THE CHIEFTAIN.

ESTABLISHED 1868.

PUBLISHED EVERY DAY IN THE YEAR.

CHIEFTAIN PUBLISHING COMPANY.

J. J. LAMBERT, President and General Manager.

SATURDAY, JULY 25, 1891.

This Date in History—July 25.

306—Constantius Chlorus, Roman general and father of Constantine the Great, died at York, England.

811—Nicephorus, emperor of Greece, died.

1471—Thomas a Kempis, author, died.

1794—Baron Friederich von der Trenck guillotined at Paris; famous in romance as in history for his long imprisonment in Prussia and many wonderful escapes; the true reasons for his imprisonment have never been revealed; released at last in 1763, he went to France "for a safe and quiet life," and was guillotined on the charge of being a Prussian spy; born 1726.

1863—General Sam Houston died at Huntsville, Tex.; he was governor of Tennessee, twice president of the republic of Texas, United States senator and governor of the state of Texas.

1873—Commodore William C. Nicholson died at Philadelphia, aged 73.

1886—A plot was revealed at Sofia, Bulgaria, to assassinate King Ferdinand, causing fresh complications in the "eastern question."

Local Meteorological Report.

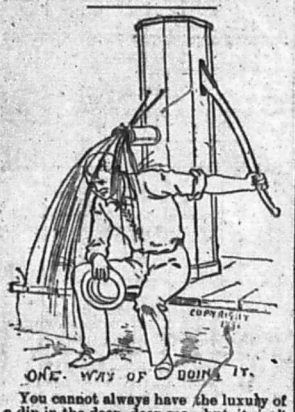
DEPARTMENT OF AGRICULTURE, WEATHER BUREAU, PUEBLO, July 24, 1891.

Barometer, 6:00 A. M., 30.21; 6:00 P. M. 30.03. Thermometer, 6:00 A. M., 61; 6:00 P. M., 85. Dew point, 6:00 A. M., 56; 6:00 P. M., 51. Relative humidity, 6:00 A. M., 85; 6:00 P. M., 31. Direction of wind, 6:00 A. M., northwest; 6:00 P. M., east. Velocity, 6:00 A. M., 3; 6:00 P. M., 5. Weather, 6:00 A. M., partlycloudy; 6:00 P. M., partly cloudy. Maximum temperature, 86; minimum temperature 57.

F. H. BRANDENBURG, Observer Weather Bureau.

Forecasts of the Weather.

For Colorado till 8 p. m. to-day: Generally fair; warmer; southeast winds.



You cannot always have the luxury of a dip in the deep, deep sea, but it isn't necessary to put your head under a pump to keep cool. Just try our summer coats and vests. We can sell them to you from 25 cents to $12. They are cool and look neat and nice. We have a few tennis suits left in the following sizes: 35, 36 and 37s. For the remainder of this season we will sell these suits at actual cost. You know the place—

G. L. L. GANN & Co's.

When you see it in our advertisement, it's so.

Delicious ice cream at Seiter's.

VanHouten's cocoa—"Once tried, always used."

See that your tickets read via the Rock Island for Detroit.

Only 25 cents to visit the Mineral Palace on Saturday—labor day.

Delicious ice cream, fresh candies and cakes at Sieter's, 413 Santa Fe ave.

Go and see the Palace on labor day, Saturday—25 cents for all persons.

German lessons by a German. William C. Ditmar, 420 Santa Fe avenue. eod

Private instructions in Latin, French and mathematics. Address W. M. Lippitt, room 11, opera house blk. eod 7t

Twenty-five cents only, admits one to the Mineral Palace on Saturday, to-morrow, labor day.

Merchants' Lunch,

At Grome's, 225 Santa Fe avenue, every day.

Everybody in Pueblo should take advantage of visiting the Palace on labor day. Admission to all classes 25 cents.

Hear the world renowned brator Talmage, at Mineral Palace next Wednesday evening.

THE ACCIDENT!

The Dead and Injured Brought to Pueblo.

FOUR ARE KILLED OUTRIGHT.

Nine or Ten Hurt, Some Badly—One of the Injured May Not Live—The Sufferers at the Sisters' Hospital and Resting as Well as Could Be Expected—Details of the Catastrophe.

At 12:29 yesterday morning No. 3, the west bound broad gauge Rio Grande express to Salt Lake met in collision with No. 6, the narrow gauge east bound passenger train from Salt Lake, about a mile west of Carlile Springs, a station about half way to Canon City. The accident arose from a misunderstanding of train orders. No. 6 was trying to get to Carlile on the time for Beaver, a station several miles west of Carlile, and was running fully 45 miles per hour when the accident occurred. There are a great many curves in the track in this vicinity and the trains were not in sight of each other until less than two hundred yards apart. The engineer of No. 3 promptly put on the air brakes when he saw the headlight of 6 and his train was nearly at a standstill when the engines met. The air brake apparatus of No. 6 was broken in some way near Howard so that the train was dependent on the hand brakes which seemed not to reduce the speed of the train in the least so that 6 crashed into 3 at a high rate of speed.

JUMPING FOR LIFE.

The fireman on No. 3 jumped and escaped with only a bad cut on the wrist. His engineer, George A. Ardell, however, was knocked down by the tool box as he was making his preparations to jump and was instantly killed, his body being mangled. J. H. Hopkins, the engineer on No. 6 jumped and in so doing collided with the barb wire fence at the side of the track and was considerably cut up but not otherwise seriously injured. His fireman jumped and escaped without injury. Conductor A. H. Perras, of No. 6, who was out on the front platform of the smoking car setting the hand brakes was instantly killed, as was also Express Messenger C. M. Cole on No. 6. J. A. Fisher, who Telluride, who, it is thought, was stealing a ride on the front platform of the first baggage car of No. 3, was also killed.

The two engines were driven together so that for three or four feet the heavy iron overlapped. Three narrow gauge baggage cars were demolished and one narrow gauge coach in No. 6. In No. 3 one baggage car and one mail and express car were telescoped. The wreckage was a tangled mass but Superintendent Deuel, Trainmaster J. M. Walker, Master Mechanic John Kelker and Road Master A. McGregor arrived on the ground with a relief and wrecking train about 4 o'clock and the track was cleared by noon, so that the west bound afternoon trains started as usual.

It happened that Chief Surgeon Galbraith, of the Union Pacific, was on one of the trains, and he nobly set to work to do for the injured. In a short time several physicians from Florence were on the ground. The passengers set to work with a will to assist in caring for the injured, and Father M. Servant, who was on his way to Canon City, directed the work and was untiring himself in giving assistance.

Below is a complete list of the killed and wounded.

KILLED.

A. H. Perras, conductor of No. 6, married, lived in Denver.

C. M. Cole, express messenger on No. 6, married, lived in Denver.

George A. Ardell, engineer on No. 3, married, lived on the Mesa.

J. A. Fisher, Telluride, No. 3.

INJURED.

Harry Gibberson, news agent, Denver, left leg crushed so that it had to be amputated below the knee. Other bruises and cuts. May not recover.

Harry Mulnix, Trinidad, right leg badly crushed. Amputated at the middle of the thigh.

Rufus Robinson, Bolivar, Mo., compound comminuted fracture of the right thigh, and comminuted fracture of the left ankle.

Charles Peyton, boy who has been working at Salida, mother lives in Pueblo, right hip bruised, spine hurt.

Henry Schurrman, Crested Butte, right ankle sprained.

J. H. Hopkins, engineer of No. 6, badly cut by barb wire fence.

J. Stewart, express messenger, severe bruises.

Benjamin Williamson, Peach Orchard Ks., face cut and bruised.

A. J. Hall, Ouray, bruises and strains.

A lady whose name was not learned was reported hurt but was taken to

showed himself to be decidedly impertinent and informed us that he 'knowed his business' and that he wouldn't be dictated to by any such 'dudks' as we were. Upon receiving this sort of treatment from the porter we hunted up the conductor and appealed to him for the articles we desired and, strange to say, we found him even more

OUTRAGEOUSLY INDIFFERENT

to the sufferings of the wounded passengers than the porter. He said that the wreck was the D. & R. G's. funeral and that he was under no obligations to offer any assistance to those who were hurt. This made the uninjured passengers feel pretty indignant and the inhuman official was told that he had better remain in his car out of sight, and he took our advice. We then went to the porter of the sleeper 'Ogden' and he received us with the courtesy and humanity which the occasion demanded. We were given blankets, pillows and towels and such other supplies as he had on hand and were only asked to remember whom we received them from. In fact, this official, whose name, I think is Daniels, assisted us by every means in his power and his conduct was decidedly in contrast to that of the men to whom we had previously applied.

"The action of the men whom we first asked for pillows," said the judge, "was simply outrageous and it ought to result in their immediate and ignominious dismissal from the Pullman car service. At all events we shall see that knowledge of it reaches the head offices and if the men are not discharged the company will act badly in retaining two very unworthy officials."

SCENES AND INCIDENTS.

Conductor Graham, of No. 3, was slightly bruised.

Henry McLaughlin was a passenger on No. 6, but was not hurt.

Mr. Thomas Owen was a passenger on No. 6, but escaped injury.

There are fears that Messrs. Mulnix and Gibberson may not recover.

This is regarded as the worst accident that ever occurred on the D. & R. G.

The track is clear, but it will be a week before the wreck is carted away.

The remains of C. N. Cole, the express messenger who was killed in the wreck, were this morning shipped to Denver where they will be interred.

The remains of J. A. Fisher, one of the victims of the collision, are lying at McMahon & Collier's undertaking establishment awaiting identification.

Conductor Perras was formerly a resident of Pueblo and was highly respected in this city. He was considered one of the most reliable conductors on the road.

Chief Surgeon O'Connor, Claim Agent C. S. Sample, Attorney J. W. Sleeper, Superintendent of Machinery Sample and a stenographer came down from Denver at noon and went up to the scene of the accident.

Conductor Perras has one child buried here, and a wife and two children in Denver. His wife came down last night, and his funeral will occur on Sunday at 10:30, from Holy Trinity Episcopal church, Rev. E. P. Newton officiating.

It is said that Engineer Hopkins practically admits his responsibility for the accident because he did not read his order. If he had done so he would have noticed the mistake which Perras made in reading the order and the accident would not have occurred.

It was at first thought that the accident occurred in Pueblo county and that Coroner Black would hold the inquest, but investigation proved the spot to be in Fremont county and the inquest will probably be conducted there to-day by the coroner of that county.

Ben Wilson, the only passenger in the smoker on No. 6, was talking with Conductor Perras when Engineer Hopkins whistled down brakes. Perras went out on the platform and just then the collision occurred and he was killed, while the news agent, Gibberson, was injured possibly fatally.

Engineer George A. Ardell had run an engine for the Rio Grande for quite a number of years, and had always been one of the most responsible men on the division. He leaves a wife and two children in this city, and his death is universally regretted. His funeral will be held at his residence on Sunday at 3:30 P. M., and his remains will be interred at Riverside cemetery.

Harry Mulnix was safely out of the wreck but heard the cries of a little child from one of the cars and went back to bring it out. He got the child out in safety but in some way his leg was crushed so badly, as described above, that amputation was necessary. Mr. Mulnix is a brother of Mr. Mulnix, of Mulnix & Campbell, and also a brother of Mrs. B. Sweet. He is also a prominent railroad contractor and a well known citizen of Trinidad.

A GOLD PRODUCING COUNTRY.

BOISE CITY, Idaho, July 24.—The receipts at the United States assay office in this city gives promise of a larger gold production for the current year than in any previous financial year in the history of Idaho quartz mining. The mines are

MATTERS JEWELERS PUBLISHERS

OCULIST AND AURIS DR. WALKER, JACOBSON BUILDING, 15TH & ARAPAHOE DENVER, COLO.

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NOW THEY COME! Best set of Teeth $10. No better mad If you are troubled with hot or feverish gu Try the Clark Electric Deposit Plat Sure cure, and the finest thing that has yet be made. Investigate. C. M. SHREVE, Dentist, Office 1720 Arapahoe Street, - Denver, Col Successor to Dr. Rogers.

RED CREEK SPRINGS Comes to the front this season with a postoffic a good grocery and provision store, two hotel a doctor on the grounds, cheap baths; also fr bath houses, a stage line in operation July 1s 3 trips a week, carrying the mail from Pueblo Altitude 6800. These mineral waters are the be in the state and the best place in the mountain you can spend the summer.

JOHN SEITER, CONFECTIONER 413 Santa Fe Avenue, next to Wilson & Barnard. CANDIES AND ICE CREAM Made only of the best materials and warrante pure.

NOTICE—I have three large, likely steers an one speckled cow, brand H on left shoulde with a quib brand on left hip. Description o steers: One is white and red, brand P H on le shoulder, 4 or 5 years old; one is a roan in colo wide horns, 4 or 5 years old, brand, H and ba one is black, 3 years old, brand, M in a diamon Besides the above four head there are two yea ling calves, brand, M or W. All of the abov named stock will be duly appraised and sold i thirty days to cover expenses. S. THORP. 6tm 723 N. Main Street.

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