

Disastrous Wreck Comes in the Darkness of the Night.

MANY GO TO THEIR DOOM.

Passengers on Denver and Rio Grande Meet Sudden and Awful Death.

NINE KILLED IN ONE FAMILY.

Head-on, Round a Curve Collision Between Eastbound No. 16 And Westbound No. 3.

BLAME PUT ON DISPATCHER.

Number of Dead Ranges From Fifteen to Fifty and Those Injured Will Exceed Twenty-Five.

Pueblo, Colo., March 16.—The worst railroad wreck in Colorado since the memorable Elmer disaster, occurred about 2:30 o'clock this morning, on the Denver & Rio Grande railroad near Adobe, about 30 miles west of Pueblo. Eastbound No. 16 crashed into westbound No. 3, telescoping the forward cars on each train. The coaches at once took fire and the flames completed the horror begun by the collision.

SOME OF THE DEAD.
Recovered bodies and identified dead of passengers on the ill-fated trains are as follows:
WILLIAM HOLLIS, engineer No. 16.
HUGH SUDBURTH, Pueblo, fireman on No. 16.
E. M. McFARLAND, Globe express messenger, No. 16.
WALTER CAUSLETT, engineer first engine No. 3, 32 Block G, Pueblo, wife and three children.

LIST OF INJURED.
Pueblo, March 16.—At 10 o'clock at the Rio Grande division superintendent's office it was announced that the exact number of killed and injured was not known.
MYRON PHILLIPS, Salt Lake, ankle hurt.
JOHN SCOTT, Denver, arms and leg cut.
A. GARDNER, New York, car.
RALPH BONITON, Brighton, Ia.
L. C. RANSOM, San Francisco, neck.
DAVE McCULLAM, Chicago, Porters, injured gas.
SARAH GALLIGAN, Cleveland, O., cut on head.
W. F. PAUL, Portland, Or., foot.
THOMAS WEBB, Chama, N. M.
CLAUDE ROBINSON, Denver, leg.
T. H. WEBB, Yampa, Colo., slight.
BERT MEYERS, Patterson, Mo., slight.
W. L. HEWITT, Lebo, Kas., slight.
CLAUDE ROBINSON, Denver, serious.
H. E. GOLDBERG, Denver, slight.
W. R. PAGE, Yampa, Colo., serious.
RALPH BRITTON, Brighton, Ia., serious.
MABEL FIELDS, Wolcott, Colorado, serious.
ARTHUR E. HEWITT, Lebo, Kas., serious.

W. F. PHILLIPS, Coyville, Ill., slight.
C. C. HOUSE, Chama, N. M., slight.
J. PERCINO, Florence, Colo., slight.
JACK SCOTT, Montrose, Colo., slight.
ED. BRANEN, Louisville, Colo., slight.
GEORGE BRADSHAW, Chicago, left foot smashed.
S. W. FIELDS, Laramie, Wyo., left leg broken.
PHILIP PETERS, address unknown, ribs broken and cut about head.
JAMES TROCIONE, Florence, right leg lacerated.
R. L. JONES, mail weigher, Denver, chest and head injured.
A. E. SMITH, fireman, Pueblo, slight.
W. A. WATKINS, Denver, cut on head.

The Hewitt family of eleven only two escaped. The others were burned to a crisp. During the progress of the flames one man was seen hanging from a car window.

"For God's sake, save me," he cried, but the heat was too intense for the rescuers to reach him. He slowly roared to death before the rest of the crowd around the burning wreck.

FORTY CHARRED BODIES.

Pueblo, March 16.—About 40 charred bodies lie in the ruins of two passenger trains on the Denver & Rio Grande railroad, which were wrecked by a head-on collision at 2:30 o'clock this morning at a point between Beaver and Adobe, about 28 miles west of Pueblo.

FIFTEEN IN ONE HOSPITAL.

Fifteen persons were severely injured in the disaster, and are lying on cots at St. Mary's hospital in this city, with the prospect that some of them will be added to the death list.

CONSPIRACY IS ALLEGED.

Between Gooding and Others to Deprive Moyer, Haywood and Pettibone of Liberty.

LATTER FILE AFFIDAVITS.

Also Alleged Forman of Grand Jury Talked With Gov. and Atty. Hawley.

Caldwell, Idaho, March 16.—President Charles H. Moyer, Secretary-Treasurer William D. Haywood and former Executive Committee member Geo. A. Pettibone, the officers of the Western Federation of Miners who are charged with the murder of former Gov. Frank Steunenberg, were taken before Dist. Judge Frank Smith this morning for arraignment. Their attorneys filed a motion to quash the indictments and submitted voluminous affidavits alleging conspiracy between Gov. Frank R. Gooding and others identified in the prosecution to deprive the defendants of their liberty. These affidavits allege, further, that A. B. Moss, the foreman of the grand jury, talked with the governor and with James H. Hawley, senior counsel for the prosecution, and that he expressed opinions prejudicial to the prisoners while the charges were under consideration.

Testimony bearing on these affidavits, coupled with affidavits and arguments, will be made before Judge Smith tomorrow morning.

Attorneys for the defendants also petitioned the court to admit the accused men to bail.

ODOR OF BURNING FLESH.

When a relief train arrived from Pueblo, there was little left in the cars that were burned to indicate that there had been a previous freight of human lives, excepting piles of scorched flesh and smoldering bones. Passenger train No. 3, the Utah and California express, which started from Denver at 8 o'clock last evening, left this city soon after midnight, heavily loaded with passengers and pulled by engines 320 and 720.

COACH WAS CROWDED.

The forward coach of the hapless train was well filled, in fact, it was difficult to find a seat anywhere and a number of passengers were standing in the aisles. Just as this train was rounding a sharp curve between Beaver and Adobe, train No. 16, east-bound, and running at a high rate of speed, whirled around the curve and crashed into the heavy train which was climbing the sharp grade.

CONFUSION AND DEATH.

In an instant all was confusion. Passengers were hurled from their seats and covered with splinters of wood and flying glass. Many were killed in the awful impact and the others caught beneath the wreckage, filled the air with their cries for assistance. A moment later the gas with which the train was lighted exploded, and in an instant the wreckage was blazing fiercely.

BEGGED TO BE SHOT.

A man in the coach of No. 3 had managed to raise a window and forced himself out half way to freedom when he became lodged in the window. He fought fiercely for life, but each movement only wedged him the more tightly. The flames swept over him and left him writhing in agony. He cried out for God's sake and for the sake of my baby also, shoot me." The onlookers, prevented from approaching the scene because of the intense heat, could do nothing to relieve the man's suffering. Finally a timber from the roof of the car fell upon his head, killing him.

FOUR COACHES COILED UP.

The first four coaches of train No. 3 were piled up, the greatest damage being done in the forward coach. It was here that the worst havoc was wrought as hardly a person in this coach escaped with his life.

REDUCED TO A CRISP.

A majority of the bodies caught by the fire were reduced to a crisp. J. L. Lawrence, Bellflower, Mo., and S. H. Sweeney, Trenton, Mo., were the only passengers in this coach that are known to have escaped, both sustaining but slight injuries.

When the collision came, engine 720, which was pulling train No. 16, was crushed, and being forced back by the impact, it telescoped the express car and shattered the first coach. The passengers in this coach were all taken out before the wreckage caught fire and the casualties upon this car were but slight in comparison to the awful havoc wrought upon the west-bound train.

MESSANGER BURNED TO DEATH.

E. M. McFarland, messenger of the Globe Express company, who was in the express car on No. 16, was caught in the wreckage and burned to death. So far as can be learned, he was the only one on the east-bound train to suffer this fate.

OFFICIAL STATEMENT OF DEAD AND INJURED

DENVER, March 16.—At the general offices of the Denver & Rio Grande railway in this city at 10 o'clock today an official statement was made that the number of persons killed by the collision at Adobe, Colo., this morning, is not more than 15 and that not more than 20 were injured.

This official announcement is as follows:
"West-bound train No. 3 and east-bound train No. 16 met in a head-end collision one mile east of Adobe. Engineer and fireman on train No. 16 were killed and engineer on train No. 3. About 15 passengers in smoking car on train No. 3 also killed and 20 injured. Names not yet obtainable. So far as known no passengers in sleeping cars on either train were injured or killed.

MR. WELBY ON THE GROUND.

Castle Rock, Colo., March 16.—On the Denver & Rio Grande, train which left Denver at 8 a. m. today was a party of Rio Grande officials on their way to the scene of the wreck near Portland, Colorado. The party consisted of General Superintendent A. E. Welby, Chief Engineer E. J. Yard, and Superintendent of Machinery J. R. Grobes. Mr. Welby said, while admitting his inability to give definite details of the wreck, that every effort is being made by the railway company to care for the passengers and relieve the sufferers.

WILL NOT DELAY TRAFFIC.

The wreck will not interfere with the running of Rio Grande trains, as the tracks of the Santa Fe which parallel those of the Rio Grande from Pueblo as far as Canon City will be used.

cars were in the front on each train, they received the full force of the blow, and were crushed like egg shells. The sleepers were practically uninjured, the passengers being only badly shaken up.

When the flames burst out among the wreckage, the surviving passengers assisted by the few railroaders who were unhurt, cut the connection between the wrecked cars and those which had escaped comparatively uninjured and forced the latter cars down the track to a distance that prevented the flames from communicating to them.

WAS COLD AND SNOWING.

It was an intensely cold morning, and the snow was falling heavily. The weather combined with the flames in adding to the suffering of the injured and to discomfort of the rescuers. Word was hastily sent to Florence and Portland for volunteer workers who rushed to the scene, where they did all that was possible under the conditions that prevailed. A relief train with surgeons was hastily arranged when the news reached the officers of the company in this city, and it arrived at the scene about 5 o'clock in the morning. The wounded were at once placed upon the train and were brought to this city.

UNDERTAKERS APPEAR.

Undertakers went to the scene of the wreck on the first relief train and assisted in extricating the dead and dying passengers.

On train No. 16 was Dr. F. M. Cochran of Salt Lake. He had nothing with him in the way of appliances for the care of the injured excepting a pocket case, but rendered valuable assistance.

HEART RENDING SCENES.

There were heart-rending scenes at the wreck. Mingling with the roar of burning gas and the crackling of the flames as they licked up the debris of splintered cars, were the terrible cries of the poor creatures pinned down beneath the wreckage, the cruel flames eating their flesh, while the helpless survivors of the catastrophe could only look on, shivering with horror, and wondering what was going on in their ears until the end of their lives.

"LAP" ORDERS DID IT.

"Lap" orders were the cause of the disaster, so far as can be ascertained. Orders had been issued for the trains to pass at Adobe, about half a mile from the scene of the collision, but No. 16, when it pulled out of Florence was told to pass No. 3 at Beaver, five miles east of Portland. It is said that the second order was to have been given to No. 3 at Swallows, but that the train went through without receiving the order. The railway officials have instituted a rigid inquiry into the matter.

The scene of the wreck is located 2 1/2 miles from Pueblo, four and a half miles from Florence and one and a half mile from Portland.

FURTHER RELIEF COMES.

Shortly before noon another relief train came in from the wreck, bringing the bodies of 16 of the dead. They were immediately taken to the undertaking establishment and the work of preparing the bodies for identification was begun. At noon it was said that only two of the bodies, those of Engineer Casslett and Engineer Hord, were identified. The bodies presented a frightful appearance, and are so blackened by the fire that it will be very difficult indeed to identify them.

How many more bodies still remain at the scene of the wreck has not been established up to this hour.

CAUSE OF THE WRECK.

Pueblo, Colo., March 16.—The cause of the wreck is attributed to a failure to deliver orders to No. 16, so that No. 3 could pass.

Among the physicians who rendered assistance was Dr. F. M. Cochran, of Salt Lake, who was on No. 16 at the time of the collision, but who escaped injury. He at once began caring for the wounded and was assisted by Drs. G. W. Rambo and F. R. Moore, of Florence, who soon arrived at the scene of the disaster. Some of the victims were pinioned under the wreckage and burned alive before help could reach them.

Many thrilling rescues were reported during the earlier hours of the catastrophe. One man, whose name could not be learned, forced his way into a coach, seized a young girl who had been pinned under the wreckage of a seat and endeavored to remove her to a place of safety. As he raised her the girl gave a gasp and died in his arms. The rescuer dropped his burden and seized a man who was lying under a roof of timber, whom he dragged to a clearing in the wreckage, there rescuing him from the flames and carrying him to a place of safety. This one man was seen to take four persons from the wreckage.

ONE MAN'S DREADFUL LOSS.

Most of the injured were on No. 3, which was heavily laden. No. 16 carried comparatively few passengers, and these escaped generally with a slight shaking up. A man named Hewitt lost his father, mother, wife, three children, a brother and two other relatives.

COMPANY C IS NOW A REALITY.

Mustered Into the Service Last Night by Col. H. M. H. Lund.

ALFRED O. MILLER CAPTAIN.

Edward Pike is First, and H. C. Hicks second Lieutenant—Condition of the Guard.

Company C, First Infantry, N. G. U., began its existence last night, when Col. H. M. H. Lund mustered into the service of the state of Utah 36 young men at the National Guard armory. The muster oath was administered to the recruits together shortly after 8 o'clock.



CAPTAIN A. O. MILLER. Elected to That Position in Company C, Organized Last Night.

beat the Germans. Capt. David Van Horn collected \$7,000 for demurrage. New York, March 16.—In a letter received yesterday by the owners, Capt. David Van Horn told how he turned a trick on the German government in Germany Southwest Africa and sent home from the bark Helen A. Wyman over \$7,000 collected from the Germans for demurrage. Incidentally the bark is expected for a cargo of molasses, said to be the first brought here in an American vessel in competition with the French trade.

The Helen A. Wyman left Rosario last July with a cargo of molasses, but delivered to the German government at Luderitz bay.

Arriving at his destination the captain found some 50 sailing vessels and steamers lying in the roadstead. A war was in progress inland and the government had its hands full. Capt. Van Horn was not in a hurry though. He simply reported his arrival, filed his application for a cargo room and sat down and waited. The wait lasted 52 days. Later he presented a bill for demurrage at the rate of \$135 a day. This was paid.

TROUBLE IN CHINA.

Rev. H. S. Little Astonished at Gen. Corbin's Statement as to the Cause.

New York, March 16.—"Any one recently home from China and hearing the statement of Gen. Corbin that missionaries are the cause of the present unrest in China, cannot help being astonished," says the Rev. Harbington S. Little, an Episcopal minister, who has just returned from China after nearly eight years' residence there. He says the charge against the missionaries is preposterous. He said yesterday:

"Undoubtedly there has been some cause of irritation against French missionaries who have used the power of their government in their work and in law suits and whom France has used to further her interests in China. At the demand of France Roman Catholic bishops have been given by the Chinese government high official rank, and with their new authority have come the temptation to misuse their power, but even so, it is impossible, in view of the facts already stated, to admit for a moment the charge of Gen. Corbin against missionaries. Careful study of the Chinese question compels the conclusion that political and social rather than directly religious conditions have brought China to its present state of agitation and turmoil."

PACIFIC SUGAR WAR.

Speckels Puts on Steamers to Bring Sugar From Cuba.

San Francisco, March 16.—The sugar war between Claus Speckels western sugar refinery and sugar factory company of Honolulu has caused the former company to bring raw sugar to this coast from Cuba. Mr. Speckels has put on a line of sailing vessels for this purpose. He also gets cargoes from Java and the Philippines.

JUDGE PARKER DENIES STORY ABOUT THIRD TERM.

Augusta, Ga., March 15.—Judge Alton B. Parker passed Augusta this morning on his way to Camden, where he went to confer with David B. Hill. He denied having given out an interview at Birmingham to the effect that he believed President Roosevelt will seek another nomination and declined to discuss that subject.

TRAIN SERVICE IS IMPROVING.

Blockade on Salt Lake Route Will Probably be Lifted Tonight.

NINE TRAINS ON THE DESERT.

One Arrived From Los Angeles This Morning Fifty-Two Hours Behind Schedule Time.

The Largest Washout Below Caliente Is Thirty Feet Deep and One Thousand Feet Wide.

The railroad situation is a little better today although none of the lines report trains on time and all wires are more or less disorganized.

The Salt Lake Route expects to have the washouts below Caliente repaired by this evening and in consequence the regular Chicago-Los Angeles limited will go south this afternoon over the Clark road instead of via Ogden and Sacramento as was the case yesterday.

BUCKING SNOW.

On the Oregon Short Line the rotary plow from Pasatiello has been out since Monday for the first time in years. Master Mechanic Tolbert in his private car has been with the plow superintending the work of bucking snow. At present the trouble is centered in Beaver canyon on the Montana division where there are some bad drifts.

On the Southern Pacific it is the same story with Nos. 4 and 6, due yesterday, arriving today.

The Rio Grande trains are holding up well, but will all be late tonight and tomorrow on account of the awful wreck at Adobe, near Pueblo.

LIFTING THE BLOCKADE.

The blockade on the Salt Lake Route has in a measure been lifted as the washouts east of Caliente were patched up sufficiently last night to permit the passage of the trains which have been stalled at Caliente, No. 2 which left Los Angeles on Monday; arrived in Salt Lake this morning shortly after 10 o'clock. Nos. 2 and 8 which left Los Angeles on Tuesday are also expected to move in this evening with passengers and mail. West of Caliente, however, the trains are still stalled, but, as previously stated, they may be released tonight.

TROUBLE TO THE NORTH.

Passengers arriving from the north this morning on the delayed Short Line trains report divers experiences. The train due to arrive here last night at 8:30 from Butte was held up near Monday by snow drifts, and arrived in Salt Lake 14 hours late this morning. The weather, according to some trustworthy passengers, was 22 below zero and the steam pipes froze up in the cars, creating considerable suffering. When the road was cleared the firemen on the double-headed experienced the greatest difficulty in keeping up steam.

The Union Pacific regular mail train, the fastest on the system, was also reported three hours late at Green River this morning, and all other trains late in proportion owing to stress of weather.

LAST FULLMAN OUT.

Existing conditions have the effect of greatly disconcerting Supt. Twining of the Pullman company and his staff stand on their heads. Just prior to the arrival of the released trains from Los Angeles the Pullman company had taken the last car out of the yards and was prepared to pull down the blinds, throw up its hands and say, "We can do nothing further for you, gentlemen." As it was a scratch lot of cars that went out last night, swell drawing-room cars were conspicuous by their absence and in their place were substituted "Noah's ark" cars, to quote one grumpy passenger. Travelers were lucky to get anything to sleep in.

ONE LOS ANGELES TRAIN HERE.

The first train through from Los Angeles arrived this morning about 10:30, just 32 hours late, and all safe on board, but very weary from the long detention. According to the passengers, they fed themselves for the first 24 hours, and then the railroad company opened its stores of provisions and provided for the detained throng.

The people on this train were fortunate in being stalled at Caliente. While the other trains were left stranded in the rear, the first train barely getting by several bad spots just before the rains descended and the floods came, and washed these places out. There were three washouts ahead of this train, one of them as wide as a Salt Lake street and 20 feet deep. Gangs of men built temporary trestle work as soon as they could be rushed in there, and the train was got over. There were about 100 people on board, and on reaching this city, they made for hotel bath rooms or their homes as quickly as they could.

NINE TRAINS ON DESERT.

The largest washout in the region below Caliente was reported last night to be 1,000 feet wide and 30 feet deep. It will be seen from that that the damage is very great and that the cost of reconstructing the road-bed will be immense. There are nine passenger trains and a number of freight trains caught in this desolate and forbidding region. Accordingly the news that a blockade will be raised tonight is most welcome.