Tornado's Path.

STORM WITHOUT A PARALLEL

The Brenking-Out of Fire Caused Addittonal Terror-Great Damage By the Flames.

the record made by the 27th day of May, Captain Monroe, of the Anchor line, and 1896. This is a conservative estimate. No possible idea of the number of people killed in the tornado that swept this them from their anchorage. The storm vicinity yesterday afternoon can be made at this time. South St. Louis is littered with the bodies of the dead. A SCENE OF BUIN.

When the sun rose on St. Louis and vicinity this morning it showed a scene of horrible ruin and disaster. Wind, rain and fire had combined in the mission of destruction. Two hundred lives in East St. Louis, while thousands were injured, many so severely that they canbe known for many days, herhaps never, for the debris of ruined buildings all bodies. The damage to property will amount cannot be estimated with any degree of certainty.

The terrible tornado that caused this destruction struck the city yesterday afternoon at 5:15 o'clock, and all parts of the city and East St. Louis felt the efof the river was inflicted with a threemile strip along the mighty stream. Many buildings totally collapsed, others were unroofed, while very few escaped

East St. Louis is a gigantic cemetery. not be brought to the light for many days, perhaps never.

characteristics of the afternoon which brought to St. Louis the most disastrons storm in the city's history. For hours the torrents shifted, the wind blew hot and cold, and the storm center developed. The fury of the elements was borne within the city's limits. In the west a thunder storm developed. Early mutterings indicated nothing more than a downpour, with the ordinary electrical accompaniment. This cloud came up slowly at first from the west, beyond Forest Park. As the black rim mounted higher above the horizon, its arc embraced more territory to the north and south. A strong wind from the east began to blow right in the face of the storm. It was the lower current.

Suddenly the wind stopped blowing from the east and there swept from the northwest a gale which made the best built structures tremble. With the hurricane, for that was the first form the

Awful Devastation in the works at the east end of the bridge, then blocks tumbled to the tracks, where the wreaked its fury on East St. Louis.

THE STORM ON THE RIVER.

When the first evidence of the approaching storm began to appear, every engineer on the river got up steam in order to be able to combat the elements. Had it been anything but a tornado, it is probable this would have aided the crews in saving their crafts. But the onslaught was so violent that the crews found their efforts only sufficient to aid them slightly in directing the course of Sr. Louis, May 28.-Two hundred lives their boats. The steamer Pittsburg, of snuffed out in this city; as many more the Diamond Jo line, the steamer City in East St. Louis; property destroyed in of Vicksburg and the Providence of the value running into the millions; this is Columbian Exposition Company, the many smaller craft, were pitched and tossed about until the final blast rent swept diagonally across the river and struck the Illinois bank with increased fury. The loss of life in the water on the East Side seems to be light, as everybody was carried safely to land.

total wreck. The City of Providence was blown upon the Illinois bank. Her rudder, cabin and smokestack are gone. were lost in this city, and as many more The St. Louis and St. Paul Packet Company's steamer St. Paul had started for not recover. The exact number will not city. She has not been heard from since. She had a full cabin list. The Belle of Calhoun and the Libbie Conger, over the city covers hundreds of human which were moored near Choteau avenue, were almost totally broken up. aggregate many millions, but the exact The Ellen G. Smith, the harbor-boat. was blown down the river and was wrecked near Arsenal island. It is thought that no lives were lost on this boat. The steamer Ed Harvester, of the Missouri Valley Transportation Company, was torn from its dock and carried fects. The greatest damage on this side down the river. Many heroic acts were performed in the saving of lives as the result of the storm. When the City of Monroe had listed away from the Anchor-line wharf, there were about forty passengers on board and a full crew, as the boat was just making ready for the Under the debris of the buildings of that trip to New Orleans. When the moorcity are scores buried, whose bodies will ings finally gave way the boat lurched on its starboard side and nearly capsized. The movement threw nearly all the freight to starboard and served to hold Hours of sultriness, puffs of wind the boat in its perilons position. Capcoming by turns from all points of the tain Viegler made a reassurring speech compass, the flying hither and thither to the passengers which slightly quieted of light, mist-like formations across the the externe excitement. He said they dull, dark-colored mass; these were the were all safe. When the boat struck the Islinois bank the captain was not to be found.

In comparison to its size, the fatalities in East St. Louis greatly exceed those on this side of the river. The larger part of the central portion of the city is razed to the ground, while on the flats along the river bank north of the

Ends bridge, not a house is left standing. The loss of life is terrible. Scarcely one family seems to have escaped without some member being killed, while many households were wiped out of ex- In the Circuit Court of the State of Oregon for dead there, is placed at 150.

Nepomic, was demolished except the front, which stands like a tower.

PASSENGER TRAIN WRECKEN

While the storm was at its highest, a passenger train on the Chicago & Alton storm took, when it broke over the railway pulled on to the bridge from the western part of the city, came a deluge. Missouri side, on its way east. Engineer From a few minutes before 5 until 5:30 Scott had proceeded only a short disthis hurricane blew from the northwest. tance when he realized the awful Then there came a lull. The currents danger. The wind struck the coaches, shifted. In the southwest there came causing them to careen. The train was into existence a storm cloud, with the about half way across. The overhead essential features of a tornado, funnel- poles were snapping and tumbling into shape. This second storm burst upon the river, while large stones were shiftthe city from the southwest. It came ing loose from their foundations and in on South Lafayette Park, struck the plunging into the water. Realizing that city hospital, and from there tore its any moment his train might be blown way through the city to the river by a into the water or else the bridge be northerly course. It wrought havec blown away. Scott put on a full head that will leave traces in that part of the of steam, in an effort to reach the east-

LOUIS city which lies east of Seventh and north side shore. The train had scarcely pro-Boats were torn from their moorings about the same distance from the shore, and capsized, or went adrift. The cloud when the upper span of the bridge was crossed the river, demolished the upper blown away. Tons of huge granite train loaded with passengers had been but a moment before. About the same instant the wind struck the train, up-setting all the cars like playthings. setting all the cars like playthings. Luckily no one was killed, but several were taken out seriously injured. The wrecked part of the bridge is just east of the big tower near the Illinois shore. and extends east about 300 feet. The entire upper portion, traversed by street cars and carriages, is carried away, while the tracks beneath are buried in the debris, in some places eight feet

Captain Pat Carmoody's presence of mind prevented a panic at the fair grounds. When the crowd appealed for protection from the tornado, Pat corralled the frightened people under the stand and forced them to remain there. He held a mob of about 300 in check, and it was lucky for them that he did so. Everybody was trying to get out and wanted to make a break for the south The City of Vicksburg is almost a total wreck. The City of Providence was blown upon the Illinois bank. Her udder, cabin and smokestack are gone. moody's good judgment saved many lives. A part of the roof landed on the natural bridge road and several bodies were buried beneath the debris.

A MOB RELD IN CHECK.



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J. H. Zeilin & Co., Philadelphia, Pa.

SUMMONS.

Ralph P. Keyes, Plaintiff,

The Oatholic church St. John of Nepomic, was demolished except the ront, which stands like a tower.

The Oatholic church St. John of D Taylor, Sarah K. Taylor, State of Oregon as trustee for the use of the Common School Fund of Wasco County, Oregon, John Barger, Front, Which stands like a tower.

Joseph A. Johnston, C. W. Cather and the Columbia River Fruit Company, a corporation,
Befendants.

To O. D. Taylor, Sarah K. Taylor, State of Oregon as Trustee for the use of the Common
School Fund of Wasco County, Oregon, John
Barger, Joseph A. Johnston, C. W. Cather, defendants:

In the name of the State of Oregon, You are
hereby required to appear and answer the complaint filed against you in the above entitled
sult within ten days from the date of the service
of this summons upon you, if served within this
county; or if served within any other county of
this state, then within twenty days from the
date of the sarvice of this summons upon you,
or if served upon you by publication, then on or
before the first day of the next regular term of
this Court, and if you fall so to answer, for want
there of, the plaintiff will take indement against
you and apply to the Court for the relief prayed
for in his complaint.

This summons is served upon you, the said
defendent. Joseph A. Johnston, pursuant to an
order made and entered in the above entitled
court by the Judge of the above entitled court
on the 6th day of April, 1896.

HUNTINGTON & WH.SON.

Attorneys for Plaintiff.

NOTICE FOR PUBLICATION.

LAND OFFICE at The Dalles, Or at Notice is hereby given that the following amed settler has filed notice of his intention to manute and make final proof in support of his aim, and that said proof will be made before Register and Receiver at The Daller, Oregon on June 10, 1896, viz: Frederick W. Wilson,

Hd. E. No. 5279, for the Lots 1, 2 and 3, 5 ec. 3, Tp. 1 N, R 13 E.

He names the following witnesses to prove 1 N. R 15 E.

He names the following witnesses to prove his continuous residence upon, and cultivation of, said land, viz: Edward F. Sharp, J. F. Stanleis, Edward M. Wingate, William H. Butts, all of The Dalles, Or. JAS. F. MOORE, Register.

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