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STILL PROBING MYSTERY OF WHOLESALE DEATHS

(Continued from Page One.)

Mr. Killin, still considerably pales from the terrible experienced and exposure to which he was subjected and bearing the marks of violence received, was the first witness to take the stand when the jury reconvened in the afternoon. He told of scenes in the coach and of the frantic attempts of the passengers to escape just after the first crash with a clearness indicating how forcibly impressed upon his mind were those thrilling and indescribable incidents which followed each other in such quick succession on that fateful night.

Mr. Killin's testimony was the first that has been brought before the jury regarding the scenes in the coach and by approximately fifty happy passengers had a moment previous been riding with every sense of security. Aside from this he also threw additional light on the weather conditions of that afternoon and evening, and especially with regard to the threatening conditions of the weather during the trip from Colorado Springs to the scene of the wreck. Aside from Mr Killin the testimony of twelve other witnesses was taken covering the fact that there was a man at the first bridge north of Eden and about a mile south of the scene of the wreck, for the purpose of flagging any approaching trains was brought out. Futher evidence was also introduced to show that an immense volume of water passed under the Santa Fe arches on its way down the gulch to the county road and D. & R. G. bridges on Sunday evening.

Morning Session.

When the taking of evidence by the coroner's jury resumed yesterday morning at 9 o'clock the first witness called was Frank Boardman of Pueblo. Mr. Boardman stated that he was a passenger on Denver & Rio Grande train No. 7 last Sunday evening returning to this city from Colorado Springs. His testimony was taken for the purpose of developing some information regarding the weather conditions along the road during that trip. He stated that at Colorado Springs it had been sprinkling before the train arrived, but that after Colorado Springs was left he saw water at various places, and that even after it grew dark power of the storm could be seen during the flashes of lightning. As to the rain he informed the jury he thought rain fell through all the trip but that just about the time the train passed Eden there was a very heavy rain and it was necessary for the trainmen to open windows and ventilators to prevent the rain from blowing into the cars. He stated that some of the passengers on the train remarked about the severity of the storm, that several stops were made, but for what reason he was not able to say.

Dominic Pattinelo, a former section hand on the D. & R. G., was next called and testified regarding certain repairs that were made on bridge 110 a couple of hours before the wreck occurred. He was unable to state whether the bridge repaired at that time was the same structure that was wrecked last Sunday evening.

P. H. Burton, general road overseer for Pueblo county, took the stand and gave the jury some information regarding the material and construction of the county bridge that was located just above the scene of the wreck. It was a truss bridge about thirty-five feet in length by fourteen or sixteen in width supported by piling at either end. He stated that the only iron about the bridge was the iron running from the floor of the bridge to the truss.

Additional information regarding the weather conditions was brought out by Tony Fisher, who was one of the passengers that escaped from the chair car on No. 11 when it went down the high rush of water. He stated that it was raining at Colorado Springs as he boarded the train, but that he did not pay any particular attention to the weather conditions after that time. All that he remembers of the accident is that after the shock the lights went out and the next instant he found himself in the water. He at his belief that the air was applied to the train just a little previous to the crash, at the time the wreck occurred he produced his watch, which he carried at that time, and which was stopped at 6:45.

Coroner Fugard was called to the stand and informed the jury that a number of bodies identified as those of victims of the catastrophe had been recovered and turned over to him and that he had made note of the time at which they stopped and found that the time varied between 8:15 and 8:27, probably the latter hour being the most accident occurred. One watch had stopped at 9:16 and it was his opinion that it had been wound a person's pocket and probably had not been changed from central to mountain time.

Afternoon Session.

The fact that appearances of the clouds were threatening on Sunday last and that rain did fall at Colorado Springs along the D. & R. G. road to where No. 11 was wrecked was brought out in the testimony of J. M. Killin before the coroner's jury yesterday afternoon. In addition to this Mr. Killin informed the jurors of the movements and actions of the people in the coach where he was riding as they were engulfed by the sweeping torrent of water.

Mr. Killin boarded No. 11 at Colorado Springs Sunday evening. Regarding the number of passengers in the coach at the time of leaving it was his judgment that there might have been room for two more persons, estimating the capacity of the coach at sixty. This number was composed of a few more men than women, with about four children in the coach. As to the exact number of persons who boarded the train at Colorado Springs Mr. Killin could give no exact figures but told the jury that there were standing on the south platform enough persons to make about a fifteen-foot ring waiting for passengers to get off.

After leaving Colorado Springs did the train stop before it reached the wreck?

A. Yes.

Q. At Fountain.

Q. Did you observe the weather?

A. At Fountain it was still cloudy with sharp lightning to the north and west.

Q. It was sprinkling lightly.

Q. Did the train stop again?

A. It did not.

Q. What was the weather conditions there?

A. About the same as at Fountain, lightning, light rain and wind from the west.

Q. What happened from Buttes to the wreck?

A. We did not stop, though it was apparent to those in the coach that we possibly between twenty and twenty-five miles per hour.

Q. From Buttes to the wreck did you notice the weather?

A. Yes. I was sitting next to the isle at the right hand side of the coach talking with Mr. F. H. Messinger, of Central City. I had run to catch the train and was quite warm, so had the window raised. In talking to him I naturally faced the window and the sharp and frequent flashes of lightning compelled me to notice the weather conditions. At one time we remarked about the lightning.

Q. Could you estimate when was the last time you saw the lightning before the wreck?

A. I remember looking at my watch at 8:11. At that time Mr. Messenger suggested that we put the window down and, while doing this, I noticed a flash of lightning. About three minutes later I remember hearing the rain and same. It continued to lightning until about midnight for I remember seeing the flashes after I was up in the creek and by these flashes I could see the whole situation.

Q. What was your first intimation that something was wrong?

A. The first was a sharp impact and sudden stop; the lights went out and several of the windows were shattered. Within three seconds there came a stopping sensation and the coach began to pitch forward and water began rushing through the windows. The front end of the coach went down to an angle of about forty-five degrees, the rear end gradually settling down to the level.

Q. What was its next move?

A. The coach turned over to the right with the top up in Pueblo and hanging onto the transom at the front end and every five or six seconds something would strike me. The car completed a revolution and righted itself, the top coming again above water. I held my mouth close to the top and was enabled to get a breath of air before the next submerging. Again the car rolled over, struck against something with a loud crash and then apparently seemed to lodge under about ten feet of water. I had to hold on with all my strength to keep from being sucked through the front door of the coach. Again there was a revolution and when the top came to the surface of the water, there was a large hole in the top of the car just above me. Across this hole there appeared to be several small strips and, raising my hands, I succeeded in getting hold with my feet and as the water again rushed in from the door below I was enabled to get myself free from the coach and I saw nothing more of it.

Q. What utterances did you hear after the wreck?

A. I remember hearing Mr. Messenger say just after the crash, "My God, here is a wreck. Then came the shrieks of the woman drowned everything else. Their cries were exceedingly plaintive and at times heart-rending. One watch had stopped at 9:16 and it was his opinion that it had been wound a person's pocket and probably had not been changed from central to mountain time.

No arrangements have yet been made by Mr. Page as at his hotel resting after his strenuous experience, as he has been conducting an individual investigation on behalf of his son. It is probable, however, that the body will be sent to Denver some time today.

The complete force sent out by the relief committee, numbering something over 125 men, spent yesterday morning and afternoon in searching a territory some miles below Nepesta as far up stream as they could without overstepping the boundaries of Otero county, where a body might become lodged, and fully equipped with every rod and implement necessary for such a search. Nothing else was found that might aid the searchers in recovering the dead. The small remnants of clothing, etc., were found, but no reliable clews were encountered, and today they will spend the day searching a stretch along the Fountain river and again about the scene of the wreck.

At the meeting held in the rooms of the Business Men's association yesterday morning a committee consisting of J. Will Johnson, Mayor B. B. Brown, Asbury White, S. H. White, J. B. Lynch and E. W. Palmer were appointed to make a trip north along the Fountain so that they might assertain what points along the stream for the searchers, to work on today, and when the captains of the various parties reported at the headquarters last evening they were given instructions for today's work which will be conducted with the same accuracy as heretofore, and no spot will be overlooked.

At this meeting it was also suggested that dynamite or other explosives be used in an effort to form up bodies which might be buried in the sand and which no doubt could not be recovered in any other manner. Although the handling of the explosives is a dangerous proposition, still it is held out that if men experienced in their use were employed to handle them, the experiment would probably prove successful as it is practically a last resort.

Secretary Palmer of the committee sent telegrams to nearly every town along the Fountain and Arkansas valleys explaining the details thereof and the rewards which are offered for the recovery of bodies and urging that every effort be put in their power to assist the committee in recovering the still missing remains. In the telegrams Mr. Palmer also asked that the authorities in the various towns publish in their papers notices of the list of wards offered and ask that the citizens make an effort to search for bodies, and if they obtain any information in regard to them that the committee at Pueblo be immediately notified, giving full details.

Jesse O'Neal, who has heretofore been employed in a clerical capacity by the D. T. & F. company, has been employed by the committee to set to work as once and compile a complete list of the names of the dead and missing in alphabetical order, and this possible to obtain all reliable information obtained in regard to the missing, with a list of articles, etc., found. He was instructed to complete the book as soon as possible, so that a number of them could be printed at once for distribution. Several inquiries have been received at the office of the relief committee relative to missing persons, and when the new catalog is completed a copy can be mailed to anxious inquirers which will contain all the information which is in the possession of the committee.

A meeting will be held in the association rooms at 7:30 o'clock every evening, when the captains of the various searching parties will report what they did during the day, and will receive instructions for the following day's search.

Mexican Reports Finding a Body

Late last evening a Mexican arriving from Adobe reported that the finding of another body in the Arkansas river just below the Adobe smelter. The Mexican in question is employed by D. A. Pitman, the contractor, erecting the new smelter house at Avondale. The man was returning from his work and met another Mexican on a sandbar. He said his attention was attracted to the spot by the presence of an immense swarm of flies hovering about a clump of bushes. Going down the bank he parted the bushes and was horrified at the sight of a dead body, greatly swollen. The Mexican said he was afraid to investigate further and could not tell whether it was the remains of male or female. The Mexican immediately reported the incident to Mr. Pitman when he reached Pueblo, and not later than noon The Chieftain Mr. Pitman says his information is thoroughly reliable and that the man who is assaulted the Mexican who claims to have made the discovery was telling the truth.

Parents and Child Buried Together

The triple funeral of Mr. and Mrs. J. Q. Thomas and their 16-year-old daughter Leona took place at 2 o'clock yesterday afternoon from the chapel on the Santa Fe at 4 o'clock, accompanied by the children and the three brothers. The services at the church and grave at Roselawn cemetery were conducted by Rev. Father Wier, after which the remains were secorded in Riverview cemetery.

The funeral of Rabbi Swaritskopf, the Pueblo barber, will take place from the residence, 703 east First street, at 2 o'clock tomorrow morning under the auspices of the Pueblo barbers' union, of which the deceased was a member.

The funeral of Dr. James A. McGregor will take place from the residence of his sister, Mrs. C. T. Rettberg, 507 west Eleventh street, at 9 o'clock tomorrow under the auspices of the Elks and Knights of Pythias, lodges of which he was a member.

There are no funerals scheduled for today and the two which will take place tomorrow will close the sad cortages which have passed through the streets of this city since the wreck.

The remains of J. T. Galbraith were sent yesterday to Cherry Tree, Pa., for interment accompanied by J. E. Campbell and R. R. Williams, intimate friends of the deceased.

The remains of Clyde Prince were yesterday sent to Rockbridge, Ill., accompanied by the father, C. W. Prince.

Louis A. Stevens of Northampton, Mass., will leave this afternoon on the 4:05 Santa Fe train for his eastern home, taking with him the bodies of his wife and brother Frank Bodman, victims of the wreck on Sunday. The funeral services over the remains of Mrs. Stevens and Mr. Bodman were held at the chapel connected with the undertaking establishment of West Bros. & Whiten yesterday afternoon, Rev. Hamilton of the Unitarian church, a number of close friends of the family being present. Mr. Stevens through the columns of The Chieftain desires to express his heartfelt thanks to the people of Pueblo, especially to the Business Men's association and to the volunteers to whose devoted efforts it was possible to recover the bodies of his wife and Mr. Bodman from the sands of the river. He expresses his keen appreciation of the sympathy shown to him by the people of this city.

Denver Funerals.

Special to The Chieftain.

Denver, Aug. 12.—The funeral of three members of the Gartland family—Katie aged 3 years, Ralph, 2 years, and Gartland, was held today at St. Dominics church. Father Carrigan delivered a touching and comforting sermon. In the presence of Edward C. Gartland the sorrowing father and the mother, Frank Gartland, the only remaining child of the family. Mrs. Katherine Sheridan, a sister of the dead children, and a hundred friends of the family, the earthly remains of the mother and the two children were placed in the same grave in Mount Olivet cemetery. A particularly sad feature of the burial is that the body of Walter Gartland, Ralph, the two other Gartland children who went to their graves Sunday night, is resting in a watery sepulchre somewhere near the scene of the wreck.

The funerals of John C. Graham and Miss Ada Campbell victims of the Eden disaster, were also held today.

Relief Committee In Night Session

Efforts of the Business Men's relief committee to bring about the recovery of the missing bodies from the waters will be continued somewhere by the sands of the Arkansas and Fountain rivers constant unabated. A meeting was held last night and arranged to send two parties out again today. A train bearing the members left the Santa Fe depot at Eighth street depot at 7:30 this morning and proceeded to the scene of the disaster. Here they will make a thorough investigation of the bed of the arroyo will be available and the channel of the river from the junction of the two from its present course by a cut off which is to be made. Another party will go down the river in search of the bodies of victims. The committee also announces that it desires reports on all complaints in connection with fancy charges made for services to relatives or friends of the deceased, and that any extortionate charges reported will be righted and the parties responsible for same will be exposed by the committee. There is no truth in reports of overcharges in matter connected with the deplorable affair, and the relief committee feels that its protection is due friends and relatives of the victims.

Remarkable Story Told by Henry

Remarkable indeed is the case of William M Henry, who for a couple of days has been lying at the Pueblo hospital suffering from what appeared to be a slight concussion of the brain. Tuesday night at the wreck of the train at Eden, a man soaked to the skin, covered with mud, exhausted and almost dying from exposure and from a severe bruise upon the back of his head, entered the Eden depot and asked the agent. The man was delirious and nothing could be found out concerning him beyond the fact that his name was Henry and that he had been in the wreck. The man was at once taken to the office of Dr. Hamilton, a few doors block who sent the man to the Pueblo hospital.

Yesterday afternoon, a little at a time, a story of horrible suffering dropped from the lips of the man. He said that he had been in the rear end of the train and was sitting at an open window when the train plunged through the bridge. Instantly he was hurled out of the window and struggled with the water for hours. He remembers nothing of the next few hours and at last, blind and practically worn out, he found himself in his room at the Pueblo hospital.

Upon the recovery of the man at the hospital he expressed surprise at the fact that he had been in the wreck. He declared positively that he spent Sunday and a portion of Monday in the home of his father at 1423 Cascade avenue, Colorado Springs. He declares that the story of the awful wreck at Eden is a dream to him. Efforts were made to verify the statement of Henry, but the man's condition is such that he is unable to give any information regarding his father's address.

Pathetic Scene at the Morgue

Within fifteen minutes after the body of Harold B. Page had been brought into McCarthy's yesterday afternoon it was recognized by the boy's father. The recognition was made not by the features and figure, but through a collar and necktie. The shock to Mr. Page was a terrible one. He had just decided that the corpse, badly decomposed, could not possibly be his son, when the collar and necktie were brought in. On the collar were stamped the initials "H. P." and because the middle letter was "F" instead of "E" he would not believe. But when the necktie, which of a peculiar pattern, was brought in the father completely collapsed in grief, merely saying 'that's him" and burying his face in his hands.

He had been seeking the body for nearly a week. He was certain that the son was lost in the wreck. Yet when the body was finally found he would not be convinced. He was certain it must be that of some one else. The features, swollen beyond recognition, the decomposing body offered no clue. But the watch and a locket were taken from the clothes and the monogram "H. P." was found. Yet unfaithful. The "H. P." looked very much like "H. F." and after all there was nothing conclusive. A business man engrossed in his affairs he had never paid much attention to the trinkets in possession of his son, and though he had seen them he did not know them with accuracy. The collar with the No. 15 size and the peculiar necktie were indubitable proof. On such trifles as these hung the recognition.

The body was found floating in an eddy in the Arkansas river opposite the Booth ranch. It had evidently been under water and drowned and not as the gases formed rose to the surface.

Killin Visits Scene of Wreck

For the first time since his battle for life Sunday night, J. M. Killin yesterday afternoon visited the scene of the great disaster. The visit came after submitting his testimony to the coroner's jury and examined the conditions at the wreck. He was taken to the point where he finally escaped from the swift current of the arroya. Here he crossed the bridge over the Fountain. Mr. Killin secured the tie which prevented his destruction and returned to the scene of the chair car and brought it home with him. He says he would not part with the piece of wood for any amount of money.

In speaking of the fate of the many who lost their lives in the unidentified unrecovered bodies, Mr. Killin said today:

"There is a place in the bed of the arroya where I feel certain at least a dozen bodies are buried. It is a little above the point where the mouth of the smoker lodged and formed a sort of dam across the mouth of the arroya. Here the water backed up and the bodies buried ten feet below the surface indicate that the same disposition of them is now probable. I remember hearing a story some time ago about a Pueblo man who had invented a device for locating the whereabouts of gold beneath the surface of the ground. If such a device is now obtainable I suggest that there is no reason why it could not be used to good advantage in locating the bodies buried in the sands of the arroya, since there were few people who went down but possessed considerable knowledge of the country and who could readily be employed at once which will thoroughly demonstrate the condition of affairs in the bed of the fatal arroya."

Manager Edson Talks of Wreck

A. Edson and General Superintendent Wilgus and daughter, the D. & R. G., together with Superintendent Bowron were at the scene of the wreck all day Sunday and Monday.

Mr. Edson has been conducting a thorough investigation into the affair and in an interview last night stated that the bridge, No. 110-b, was a thoroughly safe one, and that it had been in use for many years without a single mishap; that whether it had been stone or steel, could have withstood the terrible current of water and that it was swooped down on the Eden bridge. This fact, he says, has been proven by the fact that the bridge consists of the very largest and heaviest kind have been completely washed out by raging torrent.

The Eden disaster said he, was one of the most serious and horrible wrecks in which he has ever had any railroad wife which he has ever had any connection, and it can be attributed as an act of God.

"It was one of those unavoidable accidents which is liable to occur on any railroad when a flood of the character of that which washed out our bridge occurs. In fact, Mr. Edson says that the bridge was subjected to the regular inspections of the company's bridge superintendent and was as safe as any other on the D. & R. G., or in fact as safe as any bridge in the state. The 110 foot bridge 110-b or no other could have withstood the raging torrent that destroyed it. The force of the water in the flood of the bridge were undoubtedly knocked asunder by the washed out county bridge, which was also not supported.

"Ever since the accident occurred the D. & R. G. company has made every effort to obtain all details and particulars, and these were given to the press of Pueblo and Denver and the public might know every fact in the matter. There is no way to tell the number of persons on the train until the tickets that were in the conductor's possession can be found, and until that time no accurate estimates can be made.

"As soon as we were notified of the wreck a number of trains with surgeons and wrecking outfits were immediately dispatched to the scene. Everything possible for the injured that were recovered, and a large force of men were kept working day and night in an effort to recover the bodies of the dead who went down on the train. We have kept a record of the people who were saved and also of those bodies that were recovered, and a list of the missing and recovered missing, but these records are practically the same as have been published, as we had no source of information other than the coroner of Pueblo and reports which we received. We have no information whatever as to the number of persons who were on the train."

Known Missing

DENNIS, SAM, Denver.

DUNHAM, L. B., 1243 Bragdon, Pueblo.

DUTTON, J. F., Pittsfield, Ill.

GARTLAND, RALPH, 2 years, Denver.

GARTLAND, WALTER, 10 years, Denver.

JOHNSON, MISS DOROTHY, aged 8, daughter of Harry Johnson, Pueblo.

HUDDLESON, JENNIE, Pueblo.

KEATING, infant son of Mrs. James Keating, Pueblo.

MESSINGER, F. H., prominent banker, Central City.

MOLITER, MAMIE, Pueblo.

NEWTON, ALBERT, Cripple Creek.

O'BANNON, RAY W., Washington,-D. C.

SELBY, MISS VINNIE, Pueblo.

WILSON, FRANK, D. & R. G. traveling engineer.

WRIGHT, I. W., Pueblo.

Reported Missing

ALLEY, DANIEL, Pueblo.

BROWN, ——, Hamilton, O.

BROWN, DR. JESSE, Pueblo.

BROWN, WILIAM M., Salt Lake City.

DERRY, MISS, Pueblo.

EAGAN, JOHN, Denver.

GRIMSLEY, C. T.

HANSEN, MISS FRANKIE, Denver.

MILLER, WILLIAM, Hamilton, O.

MYERS, MRS. GEORGE.

PARKER, MISS MARY, Pueblo.

STIFFNEY, MRS. BELLE, Denver.

STEARNS, MRS., Pueblo.

Insurgents Make Gains.

By Associated Press.

Buenos Ayres, Argentina, Aug. 12.—It is rumored that the Paraguayan insurgents have captured the ports of Humaita, Villa Pillar and Concepcion. They also are said to have taken the steamer Villa Rica, which had on board the minister of the interior. The minister escaped.

Humaita is a village on the Paraguay river.

CONSUMPTION THREATENED.

"I was troubled with a hacking cough for a year and I thought I had consumption," says C. Unser, 211 Maple St., Champaign, Ill. "I tried a great many remedies and I was under the care of physicians for several months. I used one bottle of Foley's Honey and Tar and it cured me. I feel that I have been troubled since." Sold by Baldwin Drug Co.

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Via Santa Fe. Tickets on sale August 11, 12 and 13, good 10 days; privilege stop-overs; many side trips. Full particulars. See Nikirk, 226 N. Union ave.

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