HIEFTAIN

Exclusive Associated Press Report Sunday in Pueblo.

HIRTY-FOUR PAGES. PRICE FIVE CENTS

IREE BODIES FOUND BY SEARCHING PARTIES

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SE SENSE IS
D METAPHOR

rkable Results
Experiments
on Equine

VS ALPHABET

ociated Press to the Chieftain
Exclusively in Pueblo.
n, Aug. 13.—Wilhelm von
who has for a long time
nvestigations of the intel-
of animals has reached
in educating an Orloff
that cause amazement
scientific men and psy-
sts.

those who have tested the
wers of the animal are Dr.
Prussian minister of educa-
essor George Schweinfurther,
s African traveler; Professor
pff of the Berlin university;
llings, the naturalist and
leck, director of the Berlin
garden. The horse besides
tracting, multiplying and
ms, does examples involving
f these operations; finds
mbers and not only simply
hat is taught, but solves
blems put to him by exam-
the absence of his master,
grasp of the principles of
. The stallion also forms
ences, remembers them next
discriminates twelve colors
s, giving their corresponding
he animal distinguishes mus-
indicating where they are
n the chromatic scale and
discords, designating which
nit in order to restore har-
e horse communicates by a
hoof beats, representing the

r Schillings has taken much
, displaying the horse's ac-
ents to other scientists. Dr.
Herr von Osten would have
ed as a wizzard in the earlier
e world.
e exercises are prolonged the
mes nervous and inattentive,
ecome more frequent.
r von Osten affirms that the
well educated as a boy who
o school for the same num-
rs and the professor desires
mmission of specialists be se-
ake the horse under observa-
our weeks. This probably
ne with a view of determin-
er, the conventional idea is
animal instinct and human
e are essentially different.

Adjourn Convention.

ed Press to The Chieftain Ex-
clusively in Pueblo.
is, Aug. 13.—At the sixth and
session of the International
ical union the consideration
rt of the committee on laws
ed. Favorable action was
the proposition providing a
f measurement for linotype
nd providing that provisional
nay use the union label.
ention sustained the decision
cutive council which upheld
of a New Orleans foreman in
a certain printer on the
alleged incompetency.
gates who opposed the de-
rted the printer in question
discharged by the foreman
personal feeling.
e adoption of a unanimous
anks to the officers of the
Purchase Exposition com-
their courtesy and to the
the impartial manner in
proceedings of the conven-
handled the convention ad-
e die to meet in Toronto,
the second week of August.

Bloodhound Locates Vinnie Selby Buried Deep in the Sand---All Bodies at Once Identified.

Coroner's Jury Examines General Superintendant Coughlin of D. & R. G. Road and Hears Much Important Testimony---Many Individual Search Parties in Field.

Identified dead	83
Unidentified	0
Known missing	12
Reported missing	12
Total	107

Four were added yesterday to the list of the identified dead. They are:

A. SAMUEL DENNIS, 814 east Twenty-fourth avenue, Denver.
J. F. DUTTON, Pittsfield, Ill.
MISS VINNIE SELBY, Pueblo.
MRS. ISABELLE STEFFEY, Alliance, O.

Mrs. Steffey was one of the first found the morning following the wreck, but remained unidentified until yesterday morning, when her two sons arrived from Detroit, Mich. They had read her name as Mrs. Belle Stiffney, Denver, in the lists of reported missing sent out from Pueblo. They knew the mother was traveling in Colorado and at once set out for this city. The body was in an excellent state of preservation and not at all disfigured so they had no difficulty in making the recognition. The dead woman's name now disappears from the list of reported missing.

The unidentified list is entirely wiped out, every body of the 83 found having been claimed. The condition is remarkable where so many are lost, as there are nearly always unattached persons traveling for whom no claimant might appear for months.

The name of Dr. Jesse Brown has been removed from the list of those reported missing, as no man of such name can be located in this city. He was reported to have been a resident of Pueblo. After the first inquiries, all made by the same persons, no requests for information have come.

C. T. Grimsley, in the list of reported missing, is the son of O. L. Grimsley, champion broncho buster of the world, who is well known in this city owing to his repeated exhibitions of horsemanship at the state fair grounds. It was first reported that Grimsley himself was among the missing, but he personally denied the story and said that his son took the train. As he did not see him get on the train, being in the mountains, he would not be positive that the young man had not made other plans. He has heard no word from him to date.

Chief of Police Shoup yesterday morning received inquiries from Chicago concerning E. C. Donovan, thought to be lost in the wreck. Some hours later another telegram was sent informing the chief that Donovan had returned to Chicago safe.

Several hours later a telegram was received informing the chief that Donovan had been found on top of Pike's Peak.

Added to the list of reported missing is the name of Mrs. Charles Foreman of Trinidad. The husband received a telegram Sunday from the wife telling him that she would take No. 11 from Denver. Since then he has not heard from her. He came to Pueblo yesterday and began his search. He is not entirely without hope, as she may have left the train at Colorado Springs, but he does not think it likely she would take such a step without telling him.

What Developed in Testimony

1. D. & R. G. train No. 11 was wrecked at bridge 110-b Sunday evening, August 7, 1904, between 8:15 and 8:27.

2. There were between 50 and 60 passengers in the chair car and about an equal number in the smoker.

3. That there was rain all along the road between Pueblo and Colorado Springs Sunday afternoon and evening, with heavy rains at different points. No. 11 was given caution orders at Colorado Springs.

4. As the train approached the scene of the wreck it was running from 15 to 18 miles an hour.

5. Second No. 4 northbound crossed bridge 110-b about 7:20 p. m., about one hour before No. 11. This was the last train across the bridge previous to the wreck.

6. As the result of the rain near Eden a man was sent to the bridge 300 yards north of the station to warn trains of water running in the gulch. No report was made to the dispatcher from the Eden office of the rains in that vicinity.

7. The section foreman at Pinon had started to patrol his track after the rain, but had not had time to reach bridge 110-b, about five miles distant.

8. Practically all the water that passed under the D. & R. G. bridge came under the Santa Fe bridge arches above.

9. The water in the arroya was at no time out of the banks of the gulch.

10. The bridge was a frame bent structure, consisting of four bents and three spans, each 32 feet long.

11. The bents or a portion of them, must have been in place when the train struck the bridge.

12. The county bridge went out, but it is only theory that it struck the D. & R. G. bridge.

13. The crew of No. 7 reported heavy rains at Eden and Pueblo after the arrival of that train in this city, but there was no way to get word to the crew of No. 11, which left Buttes at 7:50.

14. The crews of both No. 7 and second No. 4 report no water in the gulch under bridge 110-b at the time their trains crossed it.

15. There was no telegraph office at which trains could receive orders between Eden and Buttes, a distance of 18 miles.

16. The bridge 110-b is being replaced by a piling structure.

The above is a brief outline of the testimony that has been brought before the coroner's jury during the investigation that has been in progress since Tuesday afternoon as the result

(Continued on Page Seven.)

Offers Reward for Daughter

Harry Johnson offered a reward of $200 for the recovery of the body of his daughter, Dorothy Johnson. The sum is in addition to the $100 offered to volunteer searchers by the relief committee.

Dorothy Johnson's coat has been found by one of the search parties. It has been turned over to the mother.

Bedraggled and brown with the sediment of the Fountain, it was picked up three miles above the city on Friday afternoon. With other effects it was turned over to Coroner Fugard. Mr. Johnson yesterday called at the coroner's office and found the coat while looking over the clothing in the hope of finding something belonging to his little daughter. He took the coat home. The stricken mother eagerly seized it, showing for an instant what seemed almost a spark of joy, only to relapse into an even deeper grief.

TEN DROWN DURING RACES --SPORT NOT INTERRUPTED

By Associated Press to The Chieftain Exclusively in Pueblo.

Washington, Aug. 13.—Ten persons were drowned as the result of the capsizing of a naptha launch on the Potomac river off Georgetown during the annual Potomac regatta this afternoon. Four others who were on the launch escaped. All but one lived in this city. The dead:

ANDREW J. BOOZE, 35 years.
J. G. SMITH.
CHARLES F. BLUMER.
J. HERBERT COATES, of McKeesport, Pa.
JOHN WALDEMAN, 20 years, a machinist's apprentice in navy yard.
WILLIAM SMITH, 35 years, employed in the navy yard here.
MRS. LULU DREYFUS.
BERTHA SELBACH, sister of Mrs. Dreyfus.
HELEN HEISER.
HELEN MOORE, daughter of a printer here.

The saved:
Dr. C. W. Wagner.
Dr. C. A. Stewart.
J. A. Woulfe
William Lederer.

The accident was the worst in the history of the Potomac river racing.

The capsized launch was the Recreation owned by Doctors Stewart and Wagner.

During the first race the launch got in the way of the eight-oared shells and its wash was such that the officials reprimanded its crew and ordered them out of the way. There was some show of resentment at this order and the launch headed for the shore but miscalculated its course and striking the strong undertow caused by a mill race, rocked for a moment. The passengers rushed to one side and the launch turned turtle. Only a few of the thousands of people who lined the shore witnessed the accident but the police set to work to recover the bodies. Many of the spectators, including officials of the district government, protested against the continuance of the racing in view of the tragedy but the officials in charge declined to stop the sport saying it was expedient as many had come from other cities to take part and that the regatta was the result of long laid plans in which many outside interests were concerned. There was much criticism of this course.