RN LEAGUE.

	Won.	Lost.	P.C.
	56	38	.596
	59	42	.584
	58	47	.548
	55	50	.524
	42	57	.424
	31	67	.316

AL. LEAGUE.

	Won.	Lost.	P.C.
	70	37	.654
	61	37	.622
	61	41	.598
	57	39	.593
	49	51	.490
	38	64	.372
	35	65	.350
	26	63	.292

CAN LEAGUE.

	Won.	Lost.	P.C.
	61	40	.604
	59	40	.596
	58	38	.604
	55	40	.579
	52	42	.553
	37	56	.398
	31	57	.418
	22	74	.229

linary Stunts.

s.

r. 15.—The preliminary Olympic basket ball [illegible] M. C. A. of the ce played today at the esults of today's games

polin, 34; Sioux City, 42; Chicago, 79; Cincinnati, nals and finals will be w and Wednesday re-

Paralyzed rge Gardner

Press.

r. 15.—George Gard- defeated Jim Jefford round, knocking a right swing to laid the flesh open Californian reeling to the floor. Jeff- one dead for sever- and was in his cor- t three minutes be- able to comprehend

ores

A Constant Drain Upon the System.

ld sore or ulcer, par- where the circulation r upon the leg is a and deeper into the e can almost see the g out with the sick- offensive ulcers often or pimple, and are ch sores are not can- you suspicious of all ly if cancer runs in the greatest annoy-

r. Va., May 26, 1903.

work, I fell over a truck of my shins. My blood lt, and the doctor told sores for life, and that it would be fatal. Un- rt I left off their treat- se of B. S. S. Its effects ng. It took only a short cure up the sores, and I intimated I would be r broken out again, and d since what I have de-

JOHN W. FUNDIS, ring Co.

n, and the sore will d salves, for the sore r, a bad condition of t cure. A blood pu- cleanse the blood, ritution, and S. S. S. oves from the blood d poisons, and grad- e entire system; and as been purified the ns and the ulcer or ly gone. S. S. S. or poisonous drugs , but is guaranteed bined and a safe and ou have a slow-heal- s about it, and our t on "The Blood and O., ATLANTA, GA.

$1.60 GREEN MOUNTAIN FALLS Excursion August 21st. See Nikirk, Santa Fe, 225 N. Union avenue.

Walter's beer is pure.

FOUR MORE BODIES RECOVERED ---THREE CHILDREN AMONG THEM

(Continued from Page One.)

into Pueblo. This was the only stop made between Colorado Springs and Pueblo, except at a regular station. He stated positively that No. 7 did not stop at bridge 110-b.

C. M. Gilbert, for the past ten years a resident of Pueblo and for fifteen years prior to that time connected with the bridges and building department of various railroads next took the stand. He was questioned regarding the various kinds of bridges used by railroad companies and the relative merits of the same for resisting a flow of water. He classed the bridges as wooded, metal and stone. For resistance to water he stated that the stone arch was really preferable, durability and resisting qualities considered. He stated that, safety considered, there was quite a difference between a wooden bridge resting on stone abutments and one having piling for supports. He explained that in the case of piling bridges or frame bent structures, especially in streams in this country, a flow of water has a tendency to loosen up the sand about the piling for a considerable depth and wash them out. He also stated that the piling and bent bridges were used by railroad companies because they were cheaper and more quickly constructed. He also explained that in the construction of a span bridge or a stone arch it was necessary to go down to a sufficient depth to insure a firm foundation. That stone wings could be built back from the abutments or the approaches riprapped so as to effectively protect the track from being washed out, with the possible exception of the most extreme cases of floods.

Afternoon Session.

The first witness called at 2 o'clock yesterday afternoon was E. G. Breslow, day operator at the D. & R. G. office at Wigwam. He testified that he was at Wigwam all of Sunday, August 7. That he remembers when No. 7 passed on its way south. At that time the condition of the weather was cloudy, a very light rain falling in that vicinity. During the afternoon there was a good shower about 8:30 o'clock lasting for probably five minutes. That the clouds in the west were very dark. He informed the jury that his duties were ended at 7 o'clock in the evening. He stated that No. 7 did not stop at Wigwam on that evening nor was there anything thrown off the train as it passed.

J. G. Gottula, of Pueblo, who was a passenger on D. & R. G. train No. 7 on Sunday evening, August 7, was called upon for some information regarding the rain and weather indications along the road between Colorado Springs and Pueblo. At Colorado Springs it was sprinkling and after the train had gone a distance of 12 or 15 miles he stated that it ran into a heavy rain. At Buttes there were few signs that it had been raining hard but a little farther down the road rain began coming down in larger quantities. Mr. Gottula was under the impression that the train slowed up considerably as it crossed bridge 110-b. He stated that during this slow up he saw running water in a gulch and that it appeared to come within five or six inches of the top of the bank. After passing Eden it began raining harder and shortly after passing second No. 4 the train stopped on account of water, this stop was near the brick plant.

Aside from Special Agent Brunazzi of the D. & R. G., the first witness to be called who was a passenger on the front sleeper attached to No. 11, was Edwin Anderson, of this city. Mr. Anderson took the stand yesterday afternoon. He stated that he boarded No. 11 on Sunday afternoon, August 7, at Palmer Lake. He stated that at Colorado Springs he stepped off the train to mail a letter and while returning to the train noticed that quite a number of people were boarding the front cars. The first knowledge he had that anything was wrong was at the first impact. This was followed by several jerky motions and forward movements as though everytime one of the front cars was carried away the Pullman went forward. He stated that at the first shock the porter of the car rushed to the safety valve, but that the emergency brakes were probably set before he reached it. Scarcely a minute after the crash Mr. Anderson stated that he was on the front platform of the car, but that the front coaches had disappeared as completely as if they had taken wings and flown away. He could see absolutely nothing of the remainder of the train. As to the effect of the impact he stated that the people in his car were partially thrown out of their seats, but that one of the passengers of the rear Pullman told him that it disturbed them very little. With regard to the weather Mr. Anderson stated that a little distance south of Colorado Springs it began raining and at Fountain the rain was very hard and that he also saw considerable water along the track. South from Buttes he noticed no rain and at the scene of the wreck it was quite dark but he noticed evidences that it had been raining. While on the front platform of the car he noticed the water in the arroya, it appearing to him to be within three or four feet of the top of the banks. About seventeen years ago Mr. Anderson was employed at Pinon as a telegraph operator for the D. & R. G. He stated that while in the depot at Palmer Lake he heard orders from the dispatchers office for No. 11 to meet first No. 4 at Fountain and second No. 4 at Buttes. He noticed during the trip south that these orders were carried out. At Colorado Springs he also noticed the conductor come out of the depot with additional orders and supposed that he had received precautionary orders. He stated that he walked along the banks of the arroya after the wreck and that the ground gave every evidence of their having been quite a heavy rain. The puddles of water were numerous and the ground muddy.

W. A. Balcolm, civil engineer of the D. & R. G., was recalled, wishing to supplement his former statement regarding the comparative merits of stone, metal and wooden bridges. He called the attention of the jury to the fact that Saturday night, August 13, in a cloudburst near Husted one stone culvert and two spans of an iron bridge were washed out. He also stated that since the wreck he had made an examination of the Santa Fe stone arches which span Sequame arroya and also another culvert on the Santa Fe about one half mile south. In this last culvert he stated that the pavement between the wing walls had been almost washed out and that this showed stone would not stand storms.

Q. Even in the light of that experience, suppose an iron bridge with stone abutments and no bents in the middle of the stream had been in the place of 110-b would it not have been more likely to stand?

A. Well that is hard to say as we can only figure on probabilities. In cases of that sort as I stated before we construct bridges that will accommodate the water in the channel.

Q. The arroya did accommodate the water under the D. & R. G. bridge.

A. Yes.

Q. Conceding the fact that the gulch did accommodate all the water, would not a one span iron bridge with stone abutments have been more likely to stand?

A. As I said, before it is only a probability. I think that without the county bridge having come down either bridge would have accommodated the water. I think that the county bridge did the whole damage.

Q. If the water passes under a bridge with no supports in the middle of the stream do you think it will be just as likely to carry it out?

A. I would not say that it is just as likely to carry it out.

Q. Suppose the county bridge passed under the point where 110-b was and that the water was not up to the bridge would not the bridge be likely to do less damage if there were no bents under it?

A. If there were no obstructions it would not interfere.

Q. Then if there had been a one span structure there on stone abutments, would not the county bridge have been more likely to pass through.

A. It would have been more likely, if not interfered with.

Q. Is the D. & R. G. replacing its wooden structures with metal or masonry?

A. Yes.

Q. Is it replacing any of its iron or masonry structures with wooden bridges, I mean to such an extent that it might be considered a policy of the company?

A. No.

Mr. Balcolm then made a statement to the jury regarding the construction of iron or masonry bridges. He stated that the great difficulty was in securing a foundation strong enough, that water had a tendency to follow a foundation down and soften the soil underneath it.

When the examination of Mr. Balcolm had been completed the jury adjourned until 10 o'clock this morning.

THE FAMOUS

Schuttler Wagons

NOW FOR SALE IN PUEBLO BY "MORRISSEY"

We've secured the agency for this world beater wagon and will sell them at the same price that you can buy any other wagon for.

The Schuttler Wagon

represents more solid merit than can be found in any other wagon and has more improvements and new patents than any other wagon. We sell the

3¼ regular gear only ..$85.00
with patent Schuttler truss $92.50

TERMS TO SUIT.

MORRISSEY CARRIAGE CO.

Central City Sends Money

The following letter enclosing a draft for $100 was received yesterday by the First National bank of Pueblo. The money was at once turned over to E. W. Palmer, secretary of the relief committee. The money come from the First National bank of Central City.

August 13th, 1904.

The First National bank, Pueblo, Colo.

Dear Sirs: Under instructions of the directors of this bank I beg to hand you our draft for $100, with the request that the proceeds of same be turned over to the Business Men's Relief association to be used in prosecuting the search for bodies of those still missing in the Eden wreck.

Among these, as you are doubtless aware, is our cashier Mr. F. H. Messinger, who was a passenger on the ill-fated train, and for the sake and comfort of his family we are anxious that his body be found and desire at the same time to contribute a share in the work now being done by the good people of Pueblo for the benefit of all.

Thanking you for your kindness in this matter, I am, Sincerely yours,

H. H. LAKE,
Assistant Cashier.

Engine Recovered

Yesterday engine 1009, which plunged into the dry creek at bridge 110-b near Eden, with its trainload of passengers, almost all of whom lost their lives, was hoisted from its resting place in the muddy creek and placed on the sidetrack built by the D. & R. G. for this special purpose. It will be brought to Pueblo some time today, and later loaded on a flatcar and sent to the company's shops at Burnham, where it will be generally overhauled and made into a practically new locomotive. It is possible that the number on the engine will be changed so that no marks of the terrible disaster will remain to revive memories of the Eden wreck.

Relief Committee Continues Work

At the meeting last night it was decided to keep twenty men employed in the search for dead bodies. They will be sent down the Arkansas river. Awards were given to those who found the four bodies yesterday.

The relief committee yesterday reduced the force of employed searchers to twenty, and only this number was sent out by them yesterday. Tomorrow only twenty will be sent out, as the reward of $100 for each body recovered, which still stands, has been an incentive to volunteers. Nearly 100

(Continued on Page Seven.)

Hon. H. M. HOGG

of the Second Congressional District will Open the

Republican Campaign

in this city under the auspices of the Young Men's Republican Club

Tuesday, August 16, 8 p.m.
Earl Theater.

Turn out with your friends and listen to a masterly address by Colorado's foremost orator.

Music by Morris Band, Young Men's Glee Club, Etc.

