### FOREST FIRES

TOWNS WIPED OUT.-FOUR HUN-DRED KILLED.

Appalling Loss of Life and Enormous Dam age to Property Caused by Forest

The town of Hinckley seventy-five Hinckley, were also wiped out.

The loss of life is variously estimated at from 100 to 400 and it is almost ated. certain that the loss will equal 200. The death list increases every hour.

The vast valley between the Kettle river and Cross lake is laid waste, including several villages and settleclean by the flames.

In some instances only one or ter was entirely burned away, leaving hood to tell of the destruction. The ashes and dust. dead are being picked up by the score.

train screaming frantically. The en- All these latter lost their lives. gineer, seeing the danger they were in | At one o'clock Monday afternoon a describing the scene said:

"At the first rush of the flames toout with a crash and the train began noon last Saturday. to return toward Skunk Lake. Peo- It is difficult to portray the situathe car windows. The wild panic was half score of searchers, a team or two horrible. There was no humanity in transporting boxes containing dead it. Every fear-crazed person was for bodies, the place where a town had himself and they did not care how been-that is the picture. fire but I extinguished the flames.

but I simply ran along the ties. The squads which are doing effective work. fire had burned away and after running until my strength gave out I fell for its service to the suffering. Box down between the rails. I expected cars are furnished and into them the every moment that my dress would be household goods of the homeless are burned from my body. I put out being taken. No one is yet reported flames on my dress half a dozen times, missing from Ishpeming, but the rapand I had to hold my hands over the | id approach of the destructive element baby's face in order to keep it from and the inflammable condition of vegsuffocating."

picked up in the middle of the track atmosphere and a temperature regisabout two miles north of Hinckley by tering at blood heat, cause the most a relief party from Duluth, which profound solicitude. made the trip on a hand car.

Bulletins from the fire district show that damage by fire has not been exaggerated. Duluth reports that millbeen destroyed and that 300 lives were

Granite Lake, Cumberland, Pineville, cold so quickly that others at the hotel Comstock and Forest City have been who had bad colds followed example burned. Seventy-five houses were de- and half a dozen persons ordered it stroyed at Shell Lake and Spooners is from the nearest drug store. They threatened.

at Hinckley. At the cemetery, a mile | bad cold so quickly. For sale by Wm. and a half from town, a half dozen Pealer, of Spring Mills and S. M. men were digging a trench. A heap Swartz Tussyville. of bodies lay on a knoll in the middle of the cemetery. There were ninetysix naked bodies, men, women and children, scorched, blackened, distorted, bowels and brains protruding, heads clutched in their final agonies, hair singed from heads. Old, young, middle-aged, male and female, all in a promiscuous heap. In another corner of the cemetery were forty-five more bodies, covered with quilts. All were interred late that afternoon.

Never in the history of Minnesota and not at all in the life of the Northwest except at the time of the fires in the Michigan pineries in October, 1871, twenty-three years ago, has there been such a terrible loss of life and such suffering as has been caused by the forest fires of Sunday and Monday in northern Minnesota. While the property loss has not been so great in the aggregate, reaching at this time not over \$200,000 at the outside, the loss of life has been fearful. At a late hour Monday it was estimated that between 800 and 1,500 people had been burned to death or suffocated, and the wide discrepency in these figures is but a proof | years. of the utter impossibility of getting re-

liable information. Saturday afternoon all wires went aged 71 years. down and it was Sunday night before they were even partially replaced. Both telegraph companies had twenty-five miles of main lines destroyed. car works resumed work Wednesday, up a fierce wind that blew vast vol- They are working on a contract of 600 ing at greatly reduced prices at Lewtravelers against the wind soon had hanna and Western railroad.

their eyes filled with ashes and cinders. The air was as from a furnace even at the distance, seventy miles, from the nearest blazes of magnitude and the light of day was long before four o'clock completely obscure so that lights were turned on all over the city. Electricity, however, gave but a feeble blue

Late Monday night news of the most startling character came in from miles from St. Paul on the St Paul the line of the eastern Minnesota road. and Duluth road, with a population of The towns of Sandstone, Partridge 1,000 to 1,200, was wiped out of exist- and Mansfield, with a combined popence on Sunday night by a raging for- ulation of 1,600 people, were wiped out est fire, which swept down on the and the inhabitants were not to be doomed village. The smaller towns of found. The reports of fatalities in the Mission Creek and Pokegams, near towns on the Eastern are so fearful that the railroad officials refuse to announce them, believing them exagger-

Up to noon Monday the known dead were about 400. The full facts cannot be known until a thorough search has been made in the forty miles square of fire-swept forest. The ments. Besides the towns that were loss of stock, horses, cattle and hogs reduced to ashes, farms were swept will be total and the district was a famous dairy region. In many miles Whole families have been cremated. square every vestige of vegetable mattwo persons escaped from a neighbor- broken rock covered by a few inches of

It is now the generally accepted be-A passenger train was caught by the lief that many more people would have fires. Mrs. Lawrence, an escaped pass- been saved at Hinckley had they gone enger says: The first evidence of the to the river or stayed in the gravel fire was noticeable about ten miles pits, but every one was panic-stricken. north of Hinckley when the air be- Many who started for the gravel pit came almost suffocating. One mile lost heart when they got there and north of Hinckley a number of per- pressed onward to the river and then sons, Mrs. Lawrence estimates the many of the latter pressed on beyond number at fifty, rushed toward the the river to a neighboring swamp.

if they remained, stopped the train to baggage car came up from Pine City let them aboard. The heat became in- loaded with provisions. The car was tense and the whole volcano of fire guarded by soldiers of the First regiseemed to burst out in a mighty effort | ment. The men who had been workto wipe the train and its occupants off ing since Sunday in the cemetery the face of the earth. Mrs. Lawrence, without food were first attended to. Stationary Then the crowd of homeless refugees who surged around the car were fed. ward the cars the window panes went | Many of them had not eaten since

ple screamed and men jumped through | tion at Hinckley. A few refugees, a

they got out of the swirling, rushing | The gravity of the situation from avalanche of flame. My dress caught the forest fires continues to increase every hour. The long continued "I saw two Chinamen. They were drought displays no signs of abateparalyzed by fright and made no effort | ment while every morass adjacent to to get away but simply hid their heads the city is aglow with flames. A dense under the seat and were burned to cloud of smoke envelopes the country death. I stood it as long as I could for many miles, obstructing business and then I rushed out of the car, jump- and offering constant menace to travel ing over one or two persons who were at Ishpeming, Mich. Dirt and ashes lying on the ground injured. Some are failing in showers. The volunteer of the people jumped into Skunk lake, | fire brigade is divided into convenient

Much credit is due to the railroad etation covering the immediate sur-Monday Mrs. Lawrence was roundings, together with a vitiated

While in Chicago, Mr. Chrles L. Kahler, a prominent shoe merchant of Des Moines, Iowa, had quite a serious ions of dollars worth of property has time of it. He took such a severe cold that he could hardly talk or navigate, but the prompt use of Chamber-In Wisconsin the towns of Barothete, lain's Cough Remedy cured him of his were profuse in their thanks to Mr. The rain was pouring down in sheets Kahler for telling them how to cure a

> A Prisoner's Daring Escape. E. E. Buck, of Lewistown, who married the prettiest woman in Selinsgrove ten years ago and who in last May eloped with a seamstress, Miss Applebee, was arrested on Saturday. When the officer was en route with his prisoner to Lewistown, Buck, although handcuffed, jumped from the train while it was in motion at Adamsburg, and made good his escape in the mountains.

> Buck is wanted on more than one serious charge. His wife and two small children are supporting them-

> > Union Co. Deaths.

In New Berlin, on the 20th of Aug., John Moyer, aged about 76 years. In White Deer township, on the 15 of Aug., John L. Ranck, aged 71 years.

At Mazeppa, on the 19th of Aug., Simon Snyder, aged 85 years. In East Buffalo township, on the 25th of Aug., John Wertz, aged 84

In Lewisburg, on the 25th of Aug., Mary A., wife of Mr. Joseph L. Hawn,

Resumed Work at Milton. Several departments of the Milton Soon after noon Saturday there sprung | giving employment to about 300 men. umes of smoke into Duluth, while gondolas for the New York, Susque-

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Labor Day.

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Time Table, in effect May 27, 1894. TRAINS LEAVE MONTANDON, EASTWARD,

9.18 a. m.—Train 14. (Daily except Sunday For Sunbury, Willkerbarre, Hazleton, Pottsville Harrisburg and intermediate stations, arriving at Philadelphia at 250 p. m., New York, 5.53 p. m., Baltimore, 2.10 p. m., Washington, 4.30 p. m. connecting at Philadelphia for all sea-shore points. Through passenger coaches to Philadelphia and Baltimore. Parlor cars to Philadelphia.

1.25 p. m.—Train 8. (Daily except Sunday.)
For Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia at 6.50 p. m., New York. 9.28 p. m., Baltimore, 6.45 p. m., Washing ton at 7.50 p. m. Parlor car through to Philadelphia, and pas-enger coaches to Philadelphia and Baltimore.

5.01 p. m.—Train 12. [Daily except Sunday.] For Wilkesbarre, Hazleton, Pottsville Harrisburg and intermediate points, arriving at Philidelphia 11.15 p m., New York 2.53 a. m., Baltimore 19.49 p. m. Passenger coaches to Wilkesbarre and Philidelphia.

7,57 p. m.—Train 6, (Daily.) For Sunbury Harrisburg and all intermediate stations, arriving at Philadelphia, 4.39 a. m., New York at 7,33 a m. Pullman sieeping cars from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7.00 a. m.

1.29 a. m.—Train 4. (Daily.) For Sunbury Harrisburg and intermediate stations, arriving a Philadelphia at 6.50 a. m., New York, 9.33 a. m., week days, 10 % a. m. Sunday, Baltimore, 6.20 a. m., Washington, 7.49, a. m., Pullman sleeping cars to Philadelphia and passenger coaches to Philadelphia and Baltimore. WESTWARD4

5.37 a.m.—Train 3. (Daily) For Erie and Can and Signa and intermediate stations, Rochester Buffalo and Niagara Falls, with through Pullman cars and passenger coaches to Erie and Rochester. 10.17.-Train 15. (Daily) For Lock Haven and

1.56 p. m.—Train 11. (Daily except Sunday. For Kane, Canandaigua and intermediatesiations Rochester, Buffalo and Niagara Falls, with through passenger coaches to Kane and Rochester, and Parlor car to Rochester. 6.01 p. m.—Train 1. (Daily except Sunday.) For Renovo, Elmira and intermediate stations.

9.45 p. m.—Train 13. (Daily except Sunday) For Williamsport and intermediate stations. THROUGH TRAINS FOR MONTANDON FROM EAST AND SOUTH.;

Train 15 leaves New York 12.15 night, Philadels phia 4.30 a m, Baltimore 4.40 a m, Harrisburg 8.15 a m, daily, Wilkesbarre, 7.25 a. m. Daily except Sunday) arriving at Montandon 10.17 a m Train II leaves Philadelphia 8.50 a m. Washington 7.50 a m. Baltimore 8.45 a m. Willkesbarre 10.15 a m. (Daily except Sunday) arriving at Montandon 1.56 p m. with parior car from Philadelphia and through passenger coaches from Philadelphia and Baltimore.

Train 1 leaves New York 9.30 a m, Phila., 12.25° p m; Washington at 10,30 a m, Baltimore at 12.25 m, Wilkesbarre 3.12 p m, arriving at Montan-don at 6.04 p m, week days, with through pas-senger coaches from Phila. and Baltimore. senger coaches from Phila. and Baltimore.
Train 12 leaves New York 2.19 p m, week days,
2.00 p. m Sunday, Philadelphia 4,40 p m, week
days, 4.30 p. m., Sundays, Washington 3.15 p m,
Baltimore 4.12 p m, arriving at Montandon 9.45
p m. Through Parlor Car and passenger
coach from Philadelphia,
Train 3 leaves New York at 8.00 p m, Philad
11.29 p m, Washington 10.40 p m, Baltimore,
11.40 p m, (daily) arriving at Montandon at 5.37
a m, with through Pullman sleeping cars from
Phila., Washington and Baltimore and through
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Additional trains leave Lewisburg for Montandon at 5.20 a m, 10.00 a m, 1.20, 5 50 and 7.40 p m. turning leave Montandon for Lewisburg at 9.20 a m, 10.20 a m, 5.02 p m,6.06 p m, and8 00 p m on Sundays trains leave montandon 10.18 a. m., and 7.58 p. m., returning leave Lewisburg 10.20 a. m. and 5.00 p. m.

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