TO SUDDEN DEATH.

Scores of Men Plunge from a Falling Bridge.

A SCENE OF WRECK AND HAVOC.

The Bridge Connecting Louisville and Jeffersonville Provides a Terrible and Fatal Disaster.

MANY WORKMEN SENT TO ETERNITY

Caught in the Tangle of Crushing Timbers and Bending Iron They Are Carried Into the Icy Waters of the Ohio and Drowned in the Wreckage—A Large Number Get Off with Broken Limbs and Other Injuries—Frantic Relatives Crowd the Banks Wild with Fear of Bereavement.

LOUISVILLE, Dec. 16.—The false work and that part of the middle span of the Louisville and Jeffersonville Bridge company in place, with all the workmen, have been 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 way 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 the night before, had been worked loose by the wind. An order to draw it back into place was given, and the men and engines started.

Fifty-one Men on the Bridge.

The wind was high at the time and the gentle sway of the false work gradually forced the traveler off of the piles on which it was resting. When the end slipped the whole work trembled, and the men, realizing their danger, started for the piers. As luck would have it the central bent 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 bents, which fell almost immediately carrying with them the other workmen who failed to reach the piers. The north bent, or the one attached to the Indiana pier, did not fall for fifteen minutes after the other parts went down. As near as can be ascertained there were fifty-one men on the bridge when the alarm was given by the engineer in charge of the work.

Many Bodies Covered with Wreckage.

Of this number several succeeded in reaching the piers. Of those who went down some were covered by a mass of timber from beneath which it will be days before their bodies are recovered. The first crash when the center bent gave way was at 10:25 and it was then that the great number of fatalities occurred. A few minutes latter a bent on which there was but a little of the bridge proper gave way on the Indiana side. In this it is believed 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 midair in their mad efforts to climb out of danger.

Scene Following the Great Crash.

When the mass of material struck the water all were concealed 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 clinging to the pieces in 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 the news 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. Half an hour after the accident there were at least 2,000 people on the bank and as the news spread they still poured in a steady stream toward the place of the accident.

LIST OF THE DEAD AND INJURED.

Five Known to Have Been Drowned, Sixteen Missing and Thirteen Hurt.

A pile driver was sent to the scene and the work of clearing the wreckage and searching for the dead under the debris was at once commenced. The revised list of dead, injured and missing is as follows: Dead—L. C. Garlock, Buffalo; John Courtney, F. Burns, C. Murphy, C. W. Cook.

Missing—C. F. Holderer, A. Sodden, J. Cregan, M. Solan; Frank Simmons, Jeffersonville; G. U. Hinkle, Dauphin, Pa.; J. Holden, J. L. Wilson, Pat Kelley, J. T. Owens, F. Sheridan, J. Allen, P. F. Moore, George Lilly, R. L. Derling, Virginia; H. Phipps.

Injured: J. Myers, Lexington, Ky., left leg badly fractured; Harry Lee, New Albany, slightly injured; H. D. Pugh; E. Hildebrand, three ribs fractured, internally injured, probably die; G. W. Brown, Irvington, Ky., arm broken in three places; C. Thorn, ankle badly sprained, Oswego, N. Y.; G. E. Sheehan, flesh wound, Greenup, Ky.; A. T. Hall, badly bruised, East Tennessee; S. Parks, three ribs broken and sprained ankle; Scotland; T. Galloway, South Pittsburg, Pa., fractured leg; E. Sheriff, Chicago, fatally injured; E. Hobin, fatally injured; W. A. Sharpe, Louisville, left arm broken, hurt internally.

WIND BROUGHT ON THE DISASTER.

The Break Probably Caused by the Swaying of the "Traveler."

To whose doors must be laid the responsibility will never be known probably. It is doubtless only one of those unforeseen accidents that occur in spite of all precautionary measures. General opinion ascribes the cause of the disaster to the stiff wind which had been sweeping 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 giant "traveler," riding 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 hardly noticeable to the workmen, until they had no time of their deadly peril until the great mass of wood and iron began to rick and the awful cracking and groaning of the timbers smote upon their [illegible] had been employed to insure the stability of the framework and the only thing lacking—as the accident proved—was the failure to take into consideration the action of the wind, the force of which was persistent and powerful. This agency was particularly noticeable, but it had been a force throughout the whole period of construction. When break came, iron girders weighing many tons were twisted like one might twist a piece of wire into every conceivable shape, and lay with timbers and huge pieces of iron and lumber in an inextricable mass. The span would have been completed by the afternoon and after the traveller had been fastened to the pier there would have been no danger of the wind or current breaking it down.

There were numerous narrow escapes. George W. Brown, one of the foremen in charge of eight men, had a remarkable and very thrilling experience. When the crash came the nine men went into the river and Brown says he went to the bottom. He was a good swimmer, but his right arm was broken in three places. He came to the surface, however, and hung with his left arm to a piece of wreckage until rescued. Harry Lee jumped into the river when the crash came and escaped with a broken leg.

Mr. 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 workmen through his field glasses. 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 for it." Mr. Baird is of the opinion that most of those at work on the bridge had insurance on 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.

GENERAL TRADE STILL DULL.

Bradstreets Sees Little Improvement in Business.

NEW YORK, Dec. 16.—Bradstreets says: Aside from a moderate improvement in demand, in one or two particular lines at St. Louis, Milwaukee and Louisville, at Savannah, Chattanooga and Houston, none of which have special significance, general trade remains as dull and in many instances duller than before. Mercantile collections west and east are somewhat improved. At Chicago general trade is of the small order variety, there being no rush in any line. At St. Louis activity is most noticeable among jobbers of shoes, while sales of dry goods and hats have declined.

Larger dealers at Kansas City and Omaha report re-orders the feature, but at Milwaukee a somewhat improved demand for clothing and kindred lines is the outcome of colder weather. St. Paul reports a light trade in a few leading lines, the greater activity being among shoe manufacturers. At Duluth there are no evidences of a trade revival, and at Minneapolis quiet pervades all the lines of business. The volume of general trade at San Francisco is moderate, except for export, but at Portland, Ore., business is said to be slowly improving.

Verdict Against the Company.

EMPORIA, Kan., Dec. 16.—The jury in the Texas fever cattle case has returned a verdict of $45,000 against the Missouri, Kansas and Texas road for having last May carried for Hosler Bros. 2,300 head of Texas cattle from Midland, Tex., to Hartford, Kan., from the importation of which Texas fever was communicated to Kansas cattle with disastrous results. The question of law at issue in this case is a vital one to transportation lines and stockmen and is one which has never been decided by the United States supreme court. The supreme court has held that the Missouri law prohibiting transportation lines from carrying Texas cattle is void and that the Iowa law making the owners of cattle communicating the disease responsible is valid. In this case, however, the Kansas live stock sanitary commission had issued a permit for the cattle and the road had complied with all the state and national quarantine laws, so that making the road liable under these circumstances is a new departure in Kansas laws.

Two Men Probably Murdered.

ENIDA, O. T., Dec. 16.—A continuous hunt has been made for Bush Johnson and Hugh Dinn, who disappeared the Monday following the opening of the Strip, but without success. They had considerable money and the searchers had evidence that they had been dogged from Enida to their claims. The theory is that the young men were murdered and their bodies burned in the prairie fires raging at that time.

The New Italian Cabinet.

ROME, Dec. 16.—The official list of the new Italian ministry, after conference with King Humbert, is as follows: Signor Crispi, premier and minister of the interior; Baron Blank, foreign affairs; Signor Sonnino, finance; Signor Sarracco, public works; Signor Calenda, justice; General Mocceni, war; Admiral Morrin, marine; Signor Bacceili, education; Signor Roselli, husbandry; Signor Ferraris, posts and telegraphs.

Will Resume Work.

CLEVELAND, Dec. 16.—The Northern Ohio Blanket mill will resume operations on Jan. 2 in all its departments, giving employment to 250 men. H. Bochman, senior member of the firm operating the mill, says: "I hope and expect to see a fair and equitable adjustment of the tariff question, but whatever its outcome may be, our mills will start with the new year. We anticipate that our trade will be good."

Costello Must Go to Prison.

CROWN POINT, Ind., Dec. 16.—Martin Costello will have to go to the northern prison and remain there until the prize fighting case is decided by the supreme court, which will take at least three months. There is no chance for his keeping his freedom by giving bonds under the Indiana laws.

Le Blanc Will Not Hang.

WINNIPEG, Man., Dec. 16.—The sentence of Joseph Le Blanc, condemned to die for the murder of John Wilson, a respected citizen, has been commuted to fifteen years' imprisonment. Le Blanc was to have been hanged Friday.

Ten Thousand Down with the Grip.

BERLIN, Dec. 16.—Ten thousand persons are ill with influenza in the province of Rhein-Hessen. The disease is also very prevalent in the province of Nassau.

ABBREVIATED TELEGRAMS.

A bomb charged with powder and shot and with a lighted match attached to it has been found in a church at Uelzen, Hanover.

A dispatch published in London says that fourteen people have been killed and thirteen wounded in a railway collision near Soznovka, Russia.

Frank Lawler, it is stated, will be appointed United States marshal at Chicago and J. C. Donnelly appraiser of that port.

It has been decided by the other three great steel manufacturing companies (the Bethlehem, the Carnegie and the Illinois) to close the steel rail plant of the Maryland company during 1894 on payment of $400,000, that sum being the estimated profits to accrue to this plant for a twelve month.

From the annual report of the state salt inspector it appears there was produced in Michigan in the last year (to end of November) 3,514,485 barrels of salt.

Charles Devine, a farmer of Dane county, Wis., has a diamond said to be worth $200 which his boy found among pebbles in a clay bank. The stone is pronounced genuine, and the geologist reports on it as a vagrant in the glacial drift.

Earthquake shocks felt in southern Illinois and Indiana, Dec. 14, were the second disturbance in eight months, and geologists believe the crust under that part of the country is very thin.

General Fisher, who owns a farm in Valley Forge, Pa., has a contract to furnish about 300 live ducks, geese, and chickens to a Philadelphia theater for the presentation of a "pastoral" melodrama.

Obituary: At Cambridge, Mass., Henry Warren Torrey, LL. D., professor emeritus of ancient and modern history at Harvard; at Virginia, Ills., Mrs. Celia Needham, aged 80.

The Indiana supreme court has decided that the owner of property adjacent to a saloon can recover for damages caused by its presence.

Lewis Hancock, an editor of Henderson, Ky., has sold nine hogs weighing 2,300 pounds, and added $174 to the profits of his pen.

Alexander Eisberg and Carl Abresch, bookkeeper and teller of the State Bank of New York, are under arrest charged with embezzling $1,300 of the bank's funds.

Receiver Becker, of the Mitchell bank at Milwaukee, has sued Ferdinand Schlesinger to secure possession of the latter's palatial residence. Schlesinger's indebtedness to the bank is $7,9.76).

After a deadlock of five weeks, during which 1,152 ballots were taken, the Louisville (Ky.) board of aldermen organized by the election of Charles F. Grainger as president.

Thurston Goes to Hawaii.

SAN FRANCISCO, Dec. 16.—Among the passengers who left on the steamer Alameda for Honolulu were L. A. Thurston, Hawaiian minister to the United States, and J. Mott Smith, wife and daughter. Mr. Smith was succeeded by Minister Thurston when the provisional government went into power.

Increased Its Working Force.

GALESBURG, Ills., Dec. 16.—The Chicago, Burlington and Quincy officials have increased its working force here, and Jan. 1 will further increase the force in the shops. The end of the policy of retrenchment is announced.

MARKETS BY TELEGRAPH.

New York Financial.

NEW YORK, Dec. 15.

Money on call easy. Offered at 1 per cent. Prime mercantile paper 3½@5½ per cent. Sterling exchange steady with actual business in bankers' bills at 487@487¾ for demand and 484½@484¾ for sixty days; posted rates 485½@488½. Commercial bills 483¾@483½.

Silver certificates 69½ bid; no sales; bar silver, 69½; Mexican dollars 50½.

United States bonds, 4's regular, 113¾; do 4's coupons, 114¾; do 2's, 95½; Pacific 6's of '95, 102½.

New York Grain and Produce.

NEW YORK, Dec. 15.

Wheat—January, 67⅝c; May, 72 3-16@72¼c. Rye—Nominal. Corn—Options No. 2 dull and steady; January, 44@44 3-16c; May, 45 13-16@46c. Oats—No. 2, nominal; track white state, 36@40c; track white western, 36@40c. Pork—Quiet; new mess, $14.50@15.00; family, $16.00@16.50; short clear, $16.50@19.00. Lard—Dull; prime western steam, $8.70 nominal.

Chicago Grain and Produce.

CHICAGO, Dec. 15.

Following were the quotations on the Board of Trade today: Wheat—December, opened 61½c, closed 61⅝c; January, opened 62c, closed 62½c; May, opened 65½c, closed 65⅝c. Corn—December, opened 35½c, closed 35⅝c; January, opened 35½c, closed 35⅝c; May, opened 39½c, closed 39⅝c. Oats—December, opened 28c, closed 28⅛c; January, opened —c, closed 28⅛c; May, opened 30½c, closed 30⅝c. Pork—January, opened $12.50, closed, $12.60; May, opened $12.70, closed $12.75. Lard—January, opened $7.80, closed $7.87½.

Produce: Butter—Fancy creamery, 27@27½c per lb; fancy dairy, 22@24c; packing stock, 15½@16½c. Eggs—Fresh laid, 23c per dozen; ice house, 18@18½c. Dressed Poultry—Chickens, 6½@7½c per lb; turkeys, 9½@10½c; ducks, 8@10c; geese, 8@9c. Potatoes—Burbanks, 55@60c per bushel; Hollrons, 54@55c; mixed stock, 40@50c. Sweet Potatoes—Illinois, $2.00@3.00 per barrel. Cranberries—Cape Cod, $6.00@7.25 per barrel. Apples—$3.00@4.00 per barrel.

Chicago Live Stock.

CHICAGO, Dec. 15.

Live Stock: The prices at the Union Stock Yards today ranged at follows: Cattle—Receipts for the day, 8,000; very little doing; market lower; good many unsold; Christmas beeves, $5.00@6.25; export, $4.25@5.75; good dressed beef and shipping steers, $3.50@4.50; stockers and feeders, $2.00@3.40; cows, $1.25@3.40.

Hogs—Receipts for the day 26,000; market opened strong; ruled weak to 5@10c lower; common and rough packers, $4.35@5.00; packing and shipping, $5.05@5.25; prime heavy and butchers, $5.30@5.45; sorted light, $5.25@5.35.

Sheep and Lambs—Receipts for the day, 6,000; market continues very dull and weak; a few choice grades steady.

The Local Markets

GRAIN, ETC.

Wheat—65c
Corn—New, 39@35c.
Oats—27@28c.
Hay—Timothy, $10; upland, $9@$10; slough $6@7; baled $6@8.
Straw, $5@6.

PRODUCE

Butter—Fair to choice, 22c; creamery, 28c.
Eggs—Fresh, 21c.
Poultry—Chickens, dressed, 8c; turkeys, dressed, 12c; ducks, dressed, 8@10c; geese, 8@10c.

FRUIT AND VEGETABLES

Apples—$4.00@$4.50 per bb
Potatoes—50@70c
Onions—75c per bu
Turnips—50c per bu.

LIVE STOCK

Cattle—Butchers pay for corn fed steers 4@4½c; cows and heifers, 3½@4½c; calves 4@5c.
Hogs—4½@5c
Sheep—3½@4½c

FUEL

Coal—Soft, $3@3½c; hard, $6.50.
Wood—Cord, $5.50; mixed, $5.50.

How She Snapped Back.

"Just one more, Katie!" pleaded the young athlete.

"Let me alone!" said Katie, pushing him away. "I don't see why they call you a half back. You're not half as backward as you ought to be, sir!"—Chicago Tribune.

DANGER IN DELAY.

HOW CATARRH BECOMES CHRONIC.

Healthy People Otherwise are Liable to Contract Catarrh and La Grippe.

La Grippe or Acute Catarrh will in the Majority of Cases End in Chronic Catarrh.

When catarrh becomes chronic every part of the body shows its baneful effects. From the nose and throat it often descends to the lungs and stomach, resulting in consumption and chronic dyspepsia.

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The time to cure lung troubles is in their beginning. Don't wait till your lungs are riddled with cavities and there is not enough lung substance left to revitalize the blood. Come when the cough begins, when the feeling of oppression appears, when the difficult breathing is felt, come when your case is curable and you can be cured.

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"I had catarrh in its worst form. My nose, throat, broncial tubes and stomach were affected. It is almost needless to enumerate my symptoms. I could not breathe, eyes grew weak, I coughed, throat would tickle, my stomach was out of order, and system running down in general. I am happy to say I am Cured, a well man, and I obtained the restoration of my health from that old and well-tried firm, where many of my neighbors and friends have been cured," the

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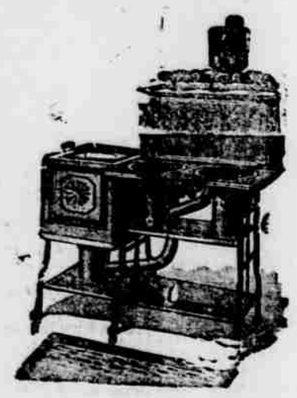

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