

HICKLEY BURNED

Prosperous Town of 1,200 Entirely Wiped Out.

500 SURVIVORS HERE

What Has Become of the Rest None Knows.

LITTLE CHANCE FOR THE REST

They Could Not Be Reached From the South and Must Stick It Out.

A train from Hinckley on the Eastern Minnesota arrived in Duluth at 9:20 last night freighted with 500 or more human lives saved from the fury of the fire.

The makeup of the train showed the haste with which it had been thrown together. Four box cars and a caboose were at the front and behind them six passenger coaches. All were crowded with grimy, soot stained men, women and children whose blanched faces were evidence of the horrible scenes through which they had passed.

Keeping the crowd back the police hurried to assist the homeless passengers to alight, and instructed them to remain together until they received instructions where to go. Mayor Lewis spoke to them briefly, telling them of the arrangements made for their accommodation, and the police took all in charge and escorted them to the restaurants and hotels, where they were fed and lodged.

C. W. Russel, who was on the south-bound passenger train which rescued the Hinckley citizens, said of the trip:

"The train arrived about on time at Hinckley, and before reaching there we saw fires here and there through the woods. When we arrived the fire had already reached the yards at the lower end of town, and about 60 cars standing on the tracks were beginning to burn. The way freight was made up ready to come back, but could not be gotten out, as part of the cars were afire. The caboose and five freight cars were detached and made up in our train. We got as many people aboard as possible in the time which we dared stay, and then pulled out.

No Chance for Those Left Behind.

"There was no other engine which could be gotten at in the yards, and the remaining cars were all burning, so there is no possibility of those who were left getting out. The town was completely surrounded by fire, and we crossed several burning bridges on our return. For those who were left to try to leave the town on foot would mean certain death. There is a possibility that they might be saved by congregating at the Eastern side of town for there is quite a large cleared space with a gravel pit and a little pond of water.

"Conductor Powers, who had charge of the train, acted the hero through the whole catastrophe, and to his coolness, pluck and good judgment many of those who escaped owe their lives."

Mr. Snapp, who was also on the train, praised Conductor Powers in the highest terms. He said that Powers' conduct was most heroic.

"He uncoupled the engine from the train, crossed a burning trestle with it to get the freight cars, hauled them back to his own train, then calming the fears of crazed women and children, he, with others, hurried the passengers into the cars and holding his train to the last minute, carried it out, crossing burning bridges, over tracks where the ties were on fire and the rails liable at any moment to warp and dash the train to destruction, out to safety, through heat so terrific as to be almost insufferable and through smoke so dense as to obscure everything except the horror on every side."

James Flemming, who owned a confectionary stand, and who lost everything he owned, told The News Tribune the story of the disaster which swept a town of 1,200 inhabitants from the face of the earth, and whose victims will only be counted when the fire which devastated the city has spent its force and dies with its dead.

Whole Town Was Swept Away.

"We do not know," he said, "the extent of damage done, but there is not one among us but believes that the whole town was swept away. It could not be otherwise, for when we left the fire was sweeping over the town before an awful hurricane, and no human power could have conquered it. We were called out to fight the blaze shortly before noon. We did not realize then that there was any especial danger, for the fire had threatened the city at times for the past three or four weeks. After noon the wind began to raise and in a short time it was blowing a hurricane and nothing could stop the fire. We tried manly to save the mill and lumber yard, but were driven back. When we saw how the fire was gaining we realized that we must get out of the town as soon as possible. Some tried to save the goods from their houses but they didn't have much time. The fire was coming on like a race horse and we could do nothing. All who got to the train were taken on board, and the conductor stayed as long as he could and when he pulled out the fire had gotten above the train and the track was burning at many places."

What Was Burned.

The Brennan Lumber Co.'s saw mill, planing mill, lumber yard, boarding house and stables was the principal industry of the city, and was one of the first to be destroyed. It was owned by the East Owen Lumber Co. of Eau Claire, and was one of the most complete plants for the manufacture of lumber in the Northwest. With the mill about 25,000,000 feet of lumber in

the yards was burned. The loss on the plant and lumber will not be far from \$200,000. One or two smaller mills in the vicinity of Hinckley were burned. Among the principal buildings burned were the general store run in connection with the mill; Swan Anderson's residence. M. Connor's residence, Central house. R. C. Bartlett, proprietor; postoffice, P. Lawson, postmaster; Morrison hotel, D. Greeley, proprietor; Joe Kronenberg's saloon, Turgeon's barber shop, Dunn & Davis' saloon, Alex. Hansen's saloon and residence, Mrs. McLean's laundry, Dan McIver's residence, Archie McGovern's residence, Mrs. Booth's candy store, Dr. Cowan's drug store, John Lundstrum's fruit store, E. Leske's store and general merchant tailoring business, McLaren & Co., general merchandise store and blacksmith shop; A. Kammer's boot and shoe store, A. E. Craig's barber shop, Pine county bank (total loss), John Luchinger's meat market, X. Bone's jewelry store, N. Miller's restaurant and bakery, A. Hay, publisher of Hinckley Enterprise (total loss), G. Cohen's clothing store, D. Brennan's confectionery store, H. Miller's cigar factory and the Eastern hotel. All residences in the outskirts of town were destroyed when the train left, and it is very doubtful if any building was saved. The St. Paul & Duluth depot was burning as well as its coal sheds, water tanks and the cars in the yard were practically destroyed before the Eastern Minnesota train left Hinckley.

Many Painful Scenes.

The scenes when the train arrived were almost heart breaking. Children were searching for parents, husbands for wives and children, brothers for sisters, who had been left behind. Of some families all the members were present, but in far too many instances some were missing. The unfortunate people would have been far more unfortunate but for the work of the police force and of many prominent citizens. Mayor Lewis and Chief Armstrong had charge of the arrangements, and the people were well cared for. The Ideal and Zenith restaurants furnished them all supper, and all were well fed. Fully half of those who came were lodged at the armory where fifty ticks of Cos. A and C were filled and placed on the floor. Twenty-two families were housed at the Wolf block, some stopped at the Columbia hotel, and others were taken care of by private families about the city. Several families in which there were children who were ill were taken to G. G. Hartley's residence at the latter's request. Duncan Brewer & Co. supplied 75 blankets, Bayha, supplied many mattresses, Messrs. Kinney, York, Capt. McDougal and many ladies of the city brought supplies and assisted in the work of relief. All told there were 475 people brought in on this train and provided for.