

A NATION OF HIS OWN

REV. TURNER'S PLAN FOR THE COLORED MAN.

Japanese Success on Land and Sea—Li Hung Chang Degraded—Morton for New York's Governor—Train Robbers Get Baited.

Liberia for the Negro.
Rev. E. M. Turner, of Atlanta, Ga., bishop of the African Methodist Episcopal Church for Africa, the West Indies and Canada, and one of the best-known negro ministers in the United States, is in Kansas City. He lectured at the African Methodist Episcopal Church on the emigration to Africa of American negroes. He told his people that in America a negro may be a citizen of a State, but he is not a citizen of the United States. As long as he stays with the white man and bears oppression, he must be at the best a mental, but if the negro possesses the ability which he believes he does, he should found a nation of his own, and have his own institutions. Liberia is a small country, but by no means a strong one, he said; but it has a government of its own that is recognized, and a Liberian negro has rights which are respected in this country, where the rights of an American-born negro are trampled upon.

JAPS IN HOT PURSUIT.

Defeat of the Chinese at Ping-Yang Was Overwhelming.
A dispatch received from Ping-Yang, Corea, says that every hour adds to the crushing character of the Chinese defeat. The first estimates were slightly under the actual facts, and the total of the Chinese losses during the two days' battle is now said to be over 17,000 men killed, wounded and prisoners. The Japanese cavalry is continuing the pursuit of the Chinese who succeeded in escaping, and detachments of troops continue bringing in squads of captured Chinese. The Chinese prisoners who were not wounded were paraded in a circle of Japanese troops and it was seen that they numbered 1,450. It is probable, however, that this number will be increased during the next few days by the prisoners who are being constantly brought in by the Japanese cavalry. Many of the Chinese captured were found hiding in the quiet portions of the city.

FIVE WARSHIPS SUNK.

Chinese Vessels Attacked Off Yalu While Landing Troops.
A naval engagement has taken place off Yalu, where a Chinese squadron was covering the landing of a large force. The landing was effected with success, but in the meantime a Japanese fleet attacked the Chinese. The Chinese war ship Chin Yuen was sunk by the fire from the attacking fleet. The Yang Wei, also belonging to the Chinese squadron, in attempting to get out of the range of fire, or in maneuvering for a position, was run aground, where she remained. One other Chinese ship is reported to have been sunk. The Japanese are also reported to have sustained a heavy loss, three of their vessels having been sunk by the fire from the Chinese. Admiral Tzeng and Major Hannikin are reported as having been killed during the attack. No estimates can be made of the losses on either side.

Shaking Up the Soldiers.
General orders just issued by the War Department make more extensive transfers of troops than have been made since the war. Fort Sheridan retains the Eleventh Infantry until next spring. Four troops of the Third Cavalry go to the new post Fort Ethan Allen in Vermont; four troops of the Third Cavalry go to Washington on garrison duty, and the post on Mackinac Island is to be abandoned. The general shaking up will occur Oct. 1.

Nelson's Bad Faith.
Murry Nelson, president of the National Grain Elevator Company, one of the oldest members of the Chicago Board of Trade, and more than once an official of the institution, was indefinitely suspended Tuesday afternoon by the directors on the charge of "bad faith and dishonest conduct." This action was taken on the ground of his violation, as president of the National Elevator Company, a written agreement to reduce storage rates and to do certain other things.

Li Hung Chang Quits.
Shanghai advises that an imperial edict has been issued depriving Viceroy Li Hung Chang of his three-eagle peacock feather because of his mismanagement of the Korean campaign. Taotai Shen, it is reported, is intriguing against Li Hung Chang; through the Emperor's favorite teacher. Re-enforcements for the Chinese troops to the number of 50,000 are said to be sent from Ping Yang and Yalu.

Stolen Money Is Repaid.
Some days ago, at Newark, Ohio, a stranger entered the home of Isaac Rank's three daughters, and finding Florence, aged 18, alone, he snatched a revolver at her head and compelled her to hand over \$20. Tuesday Florence found an envelope under the door containing the sum stolen, and it is thought that some one knowing of the family's destitution thus repaid the loss.

Mexican Congress Convenes.
The eighty-fourth anniversary of the Declaration of Mexican Independence was celebrated in Mexico City with a great military demonstration and by the assembling in the evening of the semi-annual session of Congress. At the latter the message of President Diaz was read.

Levi Morton Gets It.
New York Republicans, in State convention at Saratoga Tuesday, named the following ticket:
Governor.....Levi P. Morton
Lieutenant Governor.....Charles D. Johnson
Judge of Appeals.....Albert Haight

Bandits Were Felled.
Passenger train No. 5 on the Santa Fe was held up by four masked men, about 500 yards east of the depot at Gorin, Mo. Through the packing of one of the would-be robbers, the train was held up for the design on the train some ten days before, and the robbers were greeted with a shower of bullets.

Is Carlson's Slayer.
Nearly five years ago Neil Carlson, an old miser living in a dilapidated shanty at West Superior, Wis., was murdered by John Nelson. Tuesday afternoon Nelson was arrested at Chicago by Detectives McCarthy and Elliott.

Negro Murderer Hanged.
Beverly Adams, a negro, 22 years old, was hanged at Hopkinsville, Ky., for the murder of Ott Campbell, another negro, last May. The execution in the jail yard was witnessed by fifty people. The doomed man reiterated his statement that the killing of Campbell was an accident.

Breakeridge May Contest.
The Breakeridge men are busy figuring on the reform of the school, and are doing so primarily and trying to reduce Owens' plurality. So far they have succeeded in whittling it down to 196 plurality, and it is more than likely Breakeridge will contest the election.

COTTON FOR JAPAN.

An Interesting Report from United States Consul Melvor.

The State Department is in receipt of a report from United States Consul Melvor, of Kanazawa, Japan, upon the manufacture of cotton fabrics from American cotton. He says: "Japanese manufacturers are each year improving the grade of their cotton fabrics and thus demanding a larger proportion of our cotton, which is the only long staple cotton which can be used in their machines economically; yet by far the greater proportion of this large supply of American cotton is purchased in Liverpool and London, because the ocean rates from England to Japan are much less than the combined railway and ocean rates from an inland point to Japan. Our people are losing the selling commission, or profit, and the marine insurance and freightage on a product which is distinctly an American staple. It might be possible for our great cotton interests and transcontinental railway lines to establish direct trade which would, even on a much lower freight rate, swell the profits of the railways and greatly increase the general profits arising from American foreign trade. We must thus gain direct control of the trade, thus materially weakening and ultimately destroying the right which to-day Liverpool is supposed to exercise in fixing the price of cotton in our own markets on the basis of the rate controls the only market for our product."

BIG STEAMER IN PERIL.

Puritan Breaks Her Shaft and Is Towed Back to Port—Enterprise a Ruin.
The sight of signals of distress flying from the steamer Puritan caused considerable excitement along the lake coast at Chicago Friday. The steamer was bound for St. Joseph and had on board a load of passengers. She lay about four miles out, with her flag flying signals for aid. The tug Alpha put out and found that the steamer had broken her shaft. The tug towed the boat back into port. It will take a week or more to make the repairs. It was fortunate for the passengers and crew that the shaft broke just when it did, else the steamer might have drifted around the lake many hours before being sighted. The Canadian steamer Enterprise, stranded on North Point reef, is a pretty complete wreck. Her rudder post is pushed up through the deck, and a large rock has crushed up through the bottom, partly upending her engines. After the examination by a diver it was seen that the rescue of the steamer was almost an impossibility.

HIS HEAD IN DANGER.

Li Hung Chang Losing Prestige Because of the War's Delay.
A dispatch from Shanghai states that the power of Viceroy Li Hung Chang has steadily decreased. His few influential friends are doing their best for him at Peking, but it is unlikely that they will be able to avert his downfall. Every day's delay in providing the promised victory over the Japanese now adds to Li Hung Chang's danger. The dispatch adds that the block in moving the Chinese troops into Corea continues. Everything has been thrown into confusion. The re-enforcements from the more remote provinces en route to Tien Tsin are at a standstill, and are terrorizing the cities in which they are halted. The re-enforcements are mostly under the control of their nominal leaders. Almost a reign of terror prevails even in Tien Tsin.

Fireboat on the Bottom.
Chicago's fireboat Yosemite lies at the bottom of Lake Michigan while the ten men of her crew who thought never to see the light of another day lie snug in safe harbor at Milwaukee which overflows the river at La Salle street. The boat foundered while going to the big South Chicago fire, and the crew faced death for hours. With a leaking boat slowly settling under them, driven before the wind, fires out, rendering pumps useless, the men battled with buckets to keep afloat as long as possible the doomed timbers which alone stood between them and eternity, and all the while the lurid gleam of torches shining for help darted across the storm-stricken waters. The gallant crew performed deeds of heroism and awaited death so stoically and bravely that their captain failed in words to describe his admiration for their pluck and thankfulness for their rescue at a moment when "all hope had fled." The rescuing angel may place ten more lives to the credit of Captain St. Peter and his men at the Jackson Park Life-saving Station.

Wife Murderer Is Shot.
Enoch Davis, wife murderer, was executed by being shot on Friday at Lehi, Utah. He chose this mode of execution in preference to hanging. Six deputies, in a tent fifteen feet from the gallows, in the tent were six loopholes to shoot through. About thirty officers were present, but no ministers. At 10:40 he was placed on a chair with a plank at the back. The doctors pinned a black mark over the heart of the condemned. Six shots rang out. Davis moved slightly, and at 10:45 gasped faintly. Death was practically instantaneous. Four balls plunked in his back. Davis killed his wife June 6, 1897, by beating her over the head with a revolver.

The National Game.
The clubs of the National and Western Leagues stand as follows in the championship race:

| NATIONAL LEAGUE. | | | |
|------------------|-------------|---------------|----|
| W. L. Cent. | W. L. Cent. | Per. | |
| Baltimore 33 | 69 | Pittsburgh 59 | 61 |
| St. Louis 37 | 57 | Cincinnati 51 | 69 |
| Philadelphia 41 | 55 | St. Paul 49 | 61 |
| Brooklyn 45 | 51 | St. Louis 49 | 61 |
| Cleveland 47 | 49 | Louisville 34 | 76 |

| WESTERN LEAGUE. | | | |
|-----------------|-------------|-----------------|----|
| W. L. Cent. | W. L. Cent. | Per. | |
| St. Paul 37 | 69 | Gr. Rapids 59 | 61 |
| Kansas City 38 | 67 | Indianapolis 51 | 69 |
| Minneapolis 41 | 65 | Detroit 49 | 61 |
| Toledo 45 | 61 | Milwaukee 41 | 76 |

Chase Home Is Sold.
Kate Chase Sprague, of Washington, has sold Metropolis View, the homestead of her father, the late Salmon P. Chase, for \$115,000. For fifteen years it has been a dilapidated-looking estate, overgrown with pine trees and shrubbery, which stood sadly in contrast of trimness with its picture-postcard fences and arched gateways very much in decay and overgrown with moss and laurel. The Chase estate was once a suburban residence. It now stands in a thickly populated part of Washington.

Wants a Slice of New York.
Rumors were rife Thursday at New York of the sale of a large plot of land on Broadway, running through to Mercer street, to a Chicago syndicate for \$1,200,000. The fact was developed that negotiations were under way which would mean a sale of several acres of Chicago property with a cash consideration.

Says All Are Dishonest.
W. K. Ackerson, city controller of Chicago, made an argument before the Illinois Board of Equalization, asking that \$50,000,000 be added to Cook County's assessment so as to give Chicago \$1,000,000 more tax money. He said the assessors kept Chicago silent and that no honest Assessor could be elected.

Were Killed by a Passing Train.
A Panhandle train struck a wagon in which Mr. and Mrs. McDonald, of Frazzysburg, Ohio, were riding. Mrs. McDonald was instantly killed, and Mr. McDonald was so badly injured that he died a short while after.

Fire in a Chinese Town.
A dispatch from Chung-King, China, the evening of Aug. 25, the conflagration is said to have raged all night, and before midnight the whole of the southeastern portion of the city was in flames. About thirty persons are known to have perished during the fire, and it is probable that this number is far less than that which will eventually be shown to represent the actual loss of life. It is roughly estimated that the loss by the fire will amount to fully 15,000,000 taels. About 2,900 buildings were destroyed, including part of the Taotai Yamen (city hall) and three Chicago temples. No foreign houses were burned. The total loss, which was in feeble health, succumbed to the shock.

IT BEATS LAST YEAR.
Business for the Week Meets with No Drawbacks.
R. G. Dun & Co.'s Weekly Review of Trade says:
Business has met no setback, and continues larger than earlier in August and larger than a year ago, directly after the panic. The country has now passed several weeks under the new tariff, and all admit that commerce has been of less importance as yet than was expected. In all some branches business has materially increased. It has gained a little or has fallen off a little. Loss in some directions is explained by crop reports, for the most favorable estimates of experts put the loss of corn at about 100,000,000 bushels, whereas the government report is by some interpreted as meaning a loss of 1,000,000,000 bushels. The opinion of the trade does not favor the official figures, and all realize that the shrinkage of 400,000,000 bushels is serious. If it proves to be in some direction it must affect prices of meats for a year or more.

FOUND A LETTER BY LINCOLN.
Document in Which the President Praised the Sailors.
Major Davis, of the War Records Bureau, discovered the other day a hitherto undiscovered letter written by Abraham Lincoln to the managers of the Sailors' Fair held in Boston in 1864. It reads:
WASHINGTON, D. C., Nov. 8, 1864, 4:45 p.m.
The Managing Committee of the Sailors' Fair, Boston, Mass.:
Allow me to wish you a great success. With the old flag of the navy made brighter in the present war, you cannot fail. I name none lest I wound others by omission. To all from the Rear Admiral to the honest Jack, I tender the nation's admiration and gratitude.
A. LINCOLN
The letter was found inclosed in a lot of papers which appeared to be copies of old dispatches.

HOGS SOLD AT A SACRIFICE.
Owners Reluctant to Sell Owing to Fall in Price of Crops.
Two "big loads" of hogs from a Western Kansas ranch, where the crops totally failed this season, were unloaded on the streets of Fort Scott, Kan., Thursday and sold for 30 cents to 33 cents each. The average price was \$1. Three months ago they would have sold for \$8 each. The scene was a rare novelty. The herd was surrounded by eager butchers anxious to purchase. The shippers sell them for only 10 cents a head, and pay the transportation, rather than let them starve where there is no food. Many loads have passed through the town going to other cities to be sold in a similar way.

Ohio Thieves Whipped by Farmers.
Near Mount Green, Ohio, sixty masked and mounted farmers dragged James Ehoemaker from his farmhouse late at night, tied him to a post and flogged him unmercifully after he had confessed to several thefts. Samuel Long, a neighboring farmer, was the instigator, and was aroused by Ehoemaker's long and loud cry. Mrs. Long held the fort and made a brave resistance against the whites when they reached her home. They seized her, dragged her to a tree and flogged her severely.

Two Trainmen Severely Injured.
The Cincinnati, Jackson and Mackinac Railroad sustained a severe wreck near Greenville, Ohio. A passing train when turning a curve suddenly left the track, burying Engineer Nathaniel Harvey and O. Miller beneath the ponderous machine. When taken out Harvey and Miller were found to be badly scalded and bruised. Miller will likely die. Harvey may recover.

Terrible Death of an Aged Man.
At Kenton, Ohio, Fred Miller, 70 years old, attempted to kill his wife. He stabbed her with a lightning rod point twice in the abdomen, and the injuries may prove fatal. He also beat her badly on the head with a hatchet. The neighbor who saw the assault drove Miller off with a club. He then ran and jumped into a well and was drowned before he could be rescued. Drink caused the tragedy.

New G. A. R. Officers.
Following is the official roster of the G. A. R. for the ensuing year:
Commander-in-Chief.....Thomas G. Lawler
Senior Vice Commander.....A. R. Burchfield
Junior Vice Commander.....Charles H. Surgen
Sergeant General.....O. W. Weeks

Driven from Home by White Caps.
At Martinsville, Ind., white caps called upon William Enoch twice in one week, and he has fled. The charge was cruelty to his wife. A citizen says the white caps will visit a dozen other people.

Battle with Moonshiners.
News has been received in Little Rock of a battle between moonshiners and revenue officers of Pine County. Deputy T. B. Crisson was killed by a moonshiner named James Cook.

On Fire at Sea.
The Grace Line steamer Capac, Captain Thomas, arrived at New York from Chilean ports. She had a narrow escape from destruction by fire at sea.

MARKET QUOTATIONS.

| CHICAGO. | | | |
|-----------------------------|--------|-----------|--|
| CATTLE—Common to Prime..... | \$3.75 | to 6.25 | |
| HOGS—Shipping..... | 4.00 | to 6.00 | |
| SHEEP—Fair to Choice..... | 2.00 | to 3.50 | |
| WHEAT—No. 2 Red..... | 53 | to 64 | |
| CORN—No. 2..... | 30 | to 31 | |
| OATS—No. 2..... | 20 | to 21 | |
| RYE—No. 2..... | 48 | to 50 | |
| BUTTER—Choice Creamery..... | 23 1/2 | to 24 1/2 | |
| EGGS—Fresh..... | 15 | to 16 | |
| POTATOES—No. 1..... | 80 | to 85 1/2 | |
| INDIANAPOLIS. | | | |
| CATTLE—Shipping..... | 3.00 | to 5.50 | |
| HOGS—Choice..... | 3.00 | to 6.50 | |
| SHEEP—Common to Prime..... | 2.00 | to 3.00 | |
| WHEAT—No. 2 Red..... | 49 | to 60 | |
| CORN—No. 2..... | 29 | to 30 | |
| OATS—No. 2..... | 32 | to 33 | |
| ST. LOUIS. | | | |
| CATTLE—Shipping..... | 3.00 | to 5.50 | |
| HOGS—Choice..... | 3.00 | to 6.50 | |
| SHEEP—Common to Prime..... | 2.00 | to 3.00 | |
| WHEAT—No. 2 Red..... | 49 | to 60 | |
| CORN—No. 2..... | 29 | to 30 | |
| OATS—No. 2..... | 32 | to 33 | |
| CINCINNATI. | | | |
| CATTLE—Shipping..... | 3.00 | to 5.50 | |
| HOGS—Choice..... | 3.00 | to 6.50 | |
| SHEEP—Common to Prime..... | 2.00 | to 3.00 | |
| WHEAT—No. 2 Red..... | 49 | to 60 | |
| CORN—No. 2..... | 29 | to 30 | |
| OATS—No. 2..... | 32 | to 33 | |
| DETROIT. | | | |
| CATTLE—Shipping..... | 2.70 | to 4.50 | |
| HOGS—Choice..... | 2.50 | to 5.50 | |
| SHEEP—Common to Prime..... | 2.00 | to 3.25 | |
| WHEAT—No. 1 White..... | 51 | to 63 1/2 | |
| CORN—No. 2..... | 29 1/2 | to 30 1/2 | |
| OATS—No. 2..... | 33 | to 34 | |
| CLEVELAND. | | | |
| WHEAT—No. 2 Red..... | 53 | to 64 | |
| CORN—No. 2..... | 29 | to 30 | |
| OATS—No. 2..... | 32 | to 33 | |
| MILWAUKEE. | | | |
| WHEAT—No. 2 Red..... | 53 | to 64 | |
| CORN—No. 2..... | 29 | to 30 | |
| OATS—No. 2..... | 32 | to 33 | |
| NEW YORK. | | | |
| CATTLE—Shipping..... | 3.00 | to 5.50 | |
| HOGS—Choice..... | 3.00 | to 6.75 | |
| SHEEP—Common to Prime..... | 2.00 | to 3.25 | |
| WHEAT—No. 2 Red..... | 49 | to 60 | |
| CORN—No. 2..... | 29 | to 30 | |
| OATS—Mixed..... | 31 | to 32 | |
| BUTTER—Creamery..... | 24 | to 25 | |
| EGGS—State..... | 15 | to 16 | |

RUINS OF HINCKLEY.

WHAT A SPECIAL CORRESPONDENT SAW THERE.

Scene of Unutterable Horror, Desolation and Death—Frightful Experiences of the People—How the Prosperous Minnesota Town Was Wiped Out.

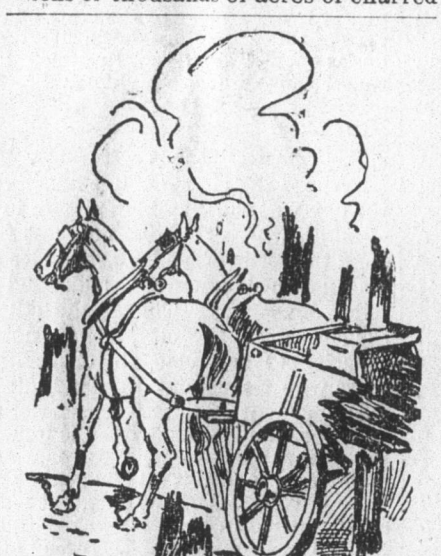
Birth and Air Affame!

Despite the hundreds of columns which have been printed descriptive of the great forest fires in Northern Minnesota, the most careful reader cannot but have failed to reach anything like a full realization of the horrors of that terrible holocaust which had the thriving village of Hinckley for its center. No one who has not gone over the burned territory, seen for himself the devastation wrought and talked with the survivors of the awful tragedy, can begin to appreciate what that ever-to-be-remembered afternoon and evening were to the people of the stricken territory. "It was as though the lid of hell had been lifted off for awhile, allowing the flames and smoke of the infernal regions to feast on poor help-



LOADING THE BODIES OF FIRE VICTIMS FOR REMOVAL TO BURIAL GROUND.

less humanity," was the way one man in Hinckley briefly described the scene to me. I spent ten days in Johnston, Pa., immediately after the awful flood in the Conemaugh valley; I saw Louville, Ky., only a day or two after it was visited by one of the most destructive and fatal cyclones in our history; I was in Sioux City, Iowa, by the first train which crossed to the west of the memorable flood in that city; I saw the ruin wrought in Titusville and Oil City by that remarkable conflagration when even the river, covered as it was with oil, became a blazing serpent, its length, shooting its fiery tongues 200 feet in the air, but—always excepting Johnston—I have never witnessed a scene of such complete devastation, such utter destruction, as is presented for miles and miles north of St. Paul along the St. Paul & Duluth and Eastern Minnesota Railroads. There is a territory, varying in width from ten to thirty miles and in length from thirty to one hundred miles, in which the flames left no live thing. The whole territory is blackened ruin—tens of thousands of acres of charred



HOW A PAIR OF HORSES WERE FOUND.

stumps, smoking ground, gnawing flames, even yet reluctant to leave while there yet remains fuel on which to feed. Where were once great forests, partially cleared farms, prosperous saw-mill villages, the homes of industrious settlers, now all is ruin. Even at St. Paul I found the air dark with smoke, and as I traveled north the smoke became more dense until, once in the heart of the burned district, it was almost impossible to see. The smoke masses in all directions, completely obscuring the sun.

How came the great fire of September 1 which swept over so many miles of territory, burning several villages and wiping out over 500 human lives? Not through any unusual prevalence of smaller fires or through any lack of vigilance or care on the part of the people, but through a combination of conditions, very difficult to explain clearly, and against which no man or number of men could have struggled successfully. Let us glance at the conditions existing before the terrible conflagration swept over the country. The extended drought, the quietude of the atmosphere, the trees burning among the pine stumps and roots in the forest—these had resulted in filling the air with dense masses of smoke laden with turpentine and resinous gases, inflammable in themselves. Then came a veritable cyclone—the wind blowing sixty miles an hour—sufficient in itself to have wrought untold damage. The wind instead of dissipating the gas-laden clouds of smoke only served to condense them. Added to this, the air seemed charged with electricity. Beginning several miles south of Hinckley and sweeping northward came the cyclone, bearing with it the dense masses of gas and smoke, which speedily took fire either from the ground fires over which they



THE ONLY HOUSE LEFT BETWEEN PINE CITY AND MISSION CREEK.

passed or from electricity. The result was that the whole heavens seemed in a blaze. Immense masses of roaring flame were hurled along, many feet above the surface of the ground, igniting everything over which they swept. Great black clouds were seen rushing forward, whirling and roaring in the wind, only to burst into flames with an explosion like the discharge of ordnance. Many of the buildings, as I was told by men who had witnessed the remarkable and terrifying sight, did

not take fire from the outside, but from within, suddenly burst into flames all through the interior and then exploding.

Before the wind came up the people of Hinckley were generally about their usual vocations—working in the saw-mill, about the streets, in the stores, along the railroads, etc. They were impressed with the unusual condition of the atmosphere, but were not frightened. The increased density of the smoke, so great that lamps were lighted in the houses shortly after noon, they attributed to the uncommon stillness of the air. The fire department had been on constant watch for weeks guarding against the near approach of the forest fires, and at this time were fighting a fire on the western verge of the village, but had it completely under control. The company was a volunteer one, and there was no water system in the village. But the boys had a great quantity of hose and usually were able to get water either from the mill pond on one side of the village or from the "gravel pit" on the other. In this instance, however, several teams were being employed drawing water for the fire company. To the fact that these teams and wagons were so close when the crisis came many people owe their successful flight from the flames.

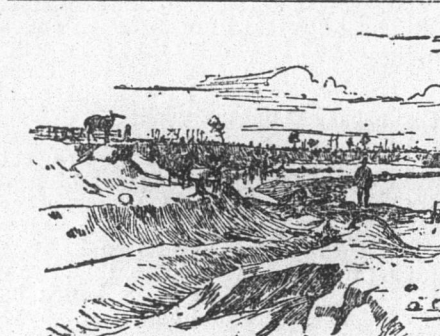
Suddenly came the wind—"the cyclone of fire," as the survivors call it. The insignificant fire which the men

were fighting paled before the immensity of the volume of flame and smoke which came rushing over the heads of the firemen, and they were immediately forced to turn and flee for their lives, some on foot and some in the water wagons. At the same moment began all over the village, with its population of 1,500 souls, the flight for life.

In the Gravel Pit.
No one attempted to seek a refuge in the small mill pond to the west of the village. It was difficult of access for the villagers at best, being beyond the railroad embankment, and moreover was filled completely full of logs, so that it would have been almost impossible to get into the water. From the mill pond along the northern border of the village, at the foot of a considerable bluff, is the Grindstone River, never much of a stream, and its bed now nearly dry. At the eastern verge of the village was a hollow, known as the gravel pit, in which was a couple of feet of water. This was the only natural place of refuge for the people, and it seemed a poor refuge indeed. About 200 people did reach the gravel pit, however, and by lying down or crawling in the water and pouring water over each other, succeeded in fighting off death. A few perished there from suffocation and heat, a few from fright and exhaustion, and one man was fatally injured by being trampled on by a cow. Several horses, cows and pigs, and even a number of rabbits and a few wildcats and lynx, crowded themselves into the pit with the people and came out alive. As the flames rolled through the air above them the people in the pit suffered untold agonies, and many were severely burned that they will be under the care of doctors for some time to come. To this gravel pit, however, and to the two trains guided by the brave engineers, Best and Root, nearly all who escaped owe their lives. A few found refuge in water holes in the Grindstone River and a few succeeded in escaping by running for miles along the tracks, having been unable to reach the trains.

Of the 1,500 people of Hinckley nearly 600 perished. At Sandstone a little village a few miles north on the Eastern Minnesota Railroad, sixty-nine people died. At Pokegama several lost their lives. The total number of people who perished in the Hinckley disaster is about 600 people perished.

As I walked about the smoking ruins of Hinckley I could not but remark the complete destruction wrought by the flames. Every house was destroyed. The sidewalks, and even the culverts running under the streets were burned. Two landmarks, however, remain to show that fires as well as floods can be eccentric. The little wooden outhouse belonging to the Eastern Minnesota



THE GRAVEL PIT EAST OF HINCKLEY, WHERE MANY TOOK REFUGE.

depot is intact, without a sign of fire on it, though of the depot and hotel across the way not a vestige remains. Again, down beyond the ruins of the St. Paul and Duluth Railroad round-house there stands a garden fence of thin pickets, dry as tinder, on which the fire has left no mark. Every house and tree and every foot of sidewalk has been converted into ashes, but the picket fence stands as clean and unmarked as though no fire had ever come within a mile of it. To explain such things is impossible. They are facts, nevertheless.

Here and there are bits of clothing, remnants of shoes, buttons, etc., and the peculiar dark, greasy-looking spots which the initiated recognizes immediately as the places where victims of the fire perished. Near the site of the roundhouse on the street is a quantity of scorched feathers and burned remnants of clothing. The careless passer-by would not notice the place, but it marks a scene of such heroic self-sacrifice as is seldom met with. On this spot perished a sick man and his two would-be saviors. He was unable to rise from his bed, and two heroic men carried him from the house lying on his blankets and pillow, and tried to carry him to a place of safety. After the fire, when the searchers went about the streets gathering up the dead, they found the three corpses. The corpse of the sick man was easily

LAWLER THE WINNER.

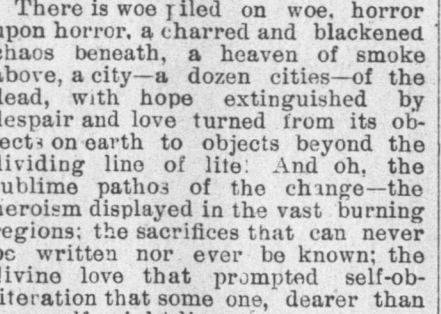
CHOSEN COMMANDER-IN-CHIEF OF THE G. A. R.

Closest Election in the History of the Organization—Pittsburg and New Orleans Capture the Vice Commandership—Encampment Business—Finances of Order.

Majority of Eleven Votes.

Col. Thomas G. Lawler, of Rockford, Ill., was elected Commander-in-Chief of the Grand Army of the Republic by a majority of 11 votes over Col. I. N. Walker, of Indianapolis. It was the closest contest for the office in the history of the organization. Maj. A. P. Burchfield, of Pittsburg, and Charles H. Shute, of New Orleans, were chosen respectively Senior and Junior Vice Commanders.

Colonel Thomas G. Lawler was born in Liverpool about fifty years ago. He came to this country when he was 10 years old, and was 17 when the war began. His army service began in April, 1861, when he made a three months' contract to fight with the Stars and Stripes in the Nineteenth Illinois Infantry, Sept. 17 of the same year he re-enlisted for three years as a private in Company E of the Nineteenth, with which brave regiment he participated in all the fire and fust which the Army of the Cumberland was fated to pass through. He was honorably discharged Sept. 17,



COLONEL THOMAS G. LAWLER.

1864, his rank at that time being Sergeant. On receiving his discharge he returned to Rockford, where he has ever since made his home. Colonel Lawler, previous to election to the Commanderhip, served as Commander of Newburg Post, No. 1, and now enjoys the unique record of not only being the commander of the oldest Grand Army of the Republic post in existence but of having filled that position uninterrupted for more than a quarter of a century.

VETERANS DYING OFF.

Reports Show That Death Is Decreasing the Ranks of the Grand Army.