

A HOLOCAUST.

Minnesota Villages Wiped Out of Existence.

SIX TOWNS LAID LOW BY FIRE

More Than Five Hundred People Reported Among the Dead.

MILLIONS IN FINANCIAL LOSS.

Heroic Act of an Engineer on an Accommodation Train.

SAVES MANY PEOPLE FROM A TERRIBLE DEATH.

The village of Cadott, Wisconsin, surrounded by fire, the condition being most serious—the whole region from Cartwright to Bashaw and Haugen on fire—Forest fires also doing great damage in Michigan.

DETAILS OF THE CATASTROPHE.

Trying to Escape to Finland. St. Paul, Sept. 2.—Six towns wiped out and more than 500 dead in the record made by the forest fires in this State in the past twenty-four hours. In Hinckley, Sandstone, Pokegama, Sandstone Junction, Skunk Lake and Mission Creek, there are 355 known dead. In addition several hundred are missing, while from 150 to 200 were scattered on farms throughout the district burned over. The destruction was complete in most of the towns named but some of the forest land escaped. The loss, however, will be in the millions and the loss of life will not be definitely known for several days, if ever. The relief trains brought supplies sent out from this city, Minneapolis, Duluth and other towns and the sufferers are being cared for at Pine City and other points.

DETAILS OF THE CATASTROPHE.

Hundreds of People Meet Death While Trying to Escape to Finland. St. Paul, Sept. 2.—The town of Hinckley, Minn., about half way between this city and Duluth, has been blotted out by fire, and the list of dead may reach one thousand. It will certainly reach five hundred, and the reports now indicate the larger figure. On the train to-day from there there were one or two people who came through the fire, and who have graphic stories to relate of the scene. The train from Duluth reached a point a mile and a half north of Hinckley some time after midnight, and was forced to return to a point five miles away on account of the threatening flames. Half a dozen of the passengers, however, secured a hand-car and rode through the flames to Hinckley, taking the north-bound train this side of there and returning to the city. On their ride on the hand-car they encountered twenty-five dead bodies. Seventeen were discovered at Hinckley during the morning, and others have been found up to 1 o'clock. They say the people of Hinckley ran to the woods when their houses caught fire, and as the timber afterward burned, it is more than probable that great numbers perished. The most conservative estimate of the dead is 200.

The whole country around Hinckley is on fire, and the fullest extent of the disaster can not be learned for a day or two. It is feared several other towns have suffered a like fate.

Milaca called for help yesterday afternoon, and the relief train from St. Cloud was unable to get beyond Bridgman. Nothing further has yet been received from Milaca, and how much may have been the suffering cannot at this time be stated. Bridgman is apparently safe at present, but the worst is feared.

The many who came from the fires around Hinckley suffered severely from burning. Their injuries, however, will not prove fatal. They tell many stories of what they saw. One woman tried to save her five children, and was overtaken by the fierce flames and the whole family perished close to the railroad track. Another case was where a mother, herself in flames, went through the flames to save her child, her husband following her, and as they broke through the walls of fire the possession of their children secured them naught, for they were cut off from retreat.

The little town of Mission Creek, north of here, is reported in ashes. Special trains were sent out, both from Duluth, equipped with medical forces, and all that is possible will be done.

A private dispatch received this evening from the burned district states positively that already 250 dead bodies have been recovered, so that the estimate made above may be considered as decidedly conservative.

The losses in the neighborhood of St. Cloud, which is on the western edge of the fires, are estimated at \$200,000, and from that point east and north nearly everything is burning. The fires are raging in Baker County, where many farmhouses and much grain has been lost.

SOME OF THE DEAD. A special to the Pioneer Press from Pine City, Minn., says: Estimate of the dead: Hinckley, 200; Sandstone, 46;

Sandstone Junction, 25; Pokegama, 25; Skunk Lake, 25; Miscellaneous, 30; total, 355.

The list of the dead to date includes the following: Sandy Henderson, 10 years; John Henderson, 12 years; Hanson; Mrs. Hanson; Mrs. Hanson children; Thomas Jones; Chambers; Alex. Hanson and wife, Emily Hanson, 16 years; Charlie Hanson, 19 years; James Anderson, 20 years; two Anderson children; Hans Mattison, 20 years; Mrs. William Ginder, Dennis Riley, a yard waler; Jim Bean, foreman Brennan Laid Company; John Best, wife and four children; John Anderson, John Anderson and wife, William C. Nesbitt, Henry Hanson, L. Turgon, C. Lam, and son, Mrs. Martinez and four children, drowned; Mrs. Blanchard and two children, Dr. C. H. Kelsey of New Brighton; E. Blanchard, Louis Nelson, employe of the Eastern Minnesota Railway; Peter, Nels and Mary Robertson; Robertson child; Hoffman and wife; Doan, Belle O'Brien, Annie Wallace, Mrs. Conigan and three children, William Finlay, Frank Murphy, Orville Cox, Thomas Dunn, wife and four children.

The walls of the schoolhouse, the iron fence about the town hall property, the bank vault and one absolutely uninjured outhouse is all that is left to mark the site of Hinckley, where yesterday stood a score of business buildings and a dozen times as many dwellings.

STORY OF THE CATASTROPHE.

The story of the catastrophe is a short one. The town was built of wood. The schoolhouse, erected last year at a cost of \$1,000, and one-half of the Eastern Minnesota Railroad roundhouse, were the only brick structures in the city. By one of those peculiar freaks, for which there is no accounting, the roundhouse and water tank on the southwestern edge of the town, almost in the woods, escaped the flames, a circumstance the more remarkable on the fact that it stood directly in the path of the flames, which seemed to have jumped it as clearly as if playing leap frog. All yesterday forenoon the townpeople were apprehensive. The fire kept advancing, fanned by the wind, which was blowing a gale. About 11 o'clock the fire company got out their engine and laid an 1,800-foot hose to the southern outskirts of the town. The hose was too short for the measure of protection desired, and a telegram was sent to the Rush City fire engine, which was sent, but it never reached Hinckley.

About 3 o'clock in the afternoon the fire literally jumped into the city. It did not eat its way along, devouring everything in its path, but came in huge leaps, as if to take everything before it. It appeared as if it was being forced along by a cyclone of its own generation. The fire first struck Hinckley on the east side of the main track, and the brave fighters for the first time who did the best, and, already too late in many instances, turned their attention to their personal safety.

The Eastern Minnesota train from the south had just come in, and the panic-stricken city locked it for its safety. A number of box cars were coupled on and filled and covered with men, women and children, some of them bareheaded and coatless. Some were cradled a bundle of the more precious of their possessions. Families were separated, and in all this there was a motley crowd of 400 or 500 people. This circumstance, while fortunate in a degree that cannot be estimated, had made the confusion greater, for it is not known who escaped in this way, and many are reported dead who may be in safety. Had not this number of people, largely women and children, left the city at that time when they did, the loss of life would have been increased, for their presence would have added immeasurably to the subsequent confusion.

HEROIC ACT OF AN ENGINEER.

About the same hour an accommodation train on the Hinckley and St. Cloud branch left for the latter place with about twenty-five passengers. Its path lay directly across the path of the fire, and their situation speedily became desperate. The train was in the midst of the flames, the engine sagging. The smoke had increased and the engine was helpless. He could not see the train behind him. Burning trees lay across the track and were being tossed aside by the engine. Suddenly the track gave way, and the train toppled off on its side. No one was injured, and they pressed on to Pokegama station. But a few feet ahead of the engine was discovered a gorge sixty feet wide where the road had been burned away. They succeeded in reaching the clearing about the station and escaped with a few burns and bruises. There were burned along the track, however, four or five people.

The people who were left in the city were in what seemed to be an almost helpless condition. Egress by the only means of transportation that could hope to distance the rapidly advancing flames was out of the question. The men had been fighting the fire for hours, and the women and children were in a pathetic condition. Horses were harnessed to buggies and wagons. Women and children were hurriedly loaded; probably 200 of them left town on foot or in buggies, and the rest of the train, north, across the Grindstone River, which skirts the river on the north. They were literally fleeing before the pursuing flames, and the men had to lead their teams and ran into the lower portions of the swamp, but the fire sought them out. None were left to tell the tale, and this morning in a space of a little more than five acres, were counted over 130 corpses.

There were many families of five, six and seven, and there they lay, the men generally in a state of insensibility, surrounded by her little ones, cut off by the most horrible of deaths. Nearly all the bodies were nude, the fire having burned every vestige of the clothing and charred many of the corpses, rendering many of them unrecognizable. Those who fled to the north on foot followed the Duluth track, and so rapid was the progress of the flames that many of them were actually burned as they fled, falling on their faces or falling into the flames. Many of the bodies were recovered along here, some of the foremost children escaping.

Citizen Root was discovered at Hinckley at 4:30 o'clock. Engineer Root was at the throttle. He stopped the train and took the bodies of the children and refugees. By this time the woods were blazing on each side of the track, and as Root reversed his engine and started back, the cars were run back about thirty-five miles to Skunk Lake, and the people escaped from the burning cars to the water, and no one was lost. The people who remained in Hinckley fared the best of all. The Eastern Minnesota tracks marked the eastern edge of the city proper. Just beyond the town a line of land probably embracing ten acres. The whole area had been excavated to a depth of thirty and forty feet, and in its center was a stagnant pool of rain water three feet deep. It did a hundred citizens who were willing to trust to its friendly depths.

They remained four hours, while the smoke and flames rolled over their heads. They dashed water over each other, and covered their heads with wet cloths to keep from suffocation. A number of them were drowned. Mrs. Martinson and her family were drowned. In the meantime Hinckley was burning with the utmost rapidity, and in a few hours nothing was left but ruins.

The total loss of property was estimated at \$1,000,000, with a comparatively small insurance.

The situation at Sandstone is even more appalling than at Hinckley. Of the 400 residents of that place one-fourth of them are dead.

On Saturday of Sandstone, talking of the disaster, said that last night about 5:30 flames neared the town and the people prepared to leave. The wind blew like a hurricane, and as the people were getting ready to start, a cyclone came on three sides. Not a single person saved a thing except his clothes. About 150 went to the river and fifty or sixty were burned to death. This morning he saw over forty-five bodies, charred and burned, lying on every side. The people are destitute of everything. In addition to the bodies at Sandstone there are twenty at Kettle River Junction. All the settlers in the district are probably burned to death. There are about eleven homes, situated in Mission Creek, but they have provisions for twenty-four hours.

Look back, two miles west of Hinckley, is burned, and there are about 120 people there, many of whom are in need of immediate relief.

From the stories of passengers on the limited train which was burned near Hinckley, the entire train crew deserve to be placed on the roll of honor for personal heroism. Engineer James Root of White Bear leads the list. He was burned and almost blinded, and fell from his seat unconscious immediately on getting out of the train. He was about two miles north of Hinckley when he discovered that the fire, which had been raging on both sides of the track, were flying in his face, and he saw the flames of his life, and the lives of his passengers. He was flying in every direction, and the smoke was so dense that it was well nigh impossible to go beyond the cab window, even with the aid of a head lamp.

He sought to outrun the flames, which were bearing down on him at a sixty-mile gale, but after a mile and a half from Hinckley he discovered that the fire was too quick for him, and there it caught the train, which was literally surrounded by flames. The engine was stilling, and the clothes of both engineer and fireman caught fire. Fireman McGowan leaped into the water tank, and then seizing a ladder, he jumped over the side several times over the burning engine. Root steadily kept at his post, although hardly able to sit up. In the meantime nothing could be seen but a blinding light that of a tornado, came from all sides. The shrieks of women and children, as well as the terrified shouts of the men, increased and became more and more deafening by the appearance of the flames on every hand. Several of the male passengers, too terrified for further self-control, leaped headlong into the water tank, and were swallowed up in the flames of the side. Others, seeing this act, quickly followed, and for the next ten minutes the water tank was filled with the flames in a like manner. The women, whose terror had been pitiful a few minutes before, now came heroically to the help of their husbands, and, returning to the south the frightened children.

Engineer Root saw there was no outlet apparently for his train ahead, and concluded to turn back. The engine had already burned over rather than to continue possibly greater perils before to-morrow. This morning a relief train on the north branch of the Duluth and St. Cloud relief train carried a supply of hand-carriers, which were used in picking up the bodies of the more precious of their possessions. His home to-night, too, badly injured, he was interviewed. He was severely cut by the glass, but his worst injuries were from burning the body.

As night closed the people began to come out from their places and made their way over the hot embers of their burned city. The night was dark and dazed by the catastrophe and the night was spent in an endeavor to find relatives. The fire had spent itself and the city was in the midst of a blinding light. The fire had marked the location of the Duluth coal sheds, were blazing, and by the light of the fire, people wandered about picking up their belongings. At six hours before their happy homes had stood. The fact that so many had escaped by a train added to the anxiety of friends and relatives who were waiting for word, while it furnished at the same time a basis for the hope of their safety.

One of the saddest features of the calamity is the impossibility of identifying such a large proportion of cases. The ninety-six bodies brought into this point were examined by many of the surviving residents of Hinckley, and but few could be identified—Charles Anderson, Alexander Benson, Dennis Riley and Mrs. William Ginder. The remainder will have to be buried together, and the indistinguishability of the arrangements, and it seemed impossible otherwise under the circumstances, due regard was not paid to a proper preservation of articles found on the bodies and the last chance of identification was lost. Those who brought in the bodies from the swamp report that the bodies were in such a state that there which cannot be brought into morning.

In the woods north of town it was found a team of gray horses, harnessed to the remains of a burned wagon. Under the wagon were the bodies of a woman and three children, but the horses were not harnessed in the least and were brought back to town. The body of Jim Bean was found in the swamp under the wagon, and the remains of the body were identified. Bean was one of the best lumbermen of Western Wisconsin.

Lake Pokegama, the easternmost of Hinckley, on the St. Cloud branch, was wiped out as clean as the other towns. It is said about twenty lives were lost at that point.

The name of Engineer Root, the hero of the Duluth limited, is blessed on all sides, and Hinckley people say that he still wear diamonds as long as they live. Poor Sullivan, who was carrying a hat, has temporarily lost his reason, and was taken back to Duluth. He rendered noble service in disarming the passengers, throwing one little girl through the car window. He roared at intervals to say: "I threw the little girl through the window. Did I do right? Do any other blame me?" And then he relapsed into merciful unconsciousness.

There is little probability of Hinckley ever being rebuilt in its former proportions. The Bremen Lumbering Company is not expected to rebuild its plant and without an enterprise of this kind there is the future for Hinckley except as a junction point.

The total loss of life will never be definitely known. There were scattered through the woods, and many of the lumber camps with their watchmen, and many people were undoubtedly burned whose bodies were completely destroyed.

St. Paul was quick to respond to the needs of the stricken people. In an incredibly short space of time \$1,000 worth of provisions and clothing were raised, and together with hospital supplies, tents, etc., for the use of the survivors, were hurriedly sent on a special train to the south. The people of Pine City and Pine City have also responded nobly to the call for relief. The relief that is needed is clothing and food, also money to rebuild, as the people have absolutely nothing left. The roads leading to the burned districts—the St. Paul and Duluth, the Omaha and Eastern Minnesota—did not attempt to send out their regular trains to-night.

Pine City has turned the skating rink and Courthouse, as well as many private houses, into a hospital, where the sufferers are receiving medical attention and careful nursing. Whichever way the

eye turns, heartrending scenes are witnessed. The hospitals and streets are thronged with people seeking their missing relatives and despair is driving some people out from the north there is a frenzied rush of inquiries. Few families are complete and the torture of anxiety and despair is driving some people out from their senses. A man going insane, a woman giving premature birth, a heap of children representing a human form—these are few of the incidents of the great forest fire of 1894.

No trains are running west of Hinckley, and it is impossible to get accurate information from Kettle Lake, Shell Lake and other towns in the north are reported burning to the ground.

At Pine Town, near here, fire is blazing and spreading everywhere. This afternoon the fire was at least twelve miles square, but the wind has gone down generally, and it is hoped his case will be cleared. There are five north of Snake River, also in a heavy timber section, which is sparsely settled. As far as the property is concerned, it is impossible to give even an approximation. The clean-out has been so complete that many people have no ambition to rebuild, and will scatter to all parts of the country.

APPEAL FOR AID.

Governor Nelson, Mayor Smith of St. Paul and Mayor Eastus of Minneapolis have all issued proclamations calling on the people for help, in the line of provisions, clothing or food, and several responses have been received.

TEN MILLIONS IN LOSS.

ASHLAND (Wis.), Sept. 2.—As a result of forest fires Saturday and Sunday, \$10,000,000 can be added to the loss occasioned by the forest fires. It is estimated that \$10,000,000 will cover the entire loss, when the loss on timber and logs is counted. The lumbermen had a narrow escape from total destruction. A spark from a forest fire south of town ignited in one of the piles of lumber on a dock, and soon all was a mass of flames. The four docks were in a line. The flames leaped from one dock to the other with the rapidity of a race-horse. This immediately started their attention to saving Bigelow's sawmill mill. This was done by tearing down the tramways connected with the mill. The millmen, who had been working, risked themselves in every direction in order to save the property. In spite of their good work, however, the losses will be enormous.

A dispatch from Brule, out on the Northern Pacific, says that the scene is dark and smoky. Sawmills have been shut down, and the lumbermen are night fighting fire. Hisbridge and Marango are reported to be in great danger. Late to-night word comes that the town of Glidden, Wis., is located on the Wisconsin Central, about forty miles south of Ashland, and has 500 inhabitants. The fire has worked up into the center of the town, and the greatest consternation prevails.

Benoit, a small sawmill town, twelve miles from Ashland, on the Omaha road, escaped headlong into the flames. It burned everything except the sawmill and 3,000,000 feet of lumber in the yards. Everybody labored to save this portion of the town, but the flames were too strong, leaving the remainder of the buildings to burn. The men have worked incessantly for many hours, and are almost exhausted.

PITABLE SIGHT.

DULUTH (Minn.), Sept. 2.—This city is a refuge to-night for hundreds of survivors of the forest fires, who were brought here by relief trains. The scene is a most pitiable sight. Few of them have hats or coats, and the women are in a state of nudity. The babies in arms were accompanied by two to five other tots, homeless and friendless, except for a charitable public. Many such a lot of children were seen in the grimy, soot-covered crowd were many children without parents.

SURROUNDED BY FIRE.

CADOTT (Wis.), Sept. 2.—This village is surrounded by fire. The fire is burning in the south and west. The condition is serious. Hundreds of people were fighting the fire all day.

EAGLE CLIFF (Wis.), Sept. 2.—Railroad bridge over the river, near here, is being burned by fire. The bridge has been burned and no one knows how many lives were lost.

FOREST FIRES IN MICHIGAN.

BAY CITY (Mich.), Sept. 2.—Forest fires are raging through Oscoda County, doing great damage.

APPREHENSION FOR A TRAIN.

MARQUETTE (Mich.), Sept. 2.—Much apprehension exists here regarding the whereabouts of a passenger train which left Duluth yesterday afternoon. Two reports have been received through the fire-wrecked district, and it is feared that the bridges have been burned on both sides of the train.

CRIPPLED BY LOSS OF BRIDGES.

MARQUETTE (Mich.), Sept. 2.—The western division of the Soo railway is crippled by the loss of bridges in forest fires. Several other roads have suffered serious damage. The lumber towns between Astoria and the Wisconsin State line are that all are safe so far, but many are fighting fire dangerously near. Many people have been killed on a train which the South Shore officials are keeping ready to move off if necessary.

HUNDREDS OF PEOPLE HOMELESS.

SPOONER (Wis.), Sept. 2.—The most disastrous forest fire in the history of the country is supposed to be raging in one house stands, the remains of a prosperous lumbering village of 1,000 inhabitants, has been reduced to a few charred beams. Only one life is lost.

At Shell Lake fifty-two dwellings were burned, rendering 300 people homeless. The people are in a state of nudity, and their backs and saving practical nothing. Farmers report a total loss of everything. Railroad bridges are burned and many lives are lost.

PECULIAR ATMOSPHERIC PHENOMENA.

BOSTON, Sept. 2.—A peculiar atmospheric phenomena has attracted the attention of Bostonians. During the latter part of the morning, in the afternoon and evening, a dense cloud of smoke, which has temporarily lost its reason, and was taken back to Duluth. He rendered noble service in disarming the passengers, throwing one little girl through the car window. He roared at intervals to say: "I threw the little girl through the window. Did I do right? Do any other blame me?" And then he relapsed into merciful unconsciousness.

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BOLD ROBBERY IN NEBRASKA.

The Postmaster at University Place Held Up.

RELIEVED OF MONEY TO THE EXTENT OF A HUNDRED DOLLARS.

Two Men Killed and Many People Injured in a Railroad Collision—Fifteen People Injured in a Collision of Trolley Cars at Darby, Pennsylvania.

Special to the RECORD-UNION.

OMAHA, Sept. 2.—A special to the Bee from University Place, Neb., says three armed men made a bold attack on the people here at 9 o'clock, and though little booty was secured, the desperate conduct of the robbers has alarmed the entire community. Postmaster Smith was locking the doors when he felt a revolver pressed against his head. Looking up, he observed three revolvers in the hands of as many strangers. He opened the doors and returned to the office. All the stores were open around the office at the time, and many people were passing. The robbers coolly locked the door, and lit the gas, and while two stood guard over the Postmaster, the other proceeded to take all the money from the safe—about \$100—when they passed out the rear door and conducted a search of the suburbs before he was released.

HIGHWAYMEN AT WORK IN OMAHA.

OMAHA, Sept. 2.—Two mounted highwaymen have been at work in Omaha during the night. They rode together and rode rapidly from one part of the city to another, easily eluding the police. A number of people have been held up, and the robbers have taken a number of revolvers and other valuables.

NATHANIEL PRENTISS BANKS.

Death of a Man Noted Both in Politics and War.

WALTHAM (Mass.), Sept. 2.—General Nathaniel P. Banks died at his home here yesterday morning. For nearly two years the general had been unable to get on his feet, and he had been in the hospital for several weeks. Early this summer he was taken to the home of his daughter, the wife of Rev. P. Sterling, Mount-Desert, Me. Three weeks ago his condition became more serious and he was brought to his home here. He grew worse and was taken to the hospital at Somerville. He succumbed rapidly.

When he could not recognize members of his family, he was taken to the hospital, and it was decided by physicians that nothing could be done, and on Friday he was conveyed home once more. He began to sink rapidly, and at 6 o'clock Friday evening it was evident that the end was near. Mrs. Banks, with the General's daughter, Maud, and niece, Miss Sybil Banks, were at the bedside of the general until death. At midnight the general became unconscious, and slowly lost his breath until death. The end came very quietly. On the morning of the 2nd, the death of the general on the public buildings, which were displayed at half-mast. The funeral will take place Tuesday afternoon. Monday afternoon the body will be taken to the Ashbury Temple by a detail of the G. O. P., where it will lie in state Monday evening.

Nathaniel Prentiss Banks was born in Waltham, January 13, 1816, was the son of poor parents and enjoyed but few advantages of education; learned the trade of a mechanic, and was employed in a home, lectured before youths and studied law; was elected to the State Legislature in 1849 as a Democrat, and Speaker of the House in 1850. In 1851 he was elected to the United States Congress, where he voted against the Kansas-Nebraska bill and separated from his party on the question of slavery; was returned to Congress in 1852. In 1853 he was elected Speaker of the House on the second ballot, after a struggle for over two months, and was sworn in as Congress's presiding officer. In November, 1857, he was elected Governor of Massachusetts, and re-elected in 1860 and 1861; in 1861 he was appointed Major-General of Volunteers, and served in the war until May, 1862; in November, 1864, 1866, 1868 and 1870, was elected to Congress, and again in 1876. He was a member of the Republican and Democratic parties.

FATAL REAR-END COLLISION.

An Excursion Train Plows into the End Coach of Another Train.

CAMDEN (N. J.), Sept. 2.—A fatal rear-end collision occurred at 7:30 o'clock to-night on the West Jersey Railroad, at Seventh and Van Hook streets in this city. The Atlantic City excursion train, which had just passed a signal tower, where it had been stopped and then given the white signal to go on, when the Ocean City excursion train came in view and mistook the white signal, intended for the Atlantic City train, and plowed into it. The engine of the Ocean City train plowed through the rear coach of the other train, killing Thomas Carter, 49 years old, and wounding several others. Many of the passengers received bruises and cuts, but none were seriously hurt, but they were not sufficiently hurt to necessitate sending them to a hospital.

FIFTEEN PEOPLE INJURED.

CHESTER (Pa.), Sept. 2.—Fifteen people were injured in a collision between trolley cars at Darby to-day, the accident being caused by a gripman losing control of the brakes in going down hill. None will die. Most of the passengers escaped injury by jumping, but sustained flesh wounds.

SHOT TO DEATH.

Six Negroes, Charged With Arson, Shot to Death.

MEMPHIS (Tenn.), Sept. 2.—Six negroes, members of an organized gang of incendiaries, were shot to death by a mob near Millington, Tenn., a small town on the Chesapeake and Ohio Southern Railroad, thirty miles north of Memphis, Friday night.

The names of the dead are: Daniel Hawkins, Graham White, Edward Hall, John Hays, Robert Haynes and William Warner.

The prisoners were in charge of Detectives W. S. Richardson and A. T. Atkinson, who had arrested them a few hours before on a charge of arson. The negroes were all handcuffed and shackled and were on their way to the County Jail at Memphis.

When the officers reached a dense swamp a few miles from Millington, they were surrounded by a mob of fifty and shotguns, and commanded to halt. "Hold up your hands," yelled the leader. The detectives hesitated. "What does this mean?" said one of them. "Never you mind. It means business. Show up your hands."

By this time the detectives were overpowered by the mob. When the mob surrounded the wagon the negroes seemed to know instinctively what was going to

happen. They were sitting on boxes that had been thrown about on the floor of the wagon.

One sat on the seat by driver Atkinson. One negro in the bottom of the wagon rose up and showed his shackled hands. That motion was his last, for a shower of bullets was poured into his body. He fell over and out of the wagon into the road dead.

The negro sitting beside the driver threw his arm about Atkinson with an exclamation and gesture of application. The muzzle of a gun was shoved against his stomach and the charge was sent through his body. Detective Atkinson was grasped by several of the mob, was hustled up to the side of Richardson and there held until the murderous work was over.

Volley after volley was poured into the bodies of the shackled and manacled negroes in the wagon until all of them were dead. Then the mob took the bodies out of the wagon, threw them into the road and continued to fire into them. Criminal Judge Cooper is determined to punish the mob who killed the six Allen negro incendiaries near Millington Friday night. Four men were arrested on bench warrants to-day charged with complicity in the lynching. From facts brought out to-day it appears that Detective Richardson knew an attempt would be made to lynch the prisoners, and deliberately led them into the hands of the mob.

No Disturbance in Hayti.

NEW YORK, Sept. 2.—The steamer Saginaw, Captain Rockwell, from Azua, San Domingo, brings no news of any disturbance in Hayti. President Hipolyte is said to be mortally ill, and when he dies it is thought a very uncertain state of affairs will prevail, and a revolution will be among the possibilities. The Saginaw also brings news from Puerto Plata, that on August 15th the Hamburg steamer Colonel, in attempting to change her berth struck a sunken steamer in the harbor and will probably prove a total loss.

Clothing Workers on Strike.

NEW YORK, Sept. 2.—It is estimated that 2,000 persons connected with the clothing trades of this city will to-morrow morning be out on strike, unless the employers will accede to the demands for more wages and less working hours. The 700 finishers who went out according to agreement on Saturday threw out more than a thousand persons. The employers are protesting, but will not during the week and decide to go if their demands are not heeded.

Corbett Ready to Meet Jackson.

NEW YORK, Sept. 2.—Champion Jim Corbett reached town this morning. Reading the Sioux City Athletic Club's offer, he said: "I am willing to fight Jackson in Sioux City, and will meet the club's proposition. I am demanding \$5,000 sent on from Sioux City is a pretty good indication of the club's solidity. I shall make no conditions which will hinder in any way the proposed match."

President Cleveland.

BUZZARD'S BAY, Sept. 2.—President Cleveland remained at home all day. The exact cause of his passing upstage got a view of the President and Mrs. Cleveland.

War Will be Prosecuted With Vigor.

LONDON, Sept. 2.—The Standard's correspondent in Berlin telegraphs as follows: The war party, of which Prince Teling is the head, has, I learn, got the upper hand in China, which means that the struggle with Japan will be prosecuted with vigor. A large army is now gathering near Peking. The Russian army will march to Korea before winter. Owing to the stationing of the Japanese fleet in the Gulf of Peking, the Japanese will then not derive much benefit from their navy as they have hitherto, and will be doomed more or less to defeat. The correspondent states that rumors of negotiation by the United States, Great Britain and Russia, for the purpose of holding a conference to pave the way for peace, are aloft.

Samoa Affairs.

LONDON, Sept. 2.—A dispatch from Berlin to the Times says that the German press, in commenting on the Samoan affairs, emphatically demands that an end be put to the intolerable situation there. The German papers declare that the tripartite agreement of the government of the island is the root of the evil and should be annulled. The Foreign Office suggests that Germany summon a conference in Berlin for the purpose of endeavoring to solve the question. At the same time it is added that Germany does not intend to relax her claims or to agree to the proposal made by New Zealand.

Compte de Paris.