

The Neihart Herald.

"FREE MEN, A FREE BALLOT, AND FREE SILVER."

VOL. IV, NO. 41.

NEIHART, MONTANA, SEPTEMBER 8, 1894.

ESTABLISHED 1890.

SAVE MONEY



SWEENEY BROS.

WE DEFY COMPETITION!

And will prove to you that we can under-sell any of our competitors in trade. If you expend a dollar you are entitled to get all you can for it; not alone in quantity of goods but in quality.

We have just unloaded a car of ladies' men's and children's boots and shoes, dry goods, furnishing goods etc., which we will close out for cash regardless of cost, as we have an immense order on the road and want to make room, it will pay you to examine our goods before buying elsewhere. We do not ask you to buy. We cordially invite you to call, examine our goods and get prices, and if you do, we are sure you will not go elsewhere. Remember we are here to stay. You only have to examine our goods to be convinced that we are no humbugs and our goods are first-class. We wish to state to the public we pay cash for our goods; therefore we are prepared at all times to give the best of prices and guarantee satisfaction.

Come one come all.

Sweeney Bros.

T. M. LOWRY.

E. A. SHAW.

Lowry & Shaw, HARDWARE

AGENTS FOR HERCULES' POWDER.

Crescent Steel, Jewett Stoves and Ohio Steel Ranges; Reverse Rubber Co's Belting, Hose, etc.

NEIHART, MONTANA.

NEIHART REALTY CO.

CHOICE

Residence and Business Lots.

Location in the Best Part of Town.

Most Convenient to the Business Part of Town.

Property will Double in Value before Six Months.

See us before going elsewhere.
Wm. TIERNEY, Manager.

NEIHART,

MONTANA.

JOHN R. FITZSIMMONS'

General Supply Store.

Owing to the fact that we have been unusually pressed for time lately we were compelled to omit our usual change of advertisement.

We have been opening up large quantities of fall and winter goods, and we are now prepared to show the buying public a good assortment of merchandise in all lines of goods.

We have lots of new hosiery, gloves and mittens, underwear, dress goods, flannels, Blankets, comfortables, yarns, overshoes and warm goods. **OUR PRICES ARE VERY REASONABLE.**

Next week we will open up a large line of men's and boys' hats and fall and winter caps, fur overcoats etc., among which will be a complete line of the celebrated John B. Stetson HIGH GRADE HATS.

Special for Week Commencing Sept. 10th.

We will give 10 per cent off from our very low regular prices on all dress goods and trimmings for the week.

Saturday, Sept. 8. ONE DAY ONLY.—Ellendale "Beautiful" flour, \$1.25 per 50 lb. sack.

Monday, Sept. 10.—Full pound soap powder, 10c; 10 cans Economy milk for \$1.00.

Wednesday, Sept. 11.—Ten per cent off on entire line of underwear for men women and children.

Thursday, Sept. 12.—We will sell ten full pieces of the best new fall prints at 5c per yard.

All of our customers running monthly accounts are entitled to these bargains. We make no distinction.

Yours all the time for good merchandise cheap.

John R. Fitzsimmons.

GEO. MARELIUS & CO.,

From and after August 1 we will do business on a strictly cash basis. It is our aim at all times to keep the choicest cuts of meats, and by adopting the new system will be enabled to sell you meats at greatly reduced prices, as follows:

Roasts	6@10c
Boiling beef	4c
Pork cuts	10@14
Mutton cuts	6@15c
Veal, best cuts	15c
Stewing veal	8@10c
Ranch butter	25c
Fresh fish	15c
Our own rendered lard	14c
Bologna sausage	12c
Pork	12c
Shoulder	8c

500 BURNED TO DEATH.

Six Towns in Northern Minnesota Wiped Out by Fires From the Forest.

An Incalculable Loss of Property and Appalling Sacrifice of Human Life.

The Town of Hinckley Furnishes a Majority of the Victims of the Flames.

Scenes That Beggar Description in Written Words or Speech of Tongue.

Mad Race With the Pursuing Flames. Refuge in Swamp and River. Heroic Trainmen.

St. Paul, Sept. 3.—Six towns

wiped out and more than 500 dead is the record of the fires of this state the past twenty-four hours. In Hinckley, Sandstone, Pokegam, Sandstone Junction, Skunk Lake and Mission Creek there are 355 known dead. In addition, several hundred are missing, while from 150 to 200 are scattered on farms throughout the district burned over. Destruction was complete in most of the towns named. The loss will be millions, and the loss of life will not be definitely known for several days, if ever. Relief trains brought supplies sent from this city, Minneapolis, Duluth and other towns, and the sufferers are being cared for at Pine City and other points.

Estimate of the dead is: Hinckley 200. Sandstone forty-five, junction twenty-five, Pokegam twenty-five, Shunk Lake twenty-nine, miscellaneous thirty, total 355. The walls of the school house, iron fence and town hall property, bank vault and one absolutely uninjured out-house is all that is left to mark the site of Hinckley, where yesterday stood a score of buildings and a dozen times as many dwellings houses. The story of catastrophe is a short one. The town was built of wood. The school house, erected last year at a cost of \$10,000, and half of the Eastern Minnesota railway roundhouse were the only brick structures in the city.

By one of the most peculiar freaks for which there is no accounting, the round house and water tank in the southwestern edge of town, almost in the woods, escaped the flames, a circumstance more remarkable from the fact that it stood directly in the path of flames, which seem to have jumped it as cleanly as playing leapfrog. All yesterday forenoon the towns people were apprehensive. The fire kept advancing, fanned by the wind, which was blowing a gale. About eleven o'clock the fire company got out their engines and laid an 1,800 foot line of hose to the southern out-skirts of town. The hose was too short for the measure of protection desired, and a telegram was sent to Rush City for more. A hundred feet were sent, but it never reached Hinckley.

About three o'clock in the afternoon the fire literally jumped into the town. 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 hurried along by cyclones of its own generation. Intense heat would develop a veritable whirlwind of flames that carried huge blazing fire brands high in the air, and carrying them forward from forty to eighty rods then fall and begin the work of devastation anew. The fire struck Hinckley on the east side of the Duluth track, and the brave fire fighters for the first time gave up the unequal battle 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 people of the panic-stricken city flocked to it for safety. A number of box cars were coupled on and filled and covered with men, women and children. Some were bareheaded, some coatless, some few carried a pitiful bundle of the more precious of their portable possessions. Families were separated, and in all this was a motley crowd of about 400 or more people. The train pulled out just ahead of the fire and succeeded in ultimately reaching Duluth.

About the same hour the accommodation train on the Hinckley & St. Cloud 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. Ties were burning, rails were warping, and the trestles were sagging under the train. The smoke had increased so the engineer 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 to one side. No one was injured and they pressed on to Pogema station, a few rods ahead. But a few feet in front of the engine was discovered a gorge sixty feet wide and forty feet deep, where a trestle 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 swiftly advancing flames was out of the question. Men had been fighting fire for hours and the women and children were in a panic-stricken condition. Horses were harnessed to buggies and wagons. Women and children were loaded in and probably two hundred of them left town on foot or in vehicles, plunging into the woods, across the Grindstone river, which skirts the town on the north. They were literally fleeing before pursuing fire.

Over the hill that rises behind the Grindstone is a swamp, and to this most of the people with teams headed, but it proved no protection. Some abandoned their teams and ran into the lower portions of the swamp, but the fire sought them out. Not one was left to tell the tale, and this morning, in a space a little more than five acres were counted 130 corpses. There were many families of five, six and seven, and there they lay, the men generally a little in advance, the mother surrounded by her little ones, cut off by the most horrible of deaths. Nearly all the bodies were nude, fire having burned every vestige of their clothing and blackened and charred the corpses, many being 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 asthey fled, falling on the right-of-way for a distance of three miles or more. Nearly thirty bodies were recovered along here.

Some of the foremost escaping citizens met the Duluth train coming in from the north. It was due at Hinckley at 4:05. Engineer Jim Root was on the throttle. He stopped the train and took on board about 120 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 scorched and crackled in the heat. Root ran his train back about three miles to Skunk Lake and the people escaped from the burning cars to the water and no lives were lost.

People who remained in Hinckley fared the best of all. The Eastern Minnesota tracks mark the eastern edge of the city proper. Just beyond the edge was a track of land probably embracing ten acres. The whole acre had been excavated to a depth of thirty or forty feet, and in its center was a stagnant pool of rain water three feet deep. To it fled a hundred citizens who were willing to trust to its friendly depths. They remained for hours

while the smoke rolled over their heads. They dashed water over each other and covered their heads with wet cloths to prevent suffocation, and all were saved. Others of the citizens sought refuge in Grindstone river under the abutments of two railroad bridges and at the foot of a bridge. The exact number is not known, but many escaped and some were drowned. Mrs. Martin Martinson and her four little babes were taken, drowned, from the water this morning.

In the meantime Hinckley was burning with the utmost rapidity and in a few hours nothing was left but ruins. The total loss will exceed \$1,000,000, with comparatively light insurance.

The situation at Sandstone is even more appalling than at Hinckley, except in point of numbers. Of the 200 residents one-fourth are dead. Otto Stafferfeldt, of Sandstone, talking of the disaster, said that last night about 5:30 flames neared the town and people prepared to leave. The wind blew like a hurricane, and as people were getting ready to leave the fire closed in on three sides. Not a single person saved a thing except his clothes. About 100 went to the river and fifty or sixty were burned to death. Before eight o'clock this morning he saw over forty-five bodies charred and burned, lying on every side.

People are destitute of everything. In addition to forty-five bodies at Sandstone, there are twenty at Kettle River Junction. All settlers in the vicinity are probably burned to death. There are about eleven homeless families still at Mission Creek, but they have provisions for twenty-four hours.

Brook Park, two miles west of Hinckley, is burned, there are about 125 people there, many of whom are in need of immediate relief.

From stories of passengers on the limited train which was burned near Hinckley the entire crew deserve to be placed on the roll of honor for personal heroism, Engineer James Root, of White Bear, at the head of the list. He was badly burned and almost blinded, and fell from his seat unconscious immediately on getting out of the fires.

When about two miles north of Hinckley, Root first discovered that the fires which had been raging on both sides of the track were racing him for his life and the lives of the passengers. He thought to outrun the flames which were coming after and bearing down upon him at a sixty-mile gait. When about a mile and a half from Hinckley he discovered the fire was too fast and overtook the train and overleaped it so it was literally surrounded with flames. The air was stifling, and the clothes of both engineer and fireman caught fire. Fireman McGowna leaped into a water tank and seizing a bucket dashed water over the burning engine. Root kept steadily at his post, although scarcely able to sit up.

In the meantime the passengers could see nothing but heard the roaring of the oncoming tornado of flame, and soon the heat outside was too much for the reason of a number of them. The rear car caught fire and as the flames overtook it the passengers rushed headlong into forward cars. Shrieks of women and children, as well as the terrified shouts of men, increased and terrible feelings were aroused by the uproar of flames on every hand. Several of the male passengers, too terrified for further self-control, leaped headlong through broken windows and were swallowed up in the flames outside. Others seeing this act quickly followed, and altogether in the next ten minutes, a dozen men leaped to death in the flames in like manner.

Women, whose terror had been quite pitiful a few minutes before, now came heroically to the help of the trainmen in endeavoring to soothe the frightened children. Engineer Root saw there was no outlet apparently for his train ahead and concluded to turn back through the distance already burned over rather than encounter possibly greater perils before them. He backed at first speed to Skunk Lake, five miles from Hinckley. The passengers de-

serted the train there and took refuge in the swamp, where they spent the night. Engineer Root lies at his home at White Bear, too badly injured to be interviewed. He is badly cut by broken glass but his worst injuries were from inhaling hot air and smoke.

As night closed in the people began to come out of their hiding places and made their way over the hot embers of their burned city. They were absolutely dazed by the catastrophe and the night was spent in an endeavor to find relatives. The fire had spent itself and the air was filled with smoke. Two huge heaps of coal, which marked the location of the Duluth coal sheds, were blazing, and by this fitful light people wandered about picking out the places where six hours before their happy homes stood. The fact that so many had escaped by train added to the anxiety of those whose friends and relatives were not to be found, while it furnished at the same time a basis for the hope that they were in safety.

When morning broke a few energetic spirits began organizing the work of recovery of bodies. J. W. Sargent, a passenger conductor of the Duluth road, organized a volunteer crew who manned two hand cars whose capacity was increased by the use of plank. They went up the Duluth track north and picked up thirty-one bodies between the river and Skunk Lake. Citizens volunteered and harnessed up available vehicles saved in the gravel pit, and went out to the swamp across the Grindstone. They brought in ninety-six bodies. There was neither time or opportunity to observe the sacred forms usually surrounding death. The excitement of the occasion, the horrible experience through which the living had passed, and the more horrible form in which death had come to the lost, temporarily blunted the finer sensibilities and the dead were heaped high in wagons and laid in piles at the cemetery among the smoking embers and stumps that surrounded God's acre. Coroner Cowan directed the digging of two huge pits in which interment will be made to-morrow.

EAU CLAIRE, Wis., Sept. 3.—Railroad men say the whole region from Cartwright to Bashawa and Haughen has been on fire since yesterday afternoon. Bridges are being burned, and no one knows when the trains will run. The Omaha train which arrived at 5 p. m. yesterday came through Bashawa; it took twelve women and children from the burned village to Rice Lake.

ST. PAUL, Sept. 3.—Gov. Nelson, Mayor Smith, of St. Paul, and Mayor Eustis, of Minneapolis, have all issued proclamations calling on the people for help. Anything in the line of provisions, clothing and money, will be very acceptable.

CADOTTE, Wis., Sept. 3.—This village is surrounded by fire ten rods from the depot on the south and west. The condition is serious. Hundreds of people were fighting the fire all day.

A State Question.

Fergus County Argus: Daly's organs find it very difficult to produce any valid argument in favor of Anaconda for the capital, but fill in with abuse of some citizens of Helena. The capital question is one that concerns the whole state, not Helena alone. We wonder if these papers would support Helena if some of the objectionable citizens would consent to move away. The capital of Montana may be fixed for a hundred years next November, and great changes take place among its inhabitants in a few years. What will this cry about a few citizens being "hog-gish" amount to then? Every man has a right to pull for his own town, and he is traitor if he does not. The people of Montana care but little for the grievances of rival towns. They want the capital at a convenient and central point.

Better Than Soap Houses.

There were never so many unemployed in Cincinnati as now, and the outlook for the winter is gloomy. In order to help them prominent citizens propose to raise \$50,000 by subscriptions, with which to grade several big hills above the city. There is also a movement to call a special session of the legislature in order to pass a bill authorizing the issue of bonds for work on public improvements.