Complete Associated Press Report Every Day in the Year.

THE PUEBLO CHIEFTAIN

Exclusive Associated Press Report Sunday in Pueblo.

THIRTY-EIGHTH YEAR. PUEBLO, COLO., SATURDAY, MARCH 17, 1906. TWELVE PAGES. PRICE FIVE CENTS

NEARLY TWO SCORE KNOWN TO HAVE DIED IN CATASTROPHE

IDENTIFIED DEAD-- LIST OF INJURED-- THOSE WHO ESCAPED

The known dead are:

WILLIAM HOLLIS, engineer train No. 16.

WALTER COSSLETT, engineer train No. 3.

H. D. SUDDETH, fireman train No. 16.

ED E. BAIRD, deputy sheriff, Denver.

R. G. WHITNEY, convict, Denver.

E. M. McPARLAND, messenger, Denver.

A. N. BARKLO, Salida.

MISS GRACE BARKLO, Salida.

TAYLOR HEWITT, Lebo, Kas.

MRS. LILLIAN HEWITT, Lebo, Kas.

MRS. WINONA HEWITT, Lebo, Kas.

PEARL HEWITT, 15 years old, Lebo, Kas.

MRS. KATHERINE HEWITT and boy baby, 4 months old, Lebo, Kas.

ED COWLEY, Emporia, Kas.

GRACE COWLEY and BABY, Emporia, Kas.

FRED JONES, Lebo, Kas.

FRED LIMECOOLEY, Denver.

MRS. BELLE WEBB, Keystone, Wyo.

RAY FIELD, aged 10, Keystone, Wyo.

CLAUD HEWITT, Lebo, Kas.

INJURED OR ACCOUNTED FOR

The following is an official list of the passengers accounted for both injured and uninjured. The railroad officers state that no official list of passengers was kept on the trains and that it is impossible to show the number of killed. However, the following list shows the passengers that were not killed:

Train No. 16.

R. O. Dillon, New Mercer, Colo., not injured.

James Page, Whitewater, Colo., top of head cut.

F. H. Sweeney, Clinton, Mo., foot crushed.

A. L. Kuons, Ouray, Colo., not injured.

J. L. Lolton, Bellflower, Montgomery county, Mo., hip crushed.

E. L. Hedquist, Salina, Kas., not injured.

A. C. Issard, Montrose, Colo., not injured.

G. C. Clark, Portland, Colo., head cut.

M. A. Scherfuls, Baukcenter, Minn., not injured.

G. H. Roberts, Paonia, Colo., not injured.

Mrs. E. H. Roberts, Paonia, Colo., not injured.

Dr. Cochems, Salida, Colo., not injured.

Mike Gorack, Pueblo, Colo., not injured.

J. W. Brown, McKenzie, Tenn., not injured.

Dr. J. Mueller, Saginaw, Mich., not injured.

B. A. Beals, Andover, O., not injured.

Mrs. Emma Hickey and three children, Olathe, Colo., not injured.

Louise Cameron, Central Lake, Mich., not injured.

John Ogerlin, Pueblo, Colo., not injured.

Ike Owens, Ouray, Colo., not injured.

John Kreb, Denver, Colo., not injured.

I. Kunbora, Denver, Colo., not injured.

G. S. Page, 318 Dwight Building, Kansas City, Mo., not injured.

M. Okulain, Denver, Colo., not injured.

William A. Smith, Iola, Kas., not injured.

B. D. Rowe, Kansas City, Mo., not injured.

A. J. Crum, Denver, Colo., not injured.

Mrs. A. J. Crum, Denver, Colo., not injured.

Miss Crum, DenTer, Colo., not injured.

Mrs. C. G. Turner, Galesburg, Ill., not injured.

J. H. Quinton, Montrose, Colo., not injured.

Mrs. J. H. Quinton, Montrose, Colo., not injured.

J. C. Veale, 1141 Emerson street, Denver, Colo., neck slightly injured.

Charles Hayden, Leadville, Colo., not injured.

Mrs. Charles Hayden, Leadville, Colo., not injured.

J. S. Reef, Leadville, Colo., neck slightly injured.

B. J. Jones, 2617 Marion street, Denver, Colo., back injured.

A. L. Kidoux, Ouray, Colo., stiff neck.

H. L. Morton, 917 east Thirteenth avenue, Denver, Colo., not injured.

Dr. Parker, Salida, Colo., not injured.

E. T. Perkins, Washington, D. C., not injured.

C. Anderson, Salida, Colo., not injured.

C. G. Lamb, Salida, Colo., not injured.

J. W. Newell, Salida, Colo., not injured.

George W. Cook, Denver, Colo., not injured.

A. E. Towne, Leadvile, Colo., not injured.

W. W. Davis, Salida, Colo., not injured.

Train No. 3.

H. A. Armstead, 267 Fifth avenue, New York, not injured.

Mrs. O. R. Miller, Paonia, Colo., not injured.

O. B. Whipple, Fort Collins, Colo., not injured.

Elmer Gabriele, Denver, Colo., not injured.

J. W. Flynn, San Francisco, not injured.

W. D. Headdin, Fort Collins, Colo., not injured.

Charles Olgiah, Italy, Denver, not injured.

William Olgiah, Italy, Denver, not injured.

Chas Magden, Peyton, Routt county, Colo., not injured.

Mrs. Boarman, Hayden, Colo., not injured.

Zelma Purcell, Los Angeles, Cal., not injured.

C. L. Groner, Letonia, O., not injured.

B. Newton, Maryville, Kas., not injured.

Mrs. B. Newton, Maryville, Kas., not injured.

Myra L. Sawyer, Salt Lake, not injured.

George Dummeck, Maryville, Kas., not injured.

E. W. Leeds, Terre Haute, Ind., not injured.

Bert Myers, Pappinville, Mo., not injured.

W. L. Hewitt, Lebo, Kas., leg broken.

Mrs. M. M. Jones, Denver, Colo., not injured.

Mrs. Hinton, Ogden, Utah., not injured.

B. R. Bertholamew, Oakland, Cal., not injured.

Clint Robinson, Denver, Colo., compound fracture left ankle.

W. H. Stillwell, 611 west Nineteenth street, Des Moines, Ia., not injured.

Harry Goldberg, 1324 Decatur street, Denver, not injured.

R. W. Hunton, 970 Green street, Brooklyn, N. Y., not injured.

Margaret Warner and baby, Denver, Colo., not injured.

W. L. Stillings, Mabel, Cal., not injured.

L. M. Cress, the Vir. Pub. Co., Philadelphia, not injured.

W. A. Watts, Ogden, Utah, not injured.

Lydia Sheroder, Denver, Colo., not injured.

A. Matthews, Denver, Colo., not injured.

C. P. Gillett, Fort Collins, not injured.

Charles Knox, Cleveland, O., not injured.

Mrs Charles Knox, Cleveland, O., not injured.

Miss Knox, Cleveland, O., not injured.

Joseph Smith, Elk Point, S. D., not injured.

John Whitmore, Grand Junction, Colo., not injured.

Mrs. John Whitmore, Grand Junction, Colo., not injured.

Miss Nellie Ballow, 2114 Curtis street, Denver, Colo., not injured.

P. Peters, baggageman, Denver, Colo., ribs broken and head cut.

W. H. Garrie, Paonia, Colo., not injured.

Mrs. W. H. Garrie, Paonia, Colo., not injured.

James W. Newell, Denver, Colo., not injured.

James Proconone, from Italy for Florence, Colo., head hurt and bruised.

T. T. Goodwin, 900 Broadway, New York, not injured.

Ira Elrod, Gypsum, Colo., foot sprained.

Miss Mabel Fields, going to Wolcott, pretty badly hurt.

A. E. Hewitt, Lebo, Kas., one leg broken, other injured.

Miss Berta Brown, Clearesbon, O., not injured.

Miss Mary Gooch, Oakland, Cal., shaken up some.

Albert Wilson, Pollock, Mo., not injured.

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FLAMES FINISH WORK BEGUN BY COLLISION

Sickening Details Add to Frightfulness of Disaster--Work of Rescuing Roasting Passengers Hampered By Flames--Miraculous Escapes From Death

AWFUL BLUNDER IN ORDERS IS RESPONSIBLE FOR HORROR

Second only in the annals of railroad calamities in Colorado to the Eden disaster of August 7, 1904, when nearly 100 were killed, was the wreck on the Denver and Rio Grande about 25 miles west of Pueblo between Portland and Adobe about 2:20 o'clock yesterday morning. Running at ordinary speed train No. 3 westbound and train No. 16 eastbound met on a curve about two miles west of Portland and collided, headon, wrecking the engines and seven cars.

Added to the wreck calamity was the horror of the fire that almost immediately enveloped the trains and caused the death of probably 35 or 40 passengers and four trainmen, known to have been killed, whose bodies have been recovered. Of those crushed and injured in the wreckage between 20 and 25 were rescued from the debris, the most seriously injured being brought to the Pueblo hospitals. Practically nothing is known of the remaining dead as their bodies were burned beyond all recognition.

Failure on the part of the night agent at Swallows station to transmit orders to the train crew of No. 3 to meet No. 16 at Beaver seems to be responsible for the collition and the resulting catastrophe.

The first word of the disaster was received at the local offices shortly before 3 o'clock and an engine was immediately sent to the scene of the wreck to bring to Pueblo the Pullmans of No. 3 with the survivors and injured passengers. Shortly thereafter Superintendent F. R. Rockwell had a relief train in readiness and about 4 o'clock this morning started for the scene of the disaster with railroad officials, physicians and three representatives of The Chieftain aboard. This train was closely followed by the wrecker from Pueblo.

Arriving at Portland about 4:45 the relief train was met by the remaining cars of No. 3, hauling the injured to Pueblo. A few minutes later Superintendent Rockwell was one the scene directing the work of recovering the bodies and clearing the tracks of the wreckage.

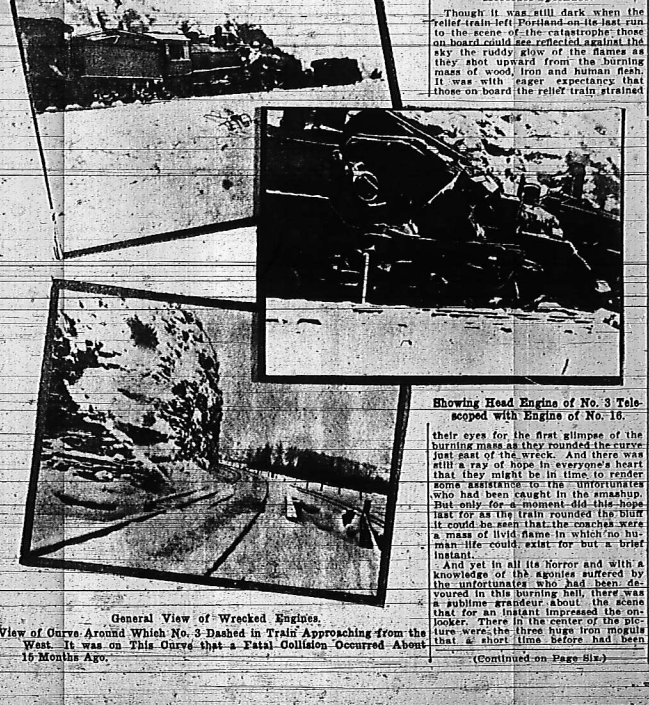
Horrible Splendor.

Though it was still dark when the relief train left Portland on its last run to the scene of the catastrophe those on board could see reflected against the sky the ruddy glow of the flames as they shot upward from the burning mass of wood, iron and human flesh. It was with eager expectancy that those on board the relief train strained their eyes for the first glimpse of the burning mass as they rounded the curve just east of the wreck. And there was still a ray of hope in everyone's heart that they might be in time to render some assistance to the unfortunates who had been caught in the smashup. But only for a moment did this hope last for as the train rounded the bluff it could be seen that the coaches were a mass of livid flame in which no human life could exist for but a brief instant.

And yet in all its horror and with a knowledge of the agonies suffered by the unfortunates who had been devoured in this burning hell, there was a sublime grandeur about the scene that for an instant impressed the onlooker. There in the center of the picture were the three huge iron moguls that a short time before had been

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SNAPSHOT PHOTOGRAPHS OF WRECK TAKEN SOON AFTER DAYBREAK BY CHIEFTAIN STAFF PHOTOGRAPHER.



General View of Wrecked Engines.

View of Curve Around Which No. 3 Dashed in Train Approaching from the West. It was on This Curve that a Fatal Collision Occurred About 15 Months Ago.

Showing Head Engine of No. 3 Telescoped with Engine of No. 16.

CAPITAL OF STATE IS SHOCKED AND HORRIFIED AT DISASTER'S EXTENT

Special to The Chieftain.

Denver, March 16.—The news of the horrible wreck near Portland this morning reached Denver at an early hour from telephone communication from The Chieftain's Pueblo office to the local office of the Associated Press. The workers in the local office immediately notified the local papers and within a short time extras were on the street and every newspaper man in the city was pressed into service, either to be sent to the scene of the wreck or out on local stories. Within two hours after the first news had been telephoned to Denver from The Chieftain the horribleness of the wreck was well known and the interest displayed was even greater than that which was shown at the time of the Eden disaster nearly two years ago. Thousands of people in the city had friends or relatives on one of the two trains, and by 8 o'clock this morning the downtown newspaper offices, the Denver and Rio Grande local office and the Union depot were surrounded by anxious throngs awaiting apprehensively for every word from the terrible wreck. The news came principally from the Pueblo office through the Denver office of The Chieftain because the scene of the wreck was close to Pueblo.

There were many Denver people on the train, a number of whom will never return.

Edward Baird, the deputy sheriff who was taking a prisoner to Canon City, was killed, as was also the prisoner, who went by the name of R. T. Whitney, but Whitney was not the man's real name. The man came to Denver with a theatrical troupe some months ago, was left out, went broke, forged a check and was sentenced to the penitentiary for a term from three to six years. On the day he was sentenced he told the judge that sentiment for his wife and children would keep this disgrace from her and this is why I have given the wrong name."

He succeeded in keeping the disgrace from his mother. The reports say that Baird had chained Whitney to the seat; that Baird was instantly killed and that Whitney was roasted to death trying to get away from the flames—a terrible penalty to pay for forging a $30 check! The officers in the wreck say both to believe the statement that Baird had handcuffed the prisoner to the seat while en route on the train, as is against the law to chain a man to a seat, and they do not believe Baird would thus violate the law. Persons who have returned from the wreck to Denver state that they do not know whether Whitney was chained to the seat or not.

They say that while the coach was burning a man could be seen writhing in agony near where Whitney had been sitting, and that he was apparently fastened to something and could not get away. He swore and prayed alternately for someone to kill him. Whether he was pinioned by broken timbers he was pinioned by broken timbers they did not know.

Eye Witness Appalled.

E. M. McParland, the express messenger who was killed, lived at 3214 Stout street. He leaves a wife and two small children. He left his home Tuesday and was on his return trip and would have arrived in Denver this morning. He is a nephew of Detective McParland of Denver, who worked up the Moyer-Haywood case.

A number of Denver people were on the train among them being Dr. Lamb, the state veterinarian. He reached Denver on a special train at 11 o'clock. He was unable to give a very accurate account of the wreck as he was in a sleeper and did not notice the jar of the train. He stated that he first thought it was a slight wreck but soon saw by the freight that it was much greater than he supposed. He got up, dressed and went out, but stated that he was not able to render any assistance to the passengers who were burning.

He stated that the majority of the passengers were compelled to stand by and see men and women burned to death. He said the scene was indescribable in its horror and awful in its memory. I never want to experience such a terrible ordeal again. Within two minutes after I had reached the outside of the sleeper the coaches were a mass of flames. Through the windows I could see the burning car seat cushions, we could see, like grim shadows of death, the waving bodies writhing, struggling, crying, trying to extricate themselves from the timbers and seats where they had been pinioned. One fellow was thrown half way through a window and three persons tried to pull him out but his feet were caught by timbers and the rescuers could not hinder him. All of a sudden the coach seemed to be aflame and the poor man realizing that he was soon to cross over implored and entreated those of us who were standing near to kill him. Someone whom I do not know went to all the passengers and pleaded for the loan of a revolver. He said that he would have shot a dozen times if he could secure a gun. Little by little the fierce flames crept nearer to the pinioned prisoner and he became at times hysterical, crying, laughing, swearing, cursing. It was terrible. After a while when it seemed he had burned for a long time a piece of timber dropped from above, struck him on the head, and his agony was over."

C. W. Gist, the flagman on train No. 3, returned from the scene of the wreck at 12:35. He says that they had orders to meet No. 16 at Adobe and 16 had orders to meet them at Beaver. He says that these orders were changed and that 3 never got a copy of the change. He says that the scenes at the wreck were indescribable.

Deputy Sheriff Dies With Prisoner

Deputy Sheriff Edward Baird of Denver who was on his way to Canon City in charge of R. G. Whitney as a passenger on train No. 3 was, it is almost certain, killed along with the prisoner he was escorting to the state penitentiary.

The deputy is a brother of Under Sheriff Baird of Denver and left that city yesterday afternoon with Whitney, convicted of forgery and sentenced to three to six years in the state institution. He was known to have been occupying one of the front cars on train No. 3, and although nothing could be found of his remains, it is almost certain that he perished with his prisoner. A portion of the body of Whitney was recovered with the handcuffs still in place. It was at first thought that Baird succeeded in getting out of the ill-fated car, but a search for him proved fruitless, and he has not reported to the warden at the penitentiary.

Immediately upon hearing of the accident, Under Sheriff Baird left Denver for the scene of the wreck in hopes of ascertaining the fate of his brother.

Clearing Away Wreckage.

Long before daylight Superintendent Rockwell reached the scene of the wreck in a special relief train from Pueblo and took active charge of the work of recovering the bodies and clearing the tracks.

The tender of engine 730 pulling train No. 16, had been thrown across the Santa Fe track and this was the first task for the wrecking crew. As soon as this had been gotten off the track the D. & R. G. trains were detoured over the Santa Fe between Florence and Portland and the blockade of traffic relieved.

All Physicians Work Tirelessly

Much praise was heard on all sides from both the injured passengers and those who escaped unhurt, for the work done by Drs. Cochems and Parker of Salida. Dr. Cochems and Parker were in the day coach on No. 16 and were at work among the injured and dying almost before the wreckage had settled.

While both men were shaken considerably by the accident, yet they were perfectly cool, and apparently thought only of the good they could do. As a consequence of their timely assistance the injured were all in a comparatively good condition when the physicians sent out on the relief train reached the scene.

Both Dr. Cochems and Dr. Parker lost guns, ammunition and other baggage, which they had taken on a prospective hunting trip.

As soon as possible after the collision, physicians from Pueblo, Florence and Canon also arrived on the scene. Among those who came were Drs. A. A. Blark and J. J. McDonnell of Pueblo, and Drs. Little, Graves, Lamb, Carlson and Dr. Kreyling of Canon City. The Canon physicians were accompanied by two trained nurses. A. Amore, proprietor of the Strathmore hotel of Canon City, was among the early arrivals and rendered valuable assistance.

Monetary Loss Estimates.

According to the estimates made at the scene of the wreck it is believed that the monetary loss will pass $200,000. It is estimated that the value of the seven coaches wrecked and burned will average $15,000, while the loss to the engines will probably reach $20,000 or $25,000 each. In addition to this there will be the damage to the track and the delay in traffic.