$7.50 DRESSERS CHEAP $7.50



Buy a $10.00 Dresser For $7.50

Well Finished with French Bevelled Mirror

Frank Pryor Fur. and Carpet House

Corner Main and Second

FIREMAN TELLS STORY TO THE CORONER'S JURY

(Continued from Page One.)

down stream. On these stringers he saw about twenty ties and a portion of the rails.

Regarding the bridge that is now being built to replace the one destroyed, Mr. Coulter stated that it was piling structure with 16-foot panels, but that it was but a temporary structure to be used until the management should decide what sort of permanent bridge to build.

As to the cause of bridge 110-B going out, Mr. Coulter stated it as his opinion that the county bridge had come down stream and struck the two middle bents, that it had perhaps hung for an instant, but that the speed with which it was brought down by the current was the direct cause of the supports of the railroad structure being carried out.

Attorney Low then questioned the witness regarding the piling of the old Santa Fe bridge, which stands near by and none of which was taken out by the county bridge, which evidently came down the stream. Mr. Coulter stated that he had seen those piles standing there, but held that the county bridge might have gone through the opening endwise, and even had there been a like distance of forty feet between the bents of the Rio Grande bridge, the stringers might have been struck and carried away. He stated that one bent of this bridge was lost in 1890, but after that it was rebuilt and the panels lengthened from 16 feet to 32 feet.

Train Dispatcher E. B. Mitchell, who was on duty at the offices of the Rio Grande in this city at the time the wreck occurred Sunday, was the next witness called. His testimony was taken to develop some information as to the running of the trains on Sunday afternoon and evening; as to what, if any, precautionary orders had been sent out to train crews regarding storms, and as to how much time elapsed after the last train passed over bridge 110-B until No. 11 was wrecked. He stated that the last station passed by No. 11 before it was wrecked was Pinon; that the last stop made by the train previous to the accident was at Fountain, where it passed first No. 4, and that it passed second No. 4 at Buttes.

Q. Where did you last hear of No. 11?

A. Buttes was the last place from which I received a report of the train.

Q. What was the report?

A. That No. 11 passed Buttes at 7:50 p. m.

Q. Did you give its crew any orders there?

A. No.

Q. What were the last orders given the crew and where?

A. At Colorado Springs precautionary orders regarding rain were given. These were sent out about 6:55 p. m.

Q. What time was the train at Colorado Springs?

A. It arrived at 7:08 and left at 7:13, its regular time being 7 o'clock for arrival and 7:05 for departure.

Q. What was its regular time at Buttes?

A. At 7:34 p. m. It reached Buttes, however, that night at 7:50.

Q. What did you mean by the orders given the crew at Colorado Springs?

A. It was to inform them that there had been rain along the line and for them to use due caution against washouts and the storm.

Q. What was the cause of these orders being sent out?

A. There had been hard rains at Fountain during the afternoon and the weather conditions here were such as to make this action advisable. There were no reports of cloudbursts nor rain between Pueblo and Fountain.

Q. Did the order mean to run slower?

A. It meant to run carefully and necessarily that would be slower.

Q. Did the crew receive the order?

A. Yes. It had to before being allowed to leave Colorado Springs. The train lost nearly eight minutes between Colorado Springs and Buttes and this was substantial compliance with the order. The train ran about eighteen miles an hour between Fountain and Buttes, and this would probably have brought it to Eden about 8:25 or 8:30, and it probably reached the place where it was wrecked about this time. I believe that the crew complied with the orders in making the run between Buttes and the scene of the wreck.

Q. What was the last train to precede No. 11?

A. No. 7.

Q. Did you give any orders to that train?

A. No, because there had been no rain reported.

Q. Did you have any reports from that train?

A. Water was reported along the track near bridge 114-A. W., located near Twenty-fourth street, but no other was reported between Pueblo and Colorado Springs. This report was made after the train reached Pueblo about 7:55, its regular time being 7:30. The delay was caused by the train having to stop at bridge 114-A. W. to remove some loose ties that had floated on the track.

Q. Did you have any reports from other trains?

A. No. First No. 4 left Pueblo at 6:37 and second No. 4 at 6:58, arriving at Eden at 7:17. No reports were made. Second No. 4 was next heard of at Buttes, where it passed No. 11. It was making about regular time, as was also first No. 4. Second No. 4 received precautionary orders at Pueblo, left this city about 28 minutes late and arrived at Buttes about 35 minutes late. Precautionary orders were given to second No. 4 and No. 11 about the same time.

Q. What was the last train over bridge 110-B previous to No. 11?

A. Second No. 4. It crossed the bridge, I believe, about 7:20 p. m.

Q. About what time did No. 11 reach the bridge?

A. About 8:25 p. m.

Afternoon Session.

This closed the morning session of the jury, and at 2 o'clock it reconvened at which time J. J. Affley, who was brakeman on No. 7 last Sunday evening, was called. He stated that No. 7 made its last stop before reaching bridge 110-b at Fountain. The next stop was made between M. P. 114 and 115 near bridge 114-A.W. on account of water and to remove ties from the track. He stated that this stop and the condition of the track was reported by the conductor just as soon as the train reached Pueblo about 7:50. No. 7 reached Pueblo before second N. 4 arrived at Buttes where it met No. 11 and the dispatcher had sent precautionary orders before No. 7 arrived.

As to the rain along the line Sunday afternoon Mr. Affley stated that he had noticed a little drizzle at Palmer Lake, this continuing after they left Colorado Springs. At Fountain some hail was encountered then the train ran out of the storm and no more rain was met until the train was in the vicinity of Eden. When the train left Pinon he stood on the rear platform to watch the clouds and storm. He said that he saw no water in any of the gulches that generally carry water in times of storms until the train had passed Eden. As we passed bridge 110-b I did not notice any water and we were making our regular time of about 45 miles per hour. I noticed nothing the matter with the bridge.

W. E. Zinc was the next witness called and his testimony was taken merely to refute a report that the brakeman on No. 7 on the evening of August 7, had stated to him that bridge 110-b shook as No. 7 passed over it. This report Mr. Zinc stated, was false, that he did not know the brakeman.

Fireman on Stand.

The most important witness of the day regarding the wreck and the conditions there at the time was David C. Mayfield, who was the fireman on No. 11 on last Sunday evening. Mr. Mayfield stated that he had been running between Pueblo and Denver for the past five or six years, but that this was his second trip on No. 11. He stated that the train was known as the Missouri Pacific connection and described as No. 11, that it was pulled by a Denver and Rio Grande engine and operated by the Denver and Rio Grande crew. Its time of arrival in Pueblo is 8:15.

The train left Denver at 5 o'clock on time, composed of a baggage car, a smoker, a chair car, two sleepers and a dining car. While there were a great number of people at the depot in Denver, he stated that he knew nothing as to the number of passengers the train carried, nor had he any positive information as to whether this number increased or decreased during their run, though it appeared as though they increased.

As to the conditions of the weather he stated that there was no rain falling when they left Denver, and that they did not run into rain until Fountain was reached. He stated that they received the regular orders at Colorado Springs to meet first No. 4 at Fountain and second No. 4 at Buttes; also the precautionary order to run carefully and look out for water, and that he read the copy of the order given to the engineer. The train left Colorado Springs between 7:10 and 7:15 and lost time all the way south. The first water was seen at Fountain, but no rain was experienced until the train reached Pinon, then only a drizzle.

Section No. 4 was passed at Buttes, where a telegraph station is located, but no orders were received there nor any report made.

Q. As you left Pinon what was the condition of the country?

A. Could see little pools, but no running water. I spoke to the engineer about this time, remarking that "it must not have rained so hard here," and he replied "No."

Q. While in the vicinity of Pinon did you notice the cloud conditions to the west?

A. No, but I saw light clouds in the southeast. There was no rain between Pinon and bridge 110-B except a light drizzle.

Q. As you approached bridge 110-B did you notice the elements to the west?

A. No.

Q. Was there any conversation between you and the engineer with regard to the weather?

A. No.

Q. Did he say anything as to why the precautionary orders had been given?

A. No.

Q. As you approached bridge 110-B what was your speed?

A. Between 15 and 18 miles per hour.

Q. What is your regular running time?

A. Between 50 and 60 miles per hour.

Q. What was your last conversation with the engineer?

A. When about two miles from bridge 110-B I lit a torch and he said, "Blow that torch out. I can't see."

Q. When the train struck the bridge what were you doing?

A. I was standing on the left side of the cab looking out.

Q. What was Engineer Henry Hinman doing?

A. He was on his side of the cab watching the track ahead. We were going down grade and just about two train lengths from the bridge he set the air brakes a little to steady the train and keep it from gaining speed.

Q. Did you see anything before the crash?

A. Not a thing to be afraid of.

Q. Did you see what the engineer did at the first impact?

A. No.

Q. What first attracted your attention to the fact that there was something wrong?

A. The bridge cracking and the engine jumping and swaying from one side to the other.

Q. Describe what took place from the time of the first impact until you landed on the bank.

A. When the engine struck the bridge it began to crack. The engine seemed to go down and then up over a bent in the bridge. I realized there was danger and tried to jump from the gangway, but as the engine went over the bent I reached for the window of the cab and getting hold of both sides I jerked myself through, and fell into a little ditch near the bridge about two or three feet wide, and from two to two and a half feet deep. Just as I lit in the ditch a timber from the bridge struck me on the head, knocking me down. I reached up to see if it was strong enough to protect me from the engine. I kept under it for a little time. The next instant a huge wave of water, probably thrown up by the cars, washed me into the arroya. I was in the water up to my arms clawing at the bank trying to get out, but could not get hold of anything. The current was very swift and carried me for a distance of about 50 feet around the first turn in the stream into an eddy, and I was enabled to get onto the bank. As I got onto my feet I heard a man hollow just a few feet away. I jumped in that direction to try to get hold of him, just as he hollowed again, this time it sounded as though he was 150 feet away. Realizing that I could do nothing I ran to the track in search of the engineer. I called to him four times, but receiving no answer and seeing nobody, turned and ran down the track to Eden to report the disaster. Just as I turned around from hearing the man hollow I saw the engine slide back into the water and the last thing I remember about it was that the headlight was still burning.

Q. What was the time of the wreck?

A. I cannot tell exactly but I think between 8:15 and 8:25.

Q. Did it appear to you that the engine went down and then up when it struck the first bent in the bridge?

A. Yes. It went right over the first, seemed to catch the second set of stringers and shoved them right ahead of it onto the bank.

Q. What gives you the impression there was a bent there?

A. If there hadn't been the engine would have gone right down as soon as it struck the bridge.

Q. Was the second bent in?

A. I think that all four bents were in, but that the bridge had been weakened and thrown out of line by the water and was not able to support the engine.

Q. What was the position of the engine as it slid back?

A. It was leaning slightly to the right side with the headlight almost straight up in the air.

Q. How much of the engine do you think was on the bank?

A. I think that the first two sets of drivers were on the ground, but that the third set had not gotten across. I think about two-thirds of the engine was across and that while it would have slid back of its own weight, I believe that one or two of the cars were still fastened to it.

Q. Did you see the tank?

A. No, nor the baggage car, smoker, nor chair car. It was too dark to see anything.

Q. Suppose the second set of stringers had been out, where would the engine have gone?

A. Straight down as soon as it struck it.

Q. How far did the engine appear to go down when it struck the first stringers?

A. That is a hard question, for an inch drop makes it feel to one riding in the cab that there had been a drop of five or six inches. However, I believe that the engine went down four or five inches. If it had gone any more I would have been thrown into the cab, and I was not.

Q. Suppose the middle stringers had been gone and the rails left, what would have happened when the engine hit it?

A. I think it would have gone right down unless it was running at a speed of fifty or sixty miles an hour, in which case even, it is doubtful whether the engine would jump the chasm.

Q. When you reached the track in search of the engineer did you hear anyone halloa from the opposite side of the gulch?

A. No.

Q. Did you see a man step down from the Pullman car with a lantern?

A. No.

Q. Did you see anyone hold a lantern down at the edge of the gulch?

A. No. I remember of seeing no light across the gulch before I left for Eden, and this was about five minutes after the crash, though I might have seen the rear flagman step down.

Q. Did you meet anyone on your way to Eden?

A. Yes. I came across a section man at another bridge near Eden. There was water under the bridge and he was there to stop No. 11.

Q. Who was he?

A. I do not know his name, but believe he was one of the Eden section men.

Q. You can't be mistaken about his being there to warn No. 11?

A. No, sir.

Q. Did that mean that he was going to stop the train?

A. Yes. The engineer would have stopped long enough for him to have told him there was water under the bridge and the engineer would have been sure everything was safe before he would have pulled the train onto it.

Q. Did the man return with you to Eden?

A. Yes.

Q. When you were thrown into the little ditch, how close to the top of the main gulch do you think the water was?

A. It was not over the banks; probably two or three inches from the bottom of the stringers.

Q. If the water had been over the bridge could you have seen it?

A. I think so, and probably at the rate we were going we would have seen it in time to stop.

Q. Did you see the track ahead just before the crash?

A. I believe I did.

Q. If 32 feet of the bridge had been gone could you have seen it?

A. I presume I could.

Q. You did not see that it was gone?

A. No, it was not gone.

Q. Could you have seen if the bridge was out of line?

A. Probably, if I had been looking right at the rails, but that would have been the only way.

Q. If the water had been over the banks of the arroya you probably could have seen it?

A. Probably, yes.

The next witness called was C. O. Hoober, a Chieftain reporter, who accompanied the members of the jury on their trip Wednesday afternoon, at which time the course of the arroya was examined from the Rio Grande track to the new Santa Fe grade. His testimony was used merely to make a record of the evidences the jury saw as to the course of the water, whether it had been out of banks, and as to the evidences of water above the Santa Fe track. Measurements taken by the party showing that there was 13 feet of water above the Santa Fe track and relating to the width of the arroya at the county road, the old Santa Fe grade and the Rio Grande bridge; also as to the depth of the channel at these points. It was shown that there were no indications that the water had been beyond the banks of the arroya below the county road.

Sad Processions Fill City Streets

All day yesterday funeral processions thronged the streets of Pueblo. It was truly a day of sorrow and grief. Fifteen funeral processions passed through the streets of Pueblo on their way to the various cemeteries. In addition to this the remains of eight wreck victims were sent away to old homes in different parts of the country.

The grief which was shown at the biers of the victims of the most horrible catastrophe Pueblo has ever experienced was heart rending, and all day long people were viewing remains of loved ones which were in state at the various morgues, while at the churches and family homes of other victims the anguish was less restrained.

Every hearse and carriage available was put into use yesterday by the different undertakers, but it was impossible to finish the services over many of the dead before dusk and as a result some of the remains were escorted to the cemeteries in the dark, and lowered down to their last resting places by the light of torches.

Short services were conducted at the various morgues over the remains of those who were sent away. These services were very impressive, and the parlors were crowded with sorrowing friends of the deceased. Many people who had no friends or relatives killed in the wreck were at the parlors and paid tributes to those who had perished in the awful accident. Floral tributes of every description adorned the caskets.

The funerals are not yet over with, and today will see more of them.

Several business houses were closed yesterday in honor of employes who had perished, and some closed so that their employes could pay tribute to their friends and relatives who had died. Many bowed heads were seen on the streets as the processions passed, and many men bared their heads until the sad corteges passed.

The funeral services of Miss Stella McDonald were held at the residence, 813 south Union, yesterday morning at 10 o'clock. Rev. Mr. Gannon, assisted by Miss Daisy Dixon and Supt. J. F. Keating, conducted the services. A quartet consisting of Mr. and Mrs. Harris, Mrs. Dr. Pegirs and Mr. Robb, with Miss Mabel Stenaker, accompanist, rendered beautiful and appropriate music. Floral tributes from loving friends were numerous and beautiful. Flower bearers were the Misses Betts, Lucille Allderdice, Louise Hodge, Catherine Howe, May Carlile, Eva Carpenter, Blanche Brown. Pall bearers, Messrs. L. A. Richey, Lew Barnum, Walter Bailey, Paul Crowl, Dwight Meigs, William Wood, Herlan J. Smith and W. D. Grizard. Interment was at Riverview.

The remains of Mrs. Mary Cavanaugh were sent to Neodasha, Kas., yesterday by McMahon & Collier.

Another funeral of special pathos was that of John F. Bishop and his sister, Miss Etta Bishop. This double funeral was conducted under the auspices of the Masons and the Knights Templar branch. Services were held at the residence, after which the cortege proceeded to the Riverview cemetery, headed by the uniform rank of the Knights Templar. The pall bearers of both bodies were composed of Masons, and following closely behind each hearse was a squad of uniformed Templars. The cabs and carriages which followed the remains to the cemetery was nearly a mile long.

The remains of Mrs. Ada Campbell were sent to Denver yesterday for interment.

The funeral of Mrs. James Keating took place yesterday from St. Ignatius' church and was largely attended.

The funeral of Mrs. Alfred Downing and her daughter Carrie took place from the residence yesterday afternoon and was largely attended.

The funerals of Dr. W. F. Munn and Miss Emily Wood took place from the First Presbyterian church yesterday morning and were largely attended.

The funeral of Mrs. George F. West took place from the residence on Michigan street yesterday afternoon, and was one of the largest attended funerals in the city.

The remains of Mrs. Tillie Thompson were sent to her old home at Franklin Junction, Mo., yesterday.

The funeral of J. T. Galbraith took place at 8 o'clock last night from the First Presbyterian church under the auspices of the I. O. O. F. After the services the remains were escorted to the Union depot and sent to Warren, Pa., for interment.

The remains of Hugh McCracken were yesterday sent to his old home at Aurora, Ill.

The remains of Carrie Bishop were sent yesterday to the old home at Hartford, Conn., where the interment will take place.

The funeral of Miss Helen Bendig took place from the family home, 1228 Elder street, at 7:30 o'clock yesterday morning.

The funeral of Bud Seward took place yesterday from the residence, 311 west Twelfth street, at 10 o'clock in the morning.

The funeral of Miss Minneola Davis took place at 4 o'clock yesterday afternoon from the First Baptist church. This funeral was one of the largest held in the city yesterday and the floral tributes many and beautiful. The services were very impressive and conducted by the Rev. Thomas Stephenson.

The remains of G. W. Getter were sent to San Francisco yesterday for interment.

The remains of J. A. Hess were sent to Philadelphia, Pa., yesterday, accompanied by E. H. Ball.

The funeral of Mark Morris, one of the victims of the Eden disaster, took place from West Bros. & Whiton's chapel at 9:30 o'clock yesterday morning under the auspices of the Pueblo lodge, No. 17, A. F. and A. M., assisted by the Ladies of the Eastern Star, who provided flowers. The funeral was largely attended and the chapel crowded with sorrowing friends and relatives, who viewed the remains before the casket was closed for the last time. The floral tributes were very beautiful, and after the impressive services the body was escorted to the north side Masonic cemetery for interment.

The funeral of Mr. J. Emrich was held at the home of the family, 213 east Evans avenue, Wednesday, the 10th inst at 2 p. m. The services were private, only a few of the most intimate friends being present. Rev. A. K. Harsha, pastor of the Providence Independent church, with which the family is connected, officiated. Deceased was born at 152nd street, New York city, November 7, 1852.

October 24, 1874, deceased was united in marriage to H. Addie Timpson in the city of New York. November, 1890, he came to Pueblo. Deceased began his religious life at the age of fourteen, joining at that time the Mott Haven Dutch Reform church, New York city. For some time deceased was superintendent of the Sabbath school connected with the above mentioned church and was afterwards affiliated with the Morrisania Congregational church. Since the deceased has lived in Pueblo he has filled the office of deacon in the First Congregational church and of elder in the Providence Independent church. For twenty years deceased was accountant in the firm of Fisk, Clark and Flagg, New York city and for thirteen years held a similar position in the Eilers' plant of the American Smelting and Refining company of this city. At the time of his death deceased was connected with the United States Zinc company, located here. Few men drop out of any community, leaving such a rich heritage to the business world of high-minded and spotless integrity. Deceased leaves a wife and three sons, Horace H., Clarence T., and J. L., to mourn his loss.

The funeral of Miss Margaret Kelly will take place from McCarthy's chapel at 8:30 o'clock this morning and from St. Patrick's church at 9 o'clock, under the auspices of the Ladies' Catholic Benevolent association. Interment at Riverview.

Searching Fund Grows Rapidly

Responses to the appeal of the search committee for funds with which to continue the search for the victims of the Eden horror were liberal yesterday, the sum of $799 being contributed, bringing the total up to $3,068. It is hoped that the fund will have reached the $4,000 mark by tonight.

The committee earnestly urges that the people make prompt response to the demand for a sufficiency of funds with which to prosecute the work, and it is urged that contributers telephone the amount they will give to the Chieftain office. Lists will be kept on the counters of the business office of the Chieftain for the accommodation of those who can find time to call.

While the people have been liberal and a goodly sum has been raised, still much money is needed in order that the search for bodies can be intelligently and systematically prosecuted, and every citizen should contribute to the best of his ability.

The total contributions to date follow:

Previously acknowledged, $2,294

Through inadvertance the contribution of the Ridenour-Baker-Bragdon company, $25 was omitted from yesterday morning's list. The contributions reported yesterday were as follows:

Simon Guggenheim	$ 250
Western National bank	50
Pueblo camp 711, M. W. of A.	25
Pueblo Star-Journal	25
McPhee & McGinnity Lumber Co.	25
National Building and Loan Ass.	25
T. G. McCarthy	25
West Bros. & Whiton	25
Newton Lumber Co.	25
Brotherhood of L. E.	25
L. L. Gray	20
A. Sonneborn	15
Sage Transfer Co.	10
Dr. W. H. McDonald	10
Thomas Crowe	10
C. F. Ray & Co.	10
Holmes Hardware Co.	10
McMahon & Collier	10
N. A. Eyer	10
Baldwin-Burris Brokerage Co.	10
The Lobby	10
J. B. Cree, 111 Evans ave.	5
W. D. Vates	5
Theo. S. Strong	5
Gamble & Co.	5
Dawson & Gambill	5
George E. King	5
Pete Reilley	5
Pueblo Trunk Co.	5
Forbush Fuel Co.	5
T. J. Ortner	5
Riverside Pharmacy	5
I. E. Ross	5
George Jackson	5
Churchill Jewelry Co.	5
E. E. Roos	5
A. C. Daniels	5
Sharp & Babbitt	5
H. Chairiglione	5
Knight & Adams	5
New York Clothing Co.	5
Morrissey Carriage Co.	5
John McKee	5
Walker Bros.	3.50
Andrus Shoe Co.	2.50
Nat O. Walker	2.50
J. B. Lamb Dry Goods Co.	2.50
Cash	1
Cash	1
M. Klein	1
Pueblo Homestead No. 917, Brotherhood of American Yoemen	25

Fruitless Day for Searchers

Another meeting was held in the rotunda of the Central block yesterday morning, and it was decided to offer a reward of $50 for each body that is recovered by individual searching parties, but the reward of $25 still stands to those employed by the relief committee that recovers a body, in addition to the daily wage of $2 a day and board that the committee is paying them for their work. This offer has been the cause of several more independent searching parties being organized, and still more are being formed and will start out early tomorrow morning fully equipped to take up the search.

The relief committee sent out its two parties early yesterday morning shortly after 8 o'clock. About forty were sent up the river to work around the wreck and in that vicinity, while something over 125 were dispatched on the Missouri Pacific special train for points along the Arkansas, and these men, with the independent searching parties now out, number nearly 250.

The railroad company spent the entire day in clearing away the debris and attempting to raise the locomotive No. 1009, and to get what is left of the baggage, chair and smoking cars out of the stream.

Their efforts were partly successful, and it is thought that within a few days the entire wreckage will be picked up. General Superintendent Coughlin of the D. & R. G. was at the scene of the disaster conducting a thorough investigation into the matter, but would not give out a statement. He said that until he had thoroughly investigated the case he would not talk on the matter.

The local division superintendent's office of the D. & R. G. has been crowded with work on account of the wreck, and the regular routing work has been dispensed with for the past few days. The offices occupied by Chief Surgeon Dr. O'Connor and Claim Agent C. S. Mitchell of the D. & R. G. are preparing their reports and making ready for possible damage suits that may be instituted.

The searching parties returned at dusk last evening, but their day long search had been fruitless and no new bodies were recovered, although every portion of the stream along their various routes was thoroughly examined. Particles of clothing were found, showing that a body had passed by, and in one place where the party of Fred Bullen of the Pueblo Bridge company were searching was found a piece of flesh, supposed to be human, weighing about a half pound, but it was in such condition that they could not handle it. It was found near a snag in the stream and they think was torn from a passing body on its way down the stream.

The search will be continued this morning, and parties will leave about 7:30 o'clock for points up and down the river.

The sands of the Fountain are shifting, and it is thought that as soon as enough water flows into the river again many sandbanks will be shifted and probably more bodies recovered.

(Continued on Page Twelve.)



How to J[udge] BRILL[iant]

Clarity and p... ing perfect b... fermentation.

Brilliancy is alw... the brewing and ... properly conduct... tation of the bre... a careful and sc... temperature. N... equals the famou...

A

Bohemian in th... liancy. It is ga... ting watchfulness... brewing, and ... chemical preser... the consumer a p... wholesome a... exhilarating b...

"The only beer bottled exclusively at the Brewery"

THE AMERICAN BREWING CO.

ST. LOUIS, U. S. A.

GEORGE JACKSON, Wholesale Dealer.

SIDEWALK ASSESSMENT NOTICE

Notice is hereby given that pursuant to orders of the city council heretofore made and the ordinances in that behalf provided, brick and cement sidewalks were laid as hereinafter described and the cost thereof was ordered by the city council to be charged against the abutting property and the owners thereof.

In pursuance of said orders and under and by virtue of the assessment ordinance of the city of Pueblo, the following charges have been made by the city council against the hereinafter designated lots and the owners thereof subject, however, to such changes as may be deemed just and proper after hearing any objections that may be made by property owners, to-wit:

Six foot brick sidewalks, rate 12½c per square foot.

Block 20, Duridee Place.

In front of lots 10 and 11, 200 square feet, Colorado Investment-Loan company, $36.75.

Four foot cement sidewalks, rate 15c per square foot.

Block 29, East Pueblo.

Along the side of lot 8, 556.4 square feet, und. 2-3 to Chas. B. Hinchman, und. 1-3 to Joseph K. Wilson, with tax title to Nellie Mitchell, $83.46.

The fractional block in East Pueblo adjoining block 88, Fariss & Gartley's addition.

The Tenth street frontage of said block, 142.4 square feet, Charles A. Kramer, $21.36.

Block 90, Fariss & Gartley's addition.

In front of lots 19, 20, 21 and 22, 433.4 square feet, Union Land and Investment Co., $65.00.

In front of lot 23 and east 8 1-3 feet of lot 24, 133.3 square feet, C. F. Ray, $20.00.

In front of the west 16 2-3 feet of lot 24 and the east 16 2-3 feet of lot 25, 133.3 square feet, Mercantile National bank, with contract to F. L. Connelly, $20.00.

In front of lots 27 and 28, 200 square feet, Chas. S. Green, $30.00.

In front of lots 33 and 34, 198 square feet, Walter H. Haines, und. ½, Bella and India Stewart, und. ½, $29.70.

Block 96, Fariss & Gartley's addition.

The Tenth street frontage of the fractional block of East Pueblo, adjoining block 96, Fariss & Gartley's addition, 127.25 square feet, Charles A. Kramer, $19.00.

In front of lots 1, 2 and 3, 243.52 square feet, Union Land and Investment Co., $36.52.

In front of lot 4, 100 square feet, Anna B. Montgomery, $15.00.

In front of lot 5, 100 square feet, Howard W. Lippincott, $15.00.

In front of lot 7, 100 square feet, and in front of lot 8, 100 square feet, Henry L. Gregg, $30.00.

In front of lot 9 and west 8 1-3 feet of lot 10, 133.3 square feet, Alexander F. Purves, $20.00.

In front of the east 16 2-3 feet of lot 10 and the west 16 2-3 feet of lot 11 ...