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SEARCH PARTY AND JURY PROBING DEATH'S SECRETS

(Continued from page Six.)

been driven down in the bottom of the gulch and sawed off to make the foundation for the bents. To these the mud sill was fastened, making a stronger structure than had it been a mere pilling bridge.

Q. Were all the bents taken out?

A. Yes. I did not see traces of any.

Q. How were the approaches constructed?

A. The approaches were constructed out of furnace slag.

Q. Do you get any reports of rainfall along your track?

A. In case of rain the operators at the various stations report the same to the chief dispatcher and have instructions to break in on anything to make such reports. In addition to this the dispatcher calls on the operators for this information.

Q. Did the trainmen of second No. 4, which you say passed over bridge 110-B about 7:30, report any water in the arroya?

A. They did not.

Q. No one reported anything wrong then?

A. No information was received that anything was out of order. If anything wrong with the bridge had been reported no trains would have been allowed to go over it.

Q. Suppose it had been a span bridge, would not the county bridge have gone under?

A. I doubt it. It would probably have acted as a dam and caused the water to pile up for several feet and damaged the grade. Had there been a stone structure there the trains would probably have made higher speed, and had this damage been done to the grade the probability would have been more disastrous.

Q. What would have been the result had there been a wider distance between the rows of piling?

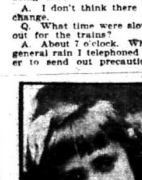
A. More space for water to pass through is always best.

Q. In the bridge now constructing isn't there an additional row of piling being used?

A. I don't think there has been any change.

Q. What time were slow orders sent out for the trains?

A. About 7 o'clock. When I saw the general train I telephoned the dispatcher to send out precautionary orders.



DOROTHY JOHNSON,
Daughter of Harry Johnson. Her body has not yet been recovered.

and found that Assistant Superintendent Miller had already ordered that this be done.

Q. Did the crew of No. 11 have these orders?

A. Yes, they got them at Colorado Springs.

Mr. Bowron stated that from information received from passengers the speed of No. 11 while crossing the bridge must have been about fifteen miles per hour. He also theory that the engine had almost crossed the bridge when the middle went down like a knife closing, letting the baggage car, smoker and chair car down.

Q. If the county bridge came down and struck the railroad structure why did it not take out the stringers?

A. I have no knowledge, and I do not know whether it did strike the stringers.

Q. If the water was not up to the stringers and the county bridge struck the piling why had there been one span, would it not have gone through?

A. Even if given more space it would have depended on how the county bridge stretched as to whether it would have gone through.

The next witness called was Patrick Sloan, roadmaster of the first district of division No. 1, who has been acting in this capacity for the past year. The road under his supervision, it was shown, extends from Denver to M. C. 111, and includes bridge 110-B. He stated that he was over this track about 1 o'clock on Saturday before the wreck, and that the bridge was at that time in good line and surface. While this past year has been his first experience in the railroad business in Colorado, he stated that he had previously been engaged in the work on the roads in Minnesota and North Dakota. It was his opinion that roads in Colorado were not any more subject to damage from waterspouts and flash floods than any part of the country. He stated, however, that this division was subject to waterspouts.

Q. What time in the day do they usually come?

A. Any time during the day.

Q. Are they not more liable to occur between noon and 10 o'clock at night?

A. Yes, I believe that is so.

Q. Have you a system of track walkers to guard against washouts?

A. The section men have instructions to watch the track in cases of storm whether they occur day or night.

Q. When did you learn of the wreck?

A. About 11:15 Sunday night.

Q. When did you arrive at the scene?

A. Between 4 and 5 o'clock in the morning.

Civil Engineer W. A. Balcom of the D. & R. G. was next called to the stand. He stated that his duties were surveying for the road, construction of new lines and any improvements that were to be made. He stated that he had been with the company since January, 1887. His testimony brought out the fact that in the opinion of the company the bridge was long enough to allow the passage of any water that might come from the territory drained into the gulch.

Regarding the new bridge and whether any provision was being made to carry a larger volume of water, he stated that the bridge now building would carry any volume of water that the arroya would contain.

Q. Which is better, a pile or span bridge?

A. For ordinary rainfalls the present bridge is right, but for cloudbursts there is a question.

Q. Does the company take into consideration the possibility of cloudbursts?

A. We can't build against them, but are always on the lookout for them and use due diligence to prevent disaster.

Q. Is it your idea that the county bridge came down and struck the railroad structure?

A. Undoubtedly.

Q. Is the possibility of the county bridge again going out and striking the railroad structure being taken into consideration in the building of the new structure?

A. Yes, I think there is an extra pile being put in on the upper side to reinforce it.

When the coroner's jury met yesterday morning the first witness called was R. H. Bowron, superintendent of the first division of the Denver and Rio Grande, with headquarters in this city. Before the examination began, Henry A. Dubbs, representing the road and Joel F. Vail of Denver, regular attorney for the road, were before the jury for a few minutes. Mr. Bowron stated that to the best of his knowledge he having been in Pueblo for about a year, the bridge 110-b where the wreck occurred was not dangerous, this first stating he had the matter with it he would have known of it through the superintendent of bridges and buildings.

He informed the jury that on June 3 last a general inspection of the road and bridges in this division had been inspected by a party of officials including the general superintendent, the superintendent of bridges and buildings, the supervisor of bridges and buildings, and at that time the structure was in good condition. He stated that directly he had nothing to do with the bridges of the division that being the particular work of the superintendent of bridges and buildings.

Q. Who is the superintendent of bridges and buildings?

A. F. B. Clark and R. Coulter is supervisor of bridges and buildings and assistant to the superintendent.

Q. Have you any record as to the time of the accident at bridge 110-b?

A. As nearly as I have been able to find out it was about 8:45 p. m. I talked with Mr. Wood, whose sister was lost, and her watch had been stopped at 8:45. I received no word of the disaster until 8:55.

Q. Where did your office get its news?

A. From two sources. First the telegram from Eden stating that the fireman of No. 11 had reported to him, (this was about 8:55) and the next words was Special Agent R. Brunazzi. As soon as I received the first information I ordered physicians and coaches sent out to the relief.

Q. Who issues orders governing the running of the trains?

A. The train dispatcher, who at that time was E. B. Mitchell of Pueblo. He was on duty from 4 o'clock Sunday afternoon until 12 o'clock that night.

Q. When did you reach the wreck?

A. Left Pueblo about 9:30 and reached the scene about 10 o'clock.

Q. In what condition did you find the water?

A. It was running very swift and was a little more than half way to the top of the arroya.

Q. When did the water get down so that you could see the bottom of the arroya?

A. It was about daylight before we could get down to the cars to do any work.

Q. What do you estimate the cost of the disaster to the company?

A. I would roughly estimate it at about $25,000 just including damage to the track, equipment and the cost of the necessary repairs.

Q. Can you give the value of the bridge before the wreck?

A. I would roughly estimate it at between $800 and $1,000.

Mr. Bowron stated that the bridge which is now building there would in all probability cost approximately the same. He stated that his attention had never been called to any particular section of that was more liable to suffer from cloudburst than any other. He also informed the jury that the company did not consider any particular part of the road any more liable to damage from these cloudbursts than any other, and that equal precautions were taken everywhere to prevent such disasters. He stated that since he has been connected with this division only one bridge had been washed out at Buttes, and this was replaced with an iron structure.

Q. When you reached the wreck was there any of the bridge left?

A. Nothing except the stringers, which extended from the approaches in either side down into the stream.

Search Fund Grows Rapidly

Nearly $1,500 was yesterday collected by a committee chosen from among the business men to gather a search fund to defray the expenses of a systematic effort to recover the bodies of those buried in the sands of the Fountain and along the Arkansas. The committee is composed of J. A. Barclay, chairman, Asbury White, S. H. White, L. E. Eyman and Will Green, and were chosen by the business men assembled yesterday to devise means of prosecuting the search.

At the mass meeting it was decided that the best way to secure any results was to hire a paid force of men. The process of volunteer search parties being far more costly. The committee discovered from the start a great enthusiasm, and a willingness to subscribe. The willingness is shared by rich and poor alike, and each subscribed according to their means. In only one case did the committee meet with refusal.

A party of 110 searchers was started in the field yesterday morning. These men are being paid $2 per day and their food. To make their efforts keener the small parties into which they are divided will get a reward of $25 for each body found. This system will be continued by the business men of Pueblo, helped by the Business Men's association until it is seen that all further effort is useless.

The various of firms and individuals made by the committee yesterday afternoon was by no means complete and it is expected to get subscriptions from hundreds more. The citizens of Pueblo are expected to show in the midst of their calamity that they can rise to the emergency, and fall in line with the cities which have already become notable. Denver and Colorado Springs, both heavy losers by the wreck, are to be included in the noble work and are expected to respond liberally. Pueblo is not alone the sufferer, and not alone to share the responsibility.

Subscribers to the search fund:

D. & R. G. Ry. Co.	$1,000
Thatcher Bros.	100
Joel F. Vails, Denver	100
Board of county commissioners	100
Crews-Beggs	100
Pueblo city council	100
B. P. O. E. No. 90	100
Head camp, W. O. W.	100
Pueblo camp No. 2, W. O. W.	100
Alva Adams	50
Pueblo Gas and Light Co.	100
George H. Williams	25
Chieftain, refreshments	25
I. N. Stevens	25
White & Davis	25
Continental Creamery	25
George D. Meston	25
McCord-Chapman-Greer	25
B. & O.-Gann Mercantile Co.	25
Columbine Music Co.	25
Bergerman Bros.	25
Joseph H. Loor	25
Devine & Dubbs	25
Henkel-Jacks Mercantile Co.	25
Mayor B. B. Brown	25
Morell Hardware Co.	25
Frank Pryor	25
C. W. Daniels	25
J. R. Gordon	25
Rudolph Packing Co.	25
R. T. Frazier	25
C. B. Schmidt	25
Pueblo Brewing Co.	25
John H. Mitchell	25
Schon-Klingstein	25
Frank Pryor	25
Pueblo Lithographic Co.	25
D. R. Greene	25
Rumbarger Bros.	25
J. Will Johnson	25
J. Taylor	25
Buehler Jewelry Co.	25
R. H. Lytle	25
Thomas J. Downen	25
Curtis Bill Posting Co.	5
Tabb-Queen Baking Co.	5
D. McDonald	5
S. M. Morris	5
Middlekamp Bros.	5
E. T. Ritter	5
Bonney & Haines	5
John E. Tyler & Co.	5
Mathews & Allen	5
Reiss Bros.	5
E. F. Ford	5
J. Welf	5
Moch Bros.	5
W. E. Meagher	5
J. E. Beeler	5
J. M. Luqueer	5
Pueblo Novelty Works	5
H. H. White	5
Smith & Armstrong	2.50
E. E. Smith	2
W. F. Webb	1
C. B. Mitchell	1
C. W. Farrington	1
F. W. Woolworth & Co.	1
Cash	50c
Total	$2,299

Any other subscriptions can be made to the Chieftain or to the members of the committee.

Reported Missing List Growing

New names added to those reported missing during the day are as follows:

June Callaway, aged 16, of Pueblo, daughter of Robert D. Callaway of 605 Mild Ninth. The father yesterday began inquiries at the undertakers. He expected his young daughter to return from the east, where she has been visiting, on the wrecked train Sunday night. He at first thought that she would come on a later train but has not heard from her. Miss Callaway is a student at the Centennial high school.

Scores of inquiries have been made for Dr. Jesse Brown, by people from Pueblo and from outside cities. He has been living but a short time in Pueblo. Those inquiring say that he was on the train.

A telegram came yesterday afternoon from O. W. Nelson of Salt Lake City saying that William M. Brown of that city was among those missing. Stating if the body had not yet been recovered. He was on his way from Denver to Salt Lake City. The body has been held by relatives since the wreck.

Mary Parker, 14 years old, is being asked for frequently. The number of inquiries will work upon that stream. One party of ten, headed by D. J. Wynne, will work on the Fountain.

The parties working down the Arkansas, divided in squads of ten, are in charge of the following: J. Elliott, I. S. Brown, Lee Tyler, W. D. Price, J. B. Hamilton, F. J. Hughes, J. J. Brown, H. Rosenthal, Peter Dugan.

Yesterday the Saul Clothing company donated to the search committee seventy-two pairs of overalls for the use of the men who were at work upon the Fountain and Arkansas rivers. The donation was much appreciated by the volunteers who had not sufficient time to prepare themselves for their work.

More Evidence of the Missing

Evidence leading to the belief that J. F. Schurman, of Warrensburg, Mo., was a passenger on the ill fated No. 11 Sunday night, which went down in the torrent of water that swept under bridge 110-b on the Denver and Rio Grande near Eden, was discovered yesterday when a satchel bearing a tag with his name and address was found. The grip was picked up along the Fountain river within a mile or two of the wreck by a party of searchers that was out in the hope of discovering the remains of some of the wreck victims. Nothing has been heard of Mr. Schurman and in case he was on the train his remains are among those yet missing.

Rev. G. W. Williams, pastor of the First Baptist church of Canon City is missing. Friends of the minister were in Pueblo yesterday searching for him, as he was in Colorado Springs, and supposed to be on the ill fated train en route for Pueblo. The colored minister is described as being almost pitch black, curly hair, high cheek bones, knot in middle of forehead, about 5 feet 9 inches tall and well built.

Killin Recovering From Injuries

John M. Killin, on of the few survivors of the Eden wreck, is improving rapidly and expects to be able to leave his home within a couple of days. Mr. Killin was badly bruised and cut about the head, but no bones were broken and recovery will be a matter of but a short time.

In talking with The Chieftain last evening of his horrible experience, Mr. Killin expressed deep sorrow because he had been able to assist but few of his fellow travelers in the wrecked chair car. "It was impossible for a man to even carry out a lead pencil, for first it was but a matter of sheer good fortune that I was able to get out myself. Each human being could do much to save himself when plunged into such a hell."

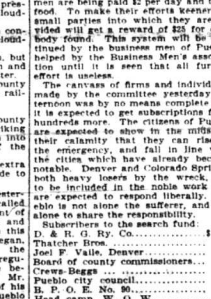
Mr. Killin, despite the fact that to have rendered assistance to his fellows would have been a physical impossibility, does not use the many friends whom he met on the ill fated train could not have been saved with him, and he says that he would be glad if he could find something to say to the bereaved ones, some words of comfort.

Mr. Killin was especially grieved by the death of Mr. Messinger of Central City, who was his seat mate during the trip from Denver. He says that when the first crash came Mr. Messinger was thrown to the floor, crying as he fell: "My God!" We were in a wreck!" As Mr. Killin stooped to raise the man, the car took its plunge and he was thrown to the end of the car. The top of the car breaking loose enabled Mr. Killin to effect, in some manner—he is not clear just how—his escape. Everyone who knows John M. Killin knows him as a jovial man who makes friends wherever he goes, and it is not strange when he says that during the stay at Manitou and Colorado Springs he struck up acquaintanceships with thirty or forty of the passengers of the train. He stated with these people and before the train had gotten well under way he felt that they were his friends. It is possible that he can give some information to the stricken ones and he declares that so soon as he is permitted to leave home, he will gladly tell of the last words spoken to him by those now numbered among the dead.

But Few Remain Unidentified

Identification of the bodies so far brought into the city is almost complete and their friends and relatives are arriving from outside cities and reclaiming them. The only ones whose identity there was last night any doubt are those brought in by the searching parties. The task of identification was a hard one, but that of ascertaining the list of missing with any degree of accuracy seems almost insurmountable. There are scores of many lost residents in other cities. Some have made inquiries by message, others have not ignorant of the act that their friends were on the train.

All day yesterday the newspapers, railroad officials, city officials, county officials, and undertakers were deeply engaged in correcting the lists of dead and missing, and anxious to assist the bereaved in finding trace of the lost. Lists were checked and rechecked. From every part of the United States, from newspapers and individuals, came telegraphic inquiries concerning persons thought to be missing. The majority of the lists published this morning are however, far more accurate than before. All parties in charge of the task of



MISS ETTA W. BISHOP.
Who was drowned with her brother and cousin.



JOHN F. BISHOP.
The Pueblo architect, who, with his sister and girl cousin, was drowned in the Eden wreck.

recording the awful results have risen to the immense task, reducing it to system.

The list of the reported missing was added to considerably. Miss Vinnie Selby, first reported missing, then as safe at Colorado Springs, has finally been definitely traced to the doomed train and the father has given up all hope. The body has not been found to date. Mr. Selby is almost nearly dumb with grief and goes about from place to place in an aimless, bewildered fashion asking for his child. Miss Selby who employed as stenographer in the office of Congressman Hogg.

One Miss Nellie Williams, of this city has been identified. Another Miss Nellie Williams of Canon City, has been located safe in Pueblo. The latter had been visiting friends in this city and her parents at Canon City when first they saw the name in the lists became frantic. They rushed inquiries, friends seconded them in their anxiety. Miss Williams was yesterday located safe and sound.

Search Parties Do Great Work

Fred Bullen of the Pueblo Bridge company yesterday did splendid work with his band of volunteers consisting of twenty-two of the employes of the company. The party worked carefully up the Fountain from its mouth to the Eighth street bridge and effectually probed the bed of the stream. This party has volunteered its services for today, and will work down the Arkansas from the mouth of the Fountain.

It is believed by the search committee that most of the bodies still missing will be found in the Arkansas river and acting on this belief the search committee has decided to get subscriptions from hundreds more. The citizens of Pueblo are expected to show in the midst of their calamity that they can rise to the emergency, and fall in line with the cities which have already become notable. Denver and Colorado Springs, both heavy losers by the wreck, are to be included in the noble work and are expected to respond liberally. Pueblo is not alone the sufferer, and not alone to share the responsibility.

Funeral Notices of Wreck Victims

The remains of Miss Mabel Jenkins will be sent from Loor's parlors at 1:30 o'clock this afternoon to Kansas City, in charge of her mother.

The remains of Gertrude Bogle were shipped to Council Grove, Kas., at 8:20 o'clock last night for interment, accompanied by her sister, Miss Marguerite Bogle.

The remains of Lillian and Edward Gartland were sent to Denver yesterday, where the interment will take place.

The remains of G. W. Gippert were yesterday sent to San Francisco for interment. The body was consigned to the brother at that place.

The funeral of Dr. James B. McGregor will take place from the residence of Mrs. Rettberg, 507 west Eleventh street, at 1 o'clock Sunday afternoon. The services will be under the auspices of Pueblo Lodge No. 90, B. P. O. E.

The funeral of J. T. Galbraith will take place at 4 o'clock this afternoon from West Bros. and Whiton's undertaking parlors. Short services will be held after which the remains will be sent to Pennsylvania for interment.

The remains of Mrs. Cora Molitee and her little child were sent from West.

(Continued on Page Ten.)

J. T. TURNER,
The brakeman of Denver who was killed.

BOILS

PYRAMIDS OF PAIN



Boils show the blood is in a riotous, feverish condition or that it has grown too weak and sluggish to throw off the bodily impurities, which then concentrate at some spot, and a carbuncle or boil is the result. To one already enfeebled by disease, boils seem to come with more frequency, causing the intensest pain and greatest danger to the already weak and debilitated sufferer. All skin eruptions, from the sometimes fatal carbuncle to the spiteful little cat-boil, are caused by bad blood, and the only way to avoid or get permanently rid of them is to purify and build up the deteriorated, polluted blood, and counteract the humors and poisons; and nothing will do this so quickly and thoroughly as S. S. S., which is the acknowledged king of blood purifiers and greatest of all tonics. Where the blood has become impoverished and is poor and thin, no medicine acts so promptly in building up and restoring its richness, purity and strength. The time to cure a boil is before it develops, when it is in a state of incubation or formation in the blood; for boils are, after all, only the impurities and poisons bubbling up through the skin, and this will continue in spite of poulticing and lancing till the blood gets rid of its accumulated poison. The way to stop boils is to attack them in the blood, and this is what S. S. S. does. All danger of boils is past when the blood has been thoroughly purified and the system cleansed of all morbid, impure matter. If you are subject to boils, then the same causes that produced them last season will do so this, and the sooner you begin to put your blood and system in good order the better the chance of going through the spring and summer season without boils or other painful and irritating skin eruptions. S. S. S. is guaranteed purely vegetable, and can be taken with perfect safety by old and young, and without harm to the most delicate constitution. It is mild and pleasant in its action, and unequaled as a cure for boils and kindred eruptions. Write us if you would like medical advice or other information.

SSS

THE SWIFT SPECIFIC CO., ATLANTA, GA.

Allegheny, Pa., June 11, 1903.

From the age of twenty or thirty I was sorely afflicted with large, awful boils on my face and body. As soon as they would heal up in one place they would break out in another part of the body, and this continued for ten years. I tried everything I could hear of to get relief, but nothing did me any good. I had but little faith in S. S. S. doing me good when I began it, but after taking it for a short while the boils began to disappear. I continued on with the medicine, taking six bottles, and all the boils entirely disappeared. Five years have elapsed since that time, and I have never been bothered since, showing that the cure was permanent. I had some thirty or forty of the most painful boils one ever had, and to be entirely rid of them by your great purifier S. S. S., puts me under a debt of gratitude to you.

HENRY SINK.

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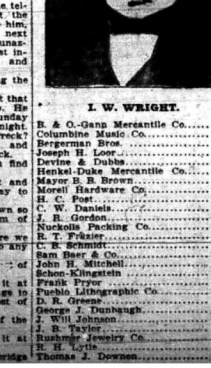
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