

accurately to estimate either the loss of life or of property, but the toll will be heavy.

"Knowing that the response will be prompt and generous, I, as chief executive of the state, call upon the people of Colorado to contribute to the relief of the flood sufferers. The city streets are great and the needs are most pressing. It will require not days but weeks and perhaps even months to relieve the situation.

"From a personal inspection of much of the flooded area I can state that the situation is serious. I, therefore, make this urgent appeal for prompt and generous response."

"Whatever figure the death toll finally reaches, not half the bodies of the victims of the flood will be recovered."

"The Board of Health, president of the Pueblo Rotary Club, said today: He based this statement on peculiarities of the river channel and the drifting mud over the flooded areas.

"At the time the bodies are being held in the morgues, it will be impossible, undertakers say, to bury the bodies for several days, roads to the coast being impassable."

"Rain again began falling this afternoon, and J. E. Moorhead, personal representative of the Governor, made the paradoxical statement that it was the rain that was doing the most damage."

"A relief train with supplies for the flood sufferers left Fort Logan, Colo., this afternoon and is expected to arrive here Tuesday morning."

"Tents and Provisions Arrive

"A carload of provisions, the gift of the people of Utah to the Pueblo flood sufferers, was unloaded here today."

"Rehabilitation of the flood victims, almost completely disrupted by the flood, is to begin immediately. The military authorities to-night granted permission to string temporary wires to connect main points in order to restore business."

"First Train Enters City

Pueblo, as Seen From Hilltop, Appalling Spectacle of Ruin

Charred and Crumbling Wreckage Stands in Maze of Slime-Covered Streets; Flood Touched the Highest Mark in History

Special Dispatch to The Tribune
PUEBLO, June 6.—There is a high hill in the center of Pueblo from which one can look out on the most appalling scene of destruction and misery this section of the West has ever witnessed.

From its top can be seen the crumbling business district of the stricken city and miles of mud-washed streets in the valley of the Arkansas and Fountain rivers.

In the city below troops are patrolling. The streets are buried in mud and slime, swept through them by torrents of water never equalled since white men settled here.

Buildings and lumber yards are charred ruins. In public buildings and churches thousands of homes are being destroyed.

As citizens toiled today at digging the city out of the mud or searched wreckage for bodies they compared stories of the disaster. "There is no dramatic incidents were revealed."

On a cottage lodged against one of the piers of the Denver & Rio Grande bridge over the Arkansas River two children died in the wreckage.

At another place a dog stood guard all day over a pile of debris. Searchers were waiting for the water to recede far enough to hunt for the body they believed the dog was watching over.

It was the river bottoms along the Arkansas that suffered the greatest damage. And it was the people least able to withstand the losses who saw everything they possessed, except their lives, swept away by the flood.

Exempt the Dog From Vivisection, Demands Dr. Mayo

Warns Surgeons 'Man's Best Friend' Can Be Spared From Experimental Table; Ban on Beer Is Opposed

BOSTON, June 6.—Dr. William J. Mayo, of Rochester, Minn., told the Boston Surgical Society to-night that animal experimentation had become one of the foundation stones of progress and had resulted in "gifts of inestimable value to humanity."

Use of the Sunday newspapers as a connecting link between the profession and the public was suggested today by Dr. Dwight Murray, of Syracuse, N. Y., speaker of the House of Delegates of the American Medical Association.

23 Swept to Death From Train in Flood

Believed Minimum Toll Among the Passengers of Stalled Pullmans Just Outside Pueblo Station

Thrilling Tale of Rescues

Negro Porter Real Hero in Aiding Women and Girls to Place of Safety

Special Dispatch to The Tribune
PUEBLO, Col., June 6.—Twenty-three dead is considered the minimum death toll among the passengers of Denver & Rio Grande train No. 3, which was upturned by the flood waters of the Arkansas River in sight of the Union Station here Friday night.

T. T. Robinson, fifty years old, a civil engineer from Kansas City, and a tourist on the ill-fated train, is authority for the statement. He said today that the conductor told him a few minutes before the coaches went over on their sides that ninety-three passengers were on board.

Robinson continued, "When the water crept upon us. We suddenly stopped. Our lights went out and it was pitch dark except for the kaleidoscope illustration given by the recurrent flashes of lightning."

"The cars began to wobble back and forth, followed by a crash, and our car toppled slowly over on its side. Hastily we broke through the windows in the top. Our Pullman porter, a negro, proved himself a real hero in that emergency. Heedless of his own danger, he boosted the girls and women up on top."

Voices Drowned by Roar of Torrent

"Once on the top we were comparatively safe. Through the long night hours we sat there huddled together, unable to be heard one by the other because of the deafening roar of the torrent. At dawn rowboats were seen approaching and we were removed to the Nuckolls plant. I can not believe that every one on that train escaped from that night of terror alive."

Once in the Nuckolls plant the rescue party was attended by Harvey Nuckolls, president of the company. A huge bonfire was built to warm their chilled bodies and wienies and bread toasted over the coal-burner.

Robinson told of helping rescue a 200-pound woman who was trapped in the same car with him. She protested being lifted through the window at the top of the car, but Robinson seized her and boosted her through one.

Two women on top grabbed her arms and pulled her to safety. He also aided in the rescue of a girl, 13 to 15 years old. They were standing knee deep in water before he hoisted them through the broken windows.

Although the Missouri Pacific train, which overturned a few rods away, was seen before total darkness descended, Robinson declared that he could not discern what happened to it after his own train was upset.

Hundred Perished, Says Survivor

car. Some of us went up and down in the cars quieting the passengers, many of whom were screaming and moaning and praying.

"A young girl was sitting in her seat when I stopped to reassure and comfort her. She said she was from Chicago and sobbingly called out 'Daddy! Daddy!' I told her we would look after her and it cheered her. But—well, I saw her swept away as the water rushed into the coaches and carried us out through windows and doors."

Mother and Son Together

"An old lady sat in her seat smiling just before the water flooded in on us. She declared that if it were her time to go she was prepared, and kept on smiling. I reckon she died in her seat. I saw a young man sitting in an upper berth with his mother conoling her. She was praying."

"In the water we clung to the coaches of the train, which were away from the cars. They were torn and striking the coaches of the Missouri Pacific train."

"Screams and cries of anguish arose. I saw people go to their deaths crushed between the two trains. A great pile of lumber came rushing down upon us, sweeping over us, it striking some of those clutching there with precarious hold on the cars. They were torn loose and went floating down to death. I saw a man break his way through the top of a coach only to be washed down the flood."

"On either side of us houses and barns and other buildings were swirling down. Many people were clinging to them. I saw two women on the top of a house. The structure struck the bridge and crumbled like an eggshell. I saw their white hands a moment on the water."

Turning came. The waters had been rising. Those of us who were left—about sixty—were able to reach the ground and walk around in water above our knees.

"The unconscious women and children were left in the dark. It was a scene of devastation and death. It was awful."

"I cannot say what the loss might be. I know it must be a hundred lives, for at least that many, I am sure, were lost off our train and the Missouri Pacific train, though more from the last named train were found alive."

Mother and Child Saved

PUEBLO, June 6 (By The Associated Press)—Mrs. Ruby Ellis, of Wichita, Kan., who was imprisoned in an overturned Pullman coach with her nine-year-old daughter for more than four hours, said today:

"We were in the car next to the engine and the train was pulled out of the station yard to a point near the river. The car turned over, gradually onto its right side as the water rushed upon us from above."

"My little daughter, Mildred Mary, and I were thrown to the bottom of the car into the water. I struggled to the surface and found mattresses and bedding floating over me. Then I found my little girl and pulled her to the top of the car, which was not yet filled with water. We stood on the rods of the upper berth and held on to the rods on the other side of the car."

Capital Ready To Give Needed Aid to Pueblo

Program Includes All Necessary Relief, but No Appropriations for the Rehabilitation of Damages

Weeks in Close Touch

Supplies and Nurses Are on Way; City Commission Asks \$5,000,000 at Once

From The Tribune's Washington Bureau
WASHINGTON, June 6.—Activity at the War Department, at the Red Cross headquarters and at the Capitol, in the purpose to do all things practicable for the relief of the Pueblo and other flood sufferers in Colorado, was in evidence today, apart from the fact that the President issued an appeal in behalf of contributions for the stricken people.

While Major General Dickman, at San Antonio, in charge of the corps area in which Colorado is included, is in direct charge of the War Department relief activities, Secretary Weeks was kept in touch. He was advised that supplies were being hurried from Fort D. A. Russell in Wyoming and Fort Logan at Little Rock. Nurses are being sent to Pueblo from Fitzsimmons Hospital, Denver, as well as elsewhere.

Senators Phipps and Nicholson, of Colorado, and Representative Hardy, in whose district Pueblo is situated, conferred at the Capitol this afternoon with a view to taking the initiative toward any Congressional action that might be necessary. The city commission of Pueblo wired Mr. Harding, urging that Congress appropriate \$5,000,000 at once for relief of the flooded region.

The message said \$2,000,000 was greatly needed at once to repair the levees of the rivers, the Arkansas and Fountain, and to remove the debris. President James L. Lovera and others of the commission who signed the telegram predicted the loss of life would be several hundred and more. They said the debris and wreckage made an accurate count impossible.

The telegram estimated the damage in the city and county of Pueblo at \$8,000,000 to \$10,000,000 and that from Canyon City to the state line at \$15,000,000 to \$20,000,000.

Senators Phipps and Nicholson and Mr. Hardy talked over the question of an appropriation from Congress. Before making any move, however, they will consult with the President and Secretary Weeks.

Indications are that while Congress is still ready to make an appropriation for relief, it will not appropriate for rehabilitation of damage to the flooded area.

Banker Arrests Postmen For Driving Lame Horse

Complainant Accused of Interfering With Mail; Ordered Before Federal Authorities

Robert C. Mayer, who described himself as a banker, of 120 Broadway, and a member of the S. F. G. A., last night caused the arrest of Leo Greenstein, a postman, and Mark Bean, the driver of a mail wagon, at Twenty-fifth Street and Fourth Avenue, charging them with driving a horse that was too lame to walk and with using vile and abusive language.

When the case was brought to the attention of Magistrate Tobias in the night court the two men received a suspended sentence, and Mr. Mayer was ordered by Postoffice Inspector Longworth, who requested him to appear today before Federal authorities for interfering with the United States mails.

Mayer had said that he was assaulted by Bean. Longworth, however, contended that Mayer had no right to interfere in the first place, whether the horse was lame or not.

Flood Is Now Racing Through Denver Streets

(Continued from page one)

ward Harriman and Bergen lakes, which are five miles southeast of Morrison.

The Colorado & Southern Railroad tracks were washed out in the vicinity of Wray, where the water was high. Men on horseback and in automobiles were sent out to warn all residing in the vicinity of the breaking of the dam.

Other streams leading directly or indirectly to Denver, including Clear Creek and the south fork of the Platte, have been swelled by repeated rains and a series of cloudbursts. Bear Creek, in the vicinity of Evergreen and Morrison, is contributing a heavy flow to the Platte.

Some of the automobile roads have been washed away. No reports of material damage along the Colorado & Southern in Platte Canyon have reached Denver, although the water is within a foot or two of the tracks in scores of places. No bridges have been washed out.

The Platte River is out of its banks at Masters and also at Fort Morgan. Masters is seventy-two miles from Denver. At Fort Morgan, 100 miles distant, the river was overrunning a large Union Pacific Railroad bridge which measures at least twenty feet higher than the level to its approaches. It was expected to go out any minute.

To Re-Advertise Mail Bids

Postmaster Patten announced yesterday his intention to re-advertise for bids for steamboat mail service in New York bay and harbor for transfer of mails from incoming ships. In the first advertisement for bids, through an error, the term of the contract, July 1, 1921, to June 30, 1925, was not specified.

Harding Voices Regret Over Tulsa Rioting

'God Grant We May Never Have Another Such Spectacle!' President Tells Students at Negro College

LINCOLN UNIVERSITY, Pa., June 6.—President and Mrs. Harding, motor-ing from Valley Forge, Pa., to Washington, stopped at Lincoln University shortly after 10 o'clock today and were cordially greeted by the Rev. John M. Rendall, president of the institution, and 400 negro students. In a brief speech the President expressed his pleasure at the reception.

Before speaking the President was shown the granite arch erected in memory of negro soldiers who died in the World War, and in his talk said the colored soldiers earned this honor by their efforts. The President spoke also of the great benefits of education in furthering the welfare of negroes, and contrasted the fine scene presented at the university with what occurred in Tulsa, Okla., during the recent race disturbances. He was cheered by the students.

"It is a very great pleasure," said the President, "to stop for a few moments and offer a word of greeting to such an institution on such an occasion. The colored citizenship in the World War earned its right to be memorialized."

"Much is said about the problem of the government to do what it ought to do for itself. No government can wave a magic wand. The colored race, to come into its own, must do the great work itself; the government can only offer the opportunity."

"Nothing is so essential as education; I am glad to commend the work of such institutions as this. It is a fine contrast to the unhappy and distressing spectacle we saw the other day in one of the Western states. God grant that in the soberness, in the justice and in the fairness of this country we shall never see another such spectacle."

WASHINGTON, June 6.—President Harding reached the White House at 12:43 p. m. today.

A New Recipe for Thrift

One of the chief reasons why so many people find it difficult to save money is that they itemize it last in their expenditures and have nothing left when they get around to it.

The sure way to save is to make provisions for the future just as regularly as you buy provisions for the ice-box.

Set aside so much for Prudence-Bonds before you pay anything else, and you will save it out of the economy it compels in your other expenditures.

Optional economy is always postponed, but compulsory economy makes thrift imperative.

Remember, too, that Prudence-Bonds can be obtained in a small \$100 denomination, which is expressly designed to meet the needs of small investors—\$2 a week, too. They are secured by first mortgages on selected New York properties and every dollar of their principal and income is guaranteed by our entire resources.

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