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VOLUME LXV. NO. 107. PUEBLO, COLO., FRIDAY, AU

FIREMAN TELLS STORY TO THE CORONER'S JURY

Testimony Taken All Day---Searching Parties Fail to Find Any Additional Bodies--- Identified List Is Unchanged

RELIEF FORCE AND SEARCHERS WORKING

Very few changes or corrections are to be made in The Chieftain list of the identified dead, known missing and reported missing, as given yesterday morning. Miss Ida Leonards residence should be given as Pueblo, instead of Chicago.

The name of Mrs. Mary Welsh, of Chicago, is correctly spelled with an "e" instead of an "a".

TOTAL IDENTIFIED DEAD	78
UNIDENTIFIED	1
KNOWN MISSING	18
REPORTED MISSING	15
Total	112

The list of those absolutely known to have been on the train, but who are missing, has been diminished by one. Miss Emmabelle Zellers being among the saved in the Pullman. Five have been added to those for whom inquiries are being made on the reported missing list, but one, Miss June Callaway, has been found.

Miss Callaway arrived safely at her home, 605 east Fifth street. Her father, Edward Callaway had reported her missing. She had been on her way from a visit to friends in Denver and the east. The parents had become badly frightened because they had not heard anything definite from the girl for several days.

Miss Emmabelle Zellers, reported yesterday as among the known missing, is safe. She was a passenger in the Pullman, but was not reported as among its passengers when the list of saved was first published. The fact that her trunk, with a variety of personal effects were found along the Fountain, strengthened the belief that she was among the missing.

Mrs. Sofia Gilchrist has not yet been heard from. She was reported missing from her place of employment Monday. Friends are living in North Platte, Neb., and she was first thought to have gone to that point, but inquiry has so far failed to reveal her presence.

Miss Sellay Stevens, agent for a drug firm of San Francisco with headquarters in Denver, thought to be the unidentified woman at West Bros. & Whiton, was found safe in Boulder last night by Chief of Police Shoup. The chief received the reply conveying this information from a relative who had been apprised of the rumor.

Unusual interest attaches to the case of Miss Frankie Hansen and John Eagan, who are supposed to have lost their lives in the wreck at Eden. Miss Hansen was the daughter of R. F. Hansen, who conducts a tea store in Denver. Eagan was a Western Union telegrapher operator of the same city. They were both employed and both disappeared on Saturday last. It is believed that they eloped and took the ill-fated train for Pueblo.

Miss Hansen is over six feet tall, had dark hair and eyes, and a black birth mark on the left cheek. She wore a long, dark gown, with white dots and trimmed with white braid. She also wore an opal ring.

Mr. Eagan was about five feet, nine inches tall and was of light complexion.

New names added during the day to those known missing are William Miller and —— Brown, of Hamilton, O. James Herrington, of 1866 south Broadway, Denver, reported yesterday that the two men had taken the 5 o'clock train for Grand Junction. The connections for Grand Junction are made in Pueblo so the men could not have left the train at Colorado Springs. Their plans were to make the change at Pueblo.

Nothing was seen from the engine that pulled No. 11 on last Sunday evening that would indicate anything wrong with bridge 110-b just north of Eden, according to the testimony of David T. Mayfield, who was the fireman on that train the evening of the disaster. The story of his being catched into the arroya, and of his narrow escape therefrom, how he heard a man hollow for help and hardly had he turned around when he heard the second scream more than a hundred feet away, as told at the inquest yesterday afternoon, but serve to impress upon the hearer or reader the awfulness of the disaster, and the suddenness with which nearly 100 healthful, happy passengers were engulfed in the flood that bore the great majority of them to their death.

Fireman Mayfield's testimony also demonstrated the fact that No. 11 had received precautionary orders to watch for washouts and that as they approached bridge 110-b the train was making not more than eighteen miles per hour. His entire story was heard by the jury with great interest.

Several other witnesses were heard during the day, one of the most important being E. B. Mitchell, train dispatcher on the Denver & Rio Grande. Mr. Mitchell was on duty at the time No. 11 was wrecked and his testimony showed that precautionary orders had been given the train crew of No. 11 at Colorado Springs and that there was practically an hour of time passed after second No. 4 passed the fatal bridge before No. 11 struck it.

Fireman's Story of Catastrophe

Morning Session.

At 10 o'clock yesterday morning the examination of witnesses by the coroner's jury was resumed, the first called being William E. Miller of Pueblo, assistant superintendent of the Denver & Rio Grande. Mr. Miller has held present position on the first and second districts between Pueblo and Denver, and Pueblo and Salida, since March 20, 1905. His particular duties have been the supervision of the service over the roads, he having nothing to do directly with track or bridge work. He stated that before entering upon his duties here he was [illegible] with conditions of this roadbed in Colorado.

He informed the jury that he was with the party of officials who made an inspection of the track between Pueblo and Denver on June 3 last, and that at that time they passed over bridge 110-b, or where the wreck occurred Sunday evening. Inasmuch as he is in no way connected with the bridge department, he stated that he made no notes at that time regarding any of the bridges. He told the jury that Superintendent of Bridges D. R. Clark had a record of all the notes made on that tour of inspection, and if anything was wrong with that bridge at that time mention of it would be made in his report. Mr. Miller stated that he arrived at the scene of the disaster on the morning of the train Sunday night, and that he did not examine the arroya, but went immediately down stream to assist in the work of relief.

The second witness called was R. Coulter, supervisor of bridges and buildings for the first and fourth districts. He had been employed in this capacity since April, 1903, and while not present at the time bridge 110-B was built, is attached that he was familiar with its construction. In answer to questions of District Attorney Low, Mr. Coulter gave a very minute description of the bridge and its construction. He stated that two rows of seven piles each, driven six feet into the bottom of the gulch and two rows of piles at each approach formed the foundation on which the bridge structure was built. These center rows of piles were sawed off even with the bottom of the arroya and a rod still fastened with two iron drift pins in each pile. On top of this the posts for the bents were fastened with drift pin in each pile. On the top of these posts was secured the bridge cap, and to this cap the ends of the stringers were fastened with anchor bolts. The bents were sheathed with three-inch planks to strengthen the structure and prevent any driftwood from getting between the posts and damaging the same. Upon these supports rested the middle weir of stringers 14 feet long and 8x30 inches. From these supports stringers of equal dimensions were run to each approach. Upon these stringers the ties were placed and the rails fastened.

With reference to the supports remaining under the bridge at the time train No. 11 struck it, Mr. Coulter stated it as his opinion that the middle stringers had been carried away by something striking the two middle bents with such force as to carry them away. He stated that it would be possible for the center stringers to be taken out and only the rails left, these being held in place by the end stringers which were fastened to the banks. This, he stated as his opinion, was the condition of the bridge at the time No. 11 struck it, but that he could give no definite information that such was the case.

Regarding his arrival at the scene of the wreck he stated that he reached the bridge about 10 o'clock Sunday night; that he first went down the stream in search of the distressed, and about 10:30 returned to the arroya, where preparations were made for transferring the passengers of the Pullman coaches across the arroya. At this time he made his first inspection of the bridge, or what little there was left of it.

The stringers on the south side were still fastened to the cap, which had been torn from the posts, and all had been moved down stream about six inches. The stringers were standing almost horizontal, with the upper sides split where the engine had evidently fallen across them. The rails had been torn from these stringers and were lying in the bottom of the gulch below the engine. It was his belief that the engine had struck the south bank of the stream and slid back, giving as reason for this that he saw in that bank a big hole, which was evidently made as the engine slipped back.

The stringers on the north bank were in good shape, though slightly split where the Pullman car had struck them on leaving the rails. They were still fastened to the cap at the north end and had dropped down about a foot, the south ends being inclined

(Continued on Page Nine.)

TYPOS AND THE CHURCH

Union Membership Not a Bar to Communion

MUTUAL OBJECTS

By Associated Press.

St. Louis, Aug. 11.—The fourth day's session of the International Typographical union convention opened with a proposition requiring all local unions to report to the president the number of days that organizers have attended the meetings of the unions. This attempt to renew yesterday's discussion of a factional disagreement in Indianapolis was after a time suppressed and the convention listened to the resumption of the report of the committee on laws.

The committee reported unfavorably on a proposition submitted which provided that subordinate unions shall not allow proprietors to work at the trade and also prohibiting union members to assist in any work being performed by proprietors.

This precipitated a heated discussion. The present law provides that subordinate unions may exercise discretion in granting the privilege of working to proprietors. After the subject was thoroughly exhausted the convention by a close vote decided to reject the proposition by sustaining the report of the committee on laws.

The committee on laws reported unfavorably on a proposition submitted to declare foremen ineligible as delegates or advisers to the convention.

Further consideration of the report of the committee on laws was temporarily [illegible] annual meeting place. There were only two cities in the field for this honor, Columbus, O., and Toronto, Canada. Toronto was selected by a vote of 187 to 64.

The following proposition was introduced and referred to the committee on resolutions:

Resolved, that it is the sense of the International Typographical union that the part of the constitutional obligation for members which declares "that my fidelity to the union and my duty to the members thereof shall in no sense be interfered with by any allegiance that I may now or hereafter owe to any other organization, social, political or religious, secret or otherwise," is not intended to and does not conflict with or restrict any member's allegiance to the church of his choice. It is recognized by this body that the efforts of the church and the efforts of the true labor union do not conflict, but are collaborative.

Another attempt to have the amount of money allowed for burial expenses of deceased members increased from $70 to $100 was voted down. This

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STOCKYARDS ST TO BE NO NE

By Associated Press.

Chicago, Aug. 11.—The stock yards strike tonight seems no nearer a settlement than it did the day the struggle began. Efforts of a committee composed of retail butchers and grocers to bring about a conference between the packers and the strike leaders was of no avail today. The retailers' committee was in conference with Edwin Tilden, John Maurer, Thomas Wilson and Thomas J. Connors, representing the packers, for three hours this afternoon and at the end of the meeting the following statement was given out by the committee of business men:

"We were courteously received by a committee representing the packers and were informed that considering all that [illegible] entering upon his duties as mayor, no good reason existed why any further conference with the strikers would be beneficial."

No statement was issued by the packers regarding the conference and they all refused to discuss it further than to confirm the statement given out by the committee. When the strike leaders were informed of the determination of the packers to refuse to enter into further conferences with the unionists they began to form plans to force the hand of the legal department of the United States government in an endeavor to bring about a settlement. This move was decided upon by the legal advisers of the strikers after they had received what they considered reliable information that the attorney general would make a move to bring into operation the perpetual injunction now held by the government against combination among the packing firms unless ordered to do so by President Roosevelt. The plan is effected is this:

Tomorrow or next day an action will be started in the federal court in the name of a striker who holds stock in one of the biggest of the packing concerns, demanding that the injunction be put into operation on the ground that

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