

SEVENTEENTH YEAR.

NOT EXAGGERATED.

Additional News Confirms the Extent of the Chatsworth Horror.

SICKENING SIGHTS TO BE SEEN.

Depots and Platforms Literally Strewed With the Dead and Dying.

PEORIA THE WORST SUFFERER.

The Faces of the Victims Horribly Distorted and Many Unrecognizable.

SCENES TIME CANNOT EFFACE.

The Belief Growing That the Bridge Was Fired By Robbers.

GANGS OF TRAMPS SUSPECTED.

The Victims Stripped of Valuables By the Inhuman Fiends.

A GATHERING OF GHOULS.

The Bodies of Eighty-Six Persons Already Taken Out—The List of the Wounded as Yet Incomplete—The Running of Trains to Be Resumed To-Day.

The Chatsworth Calamity.

CHATS WORTH, Ill., August 12.—[Special Telegram to the BEE.]—It was a sad sight that the early dawn disclosed to the pedestrians that passed down the silent and deserted streets of the little village of Chatsworth this morning. Thirty-five human beings lay writhing in agony, some of them, indeed, approaching dissolution. It is thought the dreary midnight hour they had lain upon rudely improvised beds which the good people of Chatsworth had charitably placed at the disposal of the sufferers. Bands of volunteers, men and women from the neighborhood, had waited by blood-stained beds and attended to the wants of the sufferers. Too much praise can be given to the people of this locality for their self-sacrifice and devotion, and beyond all question but for them there would have been many more names to swell the already frightful catalogue of the dead. All through the night the mournful process of identification went on, but up to 5 o'clock this morning there had been three deaths identified. Peoria & Western, Mrs. John Zetter, of Pekin, Ill., a moulder, aged thirty-six; Mrs. Bladin, of Harpers' Corners, near Peoria, Ill., and Mrs. H. C. McClure, of Keithsburg, Ill. It was nearly midnight when poor Zetter was identified. A row of anxious, sad-faced people—men and women—stood in a line in the freight house of the Toledo, Peoria & Western railway while a man passed by a row of mangled corpses, and lifting the face of each as he passed aloud held a lantern close to the face of each of the corpses. It was a series of frightfully mutilated faces. In most cases beyond recognition, but that of the lantern glared in view. "That looks like him, but it is hard to be certain, the features are so much battered," he muttered. "I wonder if that could be poor Will," murmured another. "Oh, there is my poor father," cried a young girl's anguished voice. These and such as these were the remarks that were now and then dropped by the searchers. No body was taken out until the white cloth was raised from the form of a man, disclosing a face most frightfully mutilated. The cheek bones on the side were crushed in until they actually laid together, side by side. A stout man stepped forward and stooping down until one elbow rested upon his knee looked long and earnestly into the dead man's face. Then he put his hand into the ragged and bloody vest pocket and took from it a watch, which was still ticking. He next thrust his hand into the breast pocket and drew from it a number of cards. "It is poor Jim," he murmured, and he dropped upon his knees and drew his hands across his eyes, then he tenderly covered the dead man's body and disappeared to make arrangements for the removal of his friend's remains.

One of the most horrible features of this most frightful calamity is the fact that there is a possibility of its being the result of foul play and not accident. All last night and this morning the rumor gained prevalence that the whole thing was the work of train robbers. Your correspondent, who visited the place of the wreck late last night, heard many hints to this effect from farmers and other people residing in the locality. When asked for a statement of the affair in their possession, however, they appeared to get frightened and unwilling to say anything for a newspaper man. The fact was well established, however, that a very short time before the disaster occurred a train had passed the culvert and the bridge was then in sound condition. It is also said that a man offered his watch and valuables to a bank near the wreck and snatched a diamond ring from his finger. Beyond all doubt whether the train was wrecked for the purpose of plunder or not, robbery was carried on at the wreck on an extensive scale before the people of Chatsworth were summoned to the rescue. The place where the disaster occurred is peculiarly fitted for the deeds of train robbers and ghouls. The houses which it was visited by your correspondent was at the time when the last ray of twilight made the ruins and their surroundings barely discernible. It was a lovely little corner on a dissected country byway. Fields of corn waved on every side close up to the culvert, and a few trees added their shade to the fast thickening gloom. It was a very lovely, peaceful scene but for the frightful blotch that dimly crept out. The ruins of the train were simply appalling. There were nothing more than a mass of shattered metal works. Whole stacks of torn garments, blood-stained linen, shattered satchels, dismantled trunks, etc., were scattered around in the green hedge rows. Blood splashes dyed the grass wherever it was sodden and tramped under foot. The place was peculiarly adapted for such a deed. Among the wounded your correspondent discovered during the night John McMeister, of Peoria. He was but slightly injured, although he sat in the third car, which was perhaps the most badly damaged on the train. He talked cheerfully. "I was sitting on the front seat," he said, "when the shock occurred. I thought at first the engine was derailed, but I soon found it was

worse than that. I was hurled with great violence into the corner in which the stove stood, while the stove was thrown forward, pressing my leg to the ground. In an instant all was darkness, while the most melancholy cries and moans rang out around me in all directions. I soon became aware that two men who had been sitting behind me had been thrown forward, while the seat upon which they sat had been torn up and hurled along with them into the corner where I lay. I was found in there in some inconceivable way and I felt the hot blood pouring from their wounds and streaming over my face. I cried out for help and I thought, although I may have been mistaken, that I was there an hour and a half before I was cut out. A heavy spring is all I suffered."

P. L. Cook, who is one of the coroner's jury, said: "It was about 2 o'clock when the people of Chatsworth were called together by the tolling of the fire bell. I went there with other citizens, and when we learned the truth we at once repaired to the wreck. A horrible sight presented itself to us. Hundreds of human beings were struggling to tear themselves from an infernal heap. From their cries one could think he stood on a bloody battle ground. Blood was everywhere, and the moans of the wounded and dying made the night more horrible. I saw an elderly woman who apparently belonged to the neighborhood, had took possession of the same and he had took struggle to recover it. He said that his wife was lying at the far end of the car, while the infant was safe about midway in the center of the aisle.

and they tendered the use of their wrecking outfit and as well offered to be of any service possible. The Illinois Central also offered any required assistance, but Warren said he thought his present equipment would enable him to clear the track. President Leonard, Superintendent Armstrong and other Toledo, Peoria & Western officials were seen this morning. They have given devoted attention to the relief of the injured and care of the dead. Both show signs of the terrible shock which the accident had been to them. President Leonard said that so far as the railroad officials could estimate there were eighty killed and 100 seriously wounded. There are many who were slightly injured, of whom no account has been obtained. The list is being compiled in the Peoria offices of the company. Leonard said that as near as he could ascertain the train was making about thirty miles an hour at the time the accident, not an excessive rate of speed, as the track was in good condition. The bridge was an ordinary fifteen-foot wooden structure, and all right at 5 o'clock in the afternoon when a train passed over it and half an hour later a section man inspected it, under orders, in advance of the excursion train. It was all right then. As to the liability of the company or the future of the road, all that President Leonard could say was that the officials will devote their attention to the care of the unfortunate victims. It was a blow which would of course be most serious to the road, but that was as nothing compared with the death and injury of human beings. Leonard said he could in all conscience say that he believed the road and providing a reasonable amount of money, and could only ascribe the accident to our inscrutable acts of Providence which it seems impossible to always guard against.

With the consent of the coroner, President Leonard has arranged that all unclaimed bodies will be cared for, washed, and placed in coffins and conveyed to Peoria, where, with all effects, they will await identification. The bodies will be kept there as long as possible, and then, if not identified, will be interred. President Leonard and Superintendent Armstrong will go to Peoria City this morning to care for the wounded there. The railroad and warehouse commission-ers will leave Peoria at 10 o'clock to investigate the accident. As several witnesses have not yet arrived, it is not expected the coroner will complete his hearing till late this afternoon. Estimates of the dead this morning are about the same as the figures sent last night. The coroner's list of the dead, by the time the inquest was resumed, today foots up to 76. Notwithstanding contrary opinions expressed by railroad officials, a survey of the wreck early today confirmed the belief that several bodies are still under the debris of mangled engines and cars. The report yesterday that twenty dead bodies were at Peoria City is not correct. Some of the bodies, Leonard, president of the road. Three or four of the wounded carried to Peoria City yesterday died, however, so that with seventy-six on the coroner's list here, and those supposed to be yet under the wreck, the estimate of eighty-four deaths appears to be correct. Some of the bodies, however, the information of the Peoria City, victims can best be obtained of the company's officials, who have gone to Peoria.

THE HORRORS OF THE CHATSWORTH WRECK seemed deepening early this morning instead of lessening. Added to the scenes of horror which the people who have viewed the miseries of the dying, a stench sickening and foul was issuing from all the numerous places where the corpses of the victims yet remained. No picture of the horrible accident could equal in revolting details the scenes at the Toledo, Peoria & Western depot here today. The scene of the wreck, as far as the coal house and lumber room, where, prostrated on the floor and rubbish, were seven unidentified bodies. Blood-stained sheets and blankets were thrown loosely over each, but afforded little protection from the swarms of flies continually hovering over the little structure, or emanating from the bodies effectual for the room clear of all but the hardest of the still lingering curious crowds. Two of the victims were women and the sight of their faces was one never to be forgotten. Distorted features, wide staring eyes and putrifying wounds were gazed at by an innumerable throng of people. Some of the mother and daughter. One of them, a young woman with light reddish hair, would be absolutely unrecognizable from the effects of the heat. Close by, raised above the other seven corpses in the room, was the dead body of a portly man, supported on a couple of old boxes. He was in his stocking feet and his hands were raised in the air. He had other dead men on the floor were in nearly as bad a condition. Outside, on the platform of the depot, were several coffins filled with the identified during the night and now awaiting shipment. The east end of the depot was in even worse condition than the west. The floor continues to be strewn with the bodies of the dead. Little knots of people were pawing over the broken satchels and masses of soiled, torn underwear, bringing to light here little infant's garments and there the crumpled remains of a widow's bonnet. A little way down the road a large vacant furniture store was the scene of a large gathering. Only six of them were seen and the others were women and children. Most of the thirteen had not been recognized by friends and their countenances were so mutilated and clothing so drenched with blood that it is doubtful if any eyes could be rapidly opening. The woman, terribly mangled, lay motionless beside a babe, toward which she was partly turned. Across the room was a stalwart man, prone on his back, dead, but with his right arm still raised in agony and a fist tightly clenched. Over in the back school house two more corpses were still unclaimed waiting claimants. The wounded, to the number of forty people, filled the fire engine house, upstairs and down, and the same faithful ladies and girls, who had scarcely slept since the wreck, were at the bedside, as on yesterday. In addition to these there were at least a score of a jured distributed among the private residences of the city, and many more to be removed. A few hours had scarcely elapsed, however, when the aspect of the depot and other morgues was completely transformed. A large force of men were set to work, boxing up the dead, forwarding them to Peoria, and clearing out generally. They succeeded admirably, and long before noon appearances had changed to a cheerful and busy scene. This morning new facts apparently showing the catastrophe to be the work of an organized band came to light, and the company had then worthy of serious investigation. Superintendent Armstrong said to the Associated press reporter that the more he investigated the more it appeared to him that the bridge had been set on fire. The Peoria City fire department was called upon to a nature that seemed likely to admit of

the bridge having caught from it. He had observed many thieves at work, and had stopped them while despoiling the victims of property and many instances of robbing the dead were being brought to his attention. The excursion had been extensively advertised and the time it would pass over the bridge was well known. Citizens say that a gang of suspicious fellows have been loitering around Chatsworth for some days. Many of these were found early at the wreck paying more attention to relieving bodies of their valuables than to caring for them otherwise. Train men and passengers had frequent contentions with the vandals. In one instance Superintendent Armstrong found a well-known thief in the depot room, where the property taken from the wreck was stored, and ordered him out. The white people of the town have done all in their power for the sufferers. There is a horde of tramps and thieves in this vicinity who do nothing but carry off anything they can get their hands on.

At the morning session of the coroner's jury some decidedly significant testimony was given. Timothy Coughlin, section foreman here, testified that he had four men helping him on his six and a half miles. He received orders on Wednesday to cover his section under the bridge and the bridge was all right. Coughlin then went to the east end of the section and burned the grass along the track for half a mile. He burned a piece a little over half a mile from the wreck and put the fire out. He examined the bridge about 3 o'clock and found no smoke about it and it was otherwise all right. About three weeks ago the bridge under the bridge had been cut away for ten feet from the bridge timbers and he had no idea how the bridge could have caught fire.

Christopher Ennis, road master for the line from the state line to Peoria, said he went over the road on Wednesday from Peoria to Springfield. He went over the fatal bridge just before 4 o'clock the afternoon. He was on the rear end of a car and saw that the bridge was all right. There was no fire or smoke about the bridge, Ennis said. "My opinion is that the bridge was set on fire by somebody. My train was the last train over before the special and if there were no fire the men would have discovered it. The bridge could not have been burned in two or three hours. About three years ago two attempts were made to ditch the 10 o'clock passenger train at that bridge and we kept a watchman there for six weeks. Obstructions were placed on the track. It is a very lonesome place, far from any houses."

HOW DID THE FIRE START? CHICAGO, August 12.—The Inter Ocean's Chatsworth, Ill., special says: "The members of the state board of railroad and warehouse commissioners arrived here this afternoon from Springfield. On their arrival at the time of the disaster they found the wreckage had been entirely cleared from the track and new rails laid across the break. The commissioners remained there for an hour and a half and then rode to Peoria City to see the wounded. In the evening they returned to Chatsworth and read over the evidence taken by the Peoria City fire department. They examined the scene of the disaster take little or no stock in the theory of the railroad people that the bridge was set afire by vandals who desired to rob the killed and injured. None of the survivors who escaped early from the wreck saw any strangers at the scene of the disaster. The only persons seen on the train who took advantage of the wreck to ply their trade. The grass along the north side of the track at the bridge is long and some of it is dry, but there was no sign of fire having burned it. The grass along the south side had not been cut. There was dry clams and weeds very close to the bridge, but the wreck had so torn up the earth in the immediate vicinity of the bridge that it is impossible to learn whether the grass burned along the south side of the bridge. The country here had been very dry for nearly a fortnight before the grass and dead timber was as dry as tinder. A spark might have started a blaze and it is possible that the fire might have been set going by a spark dropped from the fire box of an engine drawing the roadmaster's inspection train, which passed over at 4 o'clock in the afternoon. A fire was burning in the engine house at the time when the train approached was very faint, according to the story of Engineer Southland. It is claimed by some of the residents near the place that they saw smoke in the direction of the bridge as early as 5 o'clock in the afternoon."

PREPARING TO RESUME BUSINESS. FORTS, Ill., August 12.—The Toledo, Peoria & Western will resume the regular running of its trains to-day and has arranged for the Panhandle and Grand Trunk roads to bring the Niagara excursion tickets, so that many of the injured excursionists who are desiring to go, may, and will, be able to do so. Superintendent Armstrong estimates the damage to the stock at \$30,000.

THE DEATH LIST SWELLING. BLOOMINGTON, Ill., August 13.—A special from Peoria, Ill., says that among the dead of the Chatsworth wreck are A. S. Sargent and J. Zetter, at Pekin; O. S. Spauld and Rev. Schutman, of Green Valley, Ill. A shipper of Pekin is also believed to be among the dead. He was formerly postmaster at El Paso. He got on the train at Peoria to go to Eureka, fell asleep and was so taken to his death.

Went Through a Culvert. TERRE HAUTE, Ind., August 12.—A combination train on the Evansville & Indianapolis road went through a wooden culvert at Saline City, twenty miles from here, this morning. Six passengers were injured, but only one, Thomas Brothers, seriously.

HE ASKED TO BE HUNG. The Unique Request of a Louisiana Negro Quickly Complied With. FRANKLIN, La., August 12.—The body of a colored girl, horribly wounded, was found in the woods near here on Wednesday. Her step-father, Dan Haskins, who was suspected of having killed her, was captured. He confessed and asked to be hanged, which was immediately done.

Steamship Arrivals. NEW YORK, August 12.—[Special Telegram to the BEE.] Arrived—The City of Chester from Liverpool; the Celtic from Liverpool; the Denmark from London; the Elder from Bremen; the Polynesia, from Hamburg; the Newport from Aspinwall; the Victoria from Rio de Janeiro.

Canon Salvoes For Ferdinand. SOFIA, August 12.—All the garrisons here fired salutes to announce the presence of Prince Ferdinand in Bulgaria.

Discussing the Land League. LONDON, August 12.—The cabinet met today and discussed at considerable length the advisability of proclaiming the Irish National league.

A PITTSBURG BLAZE.

That City Visited By a Million Dollars' Fire.

PITTSBURG, August 12.—Midnight—The most disastrous fire known here for years is now raging in the heart of the city and the damage will reach up in the millions. The fire originated about 10 o'clock in the rear of the Masonic temple and spread with inconceivable rapidity to an adjoining building. By 7 o'clock the flames reached such proportions that the entire fire department was called out. At this hour four magnificent business blocks are a roaring furnace and there are no indications of the fire being got under control. It is feared that half the square, which is among the most valuable property in the city, is doomed.

WASHINGTON NEWS. Nebraska and Iowa Penitentiaries. WASHINGTON, August 12.—[Special Telegram to the BEE.]—The following Iowa penitentiaries were granted today: Lucretia, a widow of Mathew Charlton, Centerville; Meloma, mother of John E. Haunans, Abington; Ann E. widow of James K. Smith, Union Mills; Dina E., mother of John D. Batefield, Marshalltown; Mathew Charlton (deceased), Center; Stephen J. Johnson, Murray; Frank P. Dunham, Monticello; James Hess, Dayton; D. B. Bright, Lyons; James, John Neal, Dexter; Ernest Krone, Edgar; George H. Hall, Iowa Falls; John Murray, Decorah; Mabel Palmer, Manson; Thomas C. Hancock, Murray; William Whipple, Dawson; S. W. New, Crawfordville; J. B. Brown, Iowa Falls; J. H. Mackay; M. H. Goodnow, Logan; John Dexter, Mason City; Anthony Beyer, Fort Belknap; W. W. Johnson, Iowa Falls; Seybold, Council Bluffs; J. J. Brown, Fort Madison; Martin Kaufman, Avery. Nebraska penitentiaries: William Kent, Elgin; T. S. Gibbons, Chambers; Nicholas A. Brown, Stanton.

Star Route Changes. WASHINGTON, August 12.—[Special Telegram to the BEE.]—The following changes in the Iowa star route were made today: Cresco to Elma; Leave Cresco Tuesdays, Thursdays and Saturdays at 8 a. m.; arrive at Elma at 10 a. m.; Leave Elma Mondays, Wednesdays and Fridays at 8 a. m.; arrive at Cresco by 3 p. m. From August 15, 1887. Belmond to Lenwick; Leave Belmond Tuesdays, Thursdays and Saturdays at 8 a. m.; arrive at Bruce by 1 p. m.; Leave Bruce Tuesdays, Thursdays and Saturdays at 6:30 a. m.; arrive at Belmond by 10 a. m. From Bruce Mondays, Wednesdays and Fridays at 3:30 p. m.; arrive at Bruce by 6:30 p. m. From August 15, 1887.

Army Matters. WASHINGTON, August 12.—[Special Telegram to the BEE.]—Major Edward B. Warner, First artillery, has been placed on the retired list and this promotion Captain William L. Haskell, First artillery, to be major. First Lieutenant C. Nichols to be captain and Second Lieutenant William C. Bafferty to be First Lieutenant First artillery. Army orders: Second Lieutenant W. L. Haskell, First artillery, to be major. Second Lieutenant C. Nichols to be captain. Lieutenant Colonel George Bell, A. C. S., is directed to report to the chief of the division of the United States Army for temporary duty as chief of subsistence for that division. Captain Andrew F. Bell, A. C. S., is directed to report to the chief of the division of the United States Army for temporary duty as chief of subsistence for that division. Captain Andrew F. Bell, A. C. S., is directed to report to the chief of the division of the United States Army for temporary duty as chief of subsistence for that division.

Deny the Charges. WASHINGTON, August 12.—The civil service commission has rendered an opinion in the matter of the charges of the Civil Service Reform association of Philadelphia against the board of civil service examiners of the Philadelphia postoffice and against Postmaster Harty. The charges alleged fraud in the selection of the examiners and the illegal partiality was shown certain applicants. It was further charged that Postmaster Harty violated the rules in making appointments etc. The opinion of the commission, which is very lengthy, states in substance there is no truth in any of the charges.

Trying To Effect a Compromise. DENVER, August 12.—[Special Telegram to the BEE.]—A meeting of the directors of the Windsor hotel to effect some compromise between the Northern Pacific and Union Pacific with reference to the Pacific coast business. Among those participating in the meeting were Vice President Potter, of the Union Pacific; B. Campbell, of the Oregon Railway & Navigation company, of Portland; H. B. Mansford, of the Santa Fe, representing the Northern Pacific; George A. Dyer, general passenger agent of the Colorado division of the Union Pacific; P. P. Shelby, assistant general traffic manager of the Union Pacific, stationed at Salt Lake City; E. O. Clark, superintendent of the local department of the Union Pacific; J. J. Hackett, general agent of the Colorado Midland; Thomas L. Knibb, general traffic agent of the Union Pacific; and Assistant General Freight Agent Fulton, of the Northern Pacific. The meeting was held in the Windsor hotel. The meeting was held in the Windsor hotel. The meeting was held in the Windsor hotel.

Disposition of the Funds. BALTIMORE, August 12.—The Sun will publish to-morrow a letter from its special correspondent in Dublin, in which he speaks of the disposition of the money collected in this country for Ireland. He says in part: The testimonial to Parnell amounted to \$40,000. Before this his circumstances were much embarrassed, but with this he paid off the mortgages on his property and his finances are now in a most comfortable condition. Most of the other Irish national funds have been given to the same organization ranging in amounts from \$1,000 to \$5,000. Mr. Cochrane, the head of the largest fund in Dublin, says there has been little or no money contributed for the Irish or other national funds. Only a small amount from America which kept up all the agitation. The people in America, he said, had not been so much interested in the money collected from their money. The letter states that there are a great number of United States pensioners in Ireland who are paid quarterly by the United States government. Only a small portion of these were ever citizens of the United States, some being substitutes, others being recruited by the United States government during the war. The United States is the only government in the world which pays pensions to persons who do not reside in its territory.

The Place of Grant's Death. SALT LAKE, N. T., August 12.—[Special Telegram to the BEE.]—The body of General Grant, which was captured by the general Lucius Fairchild, commander-in-chief of the Grand Army, regarding the proposed gift of Mount McGregor cottage, where General Grant died. General Fairchild thanks Dr. Fairchild and his family for the gift and has definitely regarding the acceptance when the executive committee passes upon the matter.

The Water Famine at Manchester. MANCHESTER, N. H., August 12.—The water famine here is increasing.

AN UPRISING OF THE UTES.

Two of Them Are Killed and Several Others Wounded.

A MASSACRE THREATENED. The Settlers Will Wipe Out the Red. If the Government Does Not Interfere At Once—Cause of the Outbreak.

Colorado Damns the Law. GLENWOOD SPRINGS, Colo., August 12.—[Special Telegram to the BEE.]—Advices have just been received from Meeker by courier of an outbreak among the White Utes which if not promptly suppressed promises to be as serious to the white settlers upon and near the reservation as was the famous Meeker massacre of '79. Since the abandonment of this reservation immediately after the murder of Meeker and the removal of the Utes to Nintah agency in Utah, there has been much dissatisfaction among some of the old bucks. The leaders of the rebellious party were Old Colorado, one of the leaders of the Meeker outbreak, and the renegade chief Augustine. Some weeks since Augustine while intoxicated shot and instantly killed by a Mexican living just outside the reservation and into whose cabin he was attempting to enter for the purpose of avenging himself upon the occupants for some imaginary wrong. This, together with the indictment by the Grand Jury of this county of two renegade Utes for horse stealing, incensed Colorado and his followers. So they assembled together, about seventy-five in number, well armed with Winchester repeating rifles and defied the authorities. Sheriff Kendall, of this county, learning that the two indicted Indians were with Colorado, who is camped about thirty miles from Meeker, took a posse yesterday and started to make the arrest. On arriving at the camp last night he called Old Colorado out and demanded the men and advised the oldascal to give them up peacefully and avoid any trouble. The old scalp lifter straightened himself up and replied: "My chief, I own all country. My head has been shot and instantly killed. No live up little chiefs. Damn sheriff, damn law, damn white man no arrest Injun."

With these remarks he turned and went to the camp fire, when he and his renegade followers took rifles and walked behind the camp. The men and women who they opened fire upon the officers. The volley was promptly returned and two Indians killed and it is thought that several were wounded. The Indians retreated to the mountains and Kendall not having a sufficient force to successfully follow the band, went into camp. Colorado immediately sent couriers to Denver calling upon the state for assistance and a large reinforcement is expected to-morrow. The settlers have been warned and are moving their families into settlements and forming into companies for the protection of the towns. Word has been sent to Governor Adams who has notified the war department at Washington and also ordered the company of militia stationed at Aspen to be ready for marching orders at a moment's notice. The Indians are armed with the most improved rifles and have an abundance of ammunition and their subjection will not be an easy task. The settlers however at Glenwood and also elsewhere. They have been outraged these Utes until it is no longer bearable and if the government does not show a disposition to take care of its murdering wards they declare they will take the matter into their own hands and will make "good" Indians out of the entire band. Colorado anticipating that he will have a very hard time with the cowboys and ranchers has sent his squaws and papooses to Utah, and if the government will show a little delay in sending troops into the reservation there may be no necessity for their assistance, as the settlers will finally and forever settle the question.

The Drought Situation. CHICAGO, August 12.—Dispatches received by the Associated press from various points in Illinois, Iowa, Wisconsin and Nebraska tonight regarding the drought situation are so numerous that it is difficult to say there has been no drought of any consequence and light rains are falling to-night; indications for corn crop good. In Wisconsin rain has fallen in generous quantities in the drought-stricken section since Tuesday, but is too late to be of much service except to fall farmers. A very heavy rain fell in central Illinois the night of the 10th and central Illinois is in better shape here and there; corn it is believed is cut short more than one-third and the question of how live stock is to be provided for is becoming a very serious one with the extreme northwestern part of Iowa crop generally seen to be in good condition and the yield of corn promises to be large. In the central and southern parts of the state reports are not encouraging, the protracted drought having retarded crops and the recent rains have not produced the desired result. Life stock in the country is suffering for lack of water and pasturage.

The Wife Murderer Hanged. PITTSBURGH, Va., August 12.—Holmes R. Puryear, convicted of murdering his wife by poison two years ago, was hanged at Prince George Court House this afternoon. He was a very tall, thin man with a death watch to let him escape, and falling in this, cut the arteries in his throat and wrists with a sharp razor, and the coroner's jury have stopped the bleeding before much blood was lost.

The Prince Cheered. SIBTOVA, August 12.—All the heights surrounding the town and the quays on the river front were crowded to-day when the steamer bearing Ferdinand passed on its way to Rostchuk. The prince was enthusiastically cheered. He will return from Rostchuk to-morrow and review the troops here, and a procession of the city will precede him to the barracks. The prince is expected to be in the city to-morrow and will be met by the troops and the people.

Riddleberger Rampant. BALTIMORE, August 12.—A Sun special from Woodstock, Va., says: United States Senator Riddleberger was to-day committed to jail and fined \$25 by Judge Newman for contempt of court. A placard was paraded on the streets of Woodstock, Va., in honor of a case in which Riddleberger is interested. Partisan feeling runs high and there may be trouble later.

An Arizona Stretch. SAN FRANCISCO, August 12.—Frank Wilson was hanged at Prescott, Ariz., to-day for the murder of Samuel Cheever and wife in May, 1886. In the Bucksin mountains, Wilson's partner, John A. Johnson, has been executed by a confession of Wilson, and has been reprieved by the governor until September 23.

Bought Out Their Interest. ST. JOHNS, Mo., August 12.—[Special Telegram to the BEE.]—K. T. Davis to-day bought out the other partners in the K. T. Davis Mill company of this city, the largest mill on the Missouri river, the concern being worth \$250,000. The company will remain in a few days.