

A PLUNGE TO DEATH. Nearly Fifty Men Fall With the Louisville Bridge. THEIR LIVES SNUFFED OUT. Desperate Struggle Made by the Unfortunates. SOME SAD SCENES WITNESSED. Wives and Children Go Wild With Grief. CAUSE OF THE AWFUL DISASTER.

LOUISVILLE, Dec. 15.—The great bridge over the Ohio from this city to Jeffersonville, Ind., has played the role of a devouring monster since its very beginning. With the breaking of the caissons twenty-one human lives were sacrificed in one group. Since then one life after another has been yielded up to the monster until the number at sunrise this morning counted twelve more, making the victims of the bridge thirty-three.

It seemed to all that this cost of blood was enough. More than a hundred men went on the great span over the channel of the Ohio this morning full of confidence in the false work which stood between their work on the great iron span 110 feet and the merciless waters of the river below. All unharmed, from a cause not foreseen and as yet not clearly known, the false work proved tragically false. With a roar that made lookers-on shudder the false work

CRUMBLING UNDER ITS LOAD of iron. Above the waters of the river were a confused projecting mass of timbers, rods and iron beams. On the river were bodies of the dead floating down the stream or lodged in the debris. There were also the living struggling to gain the shore or clinging desperately to the wreckage. All the air was plaintive with the moans of the injured and the beseeching shrieks for help from men battling against death and a watery burial. On the tops of the two piers which supported the ends of this fatal span were huddled groups of terrified men. Of the hundreds of more men on the span that went down about fifty-five escaped to the tops of the piers and were rescued. It is believed that over forty-five went into the river. How many of these were lost cannot be determined with any certainty. It is feared the number will reach forty. The best that any one can hope is that it will not be over twenty-five. There was praiseworthy co-operation between the government life-saving service, the police, the firemen and

BEAVER PRIVATE CITIZENS. In the sorrowful work of saving the living and recovering the dead. And the scenes on either shore—who can describe them? Hearts of stone would melt at the sight of a wife leading her little ones, and seeking husband and father, dead or alive. And the meeting of the living with the living was scarcely less touching to behold than that of the living with the dead. But there was not time for tears. All men seemed akin in this dreadful moment. All seemed members of one family, and the work for humanity was too urgent to allow time to give vent to details of this horror must be told hereafter. It is impossible to even approximate its extent tonight. There is great reason to fear that the worst remains to be told. Of course, there are many conjectures as to the cause of the wreck. Some say that the factor of safety in the building of the false work was made too low. It is plain that the strong wind, added to the weight of the ironwork above, gave the false work a great strain. But these will be subjects of official investigation.

EARLIER REPORTS. LOUISVILLE, Dec. 15.—At a few minutes past 10 o'clock this morning the false work and part of the middle span of the Louisville & Jeffersonville Bridge company in place, gave way, and with all the workmen was precipitated 110 feet into the water below. There was but a moment's warning and those who escaped going down with the mass of iron and timber started for the piers after the first trembling that indicated the giving away of the false work. The accident was a horrible one and is the last of a long list of catastrophes that have marked the construction of this bridge. The foreman, in beginning work noticed that during the night, the "traveler," which had been put in place last night, had been worked loose by the wind. An order to draw it back into place was given and the men and engines started. The wind was high at the time, and the gentle swaying of the false work gradually forced the traveler off of the piles on which it was resting. When the end stopped the whole work trembled, and the men, realizing their danger, and the men realizing their danger, started for the piers. As luck would have it, the central beam was the first to give way, and the men on this bent went down to be covered by the mass of iron and timber of the other beams, which fell almost immediately, carrying with them the other workmen who failed to

the great number of fatalities occurred. A few minutes later a bent on which there was but little of the bridge proper gave way on the Indiana side. In this it is believed that but one unknown man was killed. He was caught by a rope and dragged beneath the water. The crash attracted the attention of those on the shore, and many turned away their eyes as they saw the men struggling in mid-air in their mad efforts to climb out of danger. When the huge mass of material struck the water all was concerned for an instant by the spray that was thrown high into the air. As the water subsided here and there could be seen men struggling desperately to climb upon the timbers that thrust their ends above the water. A few succeeded in climbing to the places of safety and were quickly rescued by boats that put out from the shores. Others struggled desperately and were carried off by the current to sink almost as

RESCUE WAS AT HAND. A few minutes after the accident work was sent to all parts of the city. Near the bridge live the wives and children of many of the workmen. These were soon on the river bank. Many were wild with grief, and rushed frantically about wringing their hands and tearing their hair. The office of the bridge company on Campbell street was besieged with the anxious wives and mothers asking for their loved ones. Half an hour after the accident there were at least 2,000 people on the river bank, and as the news spread they still poured in in a steady stream toward the place of the accident. To those doors must be laid the responsibility will probably never be known. It was one of those unforeseen accidents that occur in spite of all precautionary measures. Bridge building is a rough and hazardous business, and the workmen whose labors are utilized in the work practically take their lives in their own hands.

General opinion ascribes the cause of the disaster to the stiff wind that has been blowing the river all day. It bore with great force on the ponderous framework, which necessarily became loosened from the constant strain and swaying of the heavy timbers. A great number of people before the first span fell could see the great "traveler" rising eighty feet above the piers, swaying and

QUIVERING IN THE WIND. In what appeared to be a most alarming manner to those on shore. The motion, however, was not so violent as that of the workmen, and they had no idea of their deadly peril until the great mass of wood and iron began to sink, and the awful cracking and crashing of the timber smote on their ears. That the structure was otherwise safe never occurred to either the engineers in charge or the workmen. Every precaution had been employed to insure the stability of the framework, and the only thing lacking, as the accident proved, was the failure of the false work.

The great "traveler" alluded to is directly attributable to the falling of the span. The constant action of wind bore it from its resting place on the last pier to the west side of the river. The displacement was discovered, and the work of putting it back in place was begun, but it was too late. The center of the great span began to sink before the work was accomplished. The wind struck the pier and the heavy engines near the pier went crashing down to the water, carrying with them the mass of humanity mixed in horrible confusion with the timbers and iron.

THE PARTIAL SPAN. The last one, did not fall until twenty minutes after the first had gone down, but it was the direct result of the falling of the first. The great strain occasioned by the sundering and rending of the bridge naturally communicated itself to the last one, and it took its share of the damage like the first to the water, but being mostly framework did not sink but floated slowly down the river. There were said to be four men on it when it fell, and one was undoubtedly killed. The small traveling on this span floated between the hundred yards, and then grounded, the heavy timbers splintered like matches, showing the terrific force of the fall. Iron girders weighing many tons were twisted like one might twist a piece of wire into every conceivable shape, and lay with timber and huge pieces of iron and lumber in an inextinguishable mass. The span would have been completed by this afternoon, and, after the traveler had been fastened to the pier, there would have been no danger of the wind or current breaking it down.

A pile driver was sent to the scene this afternoon, and the work of clearing the wreckage and searching for the dead under the debris at once commenced. The revised list of dead, injured and missing is as follows: DEAD. L. G. Garlock, Buffalo; John Cook, F. Burns, C. Murphy, C. W. Cook, MISSING. C. F. Holderer, A. Soden, J. Cragan, M. Solan, Frank Simmons, Jeffersonville; G. H. Hinkle, Dauphin, Pa.; J. Holden, J. L. Wilson, Pat Kelly, J. T. Owens, F. Sheridan, J. Allen, P. F. Moore, George Lilly, K. L. Derling, Virginia; H. Pliss. INJURED. J. Meyers, Lexington, Ky., left leg badly fractured; Harry Lee, New Albany, slightly injured; H. D. Pugh; E. H. Hibbard, three ribs fractured, internally injured, probably die; G. W. Brown, Irvington, Ky., arm broken in three places; C. Tharp, Oswego, N. Y., leg broken; E. E. Sheehan, Greenup, Ky., flesh wound; A. I. Hall, East Tennessee, badly bruised; S. P. Smith, Scotland, three ribs broken, internally injured; I. Galloway, 2707 Sayre street, South Pittsburgh, Pa., fractured leg; E. Sheriff, 461 South State street, Louisville, Ky., fractured leg; H. H. H. George W. Brown, one of the foremen in charge of eight men, had a remarkable and very

during the fall, and remembers going to the bottom of the river. The debris was piled above him, but he managed to crawl from under this. He is an expert swimmer, and attempted to put this practice to use, but then, for the first time discovered his left arm was broken in three places. He managed, however, to grasp a floating piece of timber with his right arm and floated down the river until rescued. He says, while he was clinging to the timber two men came up near him, and after struggling an instant sank out of sight. "I saw several others struggling in the water who sank out of sight before help reached them. In my weakened condition, and with my broken arm, I could do nothing to help them."

James Trent, a painter, who resides in this city, was on the span, twenty feet from the pier nearest the Kentucky shore, when he heard a peculiar crashing noise. With Ernest Miller, Robert Woolford, Charles Pope and a workman named Carter, all ran for their lives toward the pier, and all succeeded in reaching a safe foothold on the masonry when the span went down with a fearful crash. Trent and his companions slid down a rope to the river's surface, when they were taken into a skiff which hurried to the spot. Trent asserts that the collapse was preceded by two distinct shocks, which gave the workmen warning, but too late to allow many to escape. Harry Lee, a workman, jumped out from the bridge into the river, and when rescued was found to have escaped with a broken leg. That so many were saved is one of the usual, though unaccountable, complements of all great catastrophes.

The East End Improvement company has been acting as limited agent in the construction of the bridge under the reorganization of last March, when the property was disposed of to a syndicate controlled by three roads, generally believed to be the Big Four, Chesapeake & Ohio and B. & S. W. For the purpose of completing the bridge and providing suitable terminal facilities a bond issue of \$5,000,000 was authorized, \$1,000,000 of which was to be held in reserve. This gave new life to the enterprise, and the work of completing the structure has been going on rapidly since.

The span that gave way was the last but one needed to complete the structure. It was seen by the lookout on duty at the life-saving station, and two boats were at once manned and rowed as quickly as possible to the rescue. Before they got there, however, many boats were at work. The life savers found that they were unable to do much, as they could not get to where the victims were imprisoned.

Shortly after they arrived a trestle work attached to the north pier of the fatal span fell, carrying one man down with it. The life savers rescued him and took him to shore. They searched around for some time for any bodies in the vicinity, but found that they could do nothing, and soon left. J. W. Baird, secretary and treasurer of the bridge company, was in the company's office on the fourth floor of the Commerce building, at Fourth and Main streets, when the accident occurred. The bridge is in plain view of his room, and it is his custom to watch the progress of the work from that point. When the span fell Mr. Baird had the glasses, and saw the debris strike the water. In reply to a question as to whether he was not the originator of the plan to build the bridge, Mr. Baird said: "Yes, I am the originator of the plan to build the bridge, and I guess I will be eternally damned to it."

Mr. Baird is of the opinion that most of those at work on the bridge had no idea of the danger to their lives, as it is the custom of the contractors to insure their laborers in the guarantee companies. He was by no means certain of this, however. He said there would be no effort on the part of the bridge people to conceal any of the facts or disguise the truth concerning the accident, and thought the bridge people should not be censured, stating that every man employed in the work accepted the place fully cognizant of the risk to be run.

The history of the Louisville & Jeffersonville Bridge company is a series of disasters, financial and otherwise. It was originally projected in 1879 and failure overtook it in its very infancy. In 1883 it was revived under a new charter, and in 1885 was broken in October, 1888. Two caisson accidents took place during the building of the piers. The first was caused by the cupidity of a subcontractor who engaged himself as an expert when he was without experience. The contractors were deceived by the representations which he made. He allowed the air to escape from the caisson and the work rushed in. The second caisson accident resulted from the foolhardiness of the foreman in the management of the structure, and caused the death of seven men. Today's was the third big accident in the chain. Several minor accidents have occurred between times. The enterprise was overtaken by a very serious financial disaster early in its career, as a result of the falling in 1890, which, by reason of its depressing effect on money centers, prevented the floating of \$1,000,000 of bonds, arrangements for which had all been consummated. The reverse was a blow from which the enterprise never recovered in the hands of its original promoters. Jacob F. Kreiger, the leading spirit of this city, in furthering the project, and finally sank himself into an untimely grave, leaving a trail of disaster resulting from multiplied disasters caused by the bridge. The enterprise languished several times, and at one time it looked like those who had projected it would reap nothing but loss. However, at last they succeeded in disposing of the property to the syndicate under terms that were considered very advantageous to them. It is estimated by the engineers of the Phoenix Bridge company that the loss on the bridge will be at least \$100,000. The third span of the bridge collapsed at 8:30 tonight. So far as known there was no one injured. This will be an additional loss of about \$75,000 to the bridge company. This span had been completed, but the collapse of the fourth span today is supposed to have loosened and displaced it.

A DAYLIGHT MURDER

Rollins Shot Through the Heart in St. Paul. DOWN AT NINTH AND JACKSON. The Desperate Assassin Is Still at Large. DISAGREED ABOUT WOMEN. Murderer a Recent Arrival From Kentucky. ALL PARTIES ARE NEGROES.

The dilapidated frame dwelling at 169 East Ninth street was the scene of a murder yesterday morning, Henry Johnson, a negro, shooting Henry Rollins, another negro, through the heart, killing him instantly. A quarrel led up to the shooting. For several days there had been blood between the men, owing to Rollins' interference in the domestic relations existing between Laura Smith and Johnson, who occupied a room in the second story of the shanty. Johnson, after shooting Rollins and firing a shot at Mrs. Rollins, ran out the front door of the house, and up to a late hour last night had escaped capture. THE DETAILS. The police at the corner of Ninth and Jackson streets at 10:40 yesterday morning were started by the sounds of pistol shots fired in a small two-story dwelling on Ninth street just east of Jackson street. A moment later the

front door of the house opened, and a negro stepped out. In his right hand was a pistol, which he placed in his hip pocket, and then started down Ninth street toward the west. Following him from the house came a negro, who at once set up a shout for help. By this time a hundred people, attracted by the shooting and the woman's cries, were attracted to the spot. A negro who lives at 171 Ninth street, the adjoining building, rushed down Jackson street for the police, and many of the spectators, imagining he was concerned in the shooting, started after him. At the corner of Seventh and Jackson streets Patrolman Quinn stopped the fugitive, but, being told of the murder, hurried to the scene.

On the bed in one of the rooms on the ground floor of the house lay the dead body of Henry Rollins, while his wife, active like a crazy woman, was rushing as fast as the crowd of spectators would allow from one room to the other, crying that her husband had been shot. The officer cleared the house of the crowd of people who had gathered, and telephoned to the police station at the corner. On the arrival of the patrol wagon Mrs. Rollins and Laura Smith, or Mrs. Johnson, as she calls herself, were taken to the central station. Coroner Whitcomb arrived shortly afterwards. Johnson stopped the fugitive, but, being told of the murder, hurried to the scene.

Rollins was on one time a bell boy at the Merchants', but by occupation was a cook, having been employed at a restaurant at Kasota Junction. He had lived in St. Paul for about seven months, and his wife says, owned property at Kasota Junction. An autopsy held on the body of Rollins yesterday afternoon by Coroner Whitcomb and Drs. Fennell and Gunnish showed that death was caused by a 38-caliber bullet. The missile entered the left breast just over the nipple, passed through the heart and right lung, and was found beneath the right arm pit. An inquest will be held this noon at Dampier's undertaking rooms. The detectives, under instructions of Chief of Detectives McGill, spent the afternoon and evening in visiting the various resorts frequented by negroes in the city. No trace of Johnson was obtained, however, the last seen of him being when he ran down Ninth street a few minutes before the murder, and turned north on Sibley street. It was reported last evening that he was in hiding at the house of a friend named Bangs in the neighborhood of Spruce and Temperance streets. Bangs was sent for and closed with Chief McGill for half an hour, but denied all knowledge of Johnson's whereabouts. A description of the fugitive was given by the police, and this morning post cards with such description will be sent to the police authorities of the principal cities. Mrs. Rollins and Laura Smith were kept at the station last night, and will be detained until the coroner's inquest today. They are charged with no offense, but are simply held as witnesses.

Death of C. C. Clement. FREGUS FALLS, Minn., Dec. 15.—C. C. Clement, one of the oldest citizens, died here last night suddenly. He resided at Hastings for many years.

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IS PRENDERGAST INSANE? ALL TESTIMONY TENDS TO SHOW THAT THE ASSASSIN IS OFF. ATTEMPT ON HIS LIFE FEARED He Is Taken in a Round-About Way to the City Hall—Single Taxers Think He Is Crazy—A Church Organist Says the Prisoner Showed Her Attentions and Certainly Has Wheels.

thought that he was of unsound mind. Corporal Connel Kraus told of Prendergast calling upon him and asking him to resign that Prendergast might have the position.

COUGHLIN'S TRIAL. The Mysterious Simonds Story Comes Up to Court. CHICAGO, Dec. 15.—The connection of the mysterious "J. B. Simonds" with the Cronin case was the subject of investigation by the prosecution in the Coughlin trial today. Attorney Daniel Donahoe, for the defense, moved that the entire Simonds story be excluded, as Simonds had never been indicted. But the court permitted a clerk to testify to having sold goods to Simonds, which the prosecution alleged were used in fitting up the Clark street flat, and another witness testified to having rented the flat in question to Simonds. Some days since it was rumored that Officer Way would positively identify Coughlin as one of the three men on the wagon. He did not testify at the last trial, but it was reported that he had said he was silent on that subject because he had not been interrogated as to it.

The defense fully expected that Way would swear today to having seen Coughlin on the wagon, and when his direct testimony ended without having done so, it was much relief to the defendant. Way said explicitly that he could not identify the men on the wagon. The only other witnesses of the day were E. G. Throckmorton, who rented the premises at 117 Clark street, to J. B. Simonds, and W. P. Hatfield, who sold to J. B. Simonds and delivered at No. 117 Clark street, the same trunk as that which contained the body of Dr. Cronin. Hatfield positively identified the trunk as the one he had sold to Simonds. At the conclusion of his testimony court adjourned until Monday morning.

PART SIX OF THE GREAT ART PUBLICATION. This is the last publication of the coupon for Part Six. If you wish to secure it without paying an advanced price, cut out this coupon and two published earlier in the week and send with one dime to Globe Coupon Department. It will be a "back number" next week.

BIG BLAZE IN NEW YORK. HALF A MILLION OF PROPERTY LOST ON THIRD AVENUE. TRAFFIC STOPPED FOR HOURS. Henry Theson's Seven-Story Furniture Building Well Gutted, and Vogel Bros.' Clothing House Scorched—Fifty Italian Families Lose Their Homes—Difficult Work of Firemen.

NEW YORK, Dec. 15.—A fire which broke out today in the furniture and upholstery seven-story building of Henry Theson & Bros., Third avenue and Forty-ninth street, destroyed nearly \$500,000 worth of property in less than an hour from the time of its discovery. The fire, besides destroying the upholstery building, which occupied Nos. 785, 797 and 799 Third avenue, and Nos. 203, 205 and 207 East Forty-ninth street, also burned out Nos. 801, 803 and 805 Third avenue, Nos. 209 and 211 East Forty-ninth street, five tenement houses in Ring Tail alley, or Beekman Lane, which were occupied by forty-eight Italian families, numbering over 200 people, the marble and statuary yard of Samuel Adler and his stables adjoining, in which were ten horses, which

PERISHED IN THE FLAMES. The conflagration was unattended, so far as known, by loss of life, but one man, whose name is unknown, is said to be missing. The heat from the burning building was so intense that the firemen were unable to approach it, and in a quarter of an hour the whole structure collapsed, falling into East Forty-ninth street, and carrying with it No. 805 Third avenue and Nos. 209 and 211 East Forty-ninth street. The flames from the blazing debris then seized on the ties of the Third avenue elevated road, but the fire engines speedily extinguished this blaze. The traffic, owing to the terrible heat, was suspended for three hours. Twenty-five streams of water soon brought the fire under control, except in the part of the burning structure adjoining 805 Third avenue, where the fire fell in. In 206 an Italian shoemaker named Fegiano attempted to save some small articles, but brought out nothing except a cat, which he carried for some hours under his arms while

LAMENTING HIS LOSSES. The extensive establishment of Vogel Bros., clothing, of 800 to 806 Third avenue, opposite Theson's, was threatened by the flames. The plate glass windows fell from the heat and the loss was turned on, damaging a considerable quantity of clothing. Mosher, a maker for S.S., suffered similarly. William Vogel estimates his loss at \$50,000.

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