The only form of food made from wheat that is all nutriment, is the soda cracker, and yet—the only soda cracker of which this is really true is

Uneeda Biscuit

The only soda cracker scientifically baked.

The only soda cracker effectually protected.

The only soda cracker ever fresh, crisp and clean.

The only soda cracker good at all times.

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"BATHASWEET"

"BATHASWEET" RICE POWDER — Best toilet powder. Antiseptically pure. Relieves wind chap. Very best for baby. 25c. THE BOX

"BATHASWEET" A Perfumed Luxury For the BATH Softens Hard Water — Better than Perfume. 25 baths 25 cents. 25c. THE CAKE

"BATHASWEET" COMPLEXION SOAP — Softens and whitens the skin. Makes heavy creamy lather. Very fragrant. Purest for toilet use.

AT ALL STORES—OR MAILED BY US

BATCHELLER IMPORTING COMPANY, 343 BROADWAY, NEW YORK, U.S.A.

NEARLY TWO SCORE KNOWN TO HAVE DIED IN CATASTROPHE

(Continued From Page One.)

Thomas Webb, Yampa, Colo., right foot sprained.

Mrs. F. E. Dille, Olympia, Wash., not injured.

Herbert Mengle, White Haven, Pa., not injured.

J. C. Bohlmann, Indianapolis, Ind., not injured.

Miss Alice Miller, Paonia, Colo., not injured.

R. W. Phillips, Cayaville, Utah, foot bruised.

C. C. House, Chama, N. M., both knee caps cut, right hand cut, mouth cut.

Scott Johnson, Delta, Colo., not injured.

R. Brinton, Brighton, Ia., not injured.

T. G. Emry, Brighton, Ia., not injured.

H. F. Gander, Montrose, Colo., not injured.

C. C. Olson, 313 22rd street, Denver, Colo., not injured.

Mrs M. Marsh, Indianola, Iowa, not injured.

E. Hurd, 541 Chappel street, Grand Rapids, Mich., not injured.

L. C. Hambottom, San Francisco, P. C. D. C., neck injured.

John Ogolin, Elm street, Leadville, Colo., and two other men who could not give their names, not injured.

W. R. Page, Yampa, Colo., back slightly injured.

E. Johnson, wife and three babies, not injured.

E. G. Lamb, 1140 Corona street, Denver, not injured.

L. Rand, 201 east Broadway, Louisville, Ky., not injured.

F. Thomes, Markham hotel, Denver, Colo., not injured.

R. W. Dillon, Newmire, Colo., not injured.

S. Retzeck, Havelock, Neb., not injured.

J. C. Sevier, San Francisco, Cal., not injured.

W. F. Holt, Syracuse, Utah, not injured.

Slavo, 209 F street, San Francisco, Cal., not injured.

E. E. Briggs, Salida, Colo., not injured.

J. B. Ferry, 316 east St. Vrain street, Colorado Springs, not injured.

G. Hakes, Rock Island, Ill., not injured.

Mrs. A. D. Barker, 1129 west Fourth avenue, Spokane, Wash., not injured.

Wymond Barker, 1129 west Fourth avenue, Spokane, Wash., not injured.

R. E. Carter, Sheridanville, Pa., not injured.

Mrs. R. E. Carter, Sheridanville, Pa., not injured.

Carter (child), Sheridanville, Pa., not injured.

W. F. Paul, 299 Hamilton avenue, Portland, Ore., not injured.

M. Cleod, 1106 Ninth avenue, Beaver Falls, R. A., not injured.

W. G. Boller, Chicago, Ill., not injured.

M. Aiautani, 1740 Blake street, Denver, Colo., not injured.

I. Kwabara, 1740 Blake street, Denver, Colo., not injured.

L. Kissel, 24 east 127th street, New York City, head slightly hurt.

A. Gerber, 287 east Third street, car injured.

C. M. Wright, 557 west 148th street, New York City, head slightly injured.

L. Rand, 201 east Broadway, Louisville, Ky., not injured.

C. H. Rand, 201 east Broadway, Louisville, Ky., not injured.

E. J. Eigmark, 882 Monroe, Chicago, not injured.

Albion Engmark, 882 west Monroe street, Chicago, Ill., not injured.

Ferry Mulhollem, Belwood, Pa., not injured.

Mrs. Ferry Mulhollem, Belwood, Pa., not injured.

Mrs. D. D. Nice, Bowen, Ill., not injured.

Dr. D. D. Nice, Bowen, Ill., says don't know whether he is injured or not.

N. G. Nice, Bowen, Ill., says don't know whether he is injured or not.

Miss M. Nice, Bowen, Ill., says don't know whether she is injured or not.

B. Cuzollo, 1901 Western avenue, Chicago, Ill., not injured.

S. H. Sweeney, Trenton, Mo., leg mashed.

J. L. Lanjon, Bellflower, Mo., back hurt, leg wrenched.

W. A. Watkins, porter on train No. 15, 2350 Curtis street, Denver, cut about head by flying glass.

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EASY-WORKERS ALL DRUGGISTS

CURE CONSTIPATION BILIOUSNESS AND HEADACHE

Reverses the cause and speedily restores to regulate natural functions. THE TRIAL. The McKnight-Crapser Remedy Co. Colorado Springs, Colo.

FLAMES FINISH WORK BEGUN BY COLLISION

(Continued From Page One.)

speeding along their iron pathway, drove them to the doors of human freight, who were all oblivious to the impending danger. The three engines were transformed into an indiscriminate mass of tangled and twisted iron and on either side was a string of burning cars. Behind it all arose a sheer precipice more than fifty feet in height, frowning down in all its somber coldness upon the scene of death and destruction at its foot. By the glare of the firelight could also be seen the snow as it was borne silently down forming a white mantel over the scene.

To the Rescue.

But it was only a flitting thought that brought all these pictures of grandeur and horror to the mind of the beholder and scarcely had the train come to a standstill when every man was rushing to the scene to render whatever assistance he might be able. Willing hands from Florence and Portland had arrived before and all that could have been done to rescue the injured from the burning cars had been accomplished.

It was now a question of recovering the charred and blackened remains of the victims from the wreckage and in this work all joined with a will. The flames that a few moments before had been a curse to the unfortunates, caught in the wrecked cars now proved a blessing in that they burned away the debris and embers as they broke from the burning walls of the cars and fell to the ground, the undressed blackened corpse that before had escaped view.

Then it was that willing hands gave assistance and the charred remains were taken from the burning embers.



WM. HOLLIS,
Engineer, Killed on No. 16.

carefully placed in boxes and loaded on the relief train to be brought to Pueblo.

Story of the Wreck.

The story of the wreck so far as Pueblo is concerned commenced when the first announcement of the catastrophe was received at the local offices shortly before 3 o'clock this morning. The first reports were meager indeed, being confined to the statement that trains No. 3 and No. 16 had collided and that the wreckage has taken fire. While no estimate was given as to the number of killed or injured the impression was received that the fatalities were large.

Steps were at once taken to meet all the exigencies of the case. An engine was started to the scene of the wreck at once to pull the cars that might still be intact away. In the meantime Superintendent F. R. Rockwell had been notified and reached the depot to take personal charge of the relief train.

Dr. A. T. Kline, Dr. J. A. Black and Dr. J. J. McDonnell, all company physicians, were called and were soon at the depot. Two other train pullers of the Union depot about 4 o'clock and before an hour had passed had reached the scene of the wreck.

Cause of the Wreck.

Although the officials of the company are reticent regarding the cause of the accident, it came to light today that the night operator at Swallows had failed to deliver orders to the train crew of No. 3 for them to meet No. 16 at Beaver. It was also learned that while in Pueblo No. 3 received orders to pass No. 16 at Florence. However, this train was delayed in leaving the Union depot and just before clearances were given these orders were changed and Adobe was given as the meeting point. As the result of No. 3 running late No. 16 was given orders at Florence to meet No. 3 at Beaver, a switching point about five miles east of Portland. Orders to correspond were supposed to have been issued to the crew of No. 3 from Agent S. F. Lively at Swallows, but for some cause this plan miscarried. Lively was relieved and will be suspended until a thorough investigation is made.

It is learned that train No. 3 passed Swallows about 1:54 yesterday morning. Engineer on No. 3 who escaped state that they glanced at the signals as they approached the station and saw that they had been given clearance. When passing the station they were running about one hour and 21 minutes late. Portland is only a day station and after passing Swallows there was no opportunity to stop the train or change the orders.

The crash came after No. 3 had passed Portland about two miles.

Rounding a Curve.

The exact scene of the wreck is at milepost 147. Leaving Portland the track passes around two sharp curves. After rounding the second one the track takes a turn in the opposite direction. It was just as the trains were approaching the second curve that the crash came. Englemyr, who escaped off of train No. 3 state that they were within 200 yards of No. 16 before they were aware of the situation. Just at this point the Denver and Rio Grande and the Santa Fe tracks run side by side, and the first thought that came to the trainmen was that the approaching train was on the Santa Fe tracks. It was not until it was too late that they were aware of the real situation. As both the enginemen on train No. 16 were killed, it is impossible to know whether they saw the oncoming train. However, it is supposed that Engineer William Hollis, being on the outside of the curve, was unable to see the approaching train until it was too late to stop. His train of escape from the cab. Another thing against Hollis was that the snow storm, coming from the east, covered the windows of No. 16's cab.



ENGINEMEN OF NO. 3 WHO ESCAPED FROM WRECK.
From left to right—Grant Kelker, engineer on 725; Harry Hartman, fireman on 725 with Kelker; J. H. Smith, fireman on 529 with Engineer Walter Cosslett.

Both Engineer Hollis and Fireman Suddeth, on engine 730, were caught in the crash and killed, their remains being picked up from under the engine after they had been charred to a crisp.

Escape of the Engineman.

The escape of the three engineman from train No. 3 is looked upon as one of the most remarkable incidents of the wreck. The train pulled out of Pueblo a double header, engine 529 in the lead with Engineer Walter Cosslett and Fireman J. H. Smith on board. Engine 725 was next to the train with Engineer Grant Kelker and Fireman Harry Hartman in charge. Both of these engineers are among the oldest employes of the road all escaping except Cosslett.

Not a Word Spoken.

Fireman J. H. Smith states that when he first saw the approaching headlight the first thought that came to him was that the train was on the Santa Fe track. A little later he became aware that this was not the case and he rushed to the right side of the engine preparatory to jumping in case it became necessary. He stated that as he crossed the engine he noticed Cosslett's hand on the emergency brake. "I stepped down onto the steps and feeling a pressure on my back the thought came to me that I should jump to allow Cosslett to get out. This I did but I did not see Cosslett again until he was found pinoned between the tender and boiler in the cab dead."

Force of Shock Light.

The statements of persons in the front coaches of both trains indicate that the shock felt at the time of the crash was exceedingly slight. This fact seems to be borne out by the condition in which the cars were found after the wreck. With the exception of the baggage car on train No. 16, that was slightly crushed by the tender, not a car appeared to have been telescoped, and the appearance of the trucks on the track, as seen through the ruins, seemed to bear out this belief.

Fire Spreads Rapidly.

According to the statements of the passengers and trainmen, the wreck was enveloped in flames within a very few minutes after the crash. Immediately following the collision there was an instant within all was enveloped in darkness but only for a moment did it last, then there was a flash and the flames spread rapidly through the cars. The instant of darkness seemed to strike terror to the hearts of the people in the coaches, especially in the front coach of train No. 3, which was filled largely with men and women of foreign nationality. When the second flash came the cries were overwhelming. Panic seemed to take hold of the inmates, and it is possible that many lost their lives in the confusion that followed.

Certain it is, however, that many acts of heroism were performed in the work of rescue and that many, many lives owe to the thoughtfulness of their traveling companions or the people from the rear coaches that were early upon the scene.

Griffith's Close Call.

Morgan Griffith of Portland, Colo., considers that he had about as narrow an escape from death as anyone riding in the front car of train No. 16. Mr. Griffith is the foreman of the kiln department of the Portland Cement Works and was returning home from a business trip to Florence. He was seated in the rear of the front car when the two trains came together. The force of the impact caused the roof of the car to fall in with a crash, and it was only by the narrowest margin that he missed being crushed beneath the heavy mass of falling timbers. Mr. Griffith crawled out through a window and was the first person to reach Portland and cause to be set in operation the wires that announced the catastrophe to the outside world. Mr. Griffith was accompanied by Ed Aldrege, B. Lackey and Charles Swope of Portland, all of whom escaped practically uninjured.

Narrow Escape.

In addition to the three engineman who were killed, E. M. McParland, Globe express messenger, on train No. 16, was the only trainman that met death in yesterday's wreck. McParland was in the baggage car with Mail Weigher R. F. Jones, colored. According to Jones' statement McParland was in the front end of the car and when the crash came, he evidently had no opportunity to escape.

Just how Jones managed to escape from the wreckage of the telescoped cars is a puzzle that he has not yet solved himself. Jones, when seen at the wrecked car yesterday morning, stated that he was sitting almost the middle of the car at the time of the collision. He said "the floor of the car seemed to drop out from under me and all I remember is that when I hit the ground I began to scratch to get out from beneath the wreckage. Even before I had gotten out there seemed to be fire all about me and by the time I had crawled from beneath the car, the entire mass of wreckage was in flames."

Conductor Smith's Story.

Conductor Frank Smith, of train No. 3, escaped without a scratch.

"It is an awful thing to think of," he said, "and I will never forget those scenes. At the time of the collision I was standing at the west end of one of the sleepers. I was reading something. I don't know whether it was an order, or a paper, and will probably never know.

When the shock came, I was thrown against the end of the car and while I weigh over 250 pounds, I was not hurt in the least. None of the passengers in that car was injured in the least, and it was several minutes before any one looked out to see why the train had stopped. My first knowledge of the seriousness of the wreck was when I looked out of the end of the car and saw the train in flames. I then at once began making arrangements to get the sleeper cars away from the burning ones, and after getting the passengers away from danger, we commenced the rescue work."

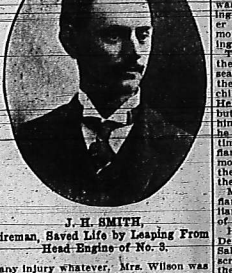
Shock Was Slight.

Another man who described the disaster was Everitt Kroeger, a Pullman conductor on No. 3. "Our train was going about 25 miles an hour," he said, "and when the collision came, the shock seemed hardly worse than if we had struck a large rock. In fact this is what I thought had happened. However, when we did not start up, I realized that it was a head on, and when several passengers asked what had happened I told them the would start up in a few minutes. But the train did not start up and when I repeated that we were going on, a traveling man said, 'you may be going on, but I'm not.' With that he began a rush for the door and was followed by all of the other passengers. Our train was going up hill at the time, and as soon as the passengers got out the breaks were released and every one helped to push the rear cars away from the burning ones.

Mr. and Mrs. Albert Wilson of Pollock, Mo., with six children were in the chair car, and all escaped without



WALTER COSSLETT,
Engineer, Killed on Head Engine of No. 3.



J. H. SMITH,
fireman, Saved Life by Leaping From Head Engine of No. 3.

any injury whatever, Mrs. Wilson was perhaps the least excited passenger on No. 3 and when she reached the union depot here, her only apparent cause for worry was when her next train would come to take her to Idaho, where the family were to make their home.

At the Pueblo Union Station.

When the train bearing the wounded and the survivors of the wreck arrived at the Union station a sight was presented to view that wrung the hearts of all that beheld it. Mothers were carried from the train in stretchers, their sons with loving hands carrying the precious burden of a life, dear to them, that there was yet time to save. Wife walked beside the stretcher upon which her husband was lying seriously injured, and husband ministered to the wants of his injured wife.

All the ambulances in the city had been summoned and they, together with scores of carriages, were in waiting to take the injured to St. Mary's hospital.

Many of the passengers that escaped without injuries were suffering from the nervous shock they had undergone, while even the strongest were appalled with the horror of the scene witnessed.

Tragic Stories Told.

Tragic stories were told by survivors, especially from those that were crowded into the smoker of the west-bound train. The passengers were awakened from their slumbers by the shock of the collision. The seats in the car were crushed together as the car was half rammed by the baggage and mail cars ahead. Then in an instant the car was in flames.

T. H. Well, one of the injured at St. Mary's hospital, told of witnessing the death of his mother, Mrs. Belle Webb, and his brother-in-law, Ray Field, aged 10, while powerless to rescue them. Webb was returning to his home in Florence, living with the younger sister and brother of his wife after a visit with his mother. His mother was accompanying him to make a return visit.

The four were sitting together when the crash came and Webb, who was seated on the inside of the car was thrown into the aisle. His mother and the two children were caught between the seats. He first attempted to rescue his mother, but the little girl cried so pitifully for him to help her from the wreck that he first saved the child. But by this time the car was one vast sea of flames and he was unable to rescue his mother before the flames enveloped them and he was forced to flee from the train for his life.

Mrs. Webb, who lost her life in the flames was the mother of Mrs. William Burnsides, wife of the proprietor of the Ahlers hotel at Yampa.

Harry Goldberg, a citizen of Denver, passenger who was en route to Salt Lake City, also gave a graphic description of the wreck. He also was in the smoker at the time the crash came he was caught between the seats of the coaches. With the flames gradually drawing nearer he only narrowly escaped suffocated from the gas, he managed to extricate himself by a superlative effort and escaped through a window, but not until his hands had been badly burned and his hair singed by the oncoming flames.

R. O. Dillon of Newmire, Colo., was in the smoker of the east-bound train and was asleep when the cars collided. He was awakened by the crash to find himself buried under a pile of debris when the cars telescoped and the seats were torn loose and piled in heaps about the floor of the car. Dillon is a powerful man and he managed to crawl out from beneath the pile of wreckage just as the flames reached the car. Frank Holmes of Denver, who was seated with



A. N. Barkle and Daughter, Miss Grace, of Salida, who lost their lives in wreck. Were passengers on No. 3.

(Continued on Page Eleven.)

Last of the Great Suit Sale

Quality Store

New York Clothing House

311-313 S. Union Ave. Cor. Northern and Evans.

Last of the Great Suit Sale

The $8.00 Suit Purchase at **$10.00**



$20 to $25 Pattern Suits at **$14.00**

Any $16.50 or $20.00 Suit at **$12.00**

$20.00 to $25.00 Black Suits at **$16.50**

In this sale we are offering the choice of our entire stock of fall and winter Suits at prices which scarcely equal the cost to us. It means converting goods into cash, however, and starting each season with a brand new stock. That's our policy. Remember, every good style is represented in hundreds of neat Worsted and Cheviot patterns; also in solid blacks and blues.

SALE OF COATS AND VESTS

A prominent Chicago manufacturer sold us at a very low figure 250 Coats and Vests, which were left on his hands after his selling season, with no trousers to match. They are all from $18.00 to $25.00 suits; neat, dark effects that would match well with almost any trousers. Your choice of the lot at **$7.75**