Worst Train Wreck In History

(Continued From Page Thirteen.)

engine tender was in good condition, as it had very little coal and a small amount of water in it at the time the wreck occurred and when it struck the water the empty space created an air chamber, making the tender so light that it floated for some distance, when it was finally caught in a swift current and overturned. On August 11 an attempt was made to raise the locomotive, but after having it almost hoisted something occured with the machinery and the engine fell back in the mud. The next day the 100-ton wrecker from Salida succeeded in raising the mass of broken machinery, which was loaded on a flat car and brought to Pueblo. A sidetrack one-half mile long was built from Eden station to the point in the Fountain river where the cars were located, and the metal carriages saved were loaded in cars placed on this track for that purpose.

It was first thought that a bridge could not be built until the locomotive had been raised, and all D. & R. G. trains were run from Colorado Springs hours after the disaster, the hope of the searchers became even less. Yet a vigorous and thorough was the unorganized volunteer search that when the evening of the first day fell seventy-two bodies had been brought to the city. They were drawn out of the sands along a river frontage of more than thirty miles. The farmers volunteered their wagons to take the dead to the city whenever given an opportunity.

Heroism was shown in many instances. Seeing the body of a babe lodged on a sandbank in midstream, one man plunged in, not heeding the warnings of his companions, and swam out. He succeeded in reaching the body and in starting back. His burden hampered him and he was swept away. Only the added heroism of his companions saved him from death. The bed of the Fountain is full of quicksands and there are places where a man would disappear in a few seconds, but even this had no terrors.

The experience of the volunteer searchers during the first day proved conclusively that if any considerable



Rescuing Wrecked Engine In Eden Disaster.

proportion of the lost were to be recovered more system would have to be introduced and large means would be necessary. Mayor Brown called a meeting for Tuesday morning. The response was hearty and indiate. Hundreds of men gathered in the Central block rotunda. An organization was effected at which Mayor Brown was elected chairman and E. W. Palmer secretary. A relief committee was chosen to superintend and systematize the work. A call for volunteers resulted in the response of hundreds. Two parties of 100 each were picked. Hose were placed under one captain and these subdivided into ten parties of ten men each. One party of a hundred was taken down the river to Boone, a distance of twenty miles, in a train offered free by the Santa Fe. The other body of men was taken up the Fountain in a train of the Rio Grande. From both trains the small parties of ten were distributed every one or two miles along the rivers. This system worked admirably and during Wednesday ten bodies were recovered.

The relief committee decided to make a collection of money to carry on the search by means of paid parties. In a few hours after the decision was reached $4,000 had been raised. Altogether nearly $4,000 was contributed, which sum was thought enough to complete the work. For three days paid parties of more than 100 men were kept along the rivers. An additional reward of $100 for every body recovered was fixed. This led hundreds of men to continue the search on their own account and a number of rewards were paid out.

Indeed the searchers continued to patrol the rivers during the entire second week. Some were kept going at the instance of those who had lost relatives, like those of Harry Johnson and Frank Messinger, of Central City; others through hope of getting the large reward. What human effort could do was done. Eighty-eight bodies had been found by Wednesday, leaving only eight more known to be missing and a dozen who had been reported missing, but who could not be definitely located on the train.

No Need for Doctors.

The disaster was similar to a shipwreck at sea. Few physicians were needed. There were hardly any wounded, with the exception of a few cuts sustained by the survivors in getting themselves from the chair car. The railroad aroused a full dozen of the surgeons, and a physician on the scene of the first train, but their instruments and medicines were useless. They joined in the search for bodies, but otherwise their presence was almost unnecessary. There were only the unhurt survivors of the Pullman and the dead of the chair and smoking cars.

Pueblo Responds to Duty's Call

Inspiring was the manner in which Pueblo rose to the emergency. This chapter of the disaster is the one to which the future will turn with pleasure, and those who suffered the direct loss with deep gratitude.

The great work to be accomplished was the recovery of the bodies from the rivers. When the blackness of the night and the rushing torrent seemed to swallow up as if by magic the hundred lives the task of recovering the bodies loomed up as an almost insurmountable one. The railroad men on the scene at midnight, the police officers and the few searchers who left the city before the darkness rose from the earth could see nothing but the swollen stream of the Fountain, rushing with a force so irresistible that even the heavy passenger coaches seemed like toys in its grasp. A mere human body would certainly be swept away like chaff. To them the rescue work looked hopeless. What could men do in the face of the raging elements?

The seemingly impossible was done. When the stores and the homes of the city were deserted and men grasped the full extent of the catastrophe they did not merely look aghast and stand idle. Every man questioned what he could do, and the question quickly brought the answer. Singly, in pairs and in squads, hundreds (during the first day it would be more accurate to say thousands) started out on the search. Every class and kind shared in the work. The city and county departments, better organized, naturally led off.

Men of business, whose delicate hands had not held an instrument tougher than a pen for years, seized shovels and side by side with coal heavers proceeded to the wreck. Ex-mayors, congressmen contributed of their time with as great freedom as though it were worth no more than that of a day laborer. They trudged along the banks of the Fountain for dozens of miles, waded in the stream, dug in the mud, tugged at snags with determined enthusiasm. They did not shrink from carrying the broken, pitiable remains of humanity, however distasteful the labor may have been.

At the break of day the volunteer parties started out. In a few hours there was not a mile on either bank of the Fountain without its searchers. Eyes watched the waters for floating bodies; some of the searchers disappeared under the dense growth of trees on either shore. The genius for organization, the characteristic of the American race, came to the surface. The hundreds of individual searchers, the scores of parties, each one of whom volunteered his services without consulting another, as if by magic formed their leaders and divided the labor and the territory. So complete and effective was their work that the railroad company, upon whom in reality rested the duty of recovering the bodies, found but little to do.

A liberal estimate when the work was started placed the number of bodies that could be recovered at thirty-five, no more than one-third of those lost. After the first body was taken in the Arkansas river, twenty miles distant from the wreck, the search could be turned, could be seen slowly moving hearses, followed in some instances by a single carriage, bearing a few devoted friends, and in others, the long string of carriages, with marching men acting as an escort to the tomb. So many were the funerals that many, with wide circles of friends into which death had entered, could not elect which he should follow to the grave. Every hearse in the city was busy carrying the bodies of the victims of the disaster to the several cemeteries and every carriage in the city was engaged long after the shades of night had fallen and torches gave light while a few short prayers were said and in the darkness the bodies were lowered into the grave.

The swiftness of the dread visitation came to the people of Pueblo when they saw the members of whole families borne through the streets on their way to the tomb. Two hearses traveling side by side, carrying mother and daughter, brother and sister, and in one instance, three of the carriages for the dead, carrying father, mother and child, caused even the most careless of observers to think and to turn his moistened eyes from the pitiably sad sight.

At every church services for the dead were being conducted. At many homes, weeping ones gathered around the coffins of loved ones and between their sobs listened to words of comfort spoken by men of God. Many lodges acted hardly followed the body of their loved one from the room before a service for another was begun.

On one afternoon, three double funerals saddened the hearts of the people, the funerals of a brother and sister, of a mother and her daughter, and of two young people who were soon to have taken upon themselves the closest relations that exists between man and woman. Escorted by members of the Masonic fraternity, the two hearses escorted by uniformed Knights of the Templar order, the bodies of John F. Bishop and his sister, Etta, moved through the streets. Shortly after, two hearses, conveying Mrs. Alfred Downing and her daughter to the grave, passed and added to the general gloom. At the first Presbyterian church hundreds of the friends of Walter Ferguson Munn and Miss Emily Wood listened to the touching words of consolation as he once over the two coffins and spoke of two lives that had been beautiful, for two souls that had found union in death.

Sad as was the sight of double funerals, how much more sad it was to see a triple funeral, father, mother and child. Escorted by the members of Pueblo lodge, No. 95, B. P. O. E., the three hearses containing the bodies of J. Q. Thomas, Mrs. Thomas and their little daughter, Florence, moved along the streets on their way to the train which was to take the remains of almost an entire eastern family to the eastern home for burial. In the center of the street was a white hearse, drawn by four white horses, containing the body of the child, while further back, and to the right and left come the cars, in their somber trappings, of the father and mother. In a carriage was seated the four children who had survived the disaster that took from them in one awful instant both father and mother. The sight was indeed a fitting culmination of the veritable carnival of woe which for many days had reigned in the chief city of the Arkansas valley.



Smoking Car After Water Left Bed of Creek.

Day of Funerals Follows Tragedy

It was a week of horror, of gloom for many, and of heartbreak for others, a time of sorrow for all, that was passed by the people of Pueblo immediately following the plunge of ill-fated train No. 11 from the bridge across the arroyo near Eden. The first shock of the horror was over and the people began to come out from the daze which had upon them because of the awful catastrophe, and then a realization of the terrible thing which had befallen the community came to the people. Horror was replaced by gloom and this by sorrow almost too deep for utterance. The horror had been so complete, death in one of its most awful forms, had entered almost every social circle. It had touched so many of the homes with its withering fingers and had taken so many well known faces from the street, the shop, the school and the church, that every person in the city felt that he had a share in the common sorrow into which Pueblo had been plunged. It was only when the funerals of the victims of the disaster began moving along the streets that the people began to lose that bit of excitement which had buoyed them up during the hours of the greatest calamity and to realize that death had indeed been busy in the city.

It was a time of universal sorrow. Business was practically suspended and thousands stood upon the streets and reverently uncovered as hearse after hearse, followed by the mourning friends of the victims of the disaster began moving along the streets that the people began to lose that bit of excitement which had buoyed them up during the hours of the greatest calamity and to realize that death had indeed been busy in the city.

To the average man and woman to whom the sight of the trappings of grief, the sable plumed hearses and the long line of carriages of the funeral cortege, has always brought a feeling of sadness, the time was brought with a depression almost indescribable in almost any direction in which the eye could be turned, could be seen slowly moving hearses, followed in some instances by a single carriage, bearing a few devoted friends, and in others, the long string of carriages, with marching men acting as an escort to the tomb. So many were the funerals that many, with wide circles of friends into which death had entered, could not elect which he should follow to the grave. Every hearse in the city was busy carrying the bodies of the victims of the disaster to the several cemeteries and every carriage in the city was engaged long after the shades of night had fallen and torches gave light while a few short prayers were said and in the darkness the bodies were lowered into the grave.

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Names of Dead Tell of Tragedy

Identified dead 88
Known dead, missing 8

Total dead 96
Reported Missing 14

Identified Dead, Pueblo.

BECK, GEORGE.
BISHOP, MISS ETTA.
BISHOP, JOHN F.
BODMAN, FRANK E.
BOGLE, AGNES GERTRUDE.
CAMPBELL, ROGER.
CAMPBELL, DON.
DAVIS, MISS MINNEOLA.
DOWNING, MISS CARRIE.
DOWNING, MRS. ALFRED.
EMRICH, J.
GALBRAITH, J. T.
GRAVES, HERBERT E.
GRAY, JESSE E.
HESS, J. A.
HOES, ALEXANDER E.
HUGHES, MISS PEARL.
HUGHES, WILLIAM E.
HUDDLESTON, JENNIE.
KEATING, MRS. JAMES.
KEATING, JAMES, P. JR.
KELLY, MISS MARGARET.
LINFOOT, MRS. ROBERT.
M'DONALD, MISS STELLA.
MAXWELL, A. S.
MCGREGOR, DR. JAMES B.
MEATS, O. R.
MORRIS, MARK.
MOLITER, MRS. CORA E.
MOLITER, GENEVIEVE.
MOLITER, MAMIE.
MUNN, DR. WALTER FERGUSON.
O'BANNON, THOMAS.
PINE, MISS ANNA.
SEWARD, BUDD.
SELBY, MISS VINNIE
STURGEON, MISS ALICE.
SWARTZKOPF, RALPH.
THOMAS, J. Q.
THOMAS, MRS. J. Q.
THOMAS, LEONA.
WALKER, MISS FLORENCE.
WEST, MRS. GEORGE F.
WOODS, MISS EMILY.
WRIGHT, I. W.
WRIGHT, MISS IRENE.
YEAGLA, MRS. A. R.

Other Identified Dead.

BISHOP, MISS CARRIE, Hartford, Conn.
CAMPBELL, MISS ADA J., Denver.
CAVANAUGH, MRS. MARY, Necedeah, Kas.
DENNIS, SAM, Denver.
DUTTON, J. F., Pittsfield, Ill.
ECKLUND, MISS ELIZABETH, Denver.
ENGLAND, GEORGE, Colorado Springs.
GARTLAND, MRS. KATE, C., Denver.
GARTLAND, LILLIAN, Denver.
GARTLAND, EDWARD, Denver.
GARTLAND, RALPH, Denver.
HOPPERT, G. W., St. Louis, Mo.
GILBERT, MRS. H. S. Oklahoma City, Okla.
GRAHAM, J. G., Florence.
HEDENBURG, MISS ELLEN, Salina, Kas.
HINMAN, HENRY, Denver.
HOUGH, H. W., Denver.
JENKINS, MISS MABEL, Lawrence, Kas.
KROTTER, MISS IDA, Denver.
LA SHELL, E. T., Denver.
LEONARD, MISS IDA, Chicago.
M'CRACKEN, HUGH, Aurora, Ill.
MOSIER, ALFRED, Ill., Colo.
MURPHY, DENNIS, Denver.
O'BANNON, R. W., Washington, D. C.
PRINCE, CLYDE, Rockbridge, Ill.
PRICE, MISS MARY, La Salle, Ill.
PAGE, HAROLD B., Denver.
REECE, T. S., Denver.
ROLAND, MISS ELSIE, Lindsborg, Kas.
SALISBURY, M., Sterling, Colo.
SCHULZ, A. M., Denver.
SHERMAN, MRS. JEANETTE, Carthage, Mo.
SHOUP, MISS LOTTIE, Grand Rapids, Mich.

Andrew J. Hess, D. & R. G. Clerk

SMITH, JAMES H., Denver.
STEFFEY, MRS. BELLE, Alliance, Ohio.
STEVENS, MRS. L. S., Northampton, Mass.
THOMPSON, MRS. TILLIE, Montana.
TURNER, J. F., Denver.
WALSH, MRS. MARY, Chicago.
WHITMAN, MAJOR FRANK H., Fort Logan, Colo.

Missing, Known Dead.

ALLEY, DANIEL, Pueblo.
DUNHAM, L. B., Pueblo.
GARTLAND, WALTER, Denver.
JOHNSON, DOROTHY, Pueblo.
MESSINGER, F. H., Central City.
NEWTON, ALBERT, Cripple Creek.
WILSON, FRANK, Denver.
WRIGHT, I. W., Pueblo.

Missing, Reported.

BROWN, ——, Hamilton, O.
BETHEL, CHESTER, Leavenworth, Kas.
DONLEY, MISS MARY, Galesburg, Ill.
DERRY, MISS ADA, Pueblo.
EAGAN, JOHN, Denver.
FOREMAN, MRS. CHARLES, Trinidad.
GRIMSLEY, C. T., Colorado Springs.
HANSEN, MISS FRANKIE, Denver.
MILLER, WILLIAM, Hamilton, O.
PARKER, MISS MARY, Pueblo.
POWELL, MELVIN, Saguache, Colo.
STEARNS, MRS. ADA, Denver.
SIMS, Miss ——, Los Angeles, Cal.
TAYLOR, FRED, (colored), Kansas City, Mo.

Coroner's Jury Has Great Task

The jury called to sit during the inquest over the body of John F. Bishop and others, who lost their lives in the railroad disaster near Eden on the evening of August 7, 1904, has had one of the most momentous tasks ever undertaken by such a body in Pueblo county. Something of the magnitude of the task is shown when it is remembered that ten days were occupied in making the investigation and reaching the verdict. Fifty witnesses were examined and more than 120,000 words of testimony taken. This evidence comprises information touching every phase of the wreck, its cause and all questions pertaining to the operation of the trains and methods of precaution employed to guard against such disasters.

At the time the wreck occurred Coroner A. L. Fugard was out of the city. On Monday afternoon, however, the jury was empaneled by Justice Mc Kallip and the following day the investigation began in rooms adjoining the offices of Coroner Fugard, corner Union avenue and D street. District Attorney J. H. Low has had charge of the investigation from the beginning, and his examination of the witnesses has brought to the attention of the jury every point of evidence that could be of any assistance in formulating a verdict. It was a considerable difficulty that some of the most important witnesses were discovered and their testimony secured. Each record of the testimony was taken and transcribed by Allen J. Beaumont, official stenographer.

The jury sitting in this case is composed of men who have been residents of Pueblo for from seventeen to twenty-seven years; men who have been identified as to the welfare of important town to a city which now ranks second within the borders of the Centennial state. A brief sketch of each member of the jury is herewith given:

C. C. Robinson, foreman of the jury, followed a wagon across the plains, reaching Colorado in the spring of 1877. Shortly after reaching this state he was engaged to assist in constructing the toll road between Wagon Wheel Gap and Del Norte. He was then engaged in government service under the department of the interior, and assisted in making an extensive survey in the western country. For some years he was engaged in prospecting and mining in the Creede and Summerville districts. Later he assisted in surveying for the D. & R. G. and in New Mexico. He then went to Alamosa, where he engaged in merchandise business. After a time there he returned to Del Norte, and from there went to Summitville as bookkeeper for the Iowa and Colorado Mining and Milling company. From there he came to Pueblo in 1892, and has been a resident of this city since that date.

J. R. Milhoser came to Pueblo, March 15, 1889. From that date to June 27, 1894, he was employed with the Santa Fe railroad. Beginning August 1 of that year he engaged in the furniture business for a period of three years. Following this he was employed in Pueblo with the Union Pacific. On November 11, 1900, he became employed by the C. F. & I. Co., and continued with that company until the shutdown nearly a year ago. Since that time he has been employed with the Missouri Pacific. Mr. Milhoover has a family consisting of a wife and four children. He is a property holder and a taxpayer in Pueblo.

David Ferguson, 507 west Abriendo avenue, has been a resident of Pueblo since 1892. In 1890 he was transferred from Grand City to Colorado by the Union Pacific and employed as chief clerk for the superintendent. Resigning this position he came to this city two years later and accepted a similar position with the D. & R. G., which position he held until January 7, 1901. He then left the D. & R. G. and accepted a similar clerkship for the general superintendent of the C. & S. G. railroad. Returning to Pueblo December 15, 1902, he was appointed as chief clerk on the D. & R. G., which position he resigned January 28, 1904, to accept his present position. He is at present the representative of the Travelers' Insurance company in Pueblo.

W. J. Collins, aged 39 years, has been a resident of Pueblo since April 10, 1890. For a few years he was employed by the Colorado Fuel & Iron Co., and opened a jewelry business for himself on south Union avenue. The business was then located on the south side of the river. Subsequently he moved to the north side of town and a few years later located at the corner of Union avenue and D street. During his twenty-four years' residence in this city Mr. Collins purchased considerable property, having resided in and improved three different residences. The last he sold to the late ex-Mayor George West about two years ago, when he retired from business on account of his health. Since that time he has visited extensively in California and several of the eastern states. Mr. Collins has a wife and two children, one of whom is married and resides in Pueblo.

A. B. Allen, aged 61 years, has been a citizen of Pueblo for the past seventeen years, having come to this city in March, 1887. With the exception of one year he has been engaged in the jewelry business south of the river for the entire seventeen years, he being now located on south Union avenue just north of D street. Mr. and Mrs. Allen reside at 132 Victoria avenue. His two children are married and reside in Pueblo.

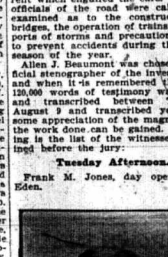
John McDonnell, 132 Michigan avenue, first came to Pueblo March, 23, 1882. At that time he came from New York and was engaged to operate the first lead pipe machine operated in this city. For a number of years he was employed as a machinist at the Pueblo smelter and during a great portion of that time was one of the foremen. For the years he was superintendent of water services of the Pueblo and Cripple Creek railroad. Returning from Cripple Creek he was again engaged at the Pueblo smelter and was later given the contract for putting in the water service of what was then known as the Milligan mill. Mr. McDonnell is a property owner and a taxpayer in Pueblo.

At the beginning of the inquest there were but a small number of witnesses known to the jury who could be expected to give any pertinent information regarding the wreck or the questions which then appeared to be of importance. Chief among these was Engineer C. Mayfield, fireman on No. 11 at the time of the catastrophe. Mr. Mayfield appeared before the jury on the second day of the investigation and his story was one of the most thrilling heard. The story of J. M. Killin, one of the survivors of the wreck, was one of the most realistic descriptions of the scenes in the chair car at the time the crash came, and of what must have been the experience of the passengers in the chair car as the train tore its torrent which engulfed the cars. Several officials of the road were called and gave evidence as to the condition of the bridges, the operation of trains, the reports of storms and precautions taken to prevent accidents during the rainy season of the year.

Allen J. Beaumont was chosen as official stenographer of the investigation and when it is remembered that over 120,000 words of testimony was taken during the time between Tuesday, August 9 and transcribed yesterday, some appreciation of the magnitude of the work done can be gained. Following is the list of the witnesses examined before the jury:

Tuesday Afternoon.

Frank M. Jones, day operator at Eden.



J. T. Turner, D. & R. G. Brakeman.

J. H. Eckholm, section foreman at Eden.
W. E. King, section foreman at Pinon.
R. Brunazzi, special agent D. & R. G., Denver.

Wednesday Morning.

R. H. Bowron, superintendent third division, Denver.
Patrick Sloan.
W. A. Balcolm, civil engineer D. & R. G., Pueblo.

Wednesday Afternoon.

Jury visited scene of wreck, examined arroya.

Thursday Morning.

W. E. Miller, assistant superintendent D. & R. G., Pueblo.
R. Coulter, supervisor of bridges and buildings D. & R. G., Pueblo.
E. B. Mitchell, train dispatcher D. & R. G., Pueblo.

Thursday Afternoon.

J. J. Affley, brakeman No. 7 D. & R. G., Pueblo.
W. E. Zinc, passenger on No. 7, Pueblo.
David C. Mayfield, fireman No. 11 D. & R. G., Denver.
C. O. Hoober, Chieftain reporter, Pueblo.

Friday Morning.

Frank Boardman, passenger on No. 7, Pueblo.
Dominic Pattinelo, former workman D. & R. G.
H. Burton, general road overseer, Pueblo county.
Tony Fisher, passenger who escaped from wreck, Pueblo.
Coroner A. L. Fugard, Pueblo.

Friday Afternoon.

J. M. Killin, passenger who escaped from the wreck.
Henry McGill, section foreman Santa Fe, Pinon.
L. E. Heyman, passenger on Santa Fe train.
Henry Eiten, former trackman D. & R. G., Eden.
W. R. Proctor, train dispatcher Santa Fe, Pueblo.



Scene at the South Side Morgue during the days following the disaster. All the Undertaking Establishments were constantly thronged with heartsick relatives and friends.

E. H. Colvin.
F. P. Slaughter, weather observer, Pueblo.
J. H. Hartsoe, bridge repairer, Pueblo.

Saturday Morning.

Daniel W. Johnson, engineer No. 7 D. & R. G.
William Jarness, engineer first No. 4 D. & R. G.
Thomas Schoeberlin, engineer second No. 4 D. & R. G.
G. W. Harris, civil engineer Santa Fe, Pueblo.

Saturday Afternoon.

L. M. Kreeger, passenger second No. 4, Trinidad.
John Norris, passenger No. 7, Pueblo.
William Coughlin, general superintendent D. & R. G., Denver.
William Marmaduke, bridge builder, Pueblo.

Monday Morning.

Frank Smith, Passenger No. 7 Pueblo.
A. H. Smith, county commissioner, Pueblo.
E. C. Pettibone, fireman second No. 4.
A. A. Douglas, fireman No. 7.
C. M. Gilbert, former bridge builder, Pueblo.

Monday Afternoon.

E. G. Breslow, day operator D. & R. G., Wigwam.
J. G. Gottula, passenger train No. 7, Pueblo.
Edwin Anderson, passenger wrecked train, Pueblo.
W. A. Balcolm, recalled.

Tuesday Morning.

A. H. Cully, ranchman residing near scene of the wreck.
Don C. Cully, son A. H. Cully.
E. G. Dewey, block agent on Santa Fe, Bragdon.

Tuesday Afternoon.

Charles Sutherland, night block agent Santa Fe, Bragdon.

Thursday Afternoon.

T. S. Quiett, carpenter and bridge builder, Pueblo.
Walter Hart, Pueblo.

Railroad Pays Expense of Search

All who so generously subscribed to the relief fund for the recovery of the bodies missing since the Eden wreck will have the full amount of the subscriptions returned to them. This is made possible by the action of the Denver and Rio Grande railroad company as outlined in the following letter, to which George D. Meston, president of the Business Men's association has replied:

To The Pueblo Citizens' Relief Committee, Pueblo, Colo.:

Gentlemen: The Denver and Rio Grande railroad company recognizes and fully appreciates the energetic and valuable services of the committee in the recovery of bodies lost in the terrible catastrophe near Eden on the night of August 7, 1904.

We feel that your work is being carried on intelligently and effectively and in evidence of our consideration and appreciation we hereby subscribe the further sum of two thousand dollars to be returned to you, and after this assume the payment of one hundred dollars ($100) reward for each additional body found and identified. All to be paid by this date. Yours very truly,

C. H. SCHLACKEN,
Vice President.

Mr. Meston's reply follows:

Aug. 18, 1904.

Mr. C. H. Schlacks, Vice president the Denver and Rio Grande railroad company, Denver, Colo.:

Dear Sir: I am directed by the relief committee to acknowledge the receipt today, from the hands of Messrs. Devine and Dubbs, of your letter of the 17th inst., covering draft for two thousand dollars ($2,000.00). This sum,

(Continued on Page Seventeen.)