We paid $100,000 for Liquozone; and we paid $500,000 more to buy a million bottles and give them to a million sick.

We paid $100,000 for the American rights to Liquozone. And we have spent $500,000 in the past four months to buy a million bottles and give them to a million sick ones. Don't you realize that this product must be of wonderful worth to humanity? Won't you see what it means to you?

Acts Like Oxygen.

Liquozone is not made by compounding drugs, nor is there any alcohol in it. Its virtues are derived solely from gas—largely oxygen gas—by a process which requires immense apparatus and 14 days' time. Each cubic inch of Liquozone represents the virtues of 1,250 cubic inches of the gas. The process by which these virtues are concentrated into liquid, stable form, has been the constant subject of scientific and chemical research for more than 20 years.

The result is a product which 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. But oxygen is a gas, and unstable; while Liquozone is fixed and concentrated. It gets an excess of oxygen virtues into the blood, to go wherever the blood goes. The result is a vitalizing tonic with which no other known product can compare.

Kills Inside Germs.

But the great value of Liquozone lies in the fact that 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. For that reason, medicine is practically helpless in any germ disease.

Liquozone is so certain that we publish on every bottle an offer of $1,000 for a disease germ it cannot kill. The reason is that germs are vegetables; and an excess of oxygen—the very life of an animal—is deadly to vegetal matter. Liquozone is certain destruction to germs, yet to the human body it is the most helpful thing in the world. There is no other way to end the cause of any germ disease.

Germ Diseases.

These are the known germ diseases. All that medicine can do for these troubles is to help Life 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—Pneumonia
Abscess—Anemia	Neuralgia—Pleurisy
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
Influenza	Goitre—Gout
Kidney Diseases	Gonorrhoea—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 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 Liquozone Co., 453-459 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.

699S

Give full address—write plainly.

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

EXHAUSTIVE REVIEW OF TESTIMONY TAKEN

(Continued from Page One.)

Mrs. E. B. Julias, Miss Jessie Dimorn, Edwin Anderson, R. Brunnazi, Mrs. Brunnazi, Miss Brunnazi, Parker R. Brown, H. H. Dorn, H. H. Crabbe, crew of six men on diner, all escaped uninjured from the Pullmans and dining car. No one on Pullman or diner was injured.

The known dead on this date are:

BISHOP, JOHN F.
BECK, GEORGE
BISHOP, MISS ETTA
BISHOP, MISS CARRIE
BODMAN, FRANK C.
BOGLE, MISS EDNA G.
CAMPBELL, MISS ADA J.
CAMPBELL, ROGER P.
CAMPBELL, DON
CAVANAUGH, MRS. MARY
DAVIS, MISS MINNEOLA
DOWNING, MRS. ALFRED
DOWNING, MISS CARRIE B.
ECKLUND, MISS ELIZABETH
ENGLAND, GEORGE
ENRICH,
GALBRAITH, J. T.
GARTLAND, MRS. KATE C.
GARTLAND, LILLIAN C.
GARTLAND, EDWARD P.
GEPPERT, G. W.
GILBERT, MRS. LEATHA D.
GRAHAM, J. G.
GRAVES, HERBERT R.
GRAY, JESSE B.
HEINDENSON, MISS ELLEN S.
HESS, J. A.
HINMAN, HENRY
HOBS, ALEXANDER E.
HOPPER, MISS PEARL
HOUGH, H. W.
HUGHES, WILLIAM E.
JENKINS, MISS MABEL C.
KEATING, MRS. MAMIE M.
KELLY, MRS. MARGARET J.
KROTTER, MISS IDA
LA SHELL, B. T.
LEONARD, MISS IDA
LINFOOT, MRS. ROBERT
M'CRACKEN, HUGH
M'DONALD, MISS STELLA
M'GREGOR, DR. JAMES B.
MAXWELL, A. S.
MEATS, J. G.
MORRIS, MARK
MOLITER, MRS. CORA A.
MOLITER, GENEVIEVE
MOSIER, AL.
MUNN, DR. WALTER FERGUSON
MURPHY, DON.
O'BANNON, THOMAS F.
PRINCE, CLYDE
PRICE, MISS MARY
PINE, MISS ANNA
REESE, T. B.
ROLAND, MISS ELSIE
SALISBURY, M.
SEWARD/BUD
SCHUTZ, A. M.
SHERMAN, MRS. JEANETTE
SHOUP; MISS LOTTIE
SMITH, JAMES H.
STEVENS, MRS. OLIVE B.
STURGEON, MISS ALICE
SWARZKOPF, RALPH
THOMAS, J. G.
THOMAS, MRS. SUSANNA
THOMAS, LEONA
THOMPSON, MRS. TILLIE
TURNER, J. F.
WALKER, MISS FLORENCE
WEST, MRS. MARY CHANCELLOR
WELCH, MRS. MARY
WHITMAN, MAJOR FRANK H.
WOOD, MISS EMILY
WRIGHT, MISS IRENE W.
DENNIS, SAM
DUTTIN, J. F.
GARTLAND, RALPH
HUDDLESON, JENNIE
KEATING, infant son of Mrs. James Keating.
MOLITER, MAMIE
O'BANNON, RAY W.
PAGE, HARRIET B.
SELBY, MISS VINNIE M.
STEFFEY, MRS. ISABELLA T.
TEAGLE, MISS ANNIE M.

The known missing are:

ALLEY, DANIEL
DUNHAM, R. B.
GARTLAND, WALTER
JOHNSON, MISS DOROTHY
MESSINGER, R.
NEWTON, ALBERT
WILSON, FRANK
WRIGHT, J. M.

These are inquired for:

BROWN,
DERBY, MISS
HALGAN, JOHN
GRIMBLEY, C. T.
HANSEN, MISS FRANKIE
MILLER, WILLIAM
MYERS, MRS. GEORGE
PARKER, MISS MARY
STEARNS, MRS. ALICE
FOREMAN, MRS. CHARLES
BETHEL, MRS. ETHEL
SIMS, MISS
DONLEY, MISS MARY
BETHEL, CHESTER
TAYLOR, FRED (colored)

The total number on the entire train at the time of the wreck, obtained from the most reliable sources, was 139.

Location of Disaster.

The disaster took place at railroad bridge No. 110-B on the Denver and Rio Grande railroad, one hundred and eleven miles from Denver, nine miles from Pueblo and one mile north of Santa Fe, a station of said railroad.

Arroya and Drainage Area.

At the place of the wreck the Denver and Rio Grande railroad crosses an arroya, now about 40 feet wide and about 16 feet deep. This arroya diminishes in size and capacity towards its source, runs through a loose adobe soil, with sand sub-soil, and drains a funel shaped basin about eight miles long and three miles wide. Its source is a little south of east and it empties into the Fountain river a few hundred yards below the scene of the wreck.

There has never been a continuous flow of water in this arroya, but on the contrary it is usually dry. It is in a territory subject to heavy rainfalls, cloudbursts and water spouts, during what is known as the rainy season in May, June, July and August. The nature of the arroya itself and the testimony of those familiar with it for the past twenty or thirty years, demonstrates that it was formed, not by a continuous flow of water, but by heavy rainfalls, cloudbursts and water spouts. During the present rainy season it has been known to carry from three (3) to seven (7) feet of water on several occasions.

Artificial Structures.

A very few feet above bridge 110-B and crossing the same arroya is the abandoned road bed of the A. T. & S. F. Ry., with remnants of its bridge two rods east of bridge 110-B. The arroya, still standing about forty feet apart, near the north and south banks respectively.

County Bridge.

A few hundred yards above bridge No. 110-B and crossing the same arroya was the county bridge, a wooden structure of one span about 28 feet long, resting on a rough pile bent either end supported by means of an "A" truss in the middle. The piles were driven about 12 feet into the ground. All but two of these piles were torn out. It went down at the time of the high water, but, owing to its construction, it probably broke at the middle of the "A" truss which was the same as the middle of the bridge. It was built on level, but after it passed the point where bridge No. 110-B was located, before, at the time of, or after the wreck, cannot be stated positively, but evidence shows that it was washed away before the wreck occurred.

Bridge 110-B.

This bridge was a wooden structure consisting of three bents each 12 feet in length and resting upon four bents. Numbering the bents from north to south, one and four consisted of posts standing on pedestal caps and were supporting stringers, ties and rails. Bents two and three consisted of seven piles driven 12 feet into the bottom of the channel and sawed off six feet below the surface. On top of these piles were placed sills and fastened to them with two drift bolts, each 3-4 inches in diameter and 36 inches long driven through the sills into each of the piles. Resting on the sills of each bent and extending to the cap above were seven 12x12 posts which fastened to them by two bolts 3-4 inches in diameter and 22 inches long, driven through the sides of the posts obliquely into the sills. The outer posts on each side row of seven rested on the sides at an acute angle to afford the structure additional horizontal or side resistance. On top of the posts were placed caps 16x16 which were fastened to them by two bolts 3-4 inches in diameter and 26 inches long, driven through the caps into the top of each post.

The stringers were each 8 inches by 20 inches by 22 feet best Oregon timber. Four of these were bolted together and placed under each rail, making eight in all stretching from bent to bent. The ends of the stringers were joined by butt joints.

Resting on the stringers were the ties and on these the rails. The outer one of each set of four stringers was fastened to the cap below by means of a 3-4 inch bolt with nut on each end, which bolt passed through the cap, stringer and tie above.

Bents 2 and 3 stood in the bed of the arroya to the southeast just above and very close to bridge 110-B. No. 3 received the full force of the current and any drift carried by it. Both bents 2 and 3 were boarded up on both sides with three inch lumber from the sills to the caps to prevent drift from gathering.

Kinds of Railroad Bridges.

The classes of bridges in general use by railroads throughout the country, over similar gulches, are frame bent bridges, pile bridges and metal bridges on masonry foundations and arches of concrete and masonry construction. Their comparative merits for economy, safety and efficiency in accomodating heavy volumes of rapidly flowing water, seemed to be in about the order above named, the wooden bent being the poorest.

No witness classed bridge No. 110-B as first in ability either to accommodate the water in the arroya or to resist the force of the current or any floating body therein. On the contrary almost all gave it last place in this regard. One bent of the same character of bridge went out this portion of the road in 1905, a similar structure at the same point on the Santa Fe was moved from its foundation about twelve years ago. Bridge No. 110-B was a frame bent bridge and was capable of sustaining an enormous weight from above in dry weather. If modern civil engineers and modern railroads are not discarding the class of bridge to which No. 110-B belongs, and replacing them by the better metal and masonry structures, then there is a conflict of judgment between them on the one hand and the almost universal judgment of common humanity on the other. The Rio Grande company is replacing similar structures with first class bridge No. 110-B by metal structeurs with stone abutments and by masonry concrete arches, and in no where is it supplanting either of the latter class by wooden structures.

Telephones and Telegraph Stations

The Denver and Rio Grande does not use telephones between stations. It maintains a telegraph station at Eden, with day and night operator, none at Pinon, six miles north, a day operator at Bragdon, two miles to the south, a warn twelve miles north and a night and day operator at Buttes, seventeen miles south, and some seventeen miles with neither telephones or telegraph, after 7 p. m.

Inspection.

Bridge No. 110-B was regularly inspected, June 2, 1904; the section crew had passed it daily between that date and the wreck and had inspected it, many heavy trains passed over it daily; Train No. 1 about 1 hour and 15 minutes before the wreck and second No. 4 about 1 hour and 5 minutes before, and the bridge during the whole of said time, was apparently in its usual condition.

Track Walkers.

No regular system of track walkers or flagmen, independent of the regular section hands, is maintained by the company and along the road at this point. One or more of the regular section hands covers the entire length of the section each day. The rains usually fall in the afternoons and evenings during the rainy season and a section men i ssent over the track afterwards.

Precipitation on August 7, 1904.

All afternoon on the day in question, and to the north of the Fountain basin, stretching many miles north and south, the rain clouds were gathering. Together with the bridge at Eden and bridge No. 110-B the storm came from the northwest. Second No. 4 left Pueblo bridge No. 110-B at 7 p. m. Her crew and passengers noticed the condition of the west. Train No. 7 left Colorado Springs in a light rain, passed bridge No. 110-B at 7:05 and ran through rain almost all the way and stopped at mile post 114, two miles south of Eden by exhaustion of fuel. Her crew noticed the rains and other drift. Neither of these trains noticed any water under bridge 110-B. Records of the greatest precipitation (97-100 of an inch) at Pueblo was between 6:43 p. m. and 7:13 p. m., at Eden and 7:15 p. m. and 7:30 p. m., at Bragdon 3-4 of a mile north of bridge No. 110-B, about the same time.

The heavy rains, cloud burst or water spout which filled the arroyo spanned by the bridge 200 yards north of Eden, and Cully's ranch, and also the one at bridge No. 110-B, must have fallen at the head of these arroyos about the same time, between 7 p. m. and 7:30 p. m., as the water flowing in the arroyo at Eden, one mile south, and at Cully's, one-half mile north, at about 7:30 p. m.

There was no one at bridge No. 110-B after second 4 passed at 7:20 p. m. to report the conditions there. Neither the heavy rains at Eden, nor the fact that four or five feet of water was flowing under the bridge, was reported from the head of the train dispatcher at Pueblo.

Varicocele Women's Diseases

Sections and Section Hands.

Bridge No. 110-B, spanning one of the most dangerous arroyos in the whole section, is under the charge of the section gang at Eden, five miles away, and is only one-half mile from the southern limit of their section and is only one mile from the section headquarters of the next section south.

After No. 11 passed Pinon, the section foreman started south over his track to see if any damage had resulted from the storm. Prior to this time a section hand had started north from Eden to flag any and all trains and prevent them from crossing the bridge 300 yards north of Eden, and in a dangerous condition from high water. Had bridge No. 110-B been in this man's jurisdiction, and he had known it was there, he could have arrived at it in time to save No. 11, and, in all probability to have flagged her so, as he stopped over half a mile short of the bridge as it was. He saw No. 11 coming down the grade and stood there until her lights went out, because it was not his business to look after that bridge.

Precipitation, Course and Effect of the Water.

A heavy rainfall, cloudburst or water spout occurred near the head of the funnel-shaped basin between 7 and 7:20 p. m. and the water immediately started down its course down the arroyo towards the Fountain. When it reached the Santa Fe bridge, it was confined to the channel spread out along the upper side of the grade and backed up the arroyo, thus forming an immense lake, which gradually poured through the arches in a column about 12 feet deep and 40 feet wide, filled the arroyo below and overflowed its banks for several hundred feet on either side and thus continued past the county bridge until it reached the abandoned Santa Fe grade from which point under bridge No. 110-B to the Fountain it was confined within the banks of the arroyo proper.

The county bridge was carried away and passed through between the two rows of abandoned Santa Fe piles. It passed beyond the location of bridge No. 110-B and into the bed of the Fountain, but whether it did so before, at the time of, or after bridge No. 110-B was finally broken down by No. 11 is unknown. As there was less water space under the county bridge than was actually used by the column of water under bridge No. 110-B, it is fair to suppose that the county bridge went out before the water reached its maximum height under bridge No. 110-B.

The Wreck.

The bridge was in place, but weakened by the strong current of water and possibly by the county bridge. The train was running at about from 15 to 18 miles per hour and when the engine ran onto the first span it settled some and then rose as riding a wave, showing it was crossing bent No. 2. It then continued forward carrying the whole bridge except bent one, and the first span, with it. It landed with the two front drive wheels completely over and on the south side of the stream and the headlight in the air. From this position it settled back into the arroyo, then running within a few inches of the south bank and into which the tender, baggage car, smoker and chair car had already gone and remained, with one on board. The two Pullmans and diner remained on the track, being held by the automatic brakes.

The cost of bridge No. 110-B for construction was about $800. The cost of the wreck to the company and property loss alone, was about $25,000.

Conclusions.

One—The water—not being over the tracks at the bridge, but several inches below the banks—could be seen by neither the fireman could possibly see it. The track being in line and level nothing was noticeable that could possible be seen by them. The fact that when the first impact took place the Pullman passengers were thrown forward out of their seats, besides positive testimony on the point, shows the train was running rapidly, according to orders and the crew is therefore blameless.

Two—If the county bridge was a factor in the destruction of bridge No. 110-B the railroad company was to blame for not constructing it so that it would avoid or withstand its impact, as it knew the county bridge was there.

Three—Had a bridge of one span on abutments with no obstructions in the channel of the stream to obstruct the flow of water, consisting of logs or stone arches of equal capacity to arroyo, stood in place of bridge No. 110-B it would have, in all probability, withstood the force of both the volume of water and the impact of the county bridge if it left its work places and the catastrophe would not have occurred.

Four—Bridge No. 110-B was not of the best class of bridges used by railroads throughout the country.

Five—Inspection close up to the time of the wreck established bridge 110-B to be in its usual condition. Its weakness consisted, not in its condition, but in the cheap, inferior class to which it belonged.

Six—Had the heavy downpour in the vicinity of Eden at 7:13 p. m. been reported to the train dispatcher at Pueblo, he might have delivered additional caution orders to No. 11 at Buttes before 7:30 and the disaster might have been averted.

Seven—The conductor of No. 7 reported water over the track five miles south of Eden on arrival at Pueblo at 7:55 p. m. and a downpour at Eden, and had a flagman been stationed at Wigwam, eleven miles from bridge No. 110-B, or at Pinion, five miles from bridge No. 110-B, he would have been warned and the disaster averted.

Eight—Had a regular system of track-walkers been maintained, independent of the section men, been maintained by the company over the track in question, especially in the afternoons, evenings and nights, during the rainy season, No. 11 could have been flagged and the disaster averted.

Nine—Had bridge No. 110-B been under charge of the section gang at Eden, one mile distant, instead of the one at Pinon, five miles away, No.11 would have been flagged and the disaster averted.

Ten—Bridge No. 110-B should have been so constructed as to withstand all the water that could reasonably accomodate. On the night in question the arroyo accommodated all the water that came down, but the bridge collapsed.

Eleven—If bridge No. 110-B had been a one span metal bridge with stone abutments the probability of damage by the county bridge would have been much lessened.

Therefore, the jury finds that the appalling loss of life and property at bridge No. 110-B on August 7, 1904, was due to the negligence of the Denver and Rio Grande railroad company as set forth in the foregoing statements of findings and conclusions.

C. C. ROBINSON,
Foreman.
J.R.MHOOVER,
JOHN M'DONNELL,
A. B. ALLEN,
F. J. HOLLANS,
D. H. SPURGEON,
A. L. FUGARD,
Coroner.

ALLEN J. BEAUMONT
Clerk.