

## ROAST TO DEATH AND WRECKAGE

### Unknown Number Die in Colorado Wreck.

### FAULT OF SLEEPY OPERATOR

### Certain That Thirty-Five Are Burned to Ashes.

### SIX IN SINGLE FAMILY

### Huge Engines Meet Full-Speed and Lock Together—Flames Do Work So Thoroughly Only One Body Is Identified.

**TOTAL DEAD 25.**  
PUEBLO, Colo., March 16.—Con-  
servative estimates on the total loss  
of life place the number of dead at  
25. Rio Grande officials insist that  
the exact number of persons on the  
two trains cannot be ascertained.

PUEBLO, Colo., March 16.—A wreck  
accompanied with horrors exceeded  
only by the Eden disaster, which oc-  
curred August 7, 1904, on the line of  
the same railroad, resulted from a  
head-on collision of two passenger  
trains on the Denver & Rio Grande  
road four miles east of Florence,  
Colo., at an early hour this morning.  
The trains were the Utah-California  
Express No. 2, west-bound from Den-  
ver, and the Colorado-New Mexico  
Express No. 16, east-bound from Lead-  
ville and Grand Junction. They met on  
a sharp curve and were less than 200  
yards apart when the engineers dis-  
covered that a collision was imminent.  
It is known that the engineer of the  
west-bound train put forth every pos-  
sible effort to bring his train to a  
standstill, but his efforts were fruit-  
less and, although he succeeded in  
checking the speed of his train, the  
crash that followed was beyond his  
power to prevent and he went to his  
death with his hand on the throttle,  
faithful to his charge. This much is  
certain for by his friends, who, seeing  
the uselessness of remaining in the  
face of sure death, jumped and saved  
his life. Of the conduct of the engine  
crew of the east-bound train, it can  
only be stated that they died at their  
post, for no man lives to tell the story  
of their heroism.

**Dead Burned to Ashes.**  
The disaster was made more horrible  
by the manner of the death of many of  
the passengers, variously estimated  
from 20 to 25. Fire swept over the  
wreck, engulfing the victims in a  
cloud of flame and leaving only  
charred and blackened bodies to tell  
the tale of slaughter.

A list of injured given out by officials  
of the railroad company comprises  
22 names. None of the injured are  
dangerously hurt and it is believed all  
will recover quickly. A list of dead  
made up from close investigation by  
responsible persons (the railroad of-

### BECAUSE OPERATOR SLEPT.

He Neglected to Give New Orders  
and Arrest Is Ordered.  
DENVER, March 16.—It is reported  
here that an operator's failure to de-  
liver a train order was the cause of  
the disaster on the Denver & Rio  
Grande Railroad early today near  
Adebe.  
The first orders given to the two  
trains were that they should meet at  
Adebe. Later, it is understood, the  
dispatcher wired S. E. Lively, oper-  
ator at Swallow, 10 miles east of the  
scene of the wreck, to hold the west-  
bound train there until east-bound  
No. 16 should pass. When No. 16  
reached Florence, its crew was no-  
tified to run on to Swallow. Mean-  
while No. 2, falling to receive his new  
orders at Swallow, pushed on west-  
ward.  
It is said Operator Lively was asleep  
when passenger train No. 2 passed by  
Swallow. When asked by the dis-  
patcher at Pueblo if it had passed  
he answered "No." A warrant is out  
for his arrest.

### The Dead.

WILLIAM HOLLIS, engineer No. 16,  
Pueblo.  
WALTER COSLETT, engineer No. 2,  
Pueblo.  
H. D. SIDDUTH, fireman No. 16,  
Pueblo.  
EDWARD E. HAIRD, Deputy Sheriff,  
Denver.  
ARCHIBALD WHITNEY, prisoner on way  
to penitentiary at Canon City in charge  
of Edward Denver.  
MRS. WILLIAM BURNISIDE, daughter  
and daughter's child, all of Kansas, town  
not learned.  
A. S. BARKLO, Salida.  
MRS. GRACE BARKLO, Salida.  
ENRAS McFARLAND, express messenger,  
Denver.  
TAYLOR HEWITT, Lebo, Kan.  
MRS. WILLIAM HEWITT, Lebo, Kan.  
PEARL HEWITT, 15 years old, Lebo,  
Kan.  
MRS. CATHERINE HEWITT and baby  
boy, Lebo, Kan.  
MRS. WINONA HEWITT, Lebo, Kan.  
ED COWLEY, Lebo, Kan.  
MRS. ED COWLEY, Lebo, Kan.  
FRED LIMECOCKLEY, Denver.

### The Injured.

Injured—Patrick Murphy, Florence, Colo.

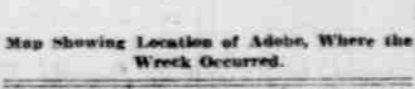
serious injuries: P. Peters, baggage-  
man, Denver, ribs broken, head cut; James Pro-  
cubone, traveling to Florence, Colo., from  
Italy, head injured, otherwise unharmed; Irv  
Elrod, Gypsum, Colo., foot sprained; Miss  
Mabel Fields, address not given, traveling  
to Wolcott, Colo., internal injuries, serious;  
E. A. Hewitt, Lebo, Kan., one leg broken  
and otherwise injured; Miss Marie Good,  
Oakland, Cal., suffering from shock; Thomas  
Webb, Tampa, Colo., right foot sprained; H.  
W. Phillips, Kaysville, Utah, foot bruised;  
C. C. House, Clifton, Mo., both knees  
broken, right hand and mouth cut; L. C.  
Hansbottom, San Francisco, neck hurt; W.  
E. Page, Tampa, Colo., back injured; J.  
Kissel, New York, head slightly injured; A.  
Gerber, New York, ear torn; C. M. Wright,  
New York, head slightly injured; James  
Page, Whitewater, Colo., head cut; F. H.  
Sweeney, Clinton, Mo., foot crushed; J. L.  
Lottan, Bellflower, Mo., hip crushed; G. C.  
Clark, Portland, Colo., head cut; J. C.  
Vesie, Denver, neck slightly injured; J. S.  
Boef, Leadville, neck injured; E. Jones,  
Denver, back hurt; A. L. Knous, Oursay,  
Colo., neck hurt.

### Neglect to Deliver Orders.

In a binding storm which made it al-  
most impossible for the trainmen to see  
ahead the two trains collided head-on at  
a point midway between Portland and  
Adebe, 55 miles west of Pueblo, at 2:30  
o'clock this morning. Immediately fol-  
lowing the collision several of the  
wrecked cars burst into flames and were  
consumed, a number of passengers being  
burned to death. Over 20 others were  
injured, but of these it is not thought  
any were fatally hurt. The wreck is  
attributed to the failure of an employe  
of the road to deliver an order which  
changed the meeting place of the two  
trains.

The Utah & California Express No. 2  
west-bound, left Pueblo over an hour and  
a half late, and was given orders to meet  
the Colorado & New Mexico Express No.  
16, east-bound, at Florence. This order  
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Map showing location of Adebe, where the  
wreck occurred.

Beaver, about 12 miles east of Florence.  
The order should have been delivered to  
the train crew at Swallow, but for some  
reason still unexplained the operator  
there neglected to do so. In the mean-  
time the eastbound train had received its  
orders and expected to meet the west-  
bound train at Beaver.

### Vain Attempt to Stop.

Both trains were running at the usual  
speed, the deep snow and high wind mak-  
ing it necessary to exercise exceptional  
care. Suddenly both headlights flashed  
out from the darkness, and it was real-  
ized for the first time that something was  
wrong. According to the story of Fire-  
man J. H. Smith, of the westbound train,  
Engineer Walter Coslett opened the  
westbound brakes and the train was  
checked for an instant, but the slippery  
rails and the momentum of the heavy  
train carried it on.

### Helper Demolished, Engines Crash.

From the stories told by several of the  
trainmen who survived and were in the  
forward part of the train, the impact was  
scarcely noticeable, but the crushing,  
grinding noise that followed warned them  
that something had been struck. The  
helper engine on No. 3 evidently acted as  
a sort of cushion, minimizing the force  
and weight of the heavy mountain en-  
gines that hauled the trains where the  
grade does not require assistance. This  
helper was crushed together like matted  
paper, and the monster machine ran  
through, locking themselves together as  
if in a death struggle. The baggage-car  
of No. 3 broke in two, and the three  
coaches squeezed together. The baggage  
and mail car and coach of No. 16 buckled,  
but none of the cars were telescoped, as  
was first reported.

### Passengers Roast to Death.

Hardly had the trainmen and passen-  
gers reached a realization that all was  
not right when to their horror a sheet  
of fire ran through the cars on both sides  
of the engine, and in a twinkling the crack-  
ling sound of breaking timbers started  
them in action. In the forward coach of  
the westbound train every seat was occu-  
pied by passengers, most of whom were  
home-makers on their way to the North-  
west. A number of foreigners were among  
them, and in their terror they gave up  
life without making any attempt to reach  
safety outside the burning car. Paralysed  
with fear and with prayers upon their  
lips, they sank to the floor of the car  
and were roasted alive.

The cooler ones of the car seeing their  
danger, rushed for the windows and doors  
and, with the aid of the passengers in  
the rear of the train and those members  
of the train crew who were unharmed, man-  
aged to reach the open air. Many of  
them were injured more or less seriously  
by the rough handling they received or  
from flying glass and timbers.

### No Possibility of Rescue.

Although many were willing to under-  
take the risk, efforts to rescue those who  
remained in the burning cars would have  
been suicidal, as the heat was unbearable.  
When the occupants of the two  
standard and two tourist sleepers of the  
westbound train saw that nothing could  
be done to check the flames, they aided  
the trainmen in pushing back the sleep-  
ers and these cars were not damaged in  
the least. The sleepers on the eastbound  
train were also pushed back, and soon  
after they were placed out of the reach  
of the leaping flames. The wrecked cars  
were soon reduced to a mass of smolder-  
ing ruins.

### Pick Up Pieces of Bodies.

Communication was opened with the  
Pueblo offices of the railroad from Port-  
land, a mile or so away, and a relief train  
with physicians was dispatched to the  
wreck at once. As quickly as possible

(Continued on Page 2.)

## FIRST REPULSE FOR B. HERMANN

### Demurrer to Indictment for Destroying Letter- Books Fails.

### SECURES FURTHER DELAY

### His Lawyer Argues That Description of Books Is Too Indefinite, but Judge Overrules Them—To Appeal on Demurrer.

### OREGONIAN NEWS BUREAU, Wash- ington, March 16.—Representative Bing- er Hermann met with defeat in his first ef- fort to stave off trial in this city on the indictment charging him with destroying 36 letterpress copybooks, alleged to have formed part of the records of the Gen- eral Land Office, Justice Gould, in the Supreme Court of the District of Colum- bia, immediately upon completion of the argument, overruled the demurrer, but before the time could be set for bringing Hermann to trial his attorneys gave notice that they would resort to further de- lay. They will ask either to be furnished with a bill of complaint more specifically describing the documents alleged to have been destroyed or will ask the court to permit an appeal to the Circuit Court of Appeals in a law office of having the in- dictment overturned.

Hermann was not in court today, but  
was represented by his attorney, A. S.  
Worthington, and H. P. Getley. Argu-  
ment was begun at 10 o'clock, and it was  
noon when Justice Gould overruled the  
indictment.

### Wants Further Particulars.

Mr. Getley opened the argument on the  
demurrer, contending in general that the  
alleged offense was not set out with suf-  
ficient certainty and completeness; that  
the indictment failed to state the com-  
mission of any offense under section 568,  
revised statutes, and that it did not set  
forth any specific record alleged to have  
been destroyed. He said it did not ap-  
pear from the indictment that any public  
record had been destroyed. The language  
of the indictment, he said, does not show  
that the letters destroyed were official  
letters or that the books containing them  
were official records. He said that there  
is no reported decision of a prosecution  
under section 568, under which this in-  
dictment was drawn.

### He Contended that the indictment failed to describe the contents of any books al- leged to have been destroyed; failed to show by whom they were written or to give any facts whatever concerning them.

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### Justice Gould said he was somewhat impressed with the argument of counsel that the defense was entitled to a more definite description of the charges against him, but in the opinion of the court, this consideration was met by the express declaration of the grand jury in the language of the indictment that fur- ther facts concerning the records in question were unknown to the jury.

### Hermann May Appeal.

Immediately Mr. Baker asked that the  
case be set for trial on April 3, but  
counsel for Hermann interposed to ask  
that no action be taken until Monday,  
when they will either ask for a bill of  
particulars or will ask for a special ap-  
peal to carry the demurrer to the Circuit  
Court of Appeals.

### Both Buried Together

### TRAGEDY CAUSES FATHER'S AND SON'S FUNERAL.

### Going to Philadelphia to Bury Pa- rent, Young Burnap Accident- ally Kills Himself.

PHILADELPHIA, March 16.—(Spe-  
cial.)—The double funeral of Captain  
George J. Burnap, U. S. N., retired, and  
his son, George Payne Burnap, who  
was accidentally shot a few hours  
after his arrival in this city to attend  
his father's funeral, was held today  
from Christ's Church, Germantown.  
The younger man had arrived in  
Philadelphia Tuesday afternoon, hav-  
ing come with all possible speed from  
California. In the opinion of those who  
respect to his father, who died the  
Wednesday before. Late that night,  
while he was in his brother's room, a  
revolver slipped from the top of a  
trunk to the floor and was accidentally  
discharged, the bullet penetrating  
young Burnap's body, inflicting a  
wound from which he died a few hours  
later.

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## SOUTH SHOULD COME TO FRONT

### Parker Urges Bourbon Demo- crats to Name National Ticket.

### FLING AWAY SELF-DENIAL

### Defeated Candidate Tells South Car- olina Men Who Furnish Brains and Strength Should As- sert Themselves.

### CHARLOTTE, N. C., March 16.—Judge Alton B. Parker, of New York, tonight, in an address before the Manufac- turers' Club of this city, urged Southern Democrats to take the leadership of the party. Judge Parker said in part: "In 1856 you tried Nebraska and since that day no old Democratic Northern State has accredited one of our party to the United States Senate and in none has there been a friendly Governor. All the Democratic training schools of the North—elementary, intermediate and higher—were closed and have re- mained so. The party paralysis was complete and almost fatal. In 1894, hoping to cure or palliate it, you ad- vised returning again to New York for your candidate, only to meet the worst defeat in our party's history.

### Twelve Years of Famine.

"It is now nearly 12 years since any  
man professing devotion to your party  
has been chosen in the Nation or in any  
other Democratic Northern State to fill  
an important executive office. At the  
last election perhaps eight out of ten  
of the voters then under 30 were  
ranged with our opponents, and today  
the party organizations are lifeless,  
their one-time leaders are dead or have  
abdicated, or worse, have become Re-  
publicans, while in more than one  
state the threat hangs over them that  
they may become the victims of the  
spoiler or the corruptor.

### South, Come to the Front.

"When such conditions confront you,  
why should you persist any longer?  
While the Democrats of Nebraska and  
New York and other Northern States  
have brought forth fruits meet for re-  
pentance—or at least so long as they  
are threatening to give themselves  
and the party over to further destruc-  
tion—should you not assert yourselves?  
You have borne the heat and burden  
of the day. Your statesmen have dem-  
onstrated their ability not only to  
take care of the interests of their  
states and their section, but they have  
been the only dam against aggression  
at home and the threat of discord  
abroad. Among them are men with the  
knowledge, experience, honesty and  
courage to represent their fellow-citizens  
without the surrender of principle  
and their fellow-countrymen  
with safety and honor.

### Grasp Great Moral Issue.

"I, myself, placed at the front for a  
time, have every reason to be grate-  
ful to Democrats everywhere, espe-  
cially to those of the South. I appreciate  
the honor thus conferred upon me and  
have no regrets for the past; but no  
one, I think, can know better than I  
how futile our effort has been in the  
past and how unpromising the outlook  
is for the future, unless we throw  
aside 'isms' and grasp the great moral  
issue now so clearly perceived by the  
people.

### Hull Victim of Ingratitude.

DESB MOINES, March 16.—Congressman  
Hull, of Iowa, tonight, in an address  
before the Manufac-  
turers' Club of this city, urged Southern  
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state the threat hangs over them that  
they may become the victims of the  
spoiler or the corruptor.

### South, Come to the Front.

"When such conditions confront you,  
why should you persist any longer?  
While the Democrats of Nebraska and  
New York and other Northern States  
have brought forth fruits meet for re-  
pentance—or at least so long as they  
are threatening to give themselves  
and the party over to further destruc-  
tion—should you not assert yourselves?  
You have borne the heat and burden  
of the day. Your statesmen have dem-  
onstrated their ability not only to  
take care of the interests of their  
states and their section, but they have  
been the only dam against aggression  
at home and the threat of discord  
abroad. Among them are men with the  
knowledge, experience, honesty and  
courage to represent their fellow-citizens  
without the surrender of principle  
and their fellow-countrymen  
with safety and honor.

### Grasp Great Moral Issue.

"I, myself, placed at the front for a  
time, have every reason to be grate-  
ful to Democrats everywhere, espe-  
cially to those of the South. I appreciate  
the honor thus conferred upon me and  
have no regrets for the past; but no  
one, I think, can know better than I  
how futile our effort has been in the  
past and how unpromising the outlook  
is for the future, unless we throw  
aside 'isms' and grasp the great moral  
issue now so clearly perceived by the  
people.

### Hull Victim of Ingratitude.

DESB MOINES, March 16.—Congressman  
Hull, of Iowa, tonight, in an address  
before the Manufac-  
turers' Club of