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VOLUME LXXXVIII.—NO. 12. SACRAMENTO, TUESDAY MORNING, SEPTEMBER 4, 1894.—SIX PAGES. WHOLE NO. 16,501.

FIRE DISASTER.

One of the Most Appalling in American History.

DESOLATION ON EVERY HAND.

Flourishing Towns Completely Eaten Up by the Flames.

ALMOST THE LAND IS DEVOURED.

Nearly a Quarter of the Population Burned to Death.

THE LOSS OF PROPERTY UP IN THE MILLIONS.

Destitute Being Temporarily Cared for by Citizens of Neighboring Towns—Aid Appealed For—Forest Fires Raging in Wisconsin and Pennsylvania, but No Loss of Life Reported.

Special to the RECORD-UNION.

ST. PAUL, Sept. 3.—Later details simply confirm the reports received yesterday as to the magnitude of the Hinckley disaster. The most conservative estimates of deaths in the six towns of Pine County is 362, and from that figure up to 1,000.

Although the exact number of dead will never be known, enough is known to make this one of the most appalling disasters in American history. More have perished, but never so many in so terrible a manner.

As to the property loss, all thought has been of death, and few could be made to talk about their business losses. It was probable the loss at and around Hinckley will exceed $2,000,000, although no careful estimates have yet been made, nor can they be made where all papers and records have gone up in the same flames that so quickly devoured all the houses, the vegetation and almost the land in a large section of Pine County.

Rains to-day cleared the air somewhat from smoke, but were not heavy enough to entirely quench the fires, which would break out on the slightest provocation if they had aught to feed on.

Of the fires across in Wisconsin, less is known here up to midnight, but there has been no loss of life reported, and it is hoped that it is over. Notwithstanding to-day's shower, however, the grain is dry and parched, and all vegetation is so dry it would ignite easily, and would burn with horrible rapidity.

DEATH AND DESTRUCTION.

Awful Scenes Which Met the Eye in the Burned Districts.

ST. PAUL, Sept. 3.—A Pine City special to the *Pioneer Press* says: Words cannot tell the story of death and destruction that is revealed to the traveler in the St. Paul and Duluth relief train from Mission Creek to two miles above the little town of Miller, or Sandstone Junction. The awfulness of the desolation which strikes upon the eye of the observer as he reaches the camp which was once the town of Hinckley is still more strongly impressed upon the mind as he journeys northward. This morning the smoke had lifted, revealing a landscape bare and black, the few standing trees being charred to a hight of forty feet, while the ground was of that peculiar tint of brown sand mixed with gunpowder, for the grass had been burned even to the roots. Here and there in the bleak and dreary stretches of country, in what is now a great lone land, was seen the body of a deer, whose fleet feet had not been able to outrun the flames, or of a human being who had been absolutely powerless against the grim destroyer.

A *Pioneer Press* man accompanied Judge Nethaway of Stillwater and the members of a relief party which started on a handcar loaded with provisions to relieve the people of Sandstone, who were reported in great distress. Two miles above Hinckley they found lying by the trunk of a tree the body of a man which was evidently that of a lumberman. The party proceeded as far as Skunk Lake, where the Duluth limited train was burned. Here they found Engineer Williams in charge of a gang of men rebuilding the burned bridges. From them it was learned that the people living at Sandstone had been taken to Duluth by special trains on Sunday night, and their pressing necessities relieved, so the help from Pine City was not needed.

The party therefore resolved itself into one of search for bodies of victims of the disaster. The house of John Robinson was near Skunk Lake in the edge of the woods, and the family sought refuge in the cellar. There was no escape from the fire, and the party found the bodies of John Robinson and his wife and Mary, their eldest daughter, and two small children. All the clothing was burned from the bodies, but the victims had evidently been suffocated before the flames reached them. The hands of the eldest daughter were uplifted with palms together, in an attitude of prayer.

Within 600 yards of the spot where Engineer Root stopped his train was a long trench running from the little body of water, which proved a place of safety for the passengers on the limited, to a swamp on the lake. Following along this trench, the party came upon the partially clothed body of a man, who in personal appearance corresponded to the description of General Passenger and Freight Agent Rowley of the Duluth and Winnipeg Railway. An examination of the dead man's shirt showed the name of Rowley, and it is supposed he was a passenger on the limited, and in taking to the ditch expected to reach the lake.

Other bodies found by the party were those of a man and woman who had evidently fled from a farm-house near by and the bodies of two men who are supposed to have been passengers on the burned train.

The latest verified reports of the number of dead do not materially alter a former estimate. In fact, that estimate is proving remarkably exact, considering the confusion of the first day. One element that makes close figuring very difficult is the fact that bodies seen in the woods and along the track are not infrequently reported to two points and sent out from each as among its dead. Then, too, the tendency of the occasion, bad as it is, is toward exaggeration. However, eliminating those doubtful elements as far as possible from its approximation, the *Pioneer Press* is convinced that the total is as nearly correct as possible. The number of dead at Hinckley is placed at 200. The *Pioneer Press* correspondent has actually counted 194 of these, and the margin allowed is about all that is necessary. The figures are as follows:

Hinckley 200.
Sandstone 62.
Miller 12.
Between Skunk Lake and Miller 12.
Pokegama 28.
In lumber camps and scattering, estimated, 50.
Total, 364.

The following is the list of known dead at Hinckley, partially identified as far as known at a late hour to-night: Mr. and Mrs. Abbey and two children, Mrs. Dan Donahue and three children, John Weslund and child, Mr. and Mrs. John Rodgers and three children, Mr. and Mrs. Mike Curry and boy, —— Sherman, Paul Leske, Mrs. McIver and four children, Thomas Dunn, Mrs. Blanchard and two children, Mrs. Martin Mackintosh and four children, Alex Hanson and mother, Mrs. Catharine Grissinger, Cullie Grissinger, aged 6; Mabel Grissinger, aged 3; Mr. and Mrs. William Ginder and two boys, Winifred Ginder, aged 6; C. G. Anderson, Mrs. Hans Paulson and four children, Henry Hanson, Emily Anderson, Nels Robertson, wife and two children, Mary Robinson, Otto Rowley of Duluth, Israel Schurmski of Chicago, E. Rickelson of Minneapolis, David Kane of Rock Creek, Mr. and Mrs. John Best, George Best, aged 22; Fred Best, aged 23; Will Best, aged 21; Bertha Best, aged 17; Victor Best, aged 8; Mrs. Annie Weigel, Minnie Weigel, aged 3; Miss Annie Truttman, aged 28, of Diamond Bluff, Wis.; Dr. Kelcey of New Brighton, M. K. Lamberson, William Nesbitt, Mr. and Mrs. John Burke and two children, Mr. and Mrs. Reynolds and two children, Jim Bean, Hans Mattison, Sandy Henderson of Pine City, John Henderson of Pine City, Thomas Jones, Charles Hanson, Dennis Riley, John Anderson, wife and two children, Peter Robertson, Louis Nelson, Emma Dolan, Belle O'Brien, Mrs. Costig and three children, William Pinnor, Patrick Murphy, Henry Hoffman and wife of Sandstone, Mrs. John McNamara and one child.

Yardmaster Dave Williams of Duluth has proved himself a hero. He is the man who grasped the situation, acted on his own knowledge, and promptly relieved the people of Sandstone. He received a message from Miller last night, which said: "There are 150 people at Sandstone without food or shelter. For God's sake get them out of there."

Within an incredible short time an engine in charge of Yardmaster Williams was on the way to Sandstone. The entire road after the burned district was reached was patroled, and the engine kept up a continual whistling so that any persons who might be near the track would come at once to the track.

When the train arrived at Sandstone Junction, or Miller, as it is generally called, it was met by nearly the entire population of Sandstone and Miller. The depot platform at Miller had been burned, and there was not a house left standing anywhere in view. About 170 people were taken aboard, and a messenger was sent to Sandstone which informed the people of the arrival of the relief. Very few remained, and they were those with loved ones lying dead. No one was burned seriously who was not fatally injured. There was no attempt to care for the dead who were scattered through the streets of the town. Everything inflammable at Sandstone was destroyed, and to-day's investigation brought the number of the dead at that place up to 62, with 21 more missing.

Mr. Webster, the father of Mayor Lee Webster of this town, was among the dead, and this afternoon Mr. Webster went to Sandstone to bury his father and mother. The scene at Sandstone as described by Mr. Webster was heart-rending. The streets of the town were only lines of sand between heaps of ashes. Within these lines lay forty bodies, scattered at random, and twenty-two more were found afterward in the outskirts of town and along the hollows and marshes toward the river bank. The bodies were lying exposed to the sun and rain alike, and were rapidly decomposing. They were identified as far as possible, and will be buried to-morrow.

The Duluth people are looking after the care and the relief of the people on the line north of Hinckley. They are doing their work well, and will see that no one of the living is allowed to suffer for food or clothing.

One marvelous circumstance of the occasion is the escape of so many cattle and horses. Many were absolutely unscathed, though no one can tell how they escaped the ordeal of fire. Others were pitifully burned, and steps are already being taken to put them out of their misery. A squad of militiamen went out and killed an ox this afternoon. The animals were without food until late this afternoon, when the relief train brought up some hay. The cows were in great suffering, not having been milked for two days. To-morrow morning the carcasses of the dead animals, which are becoming very offensive, will be put out of the way by burial or burning.

In the afternoon, following the rain, a strong breeze swept up from the south, and soon the flames which had been quenched to smoldering ashes by the showers were again fanned to a blaze and hundreds of columns of smoke began to ascend from the woods. The fire will not be out for many days, unless there are heavy rains, but there is no danger, as the underbrush is burned out clean, and there is no possibility of any spread.

The intensity and insatiability of the fire can be seen from the fact that corduroy fills, where the logs were buried under several feet of earth, are entirely eaten out, the fire gaining its way through under the entire width of the log.

No one of the citizens of Pine City who volunteered their aid in the work of relief did more than F. G. Weber. He took entire charge of the work at the cemetery, and kept at the hideous work until all that could be done had been accomplished. Not until nightfall was his labor over, and during that time had a succession of relays of men under him, for many sickened and had to give it up. The work progressed slower than need have been had Mr. Weber's force been adequate. As it is, sixty-four unidentified were interred in trenches, fifty-six were put in boxes and thirteen were buried by their friends, making a total of 134 bodies handled at the cemetery. Mr. Weber says he has reports of fifty-one bodies already for burial to-morrow, and this number will grow every hour. The bodies found after to-morrow will have to be buried where found, as they will be too badly decomposed for removal.

A. L. Brown, Master of Transportation, had been busy since the fire in handling the relief trains from St. Paul and between Pine City and Hinckley. He now began a systematic attempt to straighten out the crooked rails, build bridges and repair culverts and replace the burned ties, of which there were literally thousands. With the work train and an efficient crew Mr. Brown rebuilt the burned bridge over the Grindstone River at Hinckley.

In the meantime Yardmaster Williams of the Duluth yards had a work train pushing its way down toward the center of the difficulty, which was at the spot where Engineer Root stopped the Duluth limited on Saturday. By noon the crew of Yardmaster Williams, the man who relieved the sufferers at Sandstone, had pushed down to this point and had the track in working order to the bridge which was burned. The force was a large one, and in a couple of hours the bridge was built and the big engine of the limited, which had been left on the track, was pushed down to Hinckley. The tender of the limited engine was tipped off the track, as it was wrecked beyond repair.

At 5:25 the two work trains met, and at 6 o'clock to-night the line was open from St. Paul to Duluth, the regular Duluth train passing Hinckley about 7 o'clock, somewhat behind time, but running without mishap.

During the afternoon, at Pine City the arrangements for systematic aid was taken in hand by H. H. Hart of the Board of Charities. On the afternoon train arrived the committee appointed by the citizens of Minneapolis. A resolution was submitted to the gentlemen for their approval. The report contains an estimate of the population of the burned towns, as follows:

Hinckley, 1,000.
Sandstone, 300.
Mission Creek, 100.
Pokegama, 113.
Partridge, 100.

From this number about 400 are to be deducted as dead, and with a further deduction of those able to help themselves, leaves about 800 to be relieved in various ways. Contributions of transportation, money, clothing and household utensils and lumber are wanted. The latter are from all grades. The contributions will be recommended in all the churches next Sunday. No particular effort will be made to force a large subscription, but the generosity of the people will be allowed to show itself in natural channels.

The following physicians accompanied the Minneapolis party: Doctors C. Higbee, Fitzgerald, Moore, McDonald, Leepert, Norton of Minneapolis and Perkins of Excelsior. Their services were in great demand, and the hospital patients received the greatest of care.

It is the intention to start out searching parties in all directions to find the scattered dead, and physicians will accompany them. The committee proper will leave for Minneapolis on the early morning train, and a citizens' meeting will be called at 3 o'clock in the afternoon, to which they will report.

HINCKLEY IN RUINS.

Only Two or Three Buildings Left Standing.

HINCKLEY (Minn.), Sept. 3.—A gentle rain fell to-day and quenched the burning embers of the immense forest fires that did so much damage to this city. The blackened ruins of two or three buildings are all that remains standing of the once prosperous town of Hinckley, with 1,700 people and its busy railroad and lumbering interests. The town is a junction point of the St. Paul and Duluth and Eastern Railway, Minn., and both those roads have suffered losses that cannot be now estimated, while the loss to the timber interest is something beyond computation. This is to-day a place of mourning, and the burial of the charred and unrecognizable bodies of hundreds of victims has saddened the survivors even more than the disaster itself.

The fire was so overwhelming in its intensity that none in the first terror of the moment could realize how great was the loss. Each was so intent on saving his own life that little thought was given to the disaster in general by the most, although many cases of unselfish heroism have been reported.

The bodies thus far recovered have been placed in rough pine boxes for burial, and the majority were buried without the knowledge of their identity. The wires that were down this side of Pine City have been so far put in shape that the Associated Press operator is able to send his report as he sits on an empty keg in the open air, there being no shelter of any kind in town. Most of the survivors went to Pine City yesterday for food and shelter and the women and children are still there, but many men have returned to their ruined homes to see if by any possibility anything remains.

Engineer Root, whose gallant conduct with his train is on the tongue of everybody when the fire is mentioned, was taken to his home at White Bear. Physicians hope he may recover, although inhaling the hot fumes of smoke and air may prove too much for him. The glass in the cab windows broke and he was badly cut about the head, while his clothes were nearly burned from his body. One piece of glass laid bare his jugular, and it seems miraculous that he escaped alive. His only thought was for the safety of his passengers. He said in reply to the remark that he had become the hero of the country, "I only did my duty."

A train on the Eastern Minnesota was ditched near Pokegama, a short distance west of Hinckley, but the passengers all escaped. The train was probably burned after the passengers and crew escaped, although no definite news was received.

No trains are running to-day. All the bridges have burned and in some places the track is useless. The rails are twisted out of shape and the ties burned.

Only one additional body has been found at this place this morning, and it is likely that the dead here will not exceed 200, the figure given last night.

All the bodies will be buried to-day, as it will be impossible to keep them any longer. A call has been sent to Twin Cities for more shovels and men to bury the dead, and they will get here on relief trains during the afternoon.

APPEARANCE OF DESOLATION.

Corpses of Men, Women and Children Lie in Indiscriminate Heaps.

HINCKLEY, Sept. 3.—The visible situation has not materially improved over night. Thirty or forty caskets and boxes with their gruesome contents still lie along the track where they were placed last night. No attempt had been made to dress or embalm the bodies, and they were already growing very offensive. Fortunately the day was cool and cloudy and grateful showers fell at intervals during the forenoon. Undertaker J. D. Donnelly of St. Paul advised that the bodies be put under earth as rapidly as possible. Every attempt at identification had been exhausted. Out in the little cemetery a mile east of town was a scene which words are absolutely powerless to describe. At best the little spot would be as dreary as could be well imagined. There were only a few little, sandy, unsodden mounds before. Now, with blackened, fire-scarred stumps and fallen trunks of trees all about, it presents an appearance of desolation hard to describe. In the center, in an indiscriminate heap, lay more than ninety corpses of men, women and children. Some were burned to a crisp, others only browned with the heat, and none with a fragment of clothing larger than a man's hand to conceal their awful nakedness. Some were mere trunks, the extremities having been burned off. From cracked abdomens the intestines were protruding. Skulls were burned and brains were escaping, and all the corpses were twisted and cramped.

A force of men were quickly at work digging a shallow trench. The sandy soil was as hard as flint. It had been baked to a crust by weeks of drought and almost solidified by fire. The work progressed slowly. Off in a corner of the clearing smaller graves were being dug for Mrs. William Grisinger and her two baby girls, Caroline, aged 6, and Mabel, aged 3. The husband and father had recognized them in the ghastly heap.

Another grave was for the Best family, whose numbers make their destruction a notable event at this time of death. John Best, Jr., was digging a pit, with the friendly assistance of two neighbors. Laid in a row, decently covered, were the bodies of John Best, Sr., Mrs. Best and Bertha and Fred Best, Mrs. Annie Weigel, married daughter, and her three-year-old daughter Minnie, Mrs. Annie Trutman of Diamond Bluff, Wis., a visitor, aged 26, and Victor Best, aged 8. The other sons (George, aged 25, and Willie, aged 21) are certainly dead. And of this whole family of three generations only the sorrowing grave-digger and wife and child, who took refuge in a dug-out, are left. They all lived together about two miles southeast of Hinckley.

The only other corpses recognized were Charles Anderson, Cashier of the bank; Mrs. William Ginder and her daughter Winfred, aged 6.

Enough rough boxes were knocked together to contain more bodies, and they were laid away under the sand, but not before other bodies began to come in.

In the swamp across the Grindstone, where these corpses were found, there were about thirty-five others, which were brought in this morning, making a total of upward of 130 dead in a space of four or five acres.

Down near the river was found the body of Thomas Dunn, the operator at Hinckley. Dunn stuck to his keys until the depot was burning overhead. Up the St. Paul and Duluth right-of-way were found three or four more bodies.

Among those who perished north of town was R. E. Rickettson of Minneapolis, who was here visiting his son. He was out in a wagon with Dave Kane of Rock Creek, also a visitor here, and both perished, though their horses escaped.

The busiest point at Hinckley was the Associated Press telegraph office. It was not much of an office, but it sufficed to serve the public with the only press reports sent out of Hinckley to-day. The wires were brought down to a burned stump of a pole. A dry goods box furnished the operator with a desk, and a cracker box made him a comfortable seat. A burned railroad spike held down the copy from the brisk breeze. A rough board, one end resting on the operator's table and the other on a milk can, furnished the Associated Press correspondent his desk, and his seat was a beer keg. Here, under these circumstances, was prepared and sent the story of the day in this stricken town. An occasional shower blurred the copy, but it was rapidly fed to the eager wire, despite the discomfiture of the occasion.

The Associated Press correspondent took a five-mile tramp through the woods to the north of town this morning through a scene of desolation which rarely falls before the eye of man. The country is absolutely swept clean. There is but one settler's house left standing within an unknown radius of miles. It is that of Miller Bean, on the edge of the river, three miles east of town. It was a new house and very substantial. Bean and other neighbors fought the fire until they had to abandon it. They put the women and children into the water, covering their heads with clothes, kept wet by dashing water over them, and when the fire had passed they came out unhurt and were much surprised to find the building standing.

This morning when the Associated Press correspondent entered the clearing a house dog barked savagely and the roosters crowed as loudly as if they had not come within an ace of death. The handcar party which went north this morning has just returned. It met the Duluth construction train eight miles up the track with word that Duluth had furnished the necessary relief at Sandstone and Miller. They accordingly turned back and on the way located eleven bodies, swelling the total of those found along the Duluth tracks between Hinckley and Skunk Lake to about fifty. One of them was recognized as Otto Rowley of Duluth, Freight Agent of the Duluth and Winnipeg. He was a passenger on the Limited South on Saturday and had left the main body of passengers and refugees running backward to the lake. His body was identified by his name on his collar. On another body, evidently that of another passenger, was found a letter addressed to Israel Schrulstein, Chicago, and a charred business card bearing the same name. Three others of the bodies were probably those of passengers on the ill-fated train. Another was a young man, a splendid specimen of physical manhood, and from his clothing and high-laced boots apparently a prospector or cruiser. The other five were the family of a settler named John Robinson. Above Skunk Lake the work train reported twelve bodies on the right of way, presumably settlers.

In retrospection, the most sorrowful feature of the terrible fatality at Hinckley is the thought that had the situation been realized in time not a single life among the residents of the town need have been lost. The Great Northern gravel pit, where only a hundred sought safety, is about ten acres in extent, broad enough and long enough and deep enough to have sheltered every soul in Hinckley with their domestic animals. There is a pool of water of considerable depth. The banks are bare of grass or shrubbery, and there was no inflammable material on the side from which the fire came. Those who did seek to pass the course of their imprisonment had comparative comfort.

This morning a company of regulars, under command of Captain Hall and Colonel McCoy, and an army surgeon came in from St. Paul. They brought some tents, but finding that Adjutant-General Mahlburg had sent up 180 State tents, the regulars turned in and put up fifty of them for the refugees. The local physician was played out, and there was an abundance of work for the army surgeon. A portion of the tents will be put up at Hinckley.

OVERWHELMED WITH GRIEF.

Provisions Being Sent to the Destitute People.

PINE CITY (Minn.), Sept. 3.—After the deluge a reaction has come at Hinckley. The excitement which buoyed up so many survivors, even in the face of the fact that many relatives and friends had perished in the fiery flood, has passed away and a dull grief has taken its place. The uninjured refugees at Pine City stand around in little knots and discuss the incidents of the catastrophe in awe-stricken tones.

The hospital patients demanded continued attention of the physicians all night, and the only druggist in Pine City was kept busy until daylight filling prescriptions and supplying lotions, for most of the injuries were burns more or less serious. By morning all were in a state of comparative comfort.

Among the citizens of Pine City who opened their hearts, homes and public buildings to the stricken neighbors all was bustle and activity. Coffee with plain fare was served to all comers. The Courthouse, school-house and many private homes were thrown open.

Every blanket in town was called into service. Before daylight arrangements for the relief of the destitute were taken up where they were dropped at midnight.

Before 7 o'clock a construction train loaded with bridge material for repairing the bridge across Sandstone River at Hinckley came up from Rush City. A couple of hundred loaves of bread and other light provisions were placed on board.

A party of laborers to dig graves and inter the bodies were collected and the train proceeded into the burned country. At Hinckley provisions were loaded on to a handcar and a start was made across a shaky bridge to Miller.

From Miller they expect to work east from Sandstone, about five miles across the country on the Eastern Minnesota Railway, where there are between forty-five and fifty dead and a couple of hundred living, who were saved in Kettle River and in the great sandstone quarries.

About 11 o'clock the bridge was sufficiently repaired to admit of the passage of the train and engine, and a freight car and caboose with a plentiful supply of food and a meager store of coffins was sent north.

THRILLING TRIP.

Story Told by a Passenger on a Burning Train.

ST. PAUL (Minn.), Sept. 3.—Several traveling men, among them James Lobdell of this city, who abandoned the ill-fated train which burned at Hinckley, have just arrived here. The thrilling story of their trip from the train back to Hinckley is thus told by Mr. Lobdell:

"I have been a traveling man for the past dozen years and had been over the Duluth line so many times that I felt safe in making a trial. I was so well acquainted with the location of the streams that I thought if we got in a tight place we could run into one of them and save ourselves. We had lost all our baggage and we had nothing besides the clothing we wore, and each had a light overcoat. With the rest, Mr. Anderson had lost $12,000 of bonds, which could not be replaced. We got along pretty well for the first half hour, but then the smoke became so thick we could not see fifty feet in front of us. We were in great danger of being suffocated. We could not see the track and the ties were burning beneath us. Each one of us took an overcoat and wrapped it about his head, leaving only a small opening through which to breathe. To add to the horror of the situation every little while we would come across a dead body. We were only saved by occasionally arriving at a railway cut, where there was generally but little smoke.

"Two miles above Hinckley the dead bodies began to grow thicker. Most of them had died from suffocation. In several cases they had saved their heads by running them into sand heaps, only to have their bodies so badly burned that they could not survive. In one place we found four dead in one heap—a mother and three children. She had laid them on the ground and then lay down on them in an attempt to cover them. Every shred of clothing was burned from them. On the way down to Hinckley we counted twenty-nine bodies. Many people ran directly into the woods, where they had no chance of escape."

Mr. Lobdell and his companions found a wagon bridge and went in a round-about way to a point south of Mission Creek, where they found a hand-car and went to Pine City.

The telegraph operator, Thomas Green, remained at his post until all but three buildings in Hinckley had been burned. When the depot took fire he ran to the safe and took therefrom $5,000 in greenbacks and fled to the river. He remained in the river several hours, when he joined Lobdell and his companions in their trip to Pine City. Dozens of people tried to save themselves by running into the river. Some were successful, but many were suffocated by the smoke. Nine bodies were taken out at the same time, and probably twenty or thirty more will be found. Everybody is in a state of bewilderment, and as all records are burned it is hard to get any definite information as to the people or property.

A large number of sportsmen left St. Paul within ten days to hunt prairie chickens near Hinckley, Mora, Sandstone and other points in that vicinity. The fire covers a wide stretch of territory, and if these sportsmen were in the forests no power on earth could save them unless they were close to some large body of water.

A force of men and a supply of tents have gone to Hinckley, those being most needed just now. Additional supplies were picked up at every station along the road. Philip Martin, of the land department of the road, went in search of Thomas Fitzgerald, land examiner at Del Grove, who, with a dozen men, was in the midst of the fire and has not been heard from. The Chamber of Commerce raised $3,000 for relief at a meeting to-day and adopted resolutions favoring the securing of information from United States consular agents as to forestry management in foreign countries.

A large amount of timber and farm crops have been consumed near Ishpeming. There are big fires south and west of that city, close to dwellings.

SANDSTONE WIPED OUT.

A Small Shack All That Remains of a Once Prosperous Village.

SANDSTONE (Minn.), Sept. 3.—All that remains of what was once the prosperous village of Sandstone is the small shack used by the Sandstone Company for an office, and this would have met the fate of the other buildings but for the fact that it was located near the quarry and the flames missed it. Crowded into this building and ferry-house were over 200 people, who lost their homes and everything they possessed except the clothing they wore.

When the St. Paul and Duluth relief train, which left Duluth at 4 o'clock, arrived at Miller's Junction, word was received that the town of Sandstone was entirely burned and the people were in need of immediate assistance. A part of the relief committee aboard the train started with provisions to look after the destitute people. After passing the Eastern Minnesota tracks, and just before coming to the glowing coals and ashes that marked all that remained of Sandstone, several bodies were seen, the victims apparently having been overtaken by the flames as they were fleeing to safety. On reaching the quarry below the town the people who were saved were waiting and given provisions, and those who were injured were sent forward to the relief train, about four or five miles. Among those who were burned were a number of children, who were left in the office building until to-morrow, when they will be cared for by another relief train.

All those saved at Sandstone were in the river while the cyclone of flames passed, and only managed to escape by wading in the water as far as possible and then throwing water over each other's heads. The coming of the flames sounded like thunder, and with such rapidity did they come that the people who lingered to save property or neglected to seek safety in the river perished in the flames.

As far as could be learned between forty and fifty bodies were scattered about the streets, burned to a crisp. The relief committee had paid but little attention to the bodies, as the living required immediate attention. The town boasted of a water works plant, but as one of the citizens remarked, the whole of Kettle River would not have have had any effect on the solid sheet of flame that advanced on the town and swept it out of existence in less than an hour.

The relief train took about 245 people to Duluth for aid.

APPEAL FOR AID.

Proclamation Issued by the Governor of Minnesota.

ST. PAUL, Sept. 3.—Governor Nelson to-night issued the following proclamation:

"*To the People of Minnesota:* Information of an official character has reached me that the villages of Hinckley, Sandstone, Mission Creek and neighboring towns and farms have been destroyed by forest fires; that hundreds of lives have been sacrificed, and suffering and destitution are on every hand; that the survivors of this terrible devastation are in immediate need of food, clothing, shelter and everything that makes existence possible. This appalling disaster appeals to every heart of generous impulse, and the case is one that demands immediately of every good citizen of this State.

"Now, therefore, I, Knute Nelson, Governor of the State, in view of this awful calamity which has befallen our country, and by virtue of the authority in me vested, do hereby appeal to all liberal public-spirited citizens, to all municipalities and to all religious and benevolent institutions of this State to take immediate action toward securing contributions toward the prevailing distress.

"I hereby appoint the following State Commission, authorized to receive contributions of money and supplies and to expend and disburse the same: C. A. Pillsbury, Minneapolis; Kenneth Clark, St. Paul; Matthew G. Morton, Winona; Hastings Hart, St. Paul, and a Duluth man yet to be named."

IN WISCONSIN.

The Destruction of the Town of Barronett Complete.

SPOONER (Wis.), Sept. 3.—The destruction of Barronett is complete. One lone building is left of a city of 700 inhabitants. One man was burned. The total loss is a quarter of a million. Shell Lake has fifty-two dwellings burned, with a loss of $75,000.

Three hundred and sixty people are homeless, and many are without a dollar of insurance. Deeds of heroism are plentiful. One widow dragged her sick son from the house into a potato patch and there protected him from the flames, while the rest of the inhabitants fled in terror. The fires are now under control in this vicinity.

WEST SUPERIOR (Wis.), Sept. 3.—Fifty survivors of the fire at Partridge were received in this city to-day, and another relief train is expected later. The sufferers were provided with everything to make them comfortable. A late report from the line says Bennett Siding is in imminent danger of destruction. The Omaha and Northern Pacific lines are running trains, but the South Shore, St. Paul and Duluth and the Eastern Minnesota are tied up on account of burned bridges.

ASHLAND (Wis.), Sept. 3.—Some thirty begrimed settlers of the forests have been straggling into Ashland all forenoon, with tales of losses of cattle and everything on their farms. They are taken in hand and everything possible is being done for their relief. To add to the intensity of the scene at Washburn, incendiaries got out and started fires in different points of the city. Five have been arrested, three of them being caught in the act. When the first was caught rumors of lynching were prevalent.

IN PENNSYLVANIA.

Fire Raging Along the Buffalo, Rochester and Pittsburg Road.

BRADFORD (Pa.), Sept. 3.—Forest fires are raging in and along the line of the Buffalo, Rochester and Pittsburg Railroad. Reports from all points on the narrow gauge roads state that the woods are on fire for miles, and the damage will be heavy unless rain should fall. The woods along the pike to Corydon are on fire for miles, and the oil property in the vicinity of the west branch is threatened. Should the fire spread to the oil fields, serious consequences would result. The woods along the Bradford, Bordell and Kinsuna between here and Southport are reported on fire, and valuable property is in danger of being destroyed. Between Mount Jewell and this city and the head of the west branch, the woods are ablaze and several oil well rigs are reported burning. As yet no loss of life is reported, and the extent of damage can not be estimated. A dispatch reached here this evening from Lewis Run stating that the woods are ablaze and the people fighting the fire to save their property.

KANE (Pa.), Sept. 3.—Forest fires are within a mile of this town on all sides. Should no rain fall the damage and loss to property will be great. Men are watching the fire, and are preparing to prevent it from reaching the oil wells and nitroglycerine magazines located here.

RUSSELL CITY (Pa.), Sept. 3.—The woods are on fire on both sides of this place, and the fire extends over an area of twenty miles. A large number of men is fighting the flames and digging trenches to prevent the fire from spreading to the oil and gas fields in this vicinity. The Elkert Company has laid water lines in all directions from their pumping stations, and have a large pump ready for an emergency. There are a number of sawmills and labor camps in the woods south of here, and nothing has been learned as to their condition, and it is feared the mills have been destroyed, and that some loss of life has occurred.

GRANTED A RESPITE.

Thomas St. Clair Will Not be Hanged on September 21st.

SAN FRANCISCO, Sept. 3.—Thomas St. Clair, one of the murderous sailors of the bark Hesper's crew, under sentence to be hanged on September 21st, has been granted a respite until November 2d by President Cleveland.

Two others of the crew are under sentence of death for the same crime—killing of Mate Fitzgerald—and the execution of St. Clair is delayed, pending the action of the United States Supreme Court on an appeal of their cases.

A similar appeal in St. Clair's case has already been passed on and the sentence of the lower court was sustained, so there is little probability of a contrary decision in the other cases. It is probable that the three mutinous sailors will be hanged together.

The three condemned men were of the crew that conspired to kill off all of the officers of the Hesper, including the Captain, save his wife, who was to be kept a prisoner, and then to cruise as pirates in the Southern Seas. The killing of Mate Fitzgerald as he paced the quarterdeck one dark night was the first murder agreed upon. Fitzgerald's body was thrown overboard by the murderers, and when the Captain came on deck early in the morning he was told that the Mate had accidentally fallen into the sea and drowned, but there on the quarterdeck were the telltale blood stains that the murderers had been unable to wash from the boards. Before night came on again one of the conspirators confessed all to the Captain, and the plotters were thus foiled.

A Child Killed by a Street Car.

TACOMA, Sept. 3.—To-night eight-year-old Oscar Nelson was struck, killed and run over by a North Tacoma street car loaded with passengers for the Interstate Fair. The child had nearly crossed the track before the car, when a companion shouted to him to come back. He started to go back, when the car struck him, crushing his skull and killing him instantly. The mother is half crazy with grief. The father, a carpenter, is now in Portland. Coroner Hoskel held an investigation and declared the car employes were blameless.

LABOR'S HOLIDAY.

The Third Generally Observed in Eastern Cities.

LARGE PARADES AT CHICAGO AND NEW YORK.

The Third National Irrigation Congress Convenes at Denver, Representatives of Seventeen States and Territories Being Present—The Delegates Stirred Up by a Letter From Secretary of Agriculture Morton.

Special to the RECORD-UNION.

CHICAGO, Sept. 3.—The tenth annual Labor Day parade by the trades unions of Chicago left Bricklayers' Hall at 10 o'clock this morning. Passing through the business district the procession finally halted at Ogden's Grove, where it disbanded. Passing Lincoln Monument, in Lincoln Park, the large procession was reviewed by Congressman McGann, who was speaker of the day at Ogden's Grove; Eugene V. Debs, President of the American Railway Union; John McBride, President of the United Mine-Workers' Union; John F. Waters, Mark L. Crawford, Victor E. Lawson, Willis Abbott; S. S. Rogers and William C. Hollister of the *Eight-Hour Herald*. Fully fifteen thousand men were in line, many in uniform, and, headed by a platoon of police, the eight divisions made a brilliant spectacle. Prizes were awarded for unions having the largest number of men in line, for best uniformed body in line, for best press report of the day's proceedings and for the athletic events.

IN NEW ENGLAND.

BOSTON, Sept. 3.—Labor's holiday was celebrated throughout New England today. Business was generally suspended. In all the cities a wealth of entertainment was offered, and all day the streets were alive with bands of music and processions. In Boston over 15,000 were in line. This afternoon the annual barge races were rowed on the St. Charles River, followed by the regatta of the New England Amateur Rowing Association, while half a dozen clubs held their annual races during the day. Ball games, athletic contests and theatricals entertained thousands. In New Bedford and Fall River the strikes were an incentive for great display, more so than usual, and the labor organizations turned out with full ranks, carrying banners expressing the sentiments of the strikers regarding the strikes.

AT OMAHA.

OMAHA, Sept. 3.—Fifty thousand people participated in the Labor Day celebration in Omaha to-day. Hundreds from all over the State were present. Thirty thousand representatives of Nebraska labor unions were in procession. The city was in holiday attire, the demonstration concluding with a picnic with local speakers at Syndicate Park. The city salesmen and trades display formed the finishing touch to the parade in a way which demonstrated the extent and strength of their forces. All sorts of wagons, floats, carriages and vehicles were in line, representing almost every imaginable article of domestic consumption. There were fully 500 vehicles driven in this division.

The speakers at the park were A. Dever, President of the Nebraska State Federation of Labor, "The Day and What It Means"; Sidney J. Kent, Secretary of the Executive Board of Carpenters and Joiners of America, "The Classes and the Masses"; Thomas S. Kidd, General Secretary of the Machine Wood-Workers of Chicago, "The Rights and Wrongs of Labor."

AT WASHINGTON.

WASHINGTON, Sept. 3.—To-day being Labor Day all the Government Departments and offices were closed, as were many stores and public places. The labor organizations paraded.

A LARGE TURN-OUT.

NEW YORK, Sept. 3.—Labor made an imposing demonstration here to-day. Twenty thousand men, representing nearly all the trades, were in line, and here and there in the procession were bands of women.

IRRIGATION CONGRESS.

Third Session of the National Body Convenes at Denver.

DENVER, Sept. 3.—The third National Irrigation Congress convened to-day. Some 200 delegates, representing seventeen States and Territories, were present, besides representatives from Canada, Russia, Mexico and other foreign countries. William E. Smythe, Chairman of the National Executive Committee, delivered the opening address. Governor Waite, Mayor Van Horn and President Byers of the Chamber of Commerce welcomed the delegates.

Ex-Governor Prince of New Mexico introduced a resolution giving every person who has come to the convention the right to participate, regardless of the representation fixed by the Los Angeles Convention. It was referred to the Committee on Credentials.

Hon. L. Q. Cannon of Salt Lake was unanimously chosen temporary Chairman.

The Committee on Credentials submitted a resolution, wich was adopted, to the effect that each State and Territory represented be entitled to its full vote, and that all persons appointed by any authority be permitted to vote in determining how the vote of his State or Territory shall be cast.

Reports of Committees on Permanent Organization, Resolutions and Rules, and Order of Business, each consisting of one delegate from each State and Territory was the next business transacted. After a short recess the Committee on Permanent Organization recommended for permanent officers of the congress Edward Mead of Wyoming, President; John C. Foster of Kansas, First Vice-President; Thomas L. Smith of Colorado, Secretary; A. M. West of California, First Assistant Secretary; H. V. Hinckley of Kansas, Second Assistant Secretary. Vice-Presidents from each State and Territory were announced. The report was unanimously adopted.

Several resolutions were introduced, which were referred; one by Mr. Pierce of Texas, who asked that the congress be requested to appoint, and also to ask the Republic of Mexico to appoint Irrigation Commissions for aggreeing upon the divisions of the waters of the Rio Grande.

Mr. Dennis of Canada asked that Canada be included in the resolution, which was agreed to.

The delegates were stirred up by the receipt of the following letter from J. Sterling Morton, Secretary of Agriculture, in which he paid his respects to the convention as follows: "The questions considered by these irrigation conventions have nothing to do with practical irrigation. They amount simply to the coming together of a body of citizens for the purpose of petitioning Congress for grants of lands and accession of whatever control or ownership the General Government may have of the waters of the arid region."

A delegate objected to the words of Mr. Morton as an insult to the convention, and moved that the document be returned to Washington. J. E. Leet appeared in the role of peacemaker, and the letter was placed on file.