

PASSENGER TRAINS, STRUCK BY AVALANCHE OF SNOW, SWEEPED FROM TRACK

Extent of the Horror in the Town of Welling Grows as Details Are Received. THE RELIEF TRAINS ARE UNABLE TO REACH SCENE Cries for Help Indicate That Many of Those Imprisoned in the Wreckage Are Still Alive.

Everett, Wash., March 2.—It is feared that 50 or more lives were lost in the avalanche that carried two Great Northern trains into the canyon near Wellington yesterday. The cars fell 150 feet, and were buried in the debris. The town of Wellington was not destroyed. Supt. O'Neal of the Great Northern, directing the relief work in the mountains, telegraphs that 60 lives were lost in the avalanche.

Everett, Wash., March 2.—The extent of the horror grows as further details are received from the disaster that overwhelmed the two Great Northern passenger trains, when an avalanche swept the trains and a portion of the town of Wellington, on the west side of the Cascade tunnel, down the mountain side. It is known that 23 lives were lost when the slide hurled the cars, containing 70 sleeping persons, over the narrow ledge to the bottom of the canyon, 200 feet below. The last reports say 25 more are missing. Complete lists cannot be obtained until the rescuers dig the bodies out of the wreckage.

The noise from the snowslide was heard throughout the valley. Groans and cries for help coming from the bottom of the canyon indicate that many imprisoned in the wreckage are still alive. Relief trains were dispatched to the scene, but owing to previous slides, which blocked the road, and swept away portions of the track, the rescue trains can get no further than scenic, whence rescuers make their way over the snow.

TIE INSPECTOR IS NOW UNDER ARREST

B. & O. Man Charged With Having Hand in Robbery of Express Co. at Parkersburg.

Parkersburg, W. Va., March 2.—G. T. Carpenter, tie inspector of the Baltimore & Ohio railroad, was arrested today charged with complicity in the robbery of \$6,792 from the United States express company's safe.

LAST MAN TO BE HANGED IN STATE IS H. E. SPIVEY

He is Taken to Bladen—Looks as If the Governor Will not Commute.

The Gazette-News Bureau, Chamber of Commerce Rooms, Raleigh, March 2.—Following instructions from Governor Kitchin, Sheriff Clark of Bladen county is here today to take from the penitentiary Henry E. Spivey of Bladen county, the last man to suffer capital punishment in North Carolina by hanging, which is set for Friday.

It looks now as if all efforts to induce the governor to commute the sentence to life imprisonment will fail. Spivey shot his father-in-law after he had threatened to do this and burn the house if his wife, who had fled to her father's house, did not return to him.

GOVERNOR EBERHARDT WOULD SIGN THE COUNTY OPTION BILL

St. Paul, Minn., March 2.—Twenty-five hundred county option delegates met here in convention today. Governor Eberhardt told the delegates that if the county option bill is presented he will sign and endorse it.

Stanley Is Superintendent.

Norfolk, March 2.—H. W. Stanley has been appointed general superintendent of transportation of the Seaboard Air-Line railway system, with headquarters at Portsmouth, Va.

EXPECTED CLASH CAME YESTERDAY

Secretary Wilson and Mr. Pinchot Fail to Agree on Certain Points and Former Gets Mixed.

Washington, March 2.—The expected clash between Gifford Pinchot and Secretary of Agriculture Wilson, over the disputed question as to whether or not the secretary had given the former forester permission to write to Senator Dooliver the letter which resulted in Mr. Pinchot's dismissal, came before the Ballinger-Pinchot investigating committee yesterday.

Mr. Pinchot declared he had discussed the matter at length with Secretary Wilson, and that he understood his superior had given him permission to write to Senator Dooliver. Secretary Wilson immediately took the stand and asserted that while he had given Mr. Pinchot permission to write to Senator Dooliver concerning "departmental affairs," he never did and never would have given his permission to write a letter criticizing the president of the United States.

Under a cross-examination, almost wholly by the democratic members of the committee, Secretary Wilson was uncertain as to just what had happened between himself and Mr. Pinchot, and became somewhat mixed at times as to just what letters the committee were referring to in their rapid fire of questions. The secretary reiterated again and again that he never saw or heard of the letter Mr. Pinchot wrote until it was read in the senate.

Secretary Wilson who holds all records for cabinet service, was plainly agitated when he took the stand. Mr. Pinchot had been reluctant to testify to anything that would bring him into controversy with the chief under whom he had served twelve years, but Chairman Nelson insisted that he should go into the matter.

Mr. Pinchot declared that he and Secretary Wilson went so far as to discuss the executive order issued by President Taft forbidding subordinate officers of the various departments from giving information to congress, and he added that the secretary said, "You and I will have no trouble about that order."

Admitting that his memory failed him as to certain points, Secretary Wilson always came back to the statement that he never saw or heard of the letter Mr. Pinchot wrote until the secretary's message?

"I don't know. That was Pinchot's idea. The day was replete with incident. The cross-examination of Mr. Pinchot was begun late in the afternoon and will be continued when the committee meets again Friday.

Mr. Pinchot denied that he had been embarrassed by a dismissal which he considered was not justified. He denied also that there was a specific movement to discredit that he and former Secretary Garfield, Glavis and others are concerned in a movement for the conservation of the natural resources, and that they regard Mr. Ballinger as one of the greatest enemies of that movement.

Mr. Vertrees, counsel for Secretary Ballinger, read three statements from a letter addressed by Mr. Pinchot to President Taft at the time that Glavis was seeking an interview with the president.

"You state that by official action of your office, the issuance of patents to the Cunningham claimants was held up," said Mr. Vertrees, "is that true?" "That was a mistake," said Mr. Pinchot.

"Secondly," said Mr. Vertrees, "you state to the president that as a result of Mr. Ballinger's action in restoring water power sites withdrawn by Secretary Garfield, valuable lands containing power sites had passed from the government. Is that true?" "That was a mistake," answered Mr. Pinchot.

"Lastly," said Mr. Vertrees, "you told the president that you had known Glavis for several years. That also was a mistake, wasn't it?" "I thought I had before seeing him at Spokane last August. I know of him."

Asked if the whole frame work of his letter to the president was not in fact a lie, Mr. Pinchot replied: "It was not whether I made mistakes or not is not essential. The president would have seen Glavis any way."

Brucker Discusses His Scheme For Flight Across the Ocean



CHART SHOWING PROPOSED COURSE ACROSS THE ATLANTIC.

His Dirigible Not Yet Constructed, but Unusual Features are Planned.

Correspondence of New York Herald Syndicate. Munich, Feb. 25.—Enormous interest has been aroused in American and European aeronautical circles by an announcement that Joseph Brucker, an amateur in aeronautical matters, is making active preparations for a dirigible balloon flight across the Atlantic ocean. Mr. Brucker, who was born in Austria, has been an American citizen since 1876. For many years he made a specialty of meteorology and is a copious writer on that subject. His studies, naturally led him to investigate atmospheric conditions, on which he is an expert. In the course of a conversation I have just had with Mr. Brucker, he expressed himself most optimistically in regard to his interesting project. "I do not hesitate to affirm," said he, "that the crossing of the Atlantic by airship is not only quite feasible, but a comparatively simple matter, given one or two favorable circumstances. The dirigible balloon in which our attempt is to be made is elliptical in form with a total length of 50 meters and a maximum diameter of fifteen meters. Its capacity is 6,200 cubic meters, and we shall use hydrogen for inflating. The lighting energy will be at least 6,500 kilowatts.

"The airship is not yet constructed, but various plans are about to be decided upon and the essential details are already fixed. The most noteworthy departure is the substitution of the usual car or gondola by a powerful gas going motor boat of from 35 to 40 horse power. "The capacity of this 'boat' allows of our taking an ample supply of benzine, provisions, water, etc., and, in addition, there are tanks for water ballast which can be filled or emptied expeditiously by an auxiliary pump driven by a cog attached to the propeller shaft in the airship, which is embedded in the deck. Thus the one motor 'boat' there is space on deck for the storage of extra benzine in cans, besides that in the tanks, so that in case of necessity we can utilize this fuel for ballast purposes.

"There will be accommodations for eight people on board, but I do not intend to take more than five or six on the maiden trip. The storerooms of the motor boat will contain provisions and drinking water for six people for twenty days, allowing two kilograms of food and one litre of water a head daily. C minimum benzine storage will be 600 kilograms, but using tanks and separate cans we can take 800 or 1000 kilograms of the spirit."

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TO PUNISH FOR DRUNKENNESS. Gallinger Introduces a Bill Providing Severe Penalties for Offense in District of Columbia.

Washington, March 2.—Drunkenness in the District of Columbia heretofore will be a misdemeanor, punishable by a hundred dollars fine, or two years incarceration in an industrial home, if the bill introduced in the senate by Senator Gallinger becomes a law.

ARE EXCAVATING FOR HIGH BRIDGE As Result of the Favorable Weather a Number of Men Were Set to Work Today.

With the opening of the spring weather the contracting firm of C. B. Clark & Co. of Baltimore have begun the work of excavating for the new high bridge across the French Broad river, connecting Asheville and West Asheville. Under Superintendent J. T. Morehead a good sized force of men are at work today on the east side of the river, making excavations for beginning the foundation work. Already some of the forms for the concrete work have been constructed and the concrete work is expected to begin next week.

C. B. Clark, the head of the firm, is here personally looking after the starting of the work, and will make frequent visits of inspection.

FROM GASTONIA TO ASHEVILLE

Talk of Building an Electric Line from Gastonia to This City, Distance of 100 Miles.

THOUGHT ROAD WILL FOLLOW HICKORY NUT GAP ROUTE However, Survey Has Not as Yet Been Made—Charlotte Chronicle Gives Facts.

The most recent of the many projected railroad lines into western North Carolina with Asheville as the objective point is an electric line from Gastonia to Asheville, a distance of about 100 miles. This line is the one which the Isothermal Traction company, recently incorporated, proposes to construct from Gastonia to Rutherfordton and thence on to Asheville.

While the survey has not been made as to the definite location of the line, it is thought that this road will follow practically the same route as the one which was surveyed several years ago, going via Hickory Nut gap.

When the Asheville & East Tennessee Railroad company completes its extension from Weaverville to Galax, connecting with the magnificent system of the C. C. & O., it will give Asheville an outlet northward which will be most desirable. And in connection with this if proposed line from Gastonia to Asheville is put through connecting at Gastonia with the projected network of roads said to be financed by the Dukes, then indeed will Asheville be fortunate in thus having connection with electric lines which, it is planned, will extend to the Piedmont section.

The Charlotte Chronicle of yesterday says: "From Gastonia to Asheville, a distance of nearly 100 miles, it is now proposed to build a modern electric railway to penetrate the mountain country and to give a long-needed and better connection between the eastern Piedmont section and the great section about Rutherfordton and to the west on to Asheville.

"The Isothermal Traction company, which was incorporated in Raleigh some weeks ago, is behind the movement and is already making an investigation of the situation and within two weeks will have a full corps of surveyors in the field who will prepare an exhaustive report, under the direction of experts, and this will be submitted to the promoters of the road who will then carefully consider the proposition, and will be ready to go ahead with the selling of securities.

"Capt. K. S. Finch, of Charlotte, is at the head of this big industrial movement to connect the lower Piedmont region with the mountains, and he has interested in the plan a number of moneyed men and financiers of the north, who are now waiting for the report of the experts as to the cost of building, probable returns, etc., of the projected electric railway.

"A representative of the interested financiers who propose to underwrite the securities and paper of the new company, spent yesterday afternoon in the city with Capt. Finch, going over the situation and studying the details of the plans of the Isothermal Traction company. He was highly pleased with the outlook and spoke in most flattering terms of the future possibilities of the southern states, towards which, declared the visitor, the eyes of the whole nation are now turning. This gentleman is convinced of the excellent opening for capital not only in the projected line to Asheville, but also in every other Southern industry, and should all of those interested take the same view that he holds, there is little doubt as to the successful financing of the road in a short time.

"This road will not be built to compete with the big system of electric lines which the Southern Power company and the Duke interests are believed to have under contemplation and propose to build. It will rather be a tributary line to the system paralleling the Southern railway, and will not enter the territory of the other system. It is believed that there is sufficient room for both companies, and the development of these propositions will give to the Piedmont one of the greatest electric railway systems in the world today.

FRENCH GOVERNMENT REPLIES TO PROPOSAL OF MR. KNOX Accepts in Principal Proposition for Permanent International Court of Arbitral Justice.

Paris, March 2.—The French government has replied to Secretary Knox's proposal to the powers looking to the establishment of a permanent international court of arbitral justice, accepting the proposition in principle, but making certain suggestions which the French government believes will bring other powers into accord.

Consular Appointments.

Washington, March 2.—President Taft today sent to the senate the following nominations of consuls: Arthur B. Cooke, South Carolina, at Patras, Greece; Philip E. Holland, Tennessee, at Puerto Plata, Dominican Republic; Ralph J. Totten, Tennessee, at Maracaibo, Venezuela.

MR. BRITT WINS A SIGNAL VICTORY

As Special Counsel for Postoffice Department He Gets Favorable Decision in Two Important Cases.

CONGRESSMAN GRANT WILL MAKE STATEMENT In Proposed Statement He Will Discuss Baltimore Postoffice and Other Live Matters.

The Gazette-News Bureau, 46 Post Building, Washington, March 2. James J. Britt, special counsel of the postoffice department, won a signal legal victory here yesterday when Justice Robb of the District Court of Appeals handed down an opinion reversing the Supreme court of the District of Columbia in two important cases—Street & Smith vs. Hitchcock and Frank House vs. Hitchcock, involving nearly \$70,000 in postage already accrued, and changing from the second to the third class eight juvenile publications.

The first department opinion rendered by Mr. Britt on entering the service was on the advisability of appealing these cases, which had just been lost by the department. He studied every phase of the cases with untiring energy and fine legal skill, and his victory is bringing him the warmest congratulations. He argued the case several days ago in a two-hour argument of singular force and directness. Associated with him and doing valuable service were District Attorney Baker and Assistant District Attorney Perry.

Will Make Statement. Congressman Grant is preparing a statement for the press on the Baltimore and other patronage matters that have been acute in his district.

EIGHT HUNDRED ARE HOMELESS

This, as a Result of Floods at Jamestown, and Other Towns Are Suffering.

Zanesville, O., March 2.—Eight hundred people are homeless as the result of the flood. The Muskingum river was at a standstill this morning and the worst of the flood is passed.

At Youngstown. Cleveland, March 2.—At Youngstown the river is causing much trouble. Many houses are deserted, and five iron mills have been shut down.

Families Are Homeless. Columbus, O., March 2.—Fifty families have been driven from their homes at Soshocton by the raging river, fed by the overflowed Tuscarawas river.

The Waters Subsiding. Little Falls, N. Y., March 2.—The waters from the Mohawk river, which inundated the streets of Herkimer, began to subside last night. The water has fallen about a foot today, but still is so deep that transportation is impossible except in boats.

Two Hundred Houses Partially Submerged. Toledo, March 2.—Two hundred houses in Fremont are partly submerged by swollen waters. A great ice wedge half a mile long and 15 feet high swept down the Auglaize river and carried away Francis street bridge, a two-span steel structure 300 feet long. The breaking of ice gorges above the city is steadily losing a volume of water.

RED CROSS TO GIVE RELIEF TO THE FLOOD SUFFERERS

Washington, March 2.—The American National Red Cross, with headquarters here, has taken prompt action looking to the relief of the flood sufferers in Ohio and New York.

MEAT PRICES ARE GOING TO ADVANCE

Interesting but Disconcerting News Given by Mr. Query, Wholesale Dealer in Cattle.

Louisville, Ky., March 2.—Hogs sold today at \$10 per hundred pounds. This is the first time since the war that pork has brought this price south of the Ohio river.

There is every indication that the worst is yet to come. The one course open now is for me to harbor a lively hope for a good berry crop.

A representative of this paper today discussed the price of meat products with M. B. Query, of Kingan & Company, wholesale dealers in the middle west, who has just returned from Winston-Salem, where he took a car load of beef cattle. Mr. Query is in full agreement with some of the observing meat dealers of this city, who take the view that instead of getting cheaper, prices for meat will have to advance. Mr. Query does not believe that dealers will find it possible to make ends meet at present prices, and the only hope he sees in the situation is a lessening in the demand, for people to eat less meat, as Mr. Armour himself has pointed out. He thinks they must do this or keep on eating meat at an increased price until the new hog crop comes in, which will be something like a year. Within the past few days there has been an appreciable increase in the wholesale price of meat, and war prices have prevailed for hogs in Chicago for some time.

THE WHEAT CROP WILL BE A BIG ONE, SAYS PATTON

New York, March 2.—James Patton, the Chicago wheat operator, before sailing for Europe, declared that the wheat crop will be a big one, and that the wheat market may look for an era of prosperity.

"Corporal" Davis Dead. San Antonio, Tex., March 2.—Gordon Davis, former slave to the Jefferson Davis family, died yesterday; 70 years old. During the civil war he was taken by United States soldiers and made a corporal in the Union army. He was afterwards known as "Corporal" Davis.

Seven Are Injured. Camden, N. J., March 2.—Seven persons were injured, one seriously, in a collision between two trolley cars.

LABOR LEADERS WISH TO ARBITRATE

Their Proposition to Do the Right Thing Has Removed an Abstacle to Peace in Philadelphia.

Philadelphia, March 2.—As the time draws nearer for a general sympathetic strike of organized labor, in support of the striking trolley men, pressure is being brought to bear upon the Philadelphia Rapid Transit company to submit the questions to arbitration, is becoming stronger. The menace of a general strike and consequent prostration of all lines of industry has aroused the business men. The fact that the leaders of the strikers have expressed themselves as willing to accept any fair proposition to arbitrate has removed an obstacle to peace.

FIVE PERSONS ARE DROWNED

Specials Received by Spoken Papers Tell of Devastating Floods at Inland Points.

Spokane, Wash., March 2.—Specials from inland points tell of the most devastating floods in the history of this region. Five persons have been drowned. At Davenport and Garfield the rivers are rushing through the streets and Colfax is isolated. North Idaho reports tell how the Clearwater and Snake are rising rapidly.

CHAMORRA AT SAN VICENTE WITH ONLY SIXTY HORSEMEN

San Juan, Del Sur, Nicaragua, Mar. 2.—Deserters from General Meza's force, who surrendered to the government, declare that General Chamorra arrived at San Vicente yesterday with 60 horsemen, the remnant of an army of 1500 with which he reached Tiema.

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PLAN TO CROSS ATLANTIC IN BALLOON

HERR JOSEPH BRUCKER

PLAN OF COMBINATION BOAT & BALLOON CAR.

Water Again Pours Into Mouth of Paris Sewers

Paris, March 2.—The continued rainfall has raised the level of the river Seine to twenty-one feet and five inches today, almost equalling the flood maximum of 1885. The water is again pouring into the mouth of the sewers.

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THE WEATHER Forecast until 3 p. m. Thursday for Asheville and vicinity: Partly cloudy and somewhat cooler tonight; Thursday fair. Light variable winds.