# HALF NOT YET TOLD

(Continued from First Page.)

of coffins in charge of Undertaker O'Halloran of St. Paul was sent north.

At Hinckley the visible situation had not materially improved over night. The thirty or forty caskets and boxes with their gruesome contents still lay 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. The remains of the dead, however, were in such a horrible blistered and burned condition that decomposition rapidly set in.

Undertaker J. G. Donnolley of St. Paul was on the ground and he advised that the bodies be put under Mother Earth as rapidly as possible. Every attempt at identification had failed. From these bodies by the track the officials of the Duluth road had removed and carefully preserved every trinket and article of jewelry and even shoes and scraps of clothing, placing these from each body in a receptacle numbered identically with the casket so that when relatives return they may recognize them and know whether their friends have been interred.

HORRORS IN THE CEMETERY.

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 should be as dreary as could be imagined. It is at the top of a little sand knoll where nature is seen at her worst, and absolutely no attempt toward beautifying the spot has ever been made. There were only a few little sandy, unsodded mounds before. Now with the blackened fire scarred stumps and fallen trunks of trees all about it presented an appearance of desolation hard to describe. But in the center of the opening was the crowning horror. In an indiscriminate heap lay more than ninety corpses, men, women and children; some burned to a crisp, others only browned by 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.

Some were bloated until the abdomen had cracked open and intestines were protruding. Skulls were burned open and brains escaping. All were twisted and cramped in the exquisite agony of the death that had overtaken them. A force of men were quickly at work digging a shallow trench along the south end of the cemetery. The sandy soil was hard as flint. It had been baked to a crust by weeks of drouth and almost solidified by the fire. The work progressed slowly. Off in the corner of the clearing two small graves were being dug. One was for

MRS. WILLIAM GRISINGER and her two baby girls,
CAROLINE GRISINGER, aged 6,
MABEL GRISINGER, aged 3.

The husband and father had recognized them in the grisly heap and was hard at work preparing the hole for their final rest apart from the trench, his labors dulling for a time the acuteness of his anguish.

BURYING HIS FAMILY.

The other grave was for the Best family, whose numbers make their destruction notable even in this time of death. John Best, jr., was digging the pit with the friendly assistance of two neighbors. Laid in a row decently covered were the bodies of

JOHN BEST, SR.,
MRS. BEST,
FRED BEST, aged 23,
BERTHA BEST, aged 17,
MRS. ANNE E. WIGEL, a married daughter, and HER 3-YEAR-OLD DAUGHTER, MINNIE.
MRS. ANNIE TRUTTMAN of Diamond Bluff, Wis., a visitor, aged 26.
VICTOR BEST, aged 8.

Two other sons, George, aged 25, and Willie, aged 21, are missing and are certainly dead, and of this whole family of three generations only the sorrowing grave digger and his wife and child, who took refuge in a dugout, are left. They all lived together about two miles southeast of Hinckley. The only others of the ninety odd who were recognized were:

CHARLES ANDERSON, cashier of the bank.
MRS. WILLIAM GINDER and her daughter WINIFRED, aged 6.

One or two others were imperfectly identified, but it was largely guess work. Enough rude boxes were knocked together from rough boards to contain most of these bodies, and they were frequently laid away under the sand, but not before other bodies began to come.

In the swamp across the Grindstone, where these corpses were found yesterday, were about thirty-five others, which were brought in this morning, making a total of upwards of 130 dead in this little space of four or five acres. Down near the river was found the body of

THOMAS DUNN, the Duluth operator at Hinckley.

Dunn was born and raised here, and was a universal favorite. He stuck to his key until the depot was burning over his head. The delay in locating his body led his friends to hope that he might have escaped, but this finding of his blackened corpse put an end to all uncertainty. Up the St. Paul & Duluth right-of-way were found three or four more bodies. Among those who perished north of town was

E. RICKETSON of 2318 Polk street, northeast Minneapolis.

He was here visiting his son. He went out with Dave Kane of Rock Creek, also a visitor here, and both perished, though the horses came out unscathed.

The busiest point at Hinckley at noon was the Associated press telegraph office. It was not much of an office, but it sufficed to serve the public with the Associated press reports sent out of Hinckley today. The wires were brought down to a burned stump of a pole. A large dry goods box near by furnished the operator with a desk, a cracker box made him a comfortable seat. A burned railroad spike held down the copy in 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, were 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 discomforts of the occasion.

SWEPT ABSOLUTELY CLEAN.

The Associated press correspondent took a five-mile trip out through the woods to the north of town this morning through a scene of desolation which rarely falls beneath the eye of man. The country is absolutely swept clean. There is but one settler's house standing within an unknown radius of miles. It is that of Mike Dean, on the edge of the river, three miles east of town. It was a new house and very substantial. Dean and a neighbor fought the fire bravely, but had to abandon hope. They got the women and children into the water, covering their heads with cloths 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, and this morning when the Associated press correspondent entered the clearing the house dog barked as savagely and the rooster crowed as lustily as if they had not come within an ace of death.

The hand car party which went north this morning has just returned. It met the Duluth construction train about eight miles up the track, with the word that the city of Duluth had furnished the necessary relief at Sandstone and Miller. They accordingly turned back, and on the way in located eleven bodies.

These eleven bodies swelled the total of those found along the Duluth track between Hinckley and Skunk lake to about fifty. One of them was recognized as Otto Rowley of Duluth, general freight agent of the Duluth & Winnipeg. He was a passenger on the limited south on Saturday and had left the main body of refugees and passengers, running back toward the lake. His body was identified by his name on his collar. Near another body, evidently that of a passenger, was found a letter addressed to Israel Schrumski, 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 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, consisting of himself, wife and infant.

MIGHT ALL HAVE BEEN SAVED.

Above Skunk Lake the work train reported twelve bodies on the right of way, presumably settlers. In retrospective, 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 all the domestic animals. There is a pool of water of considerable depth. The banks are bare of grass or shrubbery and there was no inflammable matter near the brink from the direction in which the flames came. Those who did seek this haven passed the hours of their enforced imprisonment in comparative comfort.

This morning a detail of twenty regulars from Fort Snelling, under command of Captain Hale and Lieutenant McCoy and an army surgeon, came in from St. Paul. They brought some tents, but, finding Adjutant General Muehlburg had sent up 180 state tents, the regulars turned in and put up fifty of them for refugees with regular army expedition. The local physician was about played out and there was an abundance of work for the army surgeon. A portion of the tents will be put up at Hinckley.

### TALES TOLD BY TRAINMEN.

**Terrible Experience of the Crew of a Train Wrecked in the Midst of the Fire.**

MINNEAPOLIS, Sept. 3.—A special to the Journal from St. Cloud, Minn., says: The first eye witnesses of the great forest fire to arrive today from the scene of the disaster were the trainmen of No. 46, which was ditched one and one-half miles this side of Pokegama. Mr. John Vanderslice thus tells the story of their awful experience: "We left Hinckley at the usual time Saturday afternoon. It was smoky and the air was hot and oppressive. A terrible wind was blowing as hot as from a furnace. We had not gone far when the smoke began to be so thick that it was perfectly dark. Our train consisted of an engine, baggage car and coach.

"As we plunged through the darkness, smoke and flame, and rushed over the small bridges and wooden culverts, we could feel them give under the weight of the train. The ties, bridges, fences and trees above our heads were burning.

"When within one and one-half miles of Pokegama our train went into the ditch, but we all escaped and laid down on our faces to keep from smothering. But it continued to grow worse. Finally we managed to reach a small creek, and we threw the water over ourselves and put out the fire which caught under the baggage car. Over our heads the flames were leaping clear across the right of way. It was terrible—awful. No one can describe our experience.

"At one time we thought we could not stand it any longer and said good-by to each other. The fire came with the fury of a cyclone and must have been traveling sixty miles an hour.

"At 5 o'clock two of us walked to Pokegama, thinking we could get relief there. When we got there we found half the people in the river. Their feet were burned and blistered and their faces scorched. Some of them were so blinded that they could not see. We took them back to the train with us. There were about twenty-four of them. They did not know where their neighbors were. We tore up our shirts and used the cloth to cover up the burned and blistered feet of the sufferers.

"At 5 o'clock Sunday morning we left the party and train in charge of two brakemen. I started for Hinckley. On the way every tie in the track was burned out, the ground was baked, and we found many bodies of people who had perished.

"When we reached Hinckley we found that the relief train from St. Paul over the St. Paul & Duluth had reached there and everything that men could do was being done for the injured and suffering. Everything but the Great Northern roundhouse, freight shed and water tank was gone.

"We found all of Pine City a hospital. Every house was thrown open for the shelter of the sufferers. The stories told of the terrible loss of life in and about Hinckley are not exaggerated in the least. There are at least 300 people dead there and it is hard telling where that fire, sweeping along at sixty miles an hour, has or will be stopped."

### WATER WORKS WERE USELESS.

**All the Water in Kettle River Would Not Have Stayed the Flames.**

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 the ferry house were found over 200 people, who had lost their homes and everything that they possessed except the clothing which they wore. When the St. Paul & 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 there were in need of immediate aid. A party 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, where the people who were saved were awaiting aid, they were given provisions and those who were uninjured were sent forward to the relief train, about four or five miles away. Those who were burned and a number of children were left in the office building until today, 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 into 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 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 bodies, as the living required immediate attention. The town boasted of a water works, but as one of the citizens remarked, "The whole of Kettle river would not have had any effect on the solid sheet of flames that advanced on the town and swept it out of existence in less than an hour."

The relief train took back about 245 persons to Duluth for aid. At Sandstone Junction, H. Linds, wife and five children perished. Lind was fatally burned, but is still alive.

Mr. Greenfields, wife and six children of the same place were burned. The bridge watchman, Denmuth, of Sandstone, was so badly burned that he committed suicide before the rescuing party arrived.

### ALL READY TO LEAVE.

**People of Caddot Ready to Fly Should the Fires Reach that Point.**

MILWAUKEE, Sept. 3.—A special from Chippewa Falls, Wis., says: Northwestern Michigan is one sea of flames and reports are coming to this city constantly of fatalities caused by the great conflagration. The towns of Rib Lake, Marengo and Bradshaw have been completely wiped out and at the latter place three persons lost their lives. Many others are missing and it is impossible to estimate the extent of the sufferings by the inhabitants. Yesterday a message was received here from Caddot asking for assistance. The town was threatened by a forest fire and the inhabitants were almost panic stricken over their imminent danger. A force of men from Chippewa was sent up and until 10 o'clock last night the 100 inhabitants of the village struggled to preserve their homes from destruction. Several buildings on the outskirts caught fire and were shortly reduced to ashes, but happily the fire was prevented from spreading to the others. The citizens were greatly excited at the prospects of losing their homes and preparations were made for a hurried flight in case the town fell a prey to fire. Wagons loaded with household goods stood in the streets and the scene was one of indescribable confusion. At 10 o'clock last night the fire had abated in the immediate vicinity of Caddot and for the present the village is safe. Almost twenty miles away in a dense forest which ends at the edge of the town, the woods are in a vast blaze and the winds are carrying the flames with great rapidity toward the town. If no rain falls before this evening the town will certainly be wiped out. The inhabitants realize this fact and already quite a number have taken refuge in this city, while others are prepared for flight on a moment's warning. It would be useless to struggle against the mass of flames fast bearing down on the town and as it reaches its limits safety will be taken in flight.

The city authorities have taken every precaution to assist the towns in the neighborhood, but there is little hope that their household goods will be saved. A special train and a fire engine were sent up. The town of Caddot has about 500 inhabitants and is situated in the midst of a dense forest, where escape is practically impossible.

No word has been received from the party sent to the rescue of the village and fears are entertained for its safety.

### PENNSYLVANIA WOODS ON FIRE.

**Much Valuable Timber Burned and Oil Properties Are in Danger.**

BRADFORD, Pa., Sept. 3.—Forest fires are raging all along the line of the Buffalo, Rochester & Pittsburg railroad. Reports from all points on the narrow gauge roads state 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 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 & Kinseau railroad 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 west branch all the woods are ablaze and several oil wells are reported burning. At Long Bird the woods are a roaring mass of flames and valuable oil property is being devoured by the flames. As yet no loss of life is reported and the extent of the damage cannot be estimated. A report reached here this evening from Lewis Run stating the woods are ablaze and the people are fighting the fire to save their property.

KANE, Pa., Sept. 3.—Forest fires are within a mile of 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 nitro-glycerine magazines located close by.

RUSSEL 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 gang of men is fighting the flames and digging trenches to prevent the fire from spreading to the oil lands in this vicinity. The Elk Oil company has laid water lines in all directions from their pump station and have a large pump ready for any emergency. There are a number of saw mills and lumber camps in the woods south of here, but 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.

### NORTHWESTERN GETS OFF EASY.

**No Loss of Life on Its Line and Little Property Destroyed.**

CHICAGO, Sept. 3.—General Manager J. M. Whitman of the Chicago & Northwestern has just made the following official statement, prepared from dispatches forwarded by his superintendents:

"Saturday night heavy winds north of Antigo spread the forest fires. The South Shore road lost their long viaduct over the Wisconsin Central at Marengo. We ran a Wisconsin Central passenger train from Iron Mountain to Ashland Saturday night. The Wisconsin Central, South Shore & Green Bay roads have each lost several bridges. We have lost no bridges yet. Yesterday afternoon large fires were burning around Bessemer and Wakefield. We furnished a train to take the people out of Bessemer. The lime kilns at Grimms caught fire from one of the kilns, and nine of our cars burned. At 7 p. m. last night the wind went down and we think the worst is over. The Chicago & Northwestern has lost no property except as above. Forces are out rolling the tracks and fighting the fires. The Peninsula division fires are not particularly dangerous thus far, although there is considerable fire in the vicinity of Bagley, Beaver, Clowry, Hermansville, Wac and Stager, and west of Iron River. No Chicago & Northwestern company property on the peninsular division has been destroyed save a few ties and posts. A section force is out watching and fighting the fires. The wires are badly crippled. The Omaha lost several bridges between Ashland and Washburn. A number of lives are reported lost on the line of the St. Paul & Duluth and Eastern Minnesota by the burning of the trains and several towns. Severe fires are reported on the Wisconsin Central, South Shore and Chicago, Milwaukee & St. Paul in Michigan. Indications are that the fires are under control. Mr. Winter just reports light rain in the vicinity of St. Paul."

### WHOLE COUNTRY ABLAZE.

**Heat So Intense that Vegetables Were Cooked in the Ground.**

MILWAUKEE, Sept. 3.—A special to the Wisconsin from Iron Mountain says the whole north and eastern country is a mass of ruins, and the loss will amount to thousands of dollars. Yesterday the people of Norway had to fight the fire for hours to save their town from destruction. The damage in this direction is chiefly to the crops of homesteaders, many of whom lost their all. An idea of the intense heat may be gathered from the fact that the vegetables were cooked in the ground, Captain John Perkins losing 1,000 bushels of turnips in this manner. On the Ontagnon division of the Chicago, Milwaukee & St. Paul road the fire belt extends from Channing to Rock Island, on both sides of the road, and the damage is chiefly to standing pine.

It is estimated that 200,000,000 feet of timber has been scorched, but if lumbered at once the loss will be about 10 per cent. The railroad is badly warped in many places, and it is not considered safe to operate trains on that division.

One train was derailed by warped rails, and the engineer, named Almquist, a resident of Ontagnon, was instantly killed. A brakeman, whose name is unknown, was badly injured and cannot live. Conductor Hilker, who came down from the fire belt last night, says the flames have attacked the roadbed and the ties are burning. Many homesteaders have lost their homes, barns and crops. Unless rain comes within the next ten hours, of which there is not the slightest indication, all trains on the division will be abandoned.

In the direction of Watersmeet, on the Chicago & Northwestern, there are fires of the same nature. Many trains are being abandoned. The passenger trains due here Saturday night did not arrive until this morning.

### APPEAL FOR AID ISSUED.

**Governor Nelson of Minnesota Makes an Appeal to the Charitable.**

ST. PAUL, Sept. 3.—Governor Nelson tonight issued the following proclamation:

To the people of Minnesota—Information of an official character has reached me that the villages of Hickley, Sandstone, Mission Creek and the 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 impulses, and the case is one that demands the immediate and liberal assistance of all good citizens of this state. Now, therefore, I, Knute Nelson, governor of the state of Minnesota, in view of this awful calamity which has befallen our people and by virtue of the authority in me vested, do hereby appeal to all liberal and public spirited citizens, to all municipalities and to all religious and benevolent institutions of this state to take immediate action toward securing contributions for the relief of 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.

KNUTE NELSON.

**Curtis and Cushing Both Wiped Out.**

MINNEAPOLIS, Sept. 3.—A special to the Journal from Little Falls, Minn., says: A forest fire destroyed Curtis and Cushing, eighteen miles west of here, Saturday. The loss at Cushing is about $35,000. Dower's saw mills and lumber yard were burned. Loss, $25,000; insurance, $16,000. The J. J. Howe Lumber company have $40,000 insurance.

At Curtis, William Long's mill burned, together with all the houses in the town. The loss to Long will be about $25,000; insurance, $4,000. A great deal of timber was destroyed. One hundred people are homeless, but so far no lives are lost.

### DEAD AND MISSING AT BROOK PARK.

**Many Families Supposed to Have Perished in the Flames.**

MINNEAPOLIS, Sept. 3.—A Journal special from Mora, Minn., says: Brook Park, Pokegama station, a new town on the St. Cloud-Hinckley branch of the Great Northern, was totally destroyed. The flames burned 300,000 feet of lumber, saw mill, hotel, stores, postoffice, school house and section house. Twenty-five families in the immedate vicinity are homeless. Six thousand tons of hay, twenty head of horses and a large herd of cattle are gone. The total loss of property is estimated at $30,000; no insurance.

THOMAS RAYMOND, wife and three children are missing.

CHARLES ANDERSON, wife and three children are also among the missing.

FRED MOLANDER, wife and two children are dead.

CHARLES OLSON is missing.
MISS NORA OLSON is dead.
OSCAR LARSON and sister are missing.
DAVID GOODHUE, missing.
CHARLES W. WHITNEY, missing.
BARNES AND J. BREMAN, missing.

The injured are:
Dr. Kelsey, hands burned.
Wright Kelsey, burned about the eyes.

Many children were blinded by the fire and smoke. The following surviving sufferers were brought to Mora last night: W. W. Thompson, Joseph Bergonia, Wright Kelsey and family, Mrs. Cream and four children, Hans Nelson, section foreman, and family, and Frank Littlegarber. The remainder, about fifty people, will be brought in today.

Rev. Mr. Thompson opened his church to the sufferers, and the citizens are relieving the immediate wants. The dead found yesterday were buried. All railroad bridges between Mora and Hinckley were burned, but will be repaired today. The sufferers need food, raiment and shelter for winter. Contributions from the outside are needed for their relief. Contributions should be sent to Rev. Mr. Thompson. Kelsey & Markham, the townsite owners, say the town will be rebuilt.

### FEARS FOR ST. PAUL MEN.

**Well Known Sportsmen of that City Believed to Be in the Furnace Regions.**

ST. PAUL, Sept. 3.—It is greatly feared that many well known residents of St. Paul have perished in the forest fires that have swept over Hinckley and vicinity since Saturday night. Large numbers of sportsmen have left St. Paul within the last ten days to hunt prairie chickens near Hinckley, Mora and Sandstone and other points in the vicinity, and few of these places have escaped the flames. The fire covers a large stretch of territory and if the sportsmen were in the forest nothing could save them unless they were close to some large body of water. A great many St. Paul families are uneasy, fearing the worst has happened to their loved ones who went gunning last week.

President George Freeman of the Minnesota Shoe company and Lumberman Cusick, a prominent resident of Stillwater, went hunting in the forests near Hinckley last Friday and nothing had been heard of them up to midnight last night. It is feared they perished in the fire. Mrs. Freeman said last night that her husband's address was Mora, Minn., about twenty-five miles this side of Hinckley, so in all probability Mr. Freeman is safe.

**Train Delayed Twenty-Four Hours.**

ESCANABA, Mich., Sept. 3.—The continued dry weather is causing heavy losses from forest fires. Farmers and lumbermen report fires all over the country and unless rain comes the loss will be serious. The Hurley passenger, due Saturday, arrived twenty-four hours late, having been delayed by fires on the Ashland division at Gogebec and Marnisco. Two special trains were sent out Saturday and Sunday with men and water to help put out the fires doing the most damage. Reports from Bagley, Norway, Clowrey and Hermansville say those places are threatened and the inhabitants are fighting the flames. At Beaverside a large amount of ties and posts were burned and men have been fighting the fire there for two days, protecting about $4,000 worth of cedar. The wires are all down on the Iron Mountain.

**Wisconsin Towns in Danger.**

EAU CLAIRE, Wis., Sept. 3.—It is feared the little town of Rib Lake, in Taylor county, population 520, will be destroyed tonight, although a fire engine and crew from Chippewa Falls have gone to fight the fire. The Rib Lake Lumber company, with mills and an immense tannery, is located at that point.

The danger at Carnot, Cartwright and Rice Lake is thought to be over. At Long Lake, a summer resort, the cottage of the late General Ginty was destroyed this afternoon. At least seven railroad bridges on the north division of the Omaha road between Chippewa Falls and Superior have been destroyed.

### ONE WIDOW'S HEROISM.

**Protected Her Sick Son from the Flames While Her Neighbors Fled in Terror.**

SPOONER, Wis., Sept. 3.—The destruction of Barronett was complete. One lone building is left of the thrifty milling town. The total loss is $250,000. Shell Lake has fifty-two buildings burned, with a total 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 typhoid 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.

**Survivors Arrive at Superior.**

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

**Rains Help Out Some.**

CHICAGO, Sept. 3. — The following dispatch was received by the Northwestern railroad from Ashland from Division Superintendent Bidwell this afternoon:

IRONWOOD, Sept. 3.—2 p. m.—Situation is all right this far. Fires are all down, but a fresh wind is coming up on the range, which may start them again. We are having a nice rain as far north as Monroe Junction, which we hope will continue north.

**Train Ran Through the Flames.**

MINNEAPOLIS, Sept. 3.—A Marquette, Mich., special to the Journal says: The South Shore express from the west pulled in at 7 o'clock this morning, many hours late, after an exciting run through dense smoke and walls of fire and over burning bridges. The wires are all down, but the towns along the line are believed to be safe. The trains to Duluth are running via Ashland.

**Fire Checked at Caddoet.**

EAU CLAIRE, Sept. 3.—Word from Caddoet says that the fires have been checked, but that there is still danger. Members of the Rice Lake Lumber company here have advices that Rice Lake is in no present danger. The fires are northward of their city and the wind has generally been from the southwest. It is next to impossible to obtain communication direct with the towns.

**Big Blaze in Wyoming.**

BUFFALO, Wyo., Sept. 3.—(Special Telegram to The Bee.)—Heavy forest fires have been burning on the Big Horn mountains for several days past. The whole basin country is enshrouded in a dense pall of smoke. Between the forest fires and the railroads the magnificent forests in the northern part of the state will soon be devastated.

**Chicago Lumber Dealers Lose Heavily.**

CHICAGO, Sept. 3.—Chicago lumber dealers suffer heavily from the recent forest fires. No estimate can yet be made, but from the interviews had with leading lumbermen of this city it would seem that the losses will go into the millions.


"WORTH A GUINEA A BOX."

BEECHAM'S PILLS

CURE

SICK HEADACHE, Disordered Liver, etc.

They Act Like Magic on the Vital Organs, Regulating the Secretions, restoring long lost Complexion, bringing back the Keen Edge of Appetite, and arousing with the ROSEBUD OF HEALTH the whole physical energy of the human frame. These Facts are admitted by thousands, in all classes of Society. Largest Sale in the World.

Covered with a Tasteless & Soluble Coating.

Of all druggists. Price 25 cents a Box. New York Depot, 365 Canal St.



THE SOCIETY EVENT OF THE SEASON.

TONIGHT At Pompeii

MILITARY NIGHT

GENERAL BROOKE

Commander Department of the Platte,

In a Blaze of Fire

20x40 FEET.

BEGINS AT 8:00 SHARP.

Exhibition Drills

—BY THE—

Omaha Guards and Thurston Rifles

In Full Dress Uniform.

DRILLS TAKE PLACE AT 8:00 O'CLOCK SHARP ON MILITARY NICHT

RESERVED SEATS ON SALE AT
Kuhn's, 15th and Douglas.
Kinsler's, 16th and Farnam
Fuller's, 14th and Douglas
Kiplinger's, 13th and Farnam.
Up to 5 o'clock of the night of the performance.

Take the Sherman avenue cars and change cars at Locust street; no transfer slip is necessary after 3:00 p. m. On entering cars at Locust street after 3:00 p. m. pay ten cents, conductor gives you a return ticket. On returning from Courtland Beach conductor takes up this return ticket and hands you a transfer slip which will take you to either end of the Sherman avenue line you may desire to go.

Tickets to POMPEII
Also admit to Courtland Beach after 3:00 p. m.—while Courtland Beach tickets are not good for Pompeii at any time.

U. P. train to Pompeii leaves Council Bluffs at 9th and Broadway at 7:00 p. m; returning leaves Courtland Beach at 10:45 p. m. Fare for round trip 25c.

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