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HORRIBLE

The Second Span Collapses During Last Night's Gale.

It Was Observed to Be Out of Line Yesterday.

Partial List of Missing Dead and Injured.

Close Shave For the Steamer Hite.

Hogan's Thrilling Story of Escape and Lee's Awful Fall.

Other Interviews With Men Who Escaped.

What Are Said to Be the Causes of Disaster.

Fall of the Covington and C. & O. Bridges at Cincinnati.

Moore's Jump From the Pier.

The Loss of Life and Financial Loss.

The terrible disaster of yesterday was followed by another last night, but fortunately no lives were lost. All day yesterday and at night until early this morning, fierce winds and and rain wailed a dirge over the unfortunate men who had gone down in the bridge. Nothing else but the disaster was thought of or spoken of in this city and it left a shadow of horror over the entire community.

So deep was the interest taken in the matter that even in the driving rain last night up to 10 and 11 o'clock, hundreds of people crowded the shore and gazed out into the darkness. At 8:10 or 8:20 o'clock another collapse occurred which involved a tremendous loss of money to the bridge company, but fortunately no life was lost in this second fall although there were some narrow, very narrow escapes. At that time, the tremendously long span nearer the Kentucky shore,

FELL WITH TERRIFIC NOISE.

It had been partly looked for. In the morning shortly after the fall of the span towards the Indiana side, some men who stood opposite the bridge on this side remarked that some of the structure a short distance from the pier on the Kentucky side was out of line and sagged. It was then believed that the heavy gale blowing would bring the enormous span down. The ferry boat had a very narrow escape as related below.

CORBETT'S ESCAPE.

A Mr. Corbett employed as watchman also barely escaped from going down with this second span. He had just stepped on to the pier and the shorter span, when the great structure began to oscillate and suddenly collapsed. The cause of the falling of this second span is believed by those who ought to know, to be the fact, or supposed fact, that it had not been sufficiently bolted together in the hurry of construction, only the most necessary riveting having been done.

Working men, whose names of course, the News will not give, stated this and said that the motion caused by the insufficient bolting and the high wind chafed the steel bolts until they broke and the structure fell.

THE DISASTER OF YESTERDAY

Is probably one of the greatest disasters in the world and is similar to the one which occurred a year ago last June during the building of the Covington and Newport bridge. There was no high wind when the Covington bridge fell and was evidently caused by negligence on the part of those who were building it. That bridge was also built by the Phœnix bridge company and a score of men went down with it. Another disaster occurred in the building of the C. & O., bridge at Cincinnati across the Ohio, where drift wood had lodged against the false work. If the News is not mistaken, that bridge was also built by the Phœnix company.

As stated in the News it is believed that the fall of the span yesterday was due to carelessness and could have been prevented by proper anchorage of the work.

WHEN THE BRIDGE FELL

The pile driver was close under the false work on the Indiana side of the pier and on it a number of men. It is not true as the Courier Journal stated, that these men knew the bridge was going to fall. On the contrary, they themselves were in imminent danger and some of them ran from the pile driver into a skiff and escaped, but Jack Martin and a man by the name of Turpie remained upon it and cut the lashings holding the driver anchored below. They then ran the upper line over the capstan and pulled themselves away from the dangerous false work just in time to escape being smashed to pieces.

THE DEAD.

BURNS, FRANK D., Franklin, Pa.; picked up dead in the river by ferry boat Hite.

COOK, C. W., Mantua, O., leg mashed and head crushed; died in city hospital.

COURTNEY, JAMES, Clinton, Ia., dead when recovered.

MILLER, FRANK, 367 Prospect avenue, Buffalo, N. Y., died a few moments after being rescued.

MURPHY, CHARLES, 499 Main street, Chicago, died at city hospital at 2:55 p. m.

THE INJURED.

BROWN, L. G. Irvington, Ky.; arm broken in two places; at city hospital.

CALLOWAY, Thomas M., 937 east Market street; ankle sprained and several ribs broken, at city hospital.

HALL, B. F., bruised; at Farmers' Hotel.

HILDERBRAND, EDWARD, Stout's P. O., Northampton county, Pa.; ribs broken and internally injured, will die; at city hospital.

HOBEN, EDWARD, 461 South State street, Chicago; broken thigh and internally injured; at city hospital.

LEE, HARRY O., east Spring street New Albany; cut about head and suffering from shock.

MEYER, JOHN, 312 North Broadway, Lexington, Ky.; cut about face and leg broken, may require amputation; at city hospital.

MOORE, O. F., Jeffersonville, internally injured and both arms broken; may die.

PARKS, SAMUEL, 1104 Fulton street, Louisville; hip broken.

PUGH, HARRY D., Mercer, Pa.; both arms broken, back hurt and internally injured; at Jeffersonville infirmary.

SCHERF, EDWARD, 2707 Sayre street, South Pittsburg, Pa., broken leg and arm; at city hospital.

SHARP, W. A., 722 Oldham street, Louisville; broken arm and bad scalp wound.

SHEEHAN, G., Greenup, Ky.; large flesh wound; at Farmer's Home, hotel.

THORPE, GEORGE, bruises; at city hospital.

THE MISSING.

ALBIN J.
DURFLINGER, RUSSEL L., Riverton, W. Va.
HENKLE, G. H., Dauphin, Pa.
HOLDEN, J.
HOLDERER, C. F.
KELLY PATRICK, 1430 Mississippi avenue, St. Louis.
KREGAN, J.
LILLY, GEORGE.
OWENS, J. F.
PLAISS, H. Fifteenth street, New Albany.
SHEBIDAN, F.
SIMMONS FRANK, Jacksonville, Ala.
SODEN, A.
SODEN, M.
WILSON, J. L.

Of the sixteen dead, the bodies of but Burns are at Cralle's undertaking establishment. His body was taken to Jeffersonville by the ferry-boat W. C. Hite.

In the list of the missing as given above undoubtedly many names do not appear, and the News does not think it is anywhere near correct. The company yesterday

REFUSED TO SHOW ITS TIME BOOK

To the reporters as they called at the office in Louisville, locking it in their safe.

A GRAPHIC DESCRIPTION

Of escape is that given by E. H. Hogan, who was attending to the engine at the traveler and who was close together with William Good. They heard the crackling and Hogan relates that he started to run for the pier toward the Indiana side as the only hope of safety.

"I tried to keep cool," he said, "knowing that this was my only chance but I felt the structure sinking below me as I neared the pier and the last few steps I was compelled to run crossed legged as the work slipped away from under. There were seventeen of us on the pier and we looked down after the thing had gone down and saw three heads sticking up out of the water. I called to Good to throw them a line and he threw them a line and then went down and got them out. I do not know who they were. We got out a fourth man, but he was dead."

A TERRIBLE JUMP.

He also related about the terrible jump, which O. F. Moore, one of those who escaped with his life, but was fearfully injured, made. Moore was among those who escaped to the pier. He was standing near the side where the false work on the Indiana side was and when that suddenly crashed down, the horrified spectators on shore saw a man dive head foremost from the high structure. It was Moore. What made him jump, no one knows. Possibly he may have lost his balance accidentally and fallen below. He struck a skiff anchored close to the pier and smashed it to pieces, but was rescued by some men in a skiff at the same time that Dr. Peyton and John Jacks were rescued. He had an artificial leg. Moore is at the infirmary.

DR. PEYTON'S ESCAPE.

Dr. Peyton and John Jacks, together with Louis Vliderbee, had gone out to the barge anchored under the false work which was still standing, to assist the wounded. Vliderbee took his skiff out of the way of danger and the doctor and Mr. Jacks remained. Jacks stepped on the false work, when it began to crumble and he dived head foremost as deep as he could for his life and and was saved by one of the skiffs. Dr. Peyton was entangled among the wreckage which struck the barge and went down four or five times.

He says that he did not feel particularly scared, but he felt a keen regret at giving up life. This seemed to be the uppermost thought in his mind.

He was hampered by his overcoat and coming up the third time, he drew a long breath and shut his mouth to keep from swallowing any more water. In coming up again he attempted to strike out for the Hotspur and after he had sunk another time some young man in a skiff, he does not know who, seized him by the coat collar and dragged him into safety. The doctor is very anxious to know who his saviour is, that he may thank him personally.

Mr. Jacks in his dive was partly incumbered by a valise belonging to Dr. Peyton.

During the first hours after the accident a reporter spoke to a number of employes and some of the bosses of the bridge company and the least estimate placed by any of them as to the number of men on the ill fated structure was seventy five while the majority of them thought there were anywhere from 125 to 150 men upon it. The fact is, that all of the employes nearly were huddled together called out a warning. He says that only ten men got off with him, the others went down in a heap.

A brave act was that of one Gilder. His partner, Maj. R. Hawks, became fastened by the foot as the bridge went down. Gilder ran back to his comrade extricated him, and just as the timbers fell both escaped upon the pier.

SUPERINTENDENT MILLIKAN SAYS

That he cannot explain the fall of the second span, except on the theory of a cyclone. He claims that it was perfectly safe and entirely seperate from the already fallen span. He also says, that Chief Engineer John Stirling Deans of Philadelphia cautioned the bridge-men several weeks ago about false work. He says that they did not put up flimsy work, that it was as safe as it could be made,

A NARROW ESCAPE.

The falling of the second large span came near adding another horror to the terrible calamity, more appaling than all his predecessors. Just as the span was trembling and wavering prior to its fall, the 8.30 ferry boat was making its usual trip from Louisville to Jeffersonville. Those on board about thirty five in number were all unconscious of them approaching danger as the boat was nearing the bridge. The pilot and captain of the boat supposed this span to be perfectly safe and would have passed under it this time as they had done time and time again, for weeks had not, suddenly the shrill whistling of the Hotspur warned them of their danger.

The engines were reversed and commenced backing, but none too soon. They had hardly backed ten yards from the bridge when the deafening crash came and it was then that those on the boat knew how nearly they had averted being killed, for had the mass of iron fell upon the frail ferry, few would have been left to tell the tale. The blowing of the warning by the Hotspur brought hundreds to the dock and those who crossed on the 8:30 ferry, were welcomed home, as probably they had never been before.

A MAN OF COOL NERVE.

Harry Lee, the man picked up by Jerry Bosley, showed himself to be a man of extraordinary cool nerve and presence of mind. He was working on the top of the high traveler when the shock came and the mass of iron and wood which he was riding went crashing downward, he wrapped his legs around one of the topmost timbers and waited results. He said that he knew if he stayed on top, his danger was infinitely less than if he jumped or let any of the timbers get above. Several times while decending he shifted his position to keep on top of the mass.

He says that for several days the manager and superintendents have known that the traveler was unsafe and had been letting down. It has settled four inches this week. They, however were hopeful that they could finish this span with it—and then it would have out lived its usefulness, one more day's work they claimed would have done with the traveller, but the falling of the completed span, No. 2, shows that the accident was not due entirely to this.

Men working on the bridge warned the bosses of the impending danger, and several of the men quit work yesterday as they feared to trust the bridge.

Another reason assigned for the disaster is that the riveters were one full span behind the bolters, a thing unprecedented in the history of bridges.

HARRY LEE FOUND BY HIS PEOPLE

It was a joyous meeting at the home of J. T. Bosley, 153 Front street yesterday, when the father and brother of Harry Lee called and found that the son and brother was well, with the exception of the severe shock. Some one had telegraphed to Mr. Lee at his home in New Albany that his son had been killed. The telegram was from Louisville and the old gentleman immediately repaired to that city and began a search for the body of the missing son. At his boarding house they told him that his son was not dead, but frightfully injured, having both legs and several ribs broken and injured internally. They also leave him the number of the house where he could find him and those who have been in similar plight can imagine the old man's joy on finding his boy apparently none the worse for the severe shake up he had received. The injured man was resting quietly last night and father and son removed him to New Albany.

MRS. GEORGE FISHER

Who fainted yerteday when she saw the bridge falling and who was carried insensible to the Falls City hotel from the ferry boat, is all right today, except that her nerves are considerably shaken.

Her husband was on the Hot Spur which had just backed away from the bridge in time to escape being smashed. Mr. Fisher says that the falling of the work was not caused by neglect. He says he cannot estimate how many went down.

A number of civil engineers in speaking of the matter think that something was radically wrong, but what it was, they are not prepared to say. One of them Marshall Morris

TOM HYLAND'S STORY.

Tom Hyland, of this city, and a former employe of the carworks, who is well known and is a member of Hope lodge K. of P., refused to go to work yesterday morning and stated to the foreman that he thought that an accident was going to occur as the bridge work was three feet out of plumb. He went to work, however, and the pile driver was put to work to straighten the supports. When the collapse occurred, he saw the men running, but he did not hear them call out to any of the men.

He heard the work crackle and swung himself by the iron stringer upon which he was, and dropped into the river, striking near a skiff into which he was taken and rowed ashore. He says he was not even injured after his fall of nearly 100 feet.

Capt. Geo. Hurst of the Hot Spur, states hat the boat narrowly escaped the crash and if it had not been for the ferry boat they would have been right beneath the span which fell. The ferry City of Jeffersonville ran across the Hotspur's course and the latter had to check. This delay saved the steamer. "It was like a flash," he said, "and immediately after it crashed, we started into the debris and pulled out nine men."

FRIDAY WEEK AGO THREATENED

A collapse of the bridge. The span which went down last night in the storm was then nearly completed. The false work become shaky and went out of plumb and the heavy iron work sagged several inches out of the way. Hydraulic jacks were employed and the danger was tided over and what might have been a collapse like that of yesterday, was narrowly prevented. It is said by men that it was well known that the false work was shaky yesterday morning early. Last Thursday evening at quiting time, the men noticed that the wood work was sinking, but it was believed that its support would last long enough to give time for the completion of the work and the span, had it not fallen, would have been completed some time today or last night.

CONDITION OF PUGH AND MOORE.

Moore who made the dive of the pier and who is now at the infirmary together with Pugh, another man rescued, is very low. Pugh also is in a precarious condition and when the reporter called at the infirmary this morning no one was admitted into the ward.

THE LOSS.

So far as can be ascertained, the Phœnix company will lose all the way from $80,000 to $150,000 by the collapse and it is not at all likely now that the bridge will be completed this winter. In fact it looks almost impossible. Between the two piers is a long line of wreckage of iron and timber which will take a good while to remove. Then new iron will have to be made and it will probably be several months before the company will be ready to resume building. The most awful loss of the affair is that of the lives and from what the reporter himself, together with other people, saw, he cannot believe but at least fifty persons are still under the wreck.

Jack Eckstein, kemper, who was engineer at the water works under Captain David Allen was at the time employed on the ill fated bridge and was reported to have been killed last night. It is learned this morning that he escaped.

Tom Rutherford of this city, a man by the name of Bender of Indiana avenue and a man by the name of Wilkison, who is a member of Hope lodge, Clyde Weller and a man by the name of Ed Tobin, all of them from this city were employed on the bridge but saved.

WHAT TOM HYLAND SAID.

Tom Hyland states to the News reporter that he did not say that the bosses ran without giving warning to the men. What he did say was that he saw all the men running, he could not tell who, and he felt the bridge crackle when he dived for the water and thus saved himself. When asked by the News reporter how he felt he said that he could hardly tell. He had no apparent fear so far as he knew, but thought he was a goner, yet the love of life made him instinctively make a big struggle for salvation. Tom went to work again this afternoon. He is a member of Hope lodge, Knights of Pythias. One of the strange features of the disaster is that all those who were saved and escaped by hairs breadth, even those who dived from the top of the bridge, say that they seemed to have little fear, their predominating idea being to save, their lives if possible. They say that it gave them no time for terror of death.

SAW LIGHTNING LIKE FLASHES.

The family of Captain Ed Fitch, arlarmed by the roaring of the wind last night and fearing another cyclone, witnessed the fall of the second span. They say that when the crash came, the steel girders and iron works clashing and tearing together, emitted lighting-like flashes as it fell and a roaring noise, like that heard at the fall of the fatal span yesterday, sounded again through the night. Many of the Front street people and those who witnessed the

decidedly nervous.

DEMANDED THE CORPSE

Last night, the coroner of Jeffe county, Ky., demanded that Cor Gilbert send the corpse of Ja Brown to Louisville. Mr. Gil properly refused to do so.

CLUNG FOR LIFE.

SUPT. FISHER RELATES HIS EX RIENCE OF LAST NIGHT.

Supt. George Fisher of the Phoe company was on the hurricane d of the steamer Hot Spur, when second span fell last night.

The boat was going down stre when a terrific wind struck it

BARGAI

JAMES' S

COING FO

New Line of Fine Sox in
Full Dress shirts Dude B
est Style and finish.
Real Wool Underwear fr
Fine Cashmere Suits sur
Superb Suits of Derby Ri
Elegant Perrin Gloves in

REMEMBER

ROBT.

330 Market St

LOUIS

Mr. Fisher, to save himself from ing blown overboard, lay flat on deck, hanging on to some rope dear life.

The men working on the wreck came alarmed and yelled for and Captain Joe Hurst put on a head of steam to get to them.

The steamer seemed to thump and down in the water.

At this time the Hot Spur blew alarm whistle, which saved the and the span collapsed.

MRS. SIMMONS' CONDITION.

Mrs. Ed Simmons, who was trated by the news of her husba death, is still very weak, th slightly better.

No work is being done on the w today.

A FRAUD.

A Woman Impersonates the K Daughters and Bilks Poor People

Day before yesterday a small-s woman, dressed in black, with ra red hair, came to the house of M Barlow and Rose Hawkins in old Clarksville school, situate the center of the carworks lu yard. She represented that she the chief "writer and doctor" o King's Daughters and that if would give her $1.50, they woul provided for during the winter. women, both colored and very p managed to raise the $1.50 and came to the head quarters of King's Daughters to obtain the plies which were said to be wa for them, when of course, the f was discovered. This swindler o to be hunted down.

HOLIDAY EXCURSIONS

Over Baltimore & Ohio So western Railway.

For the Christmas holidays line offers a rate one and one-t fare for the round trip betw all stations on its from the Mississippi on the west, to Parkersburg and E burg, east, and over all of the pr pal connecting lines. These ti will be on sale December 23, 24, 30 and 31, 1893, and January 1, good returning until January Ask your ticket agent for full ticulars, rates and time tables.

Escape of a Prisoner.

John Smith, of Vigo county, up for burglary, escaped from Prison this morning. He was w ing on out side of premises wi brick cleaning squad taking d the old wall, and slipped from the guard, and was running through the lumber west of carworks. Has not since seen, although a thorough sear being made for him.

Henry Hull, one year for larc Knox county, Nell Johnson, years for burglary, Vigo co Wm. Vaughn, Covington, Di Ky., United States court, ten mo for passing counterfeit coins wer mitted to the prison today.

Morton Chapel.

Morning subject, "Overcomi Evening, "What Must I Do Saved." All invited.