Your store is always a little too full of the goods you have omitted to advertise.

THE PUEBLO CHIEFTAIN

VOLUME LXV. NO. 105. PUEBLO, COLO., WEDNESDAY, AUGUST 10, 1904. —TWELVE PAGES. PRICE FIVE CENTS

If you can be happy with a business that does not grow you can be happy without advertising.

CORONER'S INQUEST INTO CAUSE OF DISASTER NOW IN PROGRESS

LAST SURVIVOR OF CATASTROPHE WALKS INTO PUEBLO, BLIND AND DERANGED

List of Identified Dead Continues to Increase--Many Inquiries From Heart Broken Relatives and Friends.

Of the 153 persons who are known to have been on the illfated Missouri Pacific train that was wrecked at Eden last Sunday night, there are 80 identified dead, 2 unidentified and the missing list is steadily growing. From 28 missing yesterday morning, the number has grown to 34.

Yesterday the coroner's jury began its work and it is probable that it will be more than a week before the testimony is all taken. Four witnesses were examined, and the jury will reconvene this morning.

Systematic plans were followed yesterday by the searching parties and the committee in charge will meet again this morning. Effective work was done yesterday, and it is believed that many more unfortunates will be brought to light.

Another survivor of those plunged into the river was found yesterday, having been wandering about almost blinded and crazed by his terrible experience. He is being cared for at the Pueblo hospital.

Identified Dead

BECK, GEORGE, 916 east Fourth st., Pueblo.
BETHEL, ——, Cripple Creek.
BISHOP, MISS ETTA, Pueblo.
BISHOP, JOHN F., Pueblo.
BISHOP, MISS CARRIE, Hartford, Conn.



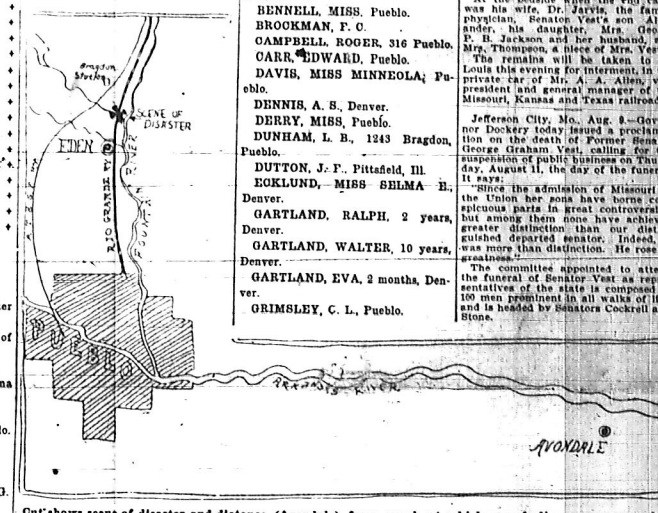
DR. JAMES B. M'GREGOR, Of Ballard, Washington, who met death with his betrothed, Miss Stella M'Donald.

BODMAN, FRANK E., Pueblo.
BOGLE, MISS AGNES GERTRUDE, Pueblo.
CAMPBELL, DON, son of Roger Campbell, 316 Broadway, Pueblo.
CAVANAUGH, MRS. MARY, 2404 Grand Ave., Pueblo.
DOWNING, MRS. ALFRED, mother of Miss Carrie Downing.
DOWNING, MISS CARRIE, Pueblo.
ENGLAND, GEORGE, Colorado Springs.



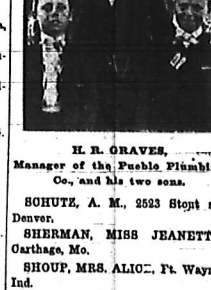
Scene at the south side morgue during the days following the disaster. All the undertaking establishments were constantly thronged with heartsick relatives and friends.

EMRICH, J., Pueblo.
GALBRAITH, J. T., Pueblo.
GARTLAND, MRS., Denver.
GARTLAND, LILLIAN, daughter of Mrs. Gartland, of Denver.
GARTLAND, EDWARD, son of Mrs. Gartland, of Denver.
GEPPERT, G. W., St. Louis, Mo.
GILBERT, MRS. H. S., Oklahoma City, Okla.
GRAHAM, J. G., Denver, Colo.
GRAVES, HERBERT R., Pueblo.
GRAY, JESSE E., Pueblo.
HEDENBURG, MISS, Pueblo.
HESS, J. A., Pueblo.
HINMAN, HENRY, D. & R. G. engineer, Pueblo.
HOES, ALEXANDER E., 1801 east Seventh st., Pueblo.
HOPPER, MISS PEARL, 916 east Fourth st., Pueblo.
HOUGH, H. W., west Twelfth ave. and S. Eighth st., Denver.
HUGHES, WM. E., Pueblo.
JENKINS, MISS MABEL, Lawrence, Kas.
JOHNSON, MISS DOROTHY, aged 8, daughter of Harry Johnson, Pueblo.
KEATING, MRS. JAMES, Pueblo.
KROTTER, MISS IDA, Denver.
LA SHELL, B. T., Denver.
LEONARD, MISS IDA, Chicago.
LINFOOT, MRS. ROBERT, Pueblo.
McCRACKEN, HUGH, Aurora, Ill.
McDONALD, MISS STELLA, Pueblo.
McGREGOR, DR. JAS. B., Ballard, Wash.
MAXWELL, A. S., Pueblo.
MEATS, R. O., lineman D. & R. G. railroad, Pueblo.
MORRIS, MARK, Pueblo.
MOLITER, MRS. CORA E., Pueblo.
MOLITER, GENEVIEVE, 4-year-old daughter of Mrs. Moliter.
MOSIER, AL., of Iliff, Colo.
MUNN, DR. WALTER FERGUSON, Pueblo.
MURPHY, DENNIS, Denver.
O'BANNON, THOMAS, Pueblo.
PARKER, MRS., Pueblo.
PINE, MISS ANNA, Pueblo.
PRICE, MRS. MARY, La Salle, Ill.



Cut shows scene of disaster and distance (Avondale) from wreck at which some bodies were recovered.

REECE, T. G., express messenger, Denver.
ROLAND, MISS ELSIE, Lindsborg, Kan.
SALISBURY, W. B., Sterling, Colo.
SEWARD, BUD, Pueblo.
SELBY, MISS VINNIE, Pueblo.



H. R. GRAVES, Manager of the Pueblo Plumbing Co., and his two sons.

SCHUTZ, A. M., 2523 Stout st., Denver.
SHERMAN, MISS JEANETTE, Carthage, Mo.
SHOUP, MRS. ALICE, Ft. Wayne, Ind.
SHOUP, MISS LOTTIE, Grand Rapids, Mich.
SMITH, JAS. H., conductor of wrecked train, Denver.
STEVENS, MRS. L. B., Northampton, Mass.
STEWART, MRS., Pueblo.
STURGEON, MISS ALICE, Pueblo.
SWAREKOPF, RALPH, Pueblo.
THOMAS, J. Q., 2707 Fourth Ave., Pueblo.
THOMAS, MRS. J. Q., 2707 Fourth Ave., Pueblo.
THOMAS, LEONA, little daughter of Mr. and Mrs. J. Q. Thomas, Pueblo.
THOMPSON, MRS. TILLIE, Montana.
TURNER, J. F., D & R. G. brakeman, Denver.
WALKER, MISS FLORENCE, Pueblo.
WEST, MRS. GEORGE F., Pueblo.
WEST, MRS. MARY, Chicago.
WHITMAN, MAJOR FRANK H., Twentieth Kansas Infantry.
WILLIAMS, MISS NELLIE.
WOOD, MISS EMILY, 327 west Tenth st., Pueblo.
WRIGHT, MISS IRENE, Pueblo.
WRIGHT, I. W., Pueblo.
YEAGLA, MRS. A. H., 720 west Twelfth, Pueblo.

Known Missing

ALLEY, DANIEL, Pueblo.
BAKER, ALBERT H., 1337 Orman ave., Pueblo.
BENNELL, MISS, Pueblo.
BROCKMAN, F. C.
CAMPBELL, ROGER, 316 Pueblo.
CARR, EDWARD, Pueblo.
DAVIS, MISS MINNEOLA, Pueblo.
DENNIS, A. S., Denver.
DERRY, MISS, Pueblo.
DUNHAM, L. B., 1243 Bragdon, Pueblo.
DUTTON, J. F., Pittsfield, Ill.
ECKLUND, MISS SELMA B., Denver.
GARTLAND, RALPH, 2 years, Denver.
GARTLAND, WALTER, 10 years, Denver.
GARTLAND, EVA, 2 months, Denver.
GRIMSLEY, C. L., Pueblo.
HUDDLESON, JENNIE, Pueblo.
Infant son of Mrs. James Keating, Pueblo.
JEWELL, EARL, Hoisington, Kan., 14-year-old son Chief Dispatcher Jewell, of the Missouri Pacific.
McFEELEY, MRS. JAMES and child.
MESSINGER, F. H., prominent banker, Central City.
MOLITER, MAMIE, Pueblo.
MYERS, MRS. GEORGE, Pueblo.
NEWTON, ALBERT, Cripple Creek.
O'BANNON, ROBERT W., Washington, D. C.
PAGE, HAROLD B., of H. J. Page & Son, Real Estate Co., Denver.
PRINCE, ROBERT, Aurora, Ill.
TELLERS, MISS EMMABELLE, Denver.
SMITH, MRS. JAMES, Denver.
STIFFNEY, MRS. BELLE, Denver.
STEARNS, MRS.
WALSH, MRS. MARY, Pueblo.
WILSON, FRANK, D. & R. G. grading engineer.

Reported Missing

GILCHRIST, MRS. SOFIA, 8 Block N, Pueblo.

For the purpose of discovering the cause of the Eden disaster, which has plunged the city of Pueblo into a sea of gloom and sorrow and brought sadness into many homes in other cities, and has resulted in the death of nearly 100 people, Coroner A. L. Fugard yesterday begun an inquest. During the morning a jury consisting of C. C. Robinson, Dr. H. Spurgeon, John McDonald, J. N. Collins, A. B. Allen and J. R. Mihover was empaneled, and in company with Coroner Fugard and District Attorney Low, visited the scene of the wreck. A thorough examination of the wrecked bridge, the cars and engine was made, after which they returned to this city and at two o'clock yesterday afternoon the work of taking testimony was begun.

The examination was held in unoccupied rooms adjoining Dr. Fugard's offices in the building located at the corner of Union avenue and D street. But four witnesses were called during the afternoon, all of whom were employes of the D. & R. G. road.

While the investigation is being made to discover the cause of the death of the scores of passengers of the illfated train No. 11 it is entitled inquest over J. F. Bishop and others. The examination yesterday afternoon was conducted with a view to throwing some light on the frequency and action of floods in that section and the methods of the company in discovering and repairing damage resulting therefrom.

This morning the investigation will be taken up at 10 o'clock and will be continued until such time as all evidence pertaining to the accident or how it occurred has been heard. It is the purpose of the officials to make a most searching investigation. Not only do they feel that the scores of lives lost and the hundreds of bereaved relatives and friends should have the satisfaction of knowing how and why the disaster occurred, but that should there have been any lack of watchfulness or precaution in the management of the train service it should be known and the responsibility therefor placed.

But four witnesses were called during the session of the jury yesterday afternoon. Frank M. Jones, day operator at Eden was the first to take the stand. His testimony referred to the speed of the train as it passed the station, the appearance of the storm. A detailed synopsis of the questions asked him and his answers follow:

Q. Did you see the headlight of No. 11?
A. Yes.
Q. What day was that?
A. Sunday, August 7, 1904.
Q. Describe what you saw and did.
A. At the time I saw the light it was raining and I wondered if it was going to keep on raining, as I intended going out to put up the switch lights. When I first saw the headlight of No. 11 it was considerable distance from the station. As it approached it was necessary for it to run down a depression in the track approaching the bridge over the arroyo.

(Continued on Page Six.)

SENATOR VEST PASSES AWAY

Lingered for Weeks Before Death Sent Summons

END WAS PEACEFUL

By Associated Press.

St. Louis, Aug. 9.—A special to the Post-Dispatch from Sweet Springs, Mo., says:

After lingering for weeks between life and death, former Senator George Graham Vest passed peacefully away today. He has been so near death for the past three days that the end came without a struggle.

He was conscious until about 2 a. m. Munday morning, when he sank into a state of coma from which he never aroused. He lost the power of speech Saturday morning, but for several days before that he talked very imperfectly and during the last thirty-six hours of his life his breathing was barely perceptible.

The flutter of his pulse was all that showed life still remained.

At the bedside when the end came was his wife, Dr. Jarvis, the family physician, Senator Vest's son Alexander, his daughter, Mrs. George P. B. Jackson and her husband, and Mrs. Thompson, a niece of Mrs. Vest.

The remains will be taken to St. Louis this evening for interment, in the private car of Mr. A. A. Allen, vice president and general manager of the Missouri, Kansas and Texas railroad.

Jefferson City, Mo., Aug. 9.—Governor Dockery today issued a proclamation on the death of Former Senator George Graham Vest, calling for the suspension of public business on Thursday, August 11, the day of the funeral. It says:

"Since the admission of Missouri to the Union her sons have borne conspicuous parts in great controversies, but among them none have achieved greater distinction than our distinguished departed senator. Indeed, it was more than distinction. He rose to greatness."

The committee appointed to attend the funeral of Senator Vest as representatives of the state is composed of 100 men prominent in all walks of life, and is headed by Senators Cockrell and Stone.

FOUR KILLED IN RAILROAD WRECK

B. & O. Collides With Pan-Handle Train at Crossing--Many Seriously Injured.

By Associated Press.

Chicago, Aug. 9.—A mother and three sons were killed and a number of other people seriously injured in a collision tonight between a westbound Baltimore & Ohio local passenger train and a Chicago & Erie freight train at the Brighton Park railroad crossing at Western avenue and West 39th street.

The collision followed a frantic effort on the part of the crossing flagman to change the course of the freight train, to the crew of which he had given a signal that all was clear for them to back over the B. & O. tracks.

The passenger train which was approaching rapidly, was struck by the freight train and two of the coaches were overturned.

One of the freight cars crashed through the woodwork of one of the coaches where the four who were killed were seated.

They were a family of five and C. C. Schwartz, the father, was the only one who escaped with his life.

Although taken from the wreck unconscious and suffering from broken bones and bruises, it is believed his injuries will not prove fatal.

The mother and the three children were killed instantly.

A rigid investigation will be made to determine the responsibility.

The following is a list of killed and injured in wreck of B. & O. passenger train tonight at Brighton Park:

Dead:

MRS. C. C. SCHWARTZ, 38 years old, Garrett, Ind.

THREE SONS OF MRS. SCHWARTZ, ranging in age from 8 to 11 years.

The injured:

C. C. Schwartz, Garrett, Ind.; thigh broken, leg crushed.

Mr. Schwartz is the father of the three children and the husband of the woman killed.

Michael Cusak, conductor in charge of the Chicago & Erie train; internally injured.

C. W. Jones, Mansfield, O., conductor B. & O. train; leg broken and body bruised.

Miss Jennie Sunderland, Sioux City, Ia.; body bruised and wrist sprained.

Miss Nellie Brown, New York city; body bruised and internally injured.

C. G. H. Arnold, Chicago; thrown from rear platform B. & O. train, body bruised.

Mrs. F. E. Fry and nephew, both severely bruised.

Later tonight the police arrested Harry Moore, brakeman, and Benjamin F. Walter, conductor of the freight train that caused the disaster.

U. S. AND ENGLAND IN COMPLETE ACCORD

Scarcity of Fresh News From War Centers in the Far East.

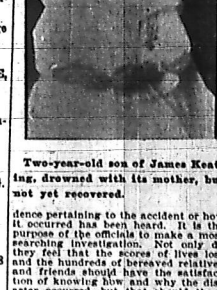
By Associated Press.

London, Aug. 9.—The Associated Press learns that absolute accord exists between the United States and Great Britain in respect to the rights of neutral commerce, and when the declaration of Secretary Hay was published yesterday the state department was informed that it was in entire accord with the attitude of Great Britain. In order that Russia might understand the similarity of the British and American views Lord Lansdowne directed the British ambassador at St. Petersburg to protest against the Russian definition of contraband along the same lines as the declaration transmitted through Ambassador McCormick. Great Britain would like the United States to take steps to obtain an international declaration defining the rights of neutrals, but it is not thought at the foreign office here that Secretary Hay will do so, it being understood there that he proposes to retain complete liberty of action.

For all practical purposes accord exists between the two governments by the communication, especially on the part of Great Britain to the United States of the action of their respective governments in specific incidents.

With reference to the constitution of a special admiralty prize court at the Russian capital to reconsider the case of the British steamer Knight Commander, announced in the Associated Press dispatches from St. Petersburg last night, the British officials are confident that it will reverse the decision of the prize court at Vladivostok. They maintain that the decision declaring the steamer to be a lawful prize was not justified by international law, and that whatever the vessel carried Admiral Jessen had no right to sink her.

Great Britain will not accept a settlement merely by the payment of a monetary indemnity, but insists that a broad principle shall be established. This Russia cannot admit at this moment in view of the finding of the Vladivostok court, but if the new court declares, as the British government anticipates, that international law did not justify the sinking of a neutral ship, then the question will be capable of easier adjustment. The foreign office here denies that there will be any reference of the Knight Commander to The Hague arbitration court, and says it is a matter for direct negotiation between the two governments, and that in view of the earnest desire of both to reach a peaceful agreement it is believed that a satisfactory settlement will be achieved.



Two-year-old son of James Keating, drowned with its mother, but not yet recovered.

Only Sensational Rumors.

By Associated Press.

London, Aug. 9.—The only additional war news appearing in the London papers this morning takes the form of sensational rumors. For instance, it is reported from Shanghai that the Russians are retreating northward from Anshanshan.

The Daily Telegraph's Che Foo correspondent reports that a great land and sea fight occurred at Port Arthur August 5 and that the Japanese were repeatedly repulsed. Over a thousand Russians were killed, the correspondent says. The Russian troops have now been reinforced by civilians who remained at Port Arthur.

The Tokio correspondent of the Times says he learns on the best authority that there is no truth whatever in the Russian rumors of Japanese reverses with heavy losses at Port Arthur.

The correspondent of the Daily Mail at Kuapangtze, cabling under date of August 8, states that the Japanese are working on the new Japanese base at New Chwang where the greatest activity prevails. The Japanese are landing supplies and are building a light railway.

The Times this morning asserts that within the last ten days the North German Lloyd line and the Hamburg American Steamship company have freely accepted at Antwerp cargoes for Japan consisting of electric cables, machinery, iron wires, plates and light rails which were refused by British companies on the ground that they might be suspected of being contraband of war.

The Times editorially demands that the government take immediate means to resist the Russian doctrine concerning contraband of war declaring that the subject promises no delay unless the British far eastern trade is to pass into the hands of German rivals.

Claims Japs Lost Heavily.

By Associated Press.

St. Petersburg, Aug. 9.—The following dispatch from Viceroy Alexieff, dated August 7, has been received by the czar:

"General Stoessel reports as follows: 'At 4 o'clock in the morning of July 27, the enemy having advanced a strong force, their artillery opened fire along their whole front, followed by a series of attacks, one of which, directed against Tupilasa mountain, was especially vigorous.

"'At about 8 o'clock in the evening the enemy were everywhere repulsed with enormous losses. I remained in the advanced position we have held for two days against an army very much stronger than ours.

"'At 4 o'clock in the morning of July 30 about five divisions of Japanese took the offensive against our position on the Wolf hills. In view of the enormous superiority of the enemy's forces and the weakness of the position our troops were ordered to retire to the next position without fighting. The movement was effected in complete order under the protection of artillery, which by accurate fire at short ranges completely stopped the Japanese advance.

"'Our losses have not yet been ascertained, but they were not great. The losses of the Japanese have been considerable. In the engagements of July 28 and 29 the Japanese had about 40,000 men and a considerable number of siege guns.

"The morale of the Russian troops is excellent and their health good."

Russian Expedition Succeeds.

By Associated Press.

Mukden, Manchuria, Monday, Aug. 8.—(Delayed in transmission.)—A column of Russian troops, consisting of two companies of cossacks, two companies of sharp shooters, a company of infantry and a couple of mountain guns, set out August fourth on the Saimatze road, towards Yentsaitan, thirty-six miles southward and drove in the Japanese outposts. A hundred men, stubbornly resisted at three successive passes but were routed by the Russian artillery, leaving ammunition and equipment behind them. One Russian was killed and four were wounded. The Russians pursued the Japanese as far as Telanchan, according to the Chinese 2,000 Japanese are holding that place.

(Continued on Page Seven.)