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During the past 2 years we have had many inquiries for Shoes, but owing to the lack of space we could not handle them. Our enlarged store now gives us this opportunity and we have put in one of the best lines of popular priced Shoes in the city. To start this department off right we have marked them at very low prices and will appreciate your investigation.

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THREE BODIES FOUND BY SEARCHING PARTIES

(Continued from Page One.)

of the wreck of D. & R. G. passenger train No. 11 at bridge 110-b on Sunday evening, August 7. The above are not conclusions of the jury, but a recapitulation of the evidence as given by the numerous witnesses examined. The evidence already taken, long and tedious alone to the wreck and how it happened, but to the construction of the company's bridges, the running of trains, the patrolling of tracks, the duty of employes in times of storm or threatening weather, and many other phases of railroad work and the handling of trains.

Already more than 100,000 words of testimony have been taken, and a number of other witnesses are yet to be examined before the jury. It is not expected that the examination of witnesses will be closed before tomorrow evening, and may continue after that time.

Should the examination of witnesses be continued tomorrow, it will be several days before all of the testimony has been transcribed and signed by the witnesses, and until this has been done the jury will probably not begin its review of the evidence with a view to arriving at a verdict.

The most important witness to appear before the jury yesterday was William Coughlin, assistant superintendent of the Denver & Rio Grande railroad. Mr. Coughlin was questioned regarding the rule of bridges used by the company and the relative merits as to the duties of employes to report storms or threatening weather, the location of telegraph offices, the employment of track walkers, the methods employed for protecting trains against storms and their effects. He stated to the jury that the bridge now being constructed to replace the one where No. 11 was wrecked last Sunday night be considered a permanent structure.

Morning Session.

Four new witnesses were summoned before the coroner's jury yesterday morning and additional testimony was taken from John H. Eckholm, section foreman at Eden. Information regarding the weather conditions and indications just previous to and about the time passenger train No. 11 was on the road from Pinon to the scene of the wreck.

Section Foreman Eckholm first took the stand and gave additional information regarding the weather conditions at Eden. He stated that the rain began about 7:30 or a little before on Sunday evening. That shortly after he called out his men for the purpose of making a trip over his track; that one of the men was in the depot at Eden at the time, as were also Mr. Jones, the day operator, and Mr. Evans, the night operator, when he made his remark about it being necessary to go over the track.

Engineer Daniel W. Johnson, who brought passenger train No. 1 into Pueblo on August 7, was the second witness to take the stand. Mr. Johnson has been employed with the D. & R. G. since September, 1890, and during practically all of that time has been running between Pueblo and Denver. He stated that on the evening in question he passed bridge 110-b about 7:15 o'clock or a little after; that no signal was made either at the bridge nor at Eden. The last stop previous to passing the bridge was made at Pinon where the sidetrack was taken to allow the first section of No. 4 to pass.

As to the conditions of the weather along the road, Mr. Johnson informed the jury that considerable rain had been experienced between Colorado Springs and Fountain. After leaving Fountain the rain became very light and this prevailed until after the train had passed Eden when another hard downpour was experienced as he came into Pueblo. While but little rain was experienced between Pinon and Eden, he stated that he noticed large rain clouds off to the west and considerable lightning.

Q. Do you remember bridge 110-b?

A. Yes.

How did it look?

A. I did not notice it specially, but so far as I could see it was all right. I was not conscious of anything wrong as we passed over it there was no evidence that anything was wrong.

Q. Was your speed checked there on account of water?

A. Not that I remember of.

Q. In the country between Colorado Springs and Pueblo subject to cloudbursts and floods?

A. During the rainy season, yes, and at this time certain portions of the line have to be watched.

Regarding the possibility that the engine of No. 11 would have jumped the bridge had the bridge not been washed away, Mr. Johnson gave it as his best judgment that running at the rate of fifteen or eighteen miles an hour the engine would have gone right down into the arroya as soon as it struck the north end of the bridge. That even had the middle section of the bridge been out the engineer would probably not have been able to have stopped in time to stop without sacrificing his engine.

William Jarness, who has been employed with the D. & R. G. for the seventeen years as an engineer, and who pulled the first section of No. 4 north from Pueblo Sunday evening, was the next witness called. Regarding the consistency of cloudbursts on this division Mr. Jarness stated that he considered this no worse than all mountain roads. He informed the jury that his train passed bridge 110-b about 6:46 and at that time it gave no indication of there being anything the matter with it. He stated that he saw no water running in the gulch, and that in fact there had been but very light sprinkle. That he did not strike a heavy rain until reaching Fountain where he passed the No. 11.

Christian Schoederlin, the engineer who pulled second No. 4 north from Pueblo Sunday evening, was called the next witness called. He stated that before leaving the depot here and between 6:30 and 7 o'clock he received caution orders, also a bulletin to the effect that there were heavy rains between Colorado Springs and Pueblo. He informed the jury that when he passed bridge 110-b it was raining but that the downpour was not as heavy as in Pueblo, according to his testimony here. He passed bridge 110-b about 7:25 p. m. He stated that as he crossed the bridge about 300 yards north of Eden he noticed a good deal of water in the gulch; but that the bridge appeared to be solid. As to what he saw when crossing bridge 110-b he stated that the door of the fire box was open and that his attention received the fact that there was timber in the arroya and that he noticed no water there. He was positive that the water rise high enough to strike the bridge, was it not?

A. No.

Q. Did you ever notice bridge 110-b?

A. Yes.

Q. Did you know its construction?

A. Yes, it was a bent bridge on piling.

Q. Are frame bents on piling as good as stone piers to resist water not over the top of the bridge?

A. In most instances they would be, in as much as stone abutments wash out. Under ordinary conditions the stone structures would be more desirable.

Q. Would you say that bridge 110-b was able to resist as great pressure as if it had had stone piers?

A. I don't know. If other drift had come down and gorged the opening it would have caused the water to flow to either side.

Q. Suppose that the water was not out of the banks and that whatever drift came down would strike the bents, which kind would have withstood the pressure better?

A. Stone piers, if properly constructed, would be more apt to withstand the current of water.

Q. Suppose some structure, say a county bridge or wreckage, had come down, which kind of supports would have been better calculated to withstand the current and the jar from the drift, the stone-piers or the bents?

A. Stone abutments afford more resistance, but railroad companies cannot be permitted to construct bridges to guard against interference of other bridges not properly constructed.

Q. Do railroad companies in constructing their bridges take into consideration the conditions above?

A. Yes, as to bridges, forests, the water basin to be drained.

Q. Could an iron bridge with stone abutments be built across that arroya?

A. Yes, by lessening the waterway.

Q. Is it not practicable to construct a one span bridge without lessening waterway?

A. It could be done by raising the grade of the road.

Q. The water was never out the channel would it accommodate all the water.

A. Only a bridge to accommodate all the water that comes in the channel will carry.

Q. Do you feel that the company had such a bridge at Fountain?

A. Yes, barring other conditions and the county bridge.

Q. Were you able to tell whether the county bridge went out before or after the railroad bridge?

A. It is only a matter of conjecture.

Q. It appears in the testimony that the platform of the car as the rear of engine struck it, how teen do you figure that the county bridge struck it and when?

A. It is my belief that the county bridge struck the railroad bridge about the time the train hit it.

Q. If there had been enough head room would not the county bridge have passed under?

A. Probably so.

Q. Does the company use heavier engines than formerly and if so did there been any provision for strengthening the bridges?

A. Heavier engines are used than ten years ago and where formerly timber bridges were built with two stringers 6x16 inches by 32 feet; stringers 6x20 inches by 32 feet are now used.

Q. Who regulates the placing of telegraph offices?

A. The division superintendent makes recommendations to the general superintendent and if deemed necessary the matter is taken up with the manager.

Q. Have you a telegraph office at Eden?

A. Yes; with a day and night operator.

Q. Have you a telegraph office at Pinon?

A. No.

Q. Have you one at Wigwam?

A. No office only.

Q. What have at Buttes?

A. Both a day and night office.

Q. Then there is a distance of twelve miles from Eden to Wigwam that there is no telegraph office and a distance of seventeen miles from Eden to Buttes there is no night telegraph office?

A. Yes.

Q. How, then, if there was something wrong along this track could it be reported?

A. By the foreman to the conductor of a passing train, or through a telegraph office.

Q. When does the day operator at Wigwam quit work?

A. I think at 7 o'clock.

Q. Is it not a fact in the evidence that No. 11 left Buttes at 7:30 p. m. Supoke at 7:30 or 7:45 there had been a heavy rain at Eden and that in the vicinity and the fact had been reported to the train dispatcher in Pueblo, consequently there have been any means of giving that information to the crew of No. 11?

A. No sir.

Q. If there had been a telegraph station five miles south, at Wigwam, or at Pinon, could the train have been reached?

A. Yes.

Q. Who regulates the matter of a system of track walkers?

A. The roadmaster makes recommendations to the division superintendent.

Q. Who regulates the length of track to be taken care of by a section gang?

A. The roadmaster and superintendent.

Q. In this particular case I believe the Eden section starts about one half mile north of that station and another half mile south of bridge 110-b.

A. I do not know as to that.

Q. Is there a bridge near Eden?

A. Yes.

Q. That bridge is covered by the Eden crew?

A. I think it is.

Q. Bridge 110-b, one-half mile north from the end of the Eden section is covered by the section crew at Pinon, a distance of five miles away. Is not bridge 110-b over the deepest arroya between Pinon and Eden, and if under the charge of the nearer crew, could it not have been saved?

A. No, for washouts are apt to occur anywhere. The section man from Eden performed his duties at the bridge near Eden, and there was a section man coming from Pinon over the track to bridge 110-b.

Q. That gulch being most dangerous in the miles of track, would it not have been better to have had it in charge of the Eden crew?

A. No.

Q. What kind of a bridge is being put in at the end of the wreck?

A. A piling structure.

Q. Is that a temporary structure?

A. No. There is being an extra support put under it and it is supposed to be a permanent structure.

Q. Your supervisor of bridges, Mr. Coulter, intimated that the bridge now building was only a temporary one.

A. No.

Q. F. Marmaduke of Pueblo, a man who has had considerable experience in bridge building and repairing, was called in to give the jury information regarding various classes of bridges and their relative merits. He stated that it was often customary in repairing a piling structure to take out the piling and replace it with frame work, that a bridge resting across a narrow channel was considered safe in case the water did not undermine the supports. He also stated that a well properly constructed a frame bent bridge would stand considerable side pressure, but that they would not stand as great pressure as stone or concrete piers. He stated that it would be practical to construct a one-span frame bridge without lessening the waterway below the bridge by using what is called the through girder, explaining that a through girder stands above the piers allowing the train to pass through. Mr. Marmaduke stated that he had been in bridge work for the past ten or fifteen years, having worked at various times on the Wabash system and the Illinois Central road.

At the close of Mr. Marmaduke's testimony the jury adjourned until 10 o'clock Monday morning.

Three More Bodies and All Identified

Three bodies were recovered by the searchers yesterday, all of which have been identified. The first found was that of Miss Vinnie Selby, formerly stenographer in the office of Henry & Hoag, attorneys. She was in bed at block, and who took the ill-fated train at Colorado Springs in company with L. B. Dunham, whose body has not yet been recovered.

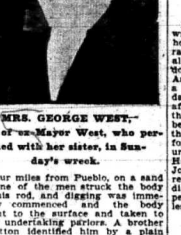
The second body found was identified as that of J. F. Dutton of Fairfield, Ill., and was identified by his brother. The third body found was identified as that of A. Sam Dennis of Denver.

Miss Selby's body was found by W. H. Moore of 1225 north Water street. Mr. Moore has a small black hair mastiff and half bloodhound puppy, not yet eight months old, and decided to take the dog, together with another small dog terrier, and go up the Fountain river in an endeavor to locate some bodies. He thought the dogs might scent them if left to picture they were not buried too far in the sand. Mr. Moore and the dogs had gone up and down the river for several hours, and when the black dog took away from the stream and made a straight line for the bluffs on the south, a mile and in the rear of the Standard Fire Brick Works. The dog stopped over a perfectly even mound of sand and would not move from the spot, but kept looking downward. The master of the dog thought that there was a body buried and tried to call his dog but the canine would not budge. Then Mr. Moore tried to get the dog to dig it refused to do that.

Moore then got a stick about eighteen inches long and prodded the sand. At the first prod he struck something and at the second he struck the head, hair and the strong odor of the decomposed remains floated up from under the sand. Mr. Moore then hurried to the brick works and borrowed a shovel, with which he unearthed the gruesome remains of Miss Selby. He immediately telephoned MaMahon & Collier's undertaking parlors and the ambulance was at once dispatched to the scene of the find and brought the body to Pueblo. Miss Selby was identified by her mother. A gold watch which she wore and a belt buckle were the means of identification that led Mrs. Selby to know that it was her daughter. In order to make sure of the fact, however; she went to her home and looked up the number on Miss Selby's watch, which corresponded with that on the body of the dead girl. The body was afterward taken to Loor's at the request of the parents. A special reward of $50 had been offered for the recovery of this body, and together with the reward of $100 offered for relief committee to individual searchers who recover bodies, Mr. Moore will receive $150.

Mr. Moore states that he had not saw his dogs any more than long to take for bodies as the animal loses its scent after finding one, but that all day while searching he will again take up the search, taking his dog some distance from the scene of yesterday's find, and he is confident that he will recover one more body.

The body of J. F. Dutton of Fairfield, Ill., was found by the party of searchers captained by B. W. Jay, and was buried under a sandbank 8 inches deep. The party had been using their iron rods, which measure eight feet in length, and when at the end of a half miles below the scene of the wreck



MRS. GEORGE WEST,
Wife of ex-Mayor West, who perished with her sister, in Sunday's wreck.

and four miles from Pueblo, on a sand bar, one of the men struck the body with his rod, and digging was immediately commenced and the body brought to the surface and taken to Coker's undertaking parlors. The body of Dutton identified him by a plain gold watch which the dead man had on when found, and by the bunch of keys which were badly rusted. In addition to this a watch found in a dollar and several coppers were found in the clothes. The remains were badly decomposed and features distorted almost beyond recognition.

The body of A. S. Dennis was found shortly after noon yesterday by Clyde and Bert Golusha. The man had evidently been on his hands and knees, as a pair of gloves and a hat, both of which was bare, could be seen above the surface, and this portion of the body is what was sighted by the searchers. They dug down with their shovels and found the head portion of the body, and the man was resting on his hands and knees, the body being in a kneeling position. The features were in this case were distorted beyond recognition. In his coat pocket was found a small leather memorandum book which contained an identification card showing him to be A. Dennis, 204 Opera House block, Denver, Colo. On another portion of the card read: "In case of accident notify Mrs. Dennis, 814 A. S. Dennis, 814 east Twenty-fourth avenue, Denver. This body was found in a sandbank 2 feet deep. Physicians say schoolhouse, five miles from the city.

The report of a Mexican that he had seen a body under a pile of driftwood and debris on a sandbank several miles down the river was looked into by the searching parties, but the body was found, and it is believed that the Mexican had found and mistook some old clothes which had been cast up there and thought a body was buried beneath. The Mexican made no report of his discovery, and did not investigate the matter before reporting.

No arrangements have been made yet for the burial or shipment of the bodies which were found yesterday, but it is probable that they will be buried on account of the decomposed condition of the bodies. It will probably be necessary to bury them in metallic caskets.

The usual searching parties were sent out by the relief committee yesterday morning, seventy-five men being dispatched in various directions along the Fountain and about the scene of the wreck, and fifty men down the Arkansas river. Among the latter were those who had been sent out on the search today Assistant Fire Chief Campbell, with one or two firemen, will leave in a boat and go down the river as far as Avondale, and then work back this way in an effort to locate some of the missing bodies.

Besides the individual searchers, not in the employ of the association, now stands at $100 for each body, and it is a fact that several independent searching parties have been organized that will begin work at daylight today. These independent parties consist of men who work during the week and will take Sunday in searching for those who lost their lives in the catastrophe.

The regular searching parties returned at dusk last evening and reported at the relief committee's rooms in the Colorado block at 7:30 o'clock last night. They received instructions for today's work which will be systematically conducted. The notice of the increased reward for bodies was received from Secretary George of the Fountain and Arkansas by Secretary E. W. Palmer of the association.

Relief Fund Subscriptions

The following additional subscriptions were received at the Chieftain office yesterday for the search fund:

Dr. W. H. McDonald	$10.00
J. W. Guynn, Aguilar	10.00
P. Mayer Leather Co.	10.00
A. B. Cox, Pittsburg	5.00
Theo. S. Strong	5.00
Dawson and Gambill	5.00
Codding and Cobbs	2.50
Mart T. Golly	1.00
Total	$48.00

No Bodies Found Under the Tank

Most of the work at the scene of the wreck yesterday was devoted to the material of locomotive No. 11 and the raising of the tank which had floated almost a half mile from the bridge. Wrecking crews had been in charge of Assistant Superintendent Miller with a force of men worked laboriously all day and at 5 o'clock hour yesterday afternoon the tank was removed from the stream. Searchers immediately began probing under the spot where the tank had been submerged, in an effort to locate more bodies, but were unsuccessful and nothing was found. Harry Johnson, father of Dorothy Johnson, whose body has not yet been recovered, was about the scene of the disaster yesterday conducting an independent search, which resulted fruitlessly.

Want Volunteers

The relief committee asks that as many citizens as possible volunteer their services to make a search along the Fountain river today. The regular search parties will be started, but great assistance could be given by several scores of men hunting independently. The committee has raised the reward for the finding of a body from $50 to $100, which sum, will be paid to any volunteer searcher.

Diamond Serves as Identification

A diamond ring with a stone 3-1-2 carats in size was one of the means where his brother identified J. F. Dutton, one of the victims of the wreck. The ring was highly valued by the deceased, being a present from his schoolhouse, five miles from the city. The report of a Mexican that he had seen a body under a pile of driftwood and debris on a sandbank several miles down the river was looked into by the searching parties, but the body was found, and it is believed that the Mexican had found and mistook some old clothes which had been cast up there and thought a body was buried beneath. The Mexican made no report of his discovery, and did not investigate the matter before reporting.

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Millions who were sick—like you, perhaps are well to-day because of Liquozone. The first bottle free; will you try it?

More people use Liquozone now than use medicine. Yet thousands still use drugs in the mistaken belief that what drugs can't do. If you are one of them, won't you let us buy a bottle of Liquozone and give it to you to try?

We Paid $100,000

For the American rights to Liquozone, because it kills germs in the body without killing the tissues, too. There is nothing else known which will do that. Any drug that kills germs is a poison and it cannot be taken internally. Medicine cannot destroy the cause of a germ trouble.

Liquozone is so certain that we publish on every bottle an offer of $1,000 for a disease germ that it cannot kill. The reason is that germs are vegetables, and Liquozone—like an excess of oxygen gas—destroys the vegetable matter. Liquozone invariably destroys the germs of the disease, wherever they are, yet to be human, blood is the most helpful thing in the world.

Acts Like Oxygen

The value of Liquozone lies in the fact that it does what oxygen does. Oxygen is the nerve food, the blood food, the scavenger of the blood. It is the very source of vitality, the most essential element of life. There would be no weak nerves, no impure blood, no inactive germs if we could get into the blood an excess of oxygen. But oxygen is gas, and unstable. An excess cannot be held in the blood.

In the making of Liquozone, we get the virtues of 1,250 cubic inches of the gas into one inch of liquid. The Liquozone is derived in large part from the best oxygen producers. The process of making takes 14 days. The result is a wonderful product, stable and concentrated, holding all the virtues of the gas. It goes into the blood, to go wherever the blood goes. No germ can escape it and none can resist it. The results are inevitable.

But Liquozone is more than a germicide. Oxygen is Nature's greatest tonic, and Liquozone is a vitalizer with which no other known product can compare. It not only destroyes the cause of germ trouble, but it quickly repairs all the damage which the germs have done. It gives to every organ just the help that it needs.

Germ Diseases.

These are the known germ diseases. All that medicine can do for these troubles is to help Nature overcome the germs, and such results are indirect and uncertain. Liquozone kills the germs, wherever they are, and the results are inevitable. By destroying the cause of the trouble, it invariably ends the disease, and forever.

Asthma	Piles—Pruemonia
Abscess—Anemia	Pleurisy—Quinsy
Bronchitis	Rheumatism
Blood Poison	Skin Diseases
Bright's Disease	Dysentery
Bowel Troubles	Diarrhoea
Coughs—Colds	Dandruff—Dropsy
Consumption	Dyspepsia
Colic—Croup	Eczema
Constipation	Erysipelas
Catarrh—Cancer	Fevers
Hay Fever	Gall Stones
Headache	Goitre—Gout
Kidney Diseases	Gonorrhea—Gleet
La Grippe	Scrofula—Syphilis
Leucorrhea	Stomach Troubles
Liver Troubles	Throat Troubles
Malaria	Tuberculosis
Neuralgia	Tumors—Ulcers
Many Heart Troubles	Varicocele
	Women's Diseases

All diseases that begin with fever, all inflammation—all catarrh—all contagious diseases—all the results of impure or poisoned blood.

In nervous debility Liquozone acts as a vitalizer, accomplishing what no drugs can do.

50c. Bottle Free.

If you need Liquozone, and have never tried it, please send us this coupon. We will then mail you an order on your local druggist for a full-size bottle, and we will pay your druggist ourselves for it. This is our free gift, made to convince you to show you what Liquozone is, and what it can do. In justice to yourself, please accept it today, for it places you under no obligation whatever.

Liquozone costs 50c. and $1.

CUT OUT THIS COUPON

for this offer may not appear again. Fill out the blanks and mail it to the Liquid Ozone Co., 458-460 Wabash Ave., Chicago.

My disease is.....

I have never tried Liquozone, but if you will supply me a 50c bottle free I will take it.

Name.....

.....

Give full address—write plainly.

Any physician or hospital not yet using Liquozone will be gladly supplied for a test.

Rumor of Body

Police Captain Wheeler Day, 4 while in La Junta last night, heard that the body of a girl had been taken from the river in that city. He had no opportunity of verifying the report. Inquiries were made of the two undertaking establishments and at the office of the La Junta newspaper, but they failed to confirm the report, arriving here 65 miles from Pueblo and 75 miles from the scene of the wreck. The only girls reported missing are Dorothy Johnson and Mamie Molliter.

Known Missing

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

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.

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

WRIGHT, I. W., Pueblo.

Reported Missing

ALLEY, DANIEL, Pueblo.

BROWN, ——, Hamilton, O.

BROWN, WILIAM M., Salt Lake City.

DERRY, MISS, Pueblo.

EAGAN, JOHN, Denver.

GRIMSLEY, C. T., Colorado.

HANSON, MISS PRANKIE, Denver.

MILLER, WILLIAM, Hamilton, O.

MYERS, MRS. GEORGE.

PARKER, MISS MARY, Pueblo.

STEARNS, MRS. ADA, Denver.

POREMAN, MRS. CHARLES, Trinidad.

Killed by Borrowed Auto.

New York, Aug. 13.—Charles H. Reilly, employed in an automobile factory at Orange, N. J., was instantly killed by the overturning of a machine which he had taken surreptitiously to entertain a party of friends.

Reilly was night watchman in the factory and invited three friends to go out for a spin. They accepted and Reilly helped himself to a big touring car. The machine was driven rapidly to Vallsburg, where Reilly got on the wrong road and turned too suddenly. Skidding into a tree the heavy car turned over and pinned the watchman beneath. He died shortly afterward and his companions were arrested on a charge of larceny preferred by the owner of the garage.

Firemen's Convention Ends.

By Associated Press to The Chieftain Special Service.

Washington, Aug. 13.—The seventh convention of the International Brotherhood of Firemen and Oilers adjourned today to meet in Omaha, Neb., the second Monday in August, 1906. Officers will be elected at that time.

President, Timothy Healy, New York; first vice president, Joseph Morton, St. Louis; secretary and treasurer, C. L. Shamp, Omaha. Delegates to the American Federation of Labor convention: Joseph W. Morton, Chicago; C. L. Shamp, Omaha; Timothy Healy, New York.

Amendments to the constitution was adopted fixing the term of officers at four years and providing for biennial meetings instead of annual.