

THE HORROR

Over Seventy Victims of the Terrible Fire.

SOME AWFUL DETAILS

Return of the Second Relief Train.

WILD SCENES OF HORROR

Work of Relief Nobly Started by the People of Duluth.

There were sad scenes at the Union depot today as the crowd of anxious Duluthians whose friends and relatives were of the fated train which burned above Hinckley were waiting for intelligence from the scenes of the disaster. The reports received were at best meager and like the first messages from any disaster, greatly exaggerated the loss of life. Faces were white with anxiety and eyes were straining to catch the first glimpse of the relief train, which, expected at 9:30, delayed from hour to hour, until it was fully half past twelve before its arrival.

No Bodies Brought In.

A dispatch had been received that there were eight bodies on the train, and every preparation was made for removing them to the morgues, and for caring for the injured. A rope had been stretched across a large inclosure on the car house floors and the police used their utmost endeavor to keep the crowds within the limits prescribed by this boundary. Members of the police force, of the relief committee, a few anxious friends awaiting arrivals on the train, press representatives and a few stragglers were on the floor outside the rope. The greater portion of the crowd was kept outside the depot railing.

The Relief Train Arrives.

Shortly before time for the train to arrive two patrol wagons, omnibuses city ambulance and two more ominous dead wagons were driven into the inclosure and drawn up in a line near the ropes. Their suggestions were not encouraging for those who wanted the coming of loved ones, but the sad influence was soon dispelled by the arrival of the train with the report that all the passengers were alive and none seriously injured.

Then the crowd surged forward, ropes and barriers were swept away, and friends welcomed friends whom they had mourned as dead. In an incredibly short time every passenger from the train with his friends had left the depot, the injured were placed in patrols and ambulances and driven rapidly away to the hospitals, and the throng of curiosity seekers began gradually to melt away.

AT THE WRECK.

The Entire Train Enveloped in Flames. Scene of Horror.

Nobody but an eye witness can credit the scene of utter desolation in that part of the up country that is traversed by the St. Paul & Duluth railroad. The wreck of the south-bound limited is briefly as follows. The limited train leaving here at 1:55 p. m. on Saturday met with no mishap this side of Hinckley. When approaching that station a crowd of refugees met the train and the officials decided that they would run back to Miller. The wreck was about 100 passengers on the train and about 100 refugees boarded it. The train caught on fire, in fact, burst into flames. Some of the refugees jumped from the cars and undoubtedly perished. The more cool headed tried to subdue the panic, and Engineer James Root with a heroism that is above praise, ran his train backward at a furious rate, aiming for Skunk lake as his objective point. This he reached, although the baggage car was literally burnt into pieces, and when he reached the trestle spanning this morass he shouted to the passengers to save themselves, cut his engine from

the tender, on which the coal was already ablaze pulled ahead and waited for what would come—and this with his clothes on fire and his engine a vortex of flames.

Refuge in a Marsh

The passengers, luckily for them, took refuge in the marsh, some in the water, some in the mud, and some in a neighboring potato patch, among the latter ex-Senator Daugherty and his son Otto. There they stayed until the fearful tornado of flame and smoke had swept over them and disappeared with an appalling roar to the east of the track. This morning they were cheered by the arrival of a hand car carrying Drs. Magie and Coddling, Chief Yardmaster Dave Williams and others. The surgeons went to work at once, principally curing sore eyes, and the others ministered to the unfortunates as best they could.

It would not appear that any passengers from Duluth who took the limited train on Saturday last had perished in the fearful sea of flame. Mr. C. D. O'Brien, of St. Paul, who was aboard the train with a party of 12 adults and children, rescued all his party.

Ed. Lobdell, of St. Paul, also got off without a scratch, and everybody that was known to have been on the train is accounted for as far as known.

Suffice it to say that between the crowd that made a wild break for life along the track towards Miller Station, the contingent that took the back track to Hinckley and those that sought the protecting mud of Skunk lake an accurate estimate of the loss of life if any would be very difficult to arrive at.

But still there is good cause to believe that none of the passengers on the train perished, what some of the half crazed refugees may have done and what was its sequel, probably will never be ascertained. The cars composing the train are in cinders. Conductor Sullivan and brakeman Monahan were completely prostrated by the heat and sheer exhaustion, and Engineer Root did his part in sticking to his train until the last moment.

A Courier With Tidings.

Soon after 3 in the morning a light was seen coming along the track from the direction of Hinckley.

This was borne by W. H. Sheridan of that place and the whole assemblage went wild with greetings. He announced that he was the avant courier of a relief party and true to his word the relief appeared. Strangely enough the rescuers were headed by three Duluth men—Conductor James Sargent, M. C. Cyffrey and John K. Shaw—and they came laden with meat, drink, comfort and three hand cars. After the women and children had been cared for, the male unfortunates attended to the St. Paul contingent boarded the hand cars to the number of about 40 and moved down the track towards Pine City from whence the welcome and generous supplies had come.

The remainder of the party was brought to Duluth on a special train. Too much praise cannot be given to the members of the medical profession, Doctors Margie, McCormick, Coddling and Gilbert and to Dave Williams for the mastery manner in which he handled the relief of this disastrous affair.

Over Seventy Dead.

The following was received from a News Tribune correspondent at 2:20 p. m.:

"Am getting through all right, will reach Hinckley in an hour. Have found over 70 dead."

RELIEF WORK.

General Committee Appointed to Manage the Entire Work.

The work of relief in the city, which was begun so nobly last evening by

the mayor and other' city officials, the police corps, Col. Gridley, O. D. Kenney, J. A. Boggs, many other gentlemen and ladies were taken up early this morning. The city forces and the volunteer committee kept at work all morning. Before 1 o'clock the ladies of the Ladies' Relief society were on hand and had opened up headquarters in the basement of the Lyceum. They were aided by several gentlemen. The work was at once put on a systematic footing and moved forward in good shape. The subscriptions and contributions of clothing and food began coming in.

The Associated Charities Also Went to Work Early.

The meeting called for the city hall at 11 o'clock was called to order by the mayor, and his honor was elected chairman and M. A. Hays secretary. There were several hundred of the people of the city, both ladies and gentlemen, on hand ready to lend such assistance and give such contributions as they could.

On motion the mayor was authorized to appoint a general relief committee, which should have power to appoint other committees to assist in the work. He appointed J. T. Hale, chairman, E. C. Gridley, A. C. Hatcher, J. B. Geggie, Mrs. Bangs, C. d'Autremont, Bishop Metcalf, the Ladies' Relief society, Mrs. Miller, president, and Ward Agnes. The committee was instructed to get to work at once.

A finance committee was appointed as follows: The News Tribune, Evening Herald, Commonwealth, the cashiers of the various banks of the city, and A. B. Chapin, the latter as treasurer. The work of subscription was at once taken up, and the response was liberal.

It was announced that Dr. Saiter had opened the Bethel to the relief work, and it and its restaurant were at the disposal of the relief committee.

Announcement was made that merchandise and food and clothing could be sent to the headquarters of the Ladies' Relief society and to the store room in French & Bassett's building.

A meeting of the committee was called at 1 o'clock this afternoon at the rooms of the Republican club, and it is now in session.

For the Hinckley Sufferers.

The Electrical Workers' union No. 25 of Duluth, will give a grand benefit ball in aid of the Hinckley fire sufferers, at the Pavilion, Monday evening, Sept. 3. Tickets \$1. Everybody come and help the good cause.

Milk Hadly Needed.

The relief committee has been unable to secure a sufficient quantity of fresh milk for the little ones who were brought in from the fire districts, on account of the non-arrival of the trains on which most of the milk is shipped into the city. Donations of milk from those who own cows will be a great help to the committee in its work of relief. Donations should be sent to the Ladies' Relief headquarters in the Lyceum building or at the store room in the French & Bassett block.

Choking Bit of News.

Heavy rains were reported this morning in the vicinity of Hibbing and Mountain Iron, and much benefit will accrue to the parched timber in that vicinity.

Had to Come Back.

Among the delayed trains arriving today was the Northern Pacific which left Duluth west bound yesterday at 3:45 and was held at Miller last night. It returned at about 11 o'clock bringing back all its passengers.