O CHIEFTAIN

If you give your store as much publicity as is given, perforce, to the war in the East, you will have just as many people talking about it.

GUST 16, 1904.—TWELVE PAGES. PRICE FIVE CENTS

LEET FOUR MORE BODIES RECOVERED ---THREE CHILDREN AMONG THEM

Remains Are Badly Decomposed---Ranchman Recovers One Body by Swimming---A Identified Soon After Being Found

CORONER'S JURY RESUMES ITS INVESTIGATION

Identified dead 88
Unidentified 0
Known missing 8
Reported missing 15

Total 111

Four bodies were brought to the city yesterday, all found in the Arkansas river. They were:
Jennie Huddelston, Pueblo.
Mamie Mollter, Pueblo.
Robert Gartland, Denver.
James Keating, Pueblo.

All four have been on the list of known missing. No information has been received during the day which would warrant the addition of any new names to the known missing, so the list of those is reduced by the four transferred to the identified dead.

One name is taken from the reported missing list, that if C. F. Hood of Sioux City, Ia. Hood has been heard from.

The river is giving up its dead. Four bodies were recovered yesterday from Pueblo and 26 miles from mhte scene of the wreck; the fourth, six miles below the city.

Three of the bodies found are children of tender years. The river has refused to yield up its child victims ever since the second day after the catastrophe, but yesterday the waters gave them up for decent burial, and all were found within the same hour.

While the party that was at work taking the body of Jennie Huddleston, at Avondale, 16 miles from Pueblo, out of the drift wood lodged at the headgate of the Collier ditch, they suddenly caught sight of a small corpse floating down midstream. They seized long poles, ran ahead, waded in as far as the depth of the river permitted them and managed to seize and tow the body to the bank. The party which made the recovery is Robert Swars, George Swars and Dr. Williamson, all of Avondale. A message by telephone was at once sent to McMahon & Collins, and the undertaker made the journey after the body. Identification was made by Mr. Collier, who knew from a description that the child was Robert Gartland, the 2½-year-old child of Mrs. Kate C. Gartland, also lost in the wreck. The recognition was verified by several friends of the Gartland family. The father was in Denver, but was at once notified.

Almost directly over the spot where the body of little Ralph was recovered in the Avondale county bridge. Several watchers were stationed upon it, looking on at the work. The rescuers were still in the water when they heard shouts that still another body was floating down. It came plainly to the surface and was seen by several. It was visible for only a few seconds, and then was sucked under by the strong current, and although several men ran along the river bank for a mile nothing was seen.

Three miles beyond Avondale, Chris Frey, walking along the river bank, saw what was evidently the same apparition rise t the surface. He plunged in, being a strong swimmer, and towed the body to the shore. He found it to be that of a very pretty boy of probably two years, with light curly hair. The clothes were all on the body, which was in a remarkably good state of preservation as compared with others that have been found lately. It was taken to the city by McMahon and Collier's and soon identified as the two-year-old son of Mrs. James Keating, herself drowned in the wreck.

Jennie Huddleson was reported found last night eleven miles down the river. The body was in reality sixteen miles away and lodged at the headgate of the Collier ditch. It was located by Scott Swars and Dora Crites. Driftwood to the depth of several feet was piled over it, and the task of removal was considerable. Decomposition is far along and it was decided not to take it to the city. A casket was taken to the scene, the body placed within and sealed, and taken direct to Riverview cemetery. The relatives were notified by telephone, and when the hearse arrived at the cemetery a large concourse was gathered about the already open grave. A simple funeral ceremony was held and three hours after the body was taken from the driftwood it was resting under the sod.

The fourth body was that of Mamie Mollter, the eight-year old daughter of Mrs. Cora E. Mollter, a private party under the leadership of George Reynolds made the discovery about six miles below the city in the Arkansas. It was lodged on a sandbar, and had evidently been thrown out during the night, and the river was high. It had been lodged in the sand down and the face had thereby been flattened somewhat distorted. The body was first brought to Loor's, but was later taken to West Bros. & Whiton. Friends recognized it as that of Mamie Mollter. The father is at present in Kansas, whither he has escorted the bodies of his wife and little daughter, Genevieve, also lost in the catastrophe.

A private searching party employed by Henry Hamilton took charge after the body of his little daughter, who worked in the vicinity of Avondale, report that they saw what looked to be a woman floating, first floating and then disappearing in the river. They did what they could to get at it, but failed. The water covered it again and swept it away.

More Evidence Heard by Jury

"Had they taken wings and flown away they could not have disappeared more completely." Thus did Edwin Anderson, who was a passenger on the front sleeping car attached to No. 11 on the evening of August 7, describe the suddenness of the attack on bridge 110-b, just north of Eden, while on the stand before the coroner's jury yesterday afternoon. Mr. Anderson stated that scarcely a minute elapsed from the time of the first impact until he was on the front platform of the car; nothing before him but the blackness of night, and during the flashes of lightning he could see the wreck at present below, which had so completely engulfed the three front cars of the train and the passengers thereon.

After a recess over Sunday the jury reconvened yesterday morning and resumed the hearing of testimony. Eight new witnesses were called to the stand during the day, and yesterday afternoon W. A. Balcolm, civil engineer for the D. & R. G., was recalled. It is expected that all of the testimony will be in today. The transcribing of the evidence will then be pushed, and it is probable that by the last of the week the jury will begin its deliberations for the purpose of returning its verdict.

Morning Session.

When the coroner's jury reconvened yesterday morning the first witness called was Frank Smith, who was conductor of D. & R. G. passenger train No. 7, between Eden and Pueblo on the evening of August 7. Conductor Smith stated that No. 7 left Colorado Springs about 6:30 o'clock. The weather was cloudy, and at Fountain a hard rain was experienced. From that time he says the rain was encountered until Eden was reached. He was not at this time paying any attention to the weather, but was busy counting tickets. This was about two miles south of Eden. Near the old gravel pit between Eden and Pueblo Mr. Smith states that considerable water was encountered. It was necessary to stop and examine the track before passing over it. This was about two miles south of Eden, and eight miles north of Pueblo. On reaching the Union depot about 7:48 o'clock Conductor Smith states he reported the water between this city and Eden to the train dispatcher and asked about No. 11 to see if it could not be warned against the water that had caused the stop. He did not know where No. 11 was at that time. In answer to a query he stated that he had been in the office and train operator, either at Wigwam or at Pinon No. 11 might have been warned of the water along the track between this city and Eden. Regarding the arroyo where the wreck occurred, Mr. Smith stated that he did not notice any water there at the time his train crossed it.

The next witness called was County Commissioner A. H. Smith. He was the jury information concerning the county bridge that was washed out during the cloudburst on Sunday, August 7. The bridge was built several years ago, and was a wooden structure. Last night he stated that an examination of the bridge was made and it was found that the supports were rotting. Immediately therefore new supports were provided by driving a row of three piles each end of the bridge. The bridge was a truss structure and was fastened to the supports at either end by large drift bolts. He stated that its dimensions were 16x40 feet. Questioned as to what would result if the bridge were carried off its supports he stated that it would immediately break into two parts each 14x14 feet. He also informed the jury that he had seen one half of the bridge about two miles below the scene of the wreck on the north side of the Fountain. Nothing had been seen of the other portion.

E. C. Petitbone, fireman on second No. 4, the last train to cross the bridge before the wreck of No. 11, was next called. He stated that the left Pueblo on the evening of August 7, with slow orders, and that the run from this city to Eden was made through a hard rain. After passing that station the rain became hard, and that in crossing bridge 110-b he noticed nothing wrong with the structure. He was questioned as to grades in regard to the kinds of headlights used on locomotives and the effectiveness of the different kinds in illuminating the track.

The next witness called was A. A. Douglass, fireman on No. 7 the evening of the wreck. His train had passed reached Pueblo about 7:56. At Colorado Springs he stated that it was drizzling. This continued as the train ran south and at Fountain a hard rain was encountered. At other points along the road it was raining so hard that until between Eden and Pueblo. He stated that just before the train crossed bridge 110-b he had been looking from his window when the rain started up with such force that about the time of crossing the bridge he closed the side window of his cab to prevent the water from coming in on him. He stated that he paid no particular attention to the bridge, but was not called to the bridge by the motion of the train as it passed over. He expressed it as his opinion that the heavy rain water in the gulch at that time he would have noticed it quicker than in its normal condition. Upon the train coming in sight of Eden, about 7:13 or 7:14, the rain was coming down hard; that at the train approached the arroyo water was seen along the track and the engineer slowed down the train and finally stopped. Water to a depth of about six inches was running over the track for a distance of about fifty yards. As soon as the train came to a stop, Mr. Douglass stated, he got down from the cab and went ahead to examine the track, and said that he had been done did the train come on

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CIVIL WAR VETERANS BEGIN ENCAMPMENT

Opening Day Draws Large Throng of Visitors---Ex-Prisoners Take Part in Parade.

By Associated Press.

Boston, Aug. 15.—One of the striking features of the day was a reception which Governor Bates held in honor of a party of distinguished Southerners, all ex-Confederate officers, who are attending the encampment.

Captain Edward S. Gay of Atlanta, Ga., responded for the Confederates, expressing the deep gratification that exists through the south at the friendly feeling of the northern Grand Army post (Edward Kinsley, No. 18 of Somerville) inviting himself and comrades to come and break bread with them during the encampment.

By Associated Press.

Boston, Aug. 15.—For the thirty-eighth time since the Civil war, the surviving veterans who fought in the Union army assembled today in annual encampment in this city. The encampment of the veterans, as well as the subsidiary organizations, including the Woman's Relief Corps, the National Daughters of Veterans, the National Sons of Veterans, and other organizations, was formally opened today. The American flag was seen elsewhere and the red, white and blue bunting was shown from the fronts of business houses, hotels, theaters, newspaper offices and residences from one end of the city to the other. There were fifteen events scheduled for today, principal of which was the parade of the Union ex-prisoners of war, Massachusetts naval brigade, jackies and marines from the warships in Boston harbor and others. Of this parade the men of the G. A. R. were to be spectators. Their own parade was to come on Tuesday, with business sessions later in the week.

Commander in Chief John C. Black, of the Grand Army, today assumed active command of the great encampment. A conservative estimate of the people in the city on account of the encampment, placed the number at 100,000, with the likelihood of another hundred thousand for the G. A. R. parade tomorrow.

Today's parade was scheduled to move at 12 o'clock. The chief marshal was Captain Don Read, U. S. N. The parade started from the corner of Commonwealth avenue and Arlington street and passed through the principal down town streets.

At the state house, where the decorations are particularly appropriate and beautiful, the column was reviewed by Governor John L. Bates, with members of his staff. At the city hall Mayor Patrick A. Collins and the mayor's staff reviewed the sailors and veterans while the procession passed in review before Chief Marshal Read at the corner of Beacon and Charles streets.

Special trains are arriving, bringing in Grand Army posts from distant points of the Union.

Notable among the numerous marching musical bodies was a drum corps in picturesque Zouave uniform from Detroit, which paraded through the