

JEFFERSONVILLE NEWS

JEFFERSONVILLE, INDIANA, SATURDAY DECEMBER 16 1893.

Vol. XXI

Another of the strange stories for which the English chancery court is remarkable is astonishing everybody today. The Widow Chulener had a life interest in her husband's estate, terminating on her remarriage. It is alleged that she married a certain James Stanley in 1845. The answer is that the widow is Stanley. She has lived as a man for the past 28 years and carried on business as a plumber. She went through a marriage ceremony in 1866 with another woman named Nowland, and they lived as man and wife till 1895. The case is still on trial.—London Cor. New York Sun.

IT STANDS THE TEST

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On This Market We Claimed That It Was Equal To The BEST Pittsburg Coal.

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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 rain walled a deluge 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,

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 Phoenix 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 Phoenix 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 Turple 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 mangled 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 p. m.

THE INJURED. BROWN, L. G., Irvington, Ky., arm broken in two pieces; 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.

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

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

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

SOLEN, M., Wilson, J. L. Of the six 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 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 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. E. 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 Indiana side when the structure 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 Vilderbe, had gone out to the barge anchored under the false work which was still standing to assist the wounded. Vilderbe took his skiff out of the way of danger and the doctor and Mr. Jacks remained. Jacks stepped

in that narrow space and some fifteen or twenty on the traveler.

NARROW ESCAPE. Geo. W. Brown one of the foremen when the crash came was carried down side to the bottom of the river, but he held his breath as he fell and, though caught in some of the timbers, he managed to work his way out and get to the surface, where he was saved.

Watchman Collins was in a skiff a few yards below the bridge. He heard the crackling and saw it topple his skiff was caught in the whirlpool, capsize and he saved himself by the innermost good luck.

Earl Manchester, a civil engineer, was standing near the Kentucky side and seeing the bridge about to fall, 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 Glider. His partner, Maj. R. Hawks, became fastened by the foot as the bridge went down. Glider 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 separate 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 dummy work, that it was as safe as it could be made.

NARROW ESCAPE. The falling of the second large span came near adding another horror to the terrible calamity, more appalling 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 their 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 Hite spur 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 avoided being killed or hurled into the river.

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 avoided being killed or hurled into the river. The blowing of the warning by the Hite spur 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 men set a foot and the wood which he was riding went crashing downward, he wrapped his legs around one of the topmost timbers and waited resolute. 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 descending 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. He 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 traveler, but the falling of the cover plates, No. 3, showed 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. Harry Lee was found by his people 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

of Louisville, especially makes a statement to that effect to the morning papers. The spans were exactly alike in construction and each of them was about 235 feet long.

The Louisville and Jeffersonville bridge company does not suffer from the disaster, the entire responsibility falling upon the Phoenix company. The history of the bridge has been one of disasters. Fourteen men were killed in the calson accident at Tow Head island, seven in the next calson and then since, single and double fatalities have occurred, making the number of fatalities before the collapse of the bridge about thirty five. The Phoenix bridge company has all its men insured, the company taking the amount of insurance out of their wages.

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 two collars 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 that the boat narrowly escaped the crash and 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 Indiana'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 became shaky and went out of plumb and the heavy work suggested being allowed out of the way. Hydraulic jacks were employed and the danger was (kicked over and that 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 a quieting 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 off the pier and who is now at the infirmary together with Pugh, another man rescued, is very likely to be in a precarious condition and the reporter called at the infirmary this morning no one was admitted into the ward.

THE LOSS. So far as can be ascertained, the Phoenix company will lose all the way from \$30,000 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 Wilkinson, who is a member of Hope lodge, Clyde Waller 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 bolters ran without giving warning to

Highest of all in Leavenworth



collapse yesterday, are still decidedly nervous.

DEMANDED THE CORPSE. Last night, the coroner of Jefferson county, Ky. demanded that Co. Gilbert send the corpse of J. Brown to Louisville. Mr. G. properly refused to do so.

CLUNG FOR LIFE.

SUPT. FISHER RELATES HIS EXPERIENCE OF LAST NIGHT.

Supt. George Fisher of the Phoenix company was on the hurricane of the steamer Hot Spur, when second span fell last night. The boat was going down stream when a terrific wind struck it

BARGAIN

JAMES' S

GOING F

REMEMBER

ROBT

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

The men working on the wreck came alarmed and yelled for aid 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 men and the span collapsed.

MRS. SIMMONS' CONDITION. Mrs. Ed Simmons, who was treated by the news of her husband's death, is still very weak, but slightly better. No work is being done on the wreck today.

A FRAUD. A Woman Impersonates the King's Daughters and Buks Poor People

Day before yesterday a small woman, dressed in black, with red hair, came to the house of Mrs. Barlow and Rose Hawkins in old Clarksville school, situated at the center of the carworks layout. She represented that she the chief "writer and doctor" of King's Daughters and that if would give her \$1.50, they would provide for curing the winter women, both colored and very managed to raise the \$1.50 and came to the head quarters of King's Daughters to obtain the pills which were said to be valuable; when of course, the fraud was discovered. This swindler is to be hunted down.

HOLIDAY EXCURSIONS

Over Baltimore & Ohio 800 west-rn Railway.