an Indian fighter in the West. The police guards on the stormed cars fired their revolvers, the footmen wielded their short clubs and the cavalry force charged their horses into the thickest of the crowd, slashing about with their long riot sticks. The men in the crowd responded with bricks and cobblestones, while from the roofs of houses nearby showers of missiles also descended. The police won out after a brisk battle. When the street was cleared about fifteen men and a couple of women were picked up wounded and sent in the nearest hospital. Many innocent spectators suffered from the police clubs. At Richmond car barns, in the northeast section, about 5,000 persons gathered and stoned every car that appeared, until the mounted police took possession of the neighborhood. The disturbance moved to Third and Berks streets and attacked more cars. There is a railroad line here and a locomotive driver tied his whistle cord and screamed alarm. This was taken as an indication of a fire, and both the police fire department turned out, which brought many more thousands to the scene. Before this assemblage was dispersed someone dumped a carload of dirt on the trolley tracks and planted a flag on top of it, also a picture of C. O. Pratt, the car strike leader. The police had to shovel the dirt away. They placed the flag on the pole of the first trolley car that passed. There was a little clubbing and a little brick throwing bpt nobody was hurt.

Leader Wounded

At Twenty-Sixth street and Lehigh Avenue in the northwest, was the one possible fatality of the day. A crowd of 2,000 people chased the non-union crew and police guard from a car and refused to move when a squad of patrolmen came to the rescue. The crowd hooted and defied the police to shoot. They fired a volley in the air, but even this did not have any effect. The commander at last ordered loud enough to be heard: "Shoot to kill," and his men charged, their guns in their hands, directly at the crowd. Several shots were fired and one shot pierced the lungs of Robert Costello, who had been urging the mob to action. It is feared he will die. During the morning and afternoon some of the 600 cars which the Rapid Transit operated, did not have the usual police guards on the front platform. The company officials hoped that rioting was over, but what cars ran tonight had policemen on all besides the motormen.

Train Fired On

There was a report late tonight that could not be verified, to the effect that a train on the subway elevated system had been fired upon and that two charges of buckshot had crashed through the windows perilously close to passengers. There is no strike on this system and it has escaped disturbance. The man who told the story of the buckshot is a guest at the Bellevue-Stratford hotel and said he was on the car that was fired on. Many of the passengers got down on their hands and knees, he said, to escape further shooting. The attack, he said, happened on 46th street and Market, where the trains run in the air. No one on the subway system would admit the incident.

Last Card

According to the strike leaders, a heavy blow will be administered to the trolley system tomorrow by the calling out of the union firemen and engineers in the power houses. Timothy Healey, president of the National Association of Stationary Engineersfi said tonight: "We have refrained from taking this step in the hope that the company would arbitrate with its men. Now that it still refuses, we will call our men out, and tomorrow there will not be enough firemen and engineers left in the power house to keep three of them running."

Homestead Entries

Moose Jaw, March 7—Homestead entries were made on a large scale at the Land Office during last month, and the promise of an even bigger year than last, which was held out by the January figures, has received additional strength from those of February, which records a total number of 915 quarter ections taken up.

The entries under homestead number 491, while there were 323 pre-emptions, 60 South African scrip located, and three half-breed scrip also. These figures represent an increase over last month of 86 homesteads taken up, 67 more pre-emptions, 18 additional homesteads purchased, and 20 more scrip located.

Census in 1911

London, March 4—John Burns introduced into the Commons today a bill authorizing a census of Great Britain for 1911.

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