

AN AWFUL WRECK.

Passenger and Freight Trains Come Together on a Curve,

CAUSING FRIGHTFUL FATALITY.

Over Thirty People were Killed, and 185 Injured.

THE SHOCK OF THE TRAINS

Hurl People Out of Bed a Half Mile Distant.

THE PASSENGERS PINNED FAST

In the Wreckage were Slowly Roasted. The Cars Take Fire Immediately After Collision, Owing to the Explosion of a Gas Tank--Brave Engineer Meets His Fate with His Hand on the Lever--Italians Caught Rifting Trunks Shot by Officers--Many of the Injured Will Die so Badly as They Maimed and Burned. Wreck Said to Have Been Caused by an Engineer's Mistake--Many of the Unfortunates Will Never Be Known.

NEW CASTLE, Col., Sept. 10.—The worst wreck in the history of the state of Colorado occurred at 12:25 this morning on the tracks of the Denver & Rio Grande and the Colorado Midland railroads, one and a half miles west of here. After twelve hours incessant work by the wrecking crews in clearing away the debris and rescuing the bodies of those who perished, it is yet impossible to secure more than an estimate of the loss of life, and not even those known to be dead have been identified. Many of the unfortunates will never be known, and it is possible that the number killed will always be in doubt. From the best information obtainable now, fully thirty persons are believed to have perished, while 185 were taken out of the wreck, suffering from serious injuries.

The wreck was caused by a head-end collision between a Denver & Rio Grande passenger train, running at the rate of forty miles an hour, and a special Colorado Midland stock train, running at a speed of probably thirty miles. So terrific was the concussion that both engines, baggage and express cars, smoker and day coaches and two stock cars were totally demolished and the track torn up for rods in both directions. To add to the horror of the scene, the wreck caught fire from an explosion of a Pintsch gas tank on the passenger train and burned so rapidly that many passengers pinned beneath the debris were burned to death before help could reach them.

The most generally accepted theory as to the cause of the wreck seems to be that Conductor Burbank, of the Midland special, anticipating the time of the passenger, undertook to steal a station and beat the passenger into New Castle. Burbank escaped uninjured, and upon orders from Conductor Clark has been placed under arrest by the sheriff. Midland Engineer Ostrander is missing, and a thorough search all about his engine fails to reveal any vestige of his remains. It is thought that when he saw the threatened danger he jumped from his engine, and, realizing his negligence, took to the hills. Mr. and Mrs. E. H. Strouse, who live a quarter of a mile from the scene of the accident, report that when the two trains met the shock was so great as to literally hurl them out of bed. Some say the noise was heard and the shock felt in New Castle.

The dead as recognized are: William Gordon, engineer passenger train; F. Keenan, mail agent, of Denver; Robert E. Holland, fireman Denver & Rio Grande Railway, Salida; Mrs. Alexander Hartman and two sons, of Hershler, Ill.; James Erlick, of Chicago; Charles Leeper, of Clarion, Pa.; William Hines, fireman; The injured are: Rev. Alexander Hartman, of Hershler, Ill., both legs broken and badly burned; John H. Stander, of Blackfoot, Idaho, hip broken, face cut and burned and both arms broken; Miss Pearl Cornell, of Aletot, Ore., hip dislocated; J. C. Yeager, of Toledo, Ohio, injured internally; J. Lozman, of Whittier, Cal., slightly wounded; Mrs. Mary Irsel, of St. Paul, Minn., slightly injured internally; J. P. Snyder, of Independence, Kas., slightly burned; D. H. McHenry, of Victor, Colorado, face burned; O. V. Tison, of Cooke, Mo., cut badly about head; H. Brickley, Chicago, back injured; J. G. Young, of St. Louis, cut in forehead, not serious; Thomas Nash, of Mohab, Utah, left arm broken, badly burned in face; Frank P. Mannix, of Victor, Colo., brain and slightly burned; W. W. Short, Leeper, Pa., badly bruised; Drakeman Napp, leg crushed; James C. Foley, express messenger, bruised; William S. Mismere, express messenger, bruised.

The cause of Engineer Ostrander, of the freight train, is still in doubt. As soon as the news of the wreck reached Glenwood, a relief train was sent from that place, and this afternoon the more seriously wounded were sent to the Denver & Rio Grande company's hospital at Salida.

Amidst the wreckage of the Denver & Rio Grande happened to be in the vicinity of the disaster and soon reached the scene, taking charge of the work and removing the bodies. Ten bodies were found in the ruins of the car and four in another. The charred remains of two women, apparently clasped in each other's arms, were found. Their heads and lower limbs were burned off. In the dress bosom of each was found a ladies' gold watch, upon one of which was inscribed "From Mother to Mamie."

Trains from all parts of the country, including friends and relatives, are pouring in constantly. Frank P. Mannix, a newspaper man of Victor, Colorado, who was in the smoker and escaped with some painful bruises and lacerations to-day, "wonders" to express the horror of the scenes. The great, open unexpectedly, suddenly all was darkness and confusion. The air was filled with cinders, splinters and heated grass. Then flames darted up on either side. The scene was simply indescribable. "The flames were in a sense a God-send, for with their aid the windows were located, even though passengers had to jump through burning flames."

HEATED GRASS. Then flames darted up on either side. The scene was simply indescribable.

"The flames were in a sense a God-send, for with their aid the windows were located, even though passengers had to jump through burning flames."

DETAILS OF THE DISASTER.

Traffic Met at a Curve--The Wreck Took Place, and Victims Pinioned in Debris Routed to Death--Awful Scenes of Suffering.

NEW CASTLE, Col., Sept. 10.—The most disastrous railway wreck that has ever occurred in Colorado, occurred at 12:25 this morning, a mile and a half west of this town. The Denver & Rio Grande passenger train No. 1, west-bound, collided with a Colorado Midland stock train, going east, wrecking both engines and several cars in both trains. Shortly after the collision fire broke out in the ruins. The mail, baggage and express cars, smoker, day coach and a tourist sleeper were burned. A number of passengers who were not killed outright, but pinned in the wreckage, could not be extricated, perished in the flames. There were about twenty-five passengers. It is estimated that twenty-five persons were killed, many more bruised, scalded and burned of whom over six are likely to die of their injuries.

The accident occurred at the worst possible point. Two minutes running time and they would have avoided the wreck, as an engineer could have seen the approach of the other train. The trains collided on a curve or bend around a mountain and there was no opportunity to avoid the wreck or even slacken their speed. The surviving trainmen say the train was not running fast, but the facts seem to be both the passenger and freight were going at full speed, about twenty miles an hour for the passenger, with ten or twelve for the freight.

The Rio Grande junction road, on which the wreck occurred is a joint track operated by the Denver & Rio Grande and Colorado Midland roads. It is a single gauge track, seventy-seven miles long, running from New Castle to Grand Junction, connecting the two roads with the Rio Grande western. The road west of the Grand river and nearly all the way are high bluffs on one side of the track and the stream on the other. It being five to ten feet below the surface of the track. The Rio Grande passenger train was due at New Castle at 11:35 p. m., and should have reached the point one and one-half miles beyond New Castle, where the accident occurred by 11:30.

The train must therefore have been at least one hour late as the accident occurred at 12:25 a. m.

Cause of the Accident. One report as to the cause of the accident is to the effect that Conductor Burbank of the Colorado Midland stock train, made a mistake of ten minutes in flagging on the time the Rio Grande passenger train was due at New Castle, and therefore he was responsible for the disaster. Engineer Ostrander, of the stock train, could either confirm or deny this report if he were alive, but it is believed he is under the debris.

W. L. Hawthorne, conductor of the passenger train, was smoking a cigar at the time of the collision and was thrown about and severely bruised. He says the gas cylinder under one of the wrecked cars, exploded and everything appeared to be in flames within a short time. He says he does not think more than two or three passengers in the stock train were killed to death, but will not say there was not more than this number. The passengers in the day coach were in that coach only six are now known to have escaped. All was confusion and some may have escaped unnoticed. As in all similar accidents, engineers are first to lose their lives.

Engineer Ostrander went down with his hands on the lever. Robert Holland, fireman on the passenger, was so badly hurt that he died at 5 o'clock. Engineer Gordon, of the passenger, may have been killed, but he is badly injured and at first was thought to be fatally hurt. He suffered great pain from a rupture in addition to his other injuries. He was thrown over a barb wire fence by the force of the collision.

Hines, the Midland fireman, was so badly hurt that he died at 5 o'clock, and he was unable to be recovered. He was shockingly burned, but bore his pain bravely. James Keenan the postal clerk will not live until noon. The doctors say. He is terribly scalded.

Two express messengers on the Rio Grande train saved their lives, but their escape was a brilliant one. They were James C. Foley and William S. Messenger, both of Denver.

Cut Their Way Out. They had piled up the through baggage in one end of the car and were busy with the egg cases in the other end when the shock came. They were pitched headlong about they were stunned and bruised. The loose baggage. It was several minutes before they were able to aid themselves. Then the car commenced to fill with smoke and death by burning or suffocation seemed their fate. They realized their position and began a battle with an axe to break through the wreckage. The car burst into flames they saw daylight through the hole they were cutting, and by the aid of some men outside, they were able to pull themselves through--bruised and bleeding, but still safe.

It is difficult to get particulars about the dead and injured in so great a line of traffic. In addition to the above named, it is now known that Alex. Hartman, of Hershler, Ill., has both legs broken and cannot live. His wife and two children were the first of the dead to be removed from the wreckage. Miss Pearl Cornell, of Oregon, had her arm broken. This lady was returning from a visit to friends east and was in a collision at Glen Falls, Idaho, while on her way west.

T. P. Daniels, the passenger brakeman who was unhurt, came back to this place and notified the railway officials of the accident. A special train was sent out with physicians and nurses as soon as possible. At 3:30 a. m., another special relief train was sent from Glenwood Springs, where news of the wreck caused great excitement. Neighboring ranch houses were used for the reception of the injured and all did what they could to help.

The track will not be cleared before to-morrow night and passengers will have to be transferred around the wreck. At least two cars of stock were wrecked and the road strewn with dead animals. Much excitement was occasioned by two Italians attempting to break open trunks taken from the baggage car. Marshal Pearson shot at one and thinks he hit him. The other, Nick Fick, was shot in the back.

Continued on Fifth Page.

KILLED IN A RIOT.

Striking Miners at Hazleton, Pa., Fired on by Deputies.

THEY PERSISTED IN MARCHING

After the Sheriff Read the Proclamation to Them.

THE OFFICER WAS ASSAULTED

When He Gave the Command to Fire on the Throng of Advancing Hungarians and Poles, who Seemed to be Injured.

The Deputies with Winchester Poured a Deadly Volley Into Their Ranks--Over Twenty of the Strikers Killed--Forty or More are Wounded--The Men Went Down Before the Storm of Bullets Like Ten Pins--Intense Excitement Prevails in the Region.

HAZLETON, Pa., Sept. 10.—The strike situation reached a terrible crisis on the outskirts of Lattimer this afternoon, when a band of deputy sheriffs fired into an infuriated mob of miners. The men fell like so many sheep and the excitement since has been so intense that no accurate figures of the dead and wounded can be obtained. Reports run from 15 to 20 dead killed, and forty or more wounded. Many of these will die. One man who reached the scene to-night counted thirteen corpses. Four other dead lie in the mountains. One between Lattimer and Hazleton. Those who were not injured carried their dead and wounded friends into the woods, and estimate is baffled.

Some of those known to be dead are: Mike Cheslow, Frank Checka, Harwood; John Stanislaw, Crystal Ridge; George Kulick, Steve Horick, Harwood; John Martin, who was in the command, and shot in the head, will die. John Forti, shot in head, will die. John Cieshok, shot in head, will die. Kasimir Dullis, shot in head, will die. Steve Erskuli, shot in head, will die. Andrew Urban, shot through shoulder, will die. John Kott, shot in arm and left side. Joseph Bobek, shot through back. John Treble, a deputy, shot in arm.

Three bodies were found to-night on the road near Lattimer. The strikers left Hazleton at 3:30 this afternoon, and their intention to go to Lattimer. As soon as this became known a band of deputies was loaded on a trolley car and went whirling across the mountains to the scene where the bloody conflict followed. After reaching Lattimer they left the trolley and formed into three companies under Thomas Hall, E. A. Hess and Sam B. Pierce. They drew up in a line at the edge of the village with a fence and a line of houses in their rear. Sheriff Martin was in the center, and the strikers stood in front of the line until the strikers approached. They were seen coming across the ridge and Martin went out to meet them. The men drew up sullenly and listened in silence until he had once more read the riot act. They finished a low muttering arose among the foreigners and there was a slight movement forward. Perceiving this the sheriff stepped toward them and in a determined tone forbade the advance.

A Scene of Carnage. Some one struck the sheriff and the next moment there was a command to the deputies to fire. The guns of the deputies instantly belched forth a terrible volley. The report seemed to shake the very mountains and a roar of death was up from the people. The strikers were taken entirely by surprise and as the men toppled and fell over, those who remained unhurt stamped. The men went down before the storm of bullets like ten pins, and the groans of the dying and the wailing of the women who were up from the people. The strikers were taken entirely by surprise and as the men toppled and fell over, those who remained unhurt stamped. The men went down before the storm of bullets like ten pins, and the groans of the dying and the wailing of the women who were up from the people.

The people of Lattimer rushed pell mell to the scene, but the shrieks of the wounded drowned the cries of the sympathizing and half crazed inhabitants. A report who soon after reached the scene found the road leading to Lattimer filled with groups of frightened miners. Some surrounded dying companions and others, fearful of pursuit, clung to the newcomer and begged his protection.

At Parley's hotel there were two men lying on the porch. Both had been shot through the head, and one had three bullets in him. His groans and appeals for a doctor or death were heartrending. All along the road the wounded men who were unable to leave the field of battle scattered themselves and sought the shade of the trees for protection, but there was no need of that then. Approaching the place where the shooting occurred, people were met by the strikers, their hands and banners the catastrophe. They could not talk intelligently and it was with the greatest difficulty that information could be gleaned. Along the bank of the trolley road men lay in every position, some dead, some dying.

Three bodies, face downward, lay along the incline and three others were by a short distance away. On the other side of the road as many more bodies lay. The school house was transformed into a temporary hospital, and some of the wounded were taken there. The sheriff's ambulance was summoned to this place as soon as possible and immediately upon its arrival two men, both shot through the legs, were loaded into the wagon. All along the hillside wounded men were found on the green, on the roadside and in the fields. Many others who had been carried to a distance could not be found. Intense Excitement Prevails. As soon as the news of the shooting reached Hazleton, there was consternation. Within ten minutes the streets were blocked with excited people. The Lehigh Traction Company immediately placed a number of extra cars on the Lattimer line and doctors and clergymen responded promptly. The rush of people to Lattimer was so great that the sheriff's ambulance was impeded. Amid the excitement the deputies turned their attention to the wounded and carried many of them to places where they could be more comfortably treated.

Rev. Frank Talmage Goes to Chicago.

NO DECISION YET.

The National Miners' Convention Adjourns To-day.

A SETTLEMENT IS EXPECTED.

The Resolution that is to be Voted Upon To-day

RECOMMENDS A RESUMPTION

Of Work on a Basis of 65 Cents, and That When Such Advance is Refused the Suspension be Continued--Two Previous Resolutions Providing for an Acceptance of Pittsburgh Operators' Proposition were Defeated--An Exciting Incident Happens Early in the Proceedings Which Nearly Led to a Rough and Tumble Fight.

SHERIFF MARTIN'S STORY

Of the Shooting--Claims His Life was in Danger when He Ordered the Deputies to Fire.

WILKESBARRE, Pa., Sept. 10.—Sheriff Martin arrived home on the 7 o'clock train from Hazleton. He was cool and collected. He was met at the depot by his legal adviser. The two got into a cab and drove to the court house, where they were closeted together for some time. At first the sheriff refused to say anything, but finally consented. The sheriff was at first reluctant to say whether he had given the command to fire, but afterwards admitted that he had. The sheriff's detailed statement, is as follows:

"I heard early this morning that the strikers were going to march to the breaker at Lattimer and compel the men there to quit work. I resolved to intercept them and if possible prevent them from reaching the breaker. I would probably be heavily armed. I got my deputies, seventy in number, to meet at a certain place. They were all armed. I told them to keep cool under all circumstances. The marching column, I halted them and read the proclamation. They refused to pay any attention, and started to resume their march. Then I called to the leader to stop. He ignored my order and the strikers closed in on me. They acted very viciously, riling and kicking me, knocking me down and trampling upon me. I called upon my deputies to aid me and they did so, but they were unable to accomplish much. The whole scene was done at once or I would be killed. I called to the deputies to discharge their fire arms in the air over the heads of the strikers and it might probably frighten them. It was done at 3 o'clock. I then read the riot act and called to the strikers to disperse. They refused to do so, but I was compelled to do so, but I was there to do my duty and I did it as best I knew how and as my conscience dictated, and the strikers were violating the laws of the commonwealth and flatly refused to obey the proclamation that I read to them. They instead insisted on doing violence and disobeying the laws. The scene after the shooting was simply terrible and I would have willingly not had it occur, but as a public official I was there to see that the law was obeyed and lived up to and I merely did my duty."

Some of the foreigners fell over dead and others badly wounded; some were rushing about hither and thither, seeking a place where they would be shielded from any more shots; others were aiding their wounded companions to get to a place of safety, while here and there could be seen men taking away some one that was either badly hurt or else was dead. The entire crowd of foreigners as soon as the volley was fired by the deputies, turned and fled in every direction, but they were unable to get away as fast as they could run, and many of them were dead and wounded as they were able to carry during their hurried retreat.

"The excitement at the time was simply terrible and I would not care to go through another order of the same kind for a fortune."

TROOPS ORDERED OUT

By Governor Hastings on the Appeal of Citizens of Hazleton, who Fear Further Rioting.

HARRISBURG, Pa., Sept. 10.—Governor Hastings to-night ordered out the Third brigade and instructed General Schell to hold the First brigade in readiness. The troops will mobilize at Hazleton and are expected to be on the scene before daybreak. Captain A. R. Paxton, United States Army, attached to the National Guard, started for Hazleton to-night by direction of the governor. The National Guard, of the Middle Division of the Pennsylvania railway, was called into conference at the executive mansion and has arranged for the speedy transportation of the soldiers.

The governor received a copy of resolutions adopted at a mass meeting, held at Hazleton, urging upon the sheriff of Luzerne county to at once ask the executive for protection to life and property. The resolutions are signed by Alvin Markle and other prominent citizens of Hazleton. Irving A. Stearns, of Wilkesbarre, sent a telegram to the governor that it was absolutely necessary that troops be sent to strike riot to quell the lawlessness.

Rev. Frank Talmage Goes to Chicago.

PITTSBURGH, Pa., Sept. 10.—Rev. Dr. Frank DeWitt Talmage, pastor of the Second Presbyterian church of this city, has accepted the call given him by the Jefferson Park Presbyterian church, Chicago, and will go to his new field as soon as a presbytery can release him, probably in October. The call was first made some time in June last, when it was declined. The church's resignation would not take effect for an hour and to-day Dr. Talmage accepted the call and so notified his church board. The public announcement of his going will be made to his congregation on Sunday next.

NO DECISION YET.

The National Miners' Convention Adjourns To-day.

A SETTLEMENT IS EXPECTED.

The Resolution that is to be Voted Upon To-day

RECOMMENDS A RESUMPTION

Of Work on a Basis of 65 Cents, and That When Such Advance is Refused the Suspension be Continued--Two Previous Resolutions Providing for an Acceptance of Pittsburgh Operators' Proposition were Defeated--An Exciting Incident Happens Early in the Proceedings Which Nearly Led to a Rough and Tumble Fight.

SHERIFF MARTIN'S STORY

Of the Shooting--Claims His Life was in Danger when He Ordered the Deputies to Fire.

WILKESBARRE, Pa., Sept. 10.—Sheriff Martin arrived home on the 7 o'clock train from Hazleton. He was cool and collected. He was met at the depot by his legal adviser. The two got into a cab and drove to the court house, where they were closeted together for some time. At first the sheriff refused to say anything, but finally consented. The sheriff was at first reluctant to say whether he had given the command to fire, but afterwards admitted that he had. The sheriff's detailed statement, is as follows:

"I heard early this morning that the strikers were going to march to the breaker at Lattimer and compel the men there to quit work. I resolved to intercept them and if possible prevent them from reaching the breaker. I would probably be heavily armed. I got my deputies, seventy in number, to meet at a certain place. They were all armed. I told them to keep cool under all circumstances. The marching column, I halted them and read the proclamation. They refused to pay any attention, and started to resume their march. Then I called to the leader to stop. He ignored my order and the strikers closed in on me. They acted very viciously, riling and kicking me, knocking me down and trampling upon me. I called upon my deputies to aid me and they did so, but they were unable to accomplish much. The whole scene was done at once or I would be killed. I called to the deputies to discharge their fire arms in the air over the heads of the strikers and it might probably frighten them. It was done at 3 o'clock. I then read the riot act and called to the strikers to disperse. They refused to do so, but I was compelled to do so, but I was there to do my duty and I did it as best I knew how and as my conscience dictated, and the strikers were violating the laws of the commonwealth and flatly refused to obey the proclamation that I read to them. They instead insisted on doing violence and disobeying the laws. The scene after the shooting was simply terrible and I would have willingly not had it occur, but as a public official I was there to see that the law was obeyed and lived up to and I merely did my duty."

Some of the foreigners fell over dead and others badly wounded; some were rushing about hither and thither, seeking a place where they would be shielded from any more shots; others were aiding their wounded companions to get to a place of safety, while here and there could be seen men taking away some one that was either badly hurt or else was dead. The entire crowd of foreigners as soon as the volley was fired by the deputies, turned and fled in every direction, but they were unable to get away as fast as they could run, and many of them were dead and wounded as they were able to carry during their hurried retreat.

"The excitement at the time was simply terrible and I would not care to go through another order of the same kind for a fortune."

TROOPS ORDERED OUT

By Governor Hastings on the Appeal of Citizens of Hazleton, who Fear Further Rioting.

HARRISBURG, Pa., Sept. 10.—Governor Hastings to-night ordered out the Third brigade and instructed General Schell to hold the First brigade in readiness. The troops will mobilize at Hazleton and are expected to be on the scene before daybreak. Captain A. R. Paxton, United States Army, attached to the National Guard, started for Hazleton to-night by direction of the governor. The National Guard, of the Middle Division of the Pennsylvania railway, was called into conference at the executive mansion and has arranged for the speedy transportation of the soldiers.

The governor received a copy of resolutions adopted at a mass meeting, held at Hazleton, urging upon the sheriff of Luzerne county to at once ask the executive for protection to life and property. The resolutions are signed by Alvin Markle and other prominent citizens of Hazleton. Irving A. Stearns, of Wilkesbarre, sent a telegram to the governor that it was absolutely necessary that troops be sent to strike riot to quell the lawlessness.

Rev. Frank Talmage Goes to Chicago.

PITTSBURGH, Pa., Sept. 10.—Rev. Dr. Frank DeWitt Talmage, pastor of the Second Presbyterian church of this city, has accepted the call given him by the Jefferson Park Presbyterian church, Chicago, and will go to his new field as soon as a presbytery can release him, probably in October. The call was first made some time in June last, when it was declined. The church's resignation would not take effect for an hour and to-day Dr. Talmage accepted the call and so notified his church board. The public announcement of his going will be made to his congregation on Sunday next.

WHALER NEVACH. They are all that remain to tell the terrible story of death in the Arctic.

The Nevach was caught in an ice pack in the Arctic ocean. Of her crew forty-two were lost. Thirty-one were crushed in the ice or frozen to death.

The Bear saw the vessel's signal of distress near Point Barrow, and lost and then in quick succession. The captain, his wife, two officers and four sailors were glad to leave the dismantled ship, but nine positively refused to go. They were lost in the desolate field of ice, and it is feared they have perished with their companions. The Cleveland also brings news that when the Humboldt stopped at Unalaska on her journey to St. Michaels the passengers were in open rebellion. They began to realize that it would be impossible for them to reach Dawson before next spring, and they knew misery awaited them at St. Michaels. There were open threats against W. D. Woods, the organizer and manager of the expedition, and it is feared that he may lose his life at the hands of his passengers.

YELLOW FEVER.

Situation at New Orleans--The Suspicious Cases in That City Getting Better--Their Altitude Similar to the Fever.

NEW ORLEANS, La., Sept. 10.—The announcement of twelve suspicious cases on one square in the city and that three cases had developed since the death of a young lady who had come from Ocean Springs, created a large measure of alarm in the public mind early in the day, but this was allayed when the facts became known. It developed that a man had died as a result of excessive disipation instead of yellow fever as reported in the very square in which the suspicious cases had been found. At nightfall all reports received by Dr. Oliphant were so favorable that renewed confidence was infused in the officials of the board. Just before the board met, Dr. Oliphant said to a reporter of the Associated Press:

"There is a marked improvement in the situation in the state. I may state unofficially that all the patients in the St. Claude street square are better. I have not received a report from the board of experts, but I have learned from our inspector who is assigned to the premises, that apparently none of the patients is at present in danger. We are still classing these cases as suspicious because their fever is similar to that which has prevailed at Ocean Springs. They have not been declared yellow fever, but they are under complete surveillance and the board of health is giving its undivided attention and has fully isolated them. I am able to say that no other case has been brought to our attention in the city of New Orleans, the symptoms of which would justify us in classing it as suspicious."

IN DESPERATE STRAITS

Drug Stores at Biloxi Running Out of Medicines--An Urgent Appeal.

NEW ORLEANS, Sept. 10.—Dispatches from Biloxi this morning say the trouble that is becoming unbearable is that the drug stores are running out of medicine and no freights have been received although ordered in ample time. President Lemon, of the Biloxi board, has wired President Oliphant urging him in behalf of humanity to see that requests for drugs shall be promptly attended to.

The Biloxi board of health this morning issued a notice to all physicians that they must report within twenty-four hours to that body all infectious, contagious and suspicious cases that are met with in their practice, under a penalty of \$100 fine. There were otherwise no serious developments at Biloxi this morning and all prevailing cases of fever were reported to be convalescent.

Ocean Springs reports one new case, and one suspicious case this morning, but no deaths have occurred since that of the man, Seymour, reported yesterday. An urgent request, however, has been forwarded to New Orleans for a low fever nurse, a corps of at least five trained nurses is absolutely needed, because it is said that many of the sick at Ocean Springs are not receiving the attention which only experienced yellow fever nurses can give. New Orleans will probably find some way of meeting the request, but it is unable to do so until the federal government will probably be appealed to.

GOVERNMENT REPORTS

Leave No Doubt as to the Character of the Fever Prevailing South.

WASHINGTON, D. C., Sept. 10.—Reports reaching the marine hospital service from officials in Louisiana and Mississippi, leave no further doubt as to the fact that yellow fever exists at several points. Surgeon general Wyman stated this positively to-day, although he feels that the precautionary steps taken are keeping the disease well within bounds. At a late hour last night he received a dispatch from Dr. Murray, stating that he and Dr. Carter had seen three yellow fever cases at Biloxi. The dispatch came from Ocean Springs and gives the following information as to the location of the detention camp near there:

"Have visited a point near Ocean Springs with Carter and think it a suitable place for camp. Have begun conference with railroad authorities for site, material, labor, water and fuel. Computed to visit Biloxi this a. m. with Carter, where we saw three cases of yellow fever. Dr. Gutierrez has gone to Seranton in answer to telegraphic request. Camp outfit has arrived at Mobile." MURRAY.

GROWS BETTER.

There is No Halting in the Business Improvement.

INCREASE IN THE PRODUCTION

And Power of People to Purchase are the Features

OVERSHADOWING ALL OTHERS.

Farmers are Helped by Higher Prices for Wheat--Have Not Marketed a Tenth of Their Crops and Assurance of a Handsome Profit to Come Prepares Them to Buy Liberally Hereafter--Dealers Throughout the Country Have Started to Replenish Their Stocks--Wheat is Higher and the Foreign Demand Increasing Daily.

NEW YORK, Sept. 10.—R. G. Dun & Co.'s review of trade in its issue to-morrow will say:

There is no halting in the advance. Business grows better in all ways, for while its speculative end breaks conspicuous gamblers for a decline, a steady increase in production, in working force and in the power of the people to purchase are the features which overshadow all others. Reports of New York trade unions show an increase since one year ago of 74 per cent in the number of men at work, and a similar increase among men in like position throughout the entire country would exceed \$40,000 men, while every week adds many establishments to the active list. The coal miners' strike has disclosed such facts and brought to light such differences that work will probably be very soon resumed by a large share of the men. The farmer are helped by higher prices for wheat and while western receipts do not show that they have marketed a tenth of their crops, assurance of a handsome profit to come prepares them to buy liberally hereafter. Because of this and the increase of hands at work, dealers throughout the country are starting to replenish stocks, which is the great force at present operating in manufactures and trade, though distribution by retail trade has greatly increased.

Gain in Pig Iron Output.

A gain in pig iron in one month in the output of pig iron from 156,378 tons August 1 to 185,506 tons September 1, with a knowledge that half a dozen other furnaces are preparing to resume and that unsold stocks have been reduced 14,400 tons weekly in August, indicating a consumption of about 190,000 tons, more than explains the moderate advance in prices of finished products, averaging about 6 per cent since the lowest point in August. Pig is a shade stronger at Chicago, but the proof that the advance is healthy is found in the growing output of cast iron, especially for bars, with inquiries for 200,000 tons reported at Chicago for structural work, including 12,000 tons for Santa Fe bridges, for all sorts of car material, including 10,000 axes, and for plates, especially for shipyards on the lakes, at that most prices have advanced \$1 a ton.

Increasing Foreign Demand.

Wheat has risen to the past week, not in a hurry, but in answer to the daily increasing foreign demand. Though reports of the crop, now almost wholly out of danger, indicates a yield never surpassed but once, foreign accounts still strengthen the belief that the deficiency abroad will be about 100,000,000 bushels more than usual, and meanwhile reports indicate that less corn than was expected will be available for export. Its price has risen about 9c. While wheat receipts at Chicago have been breaking records, receipts at all the western points are for the week a little below last year's, but Atlantic ports 2,778,138 bushels, flour included, against 4,270,755 last year for two weeks, with 5,679,771 bushels corn against 3,570,704 last year, indicate a foreign demand apparently limited at present only by ship room.

Since the small corner in August cotton has relaxed to 7 1/2 cents. There have been no rumors affecting prices much. Northern mills are consuming very largely, with a continuing demand for goods which has kept the price steady, but it is an enormous speculative sales of wool, which appear to constitute most of the market at Boston, there is also more buying there and elsewhere by the woolen mills, which are enjoying extraordinary demand for goods at prices well below last year's, but Atlantic ports 2,778,138 bushels, flour included, against 4,270,755 last year for two weeks, with 5,679,771 bushels corn against 3,570,704 last year, indicate a foreign demand apparently limited at present only by ship room.

Failures for the week have been 215 in the United States against 215 last year,