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NEWS AND COMMENT.

THE WEATHER.

DEATH UNDID THE BUILDING

Another Appalling Accident Added To An Already Long List of Horrors.

Two Spans, Weakened By the Wind, Fall From the Jeffersonville Bridge.

The First Drops In the Morning, Carrying Down With It Over Two-Score Victims.

A Few Miraculously Escape and Some Still Survive Their Terrible Injuries.

The Second Span Crashes Down During a Stiff Gust Early Last Evening.

No One On the Structure At the Time, But the Financial Loss Will Be Much Heavier.

Bridge Officials Deny That There Was Anything Faulty In the Work, But Others Dubious.

THE GREAT LOSS BOTH TO LIFE AND PROPERTY.

it is able to hold itself up. Then the false-work is torn away.

When the false-work has been constructed the work of erecting the span is begun. The heavy steel griders are hoisted into position by the "traveler" and held until bolted to others previously erected. As girder after girder is erected the "traveler" is moved ahead on the track built on the false-work, until the opposite pier is reached. The work is begun on the next span in the same manner.

At the time of the accident the traveler was within a few feet of the third pier. The iron work behind it had all been placed in position, and by nightfall it was expected the span would have been swung.

The men at work in mid air, accustomed as they were to their task, were more cautious than ever yesterday, for the wind was very high. In the wind the tall "traveler" swayed gently, weakening in its very motion the false-work on which it rested.

The men above could not see the danger as well as those below. Those at work on the pile-driver below feared trouble, though they made no effort to warn the men in the bridge above. However, the pile-driver was moved from immediately beneath the bridge some little distance upstream, it being feared from the rocking of the "traveler" that it might fall.

The false-work must have been greatly weakened by the rocking of the "traveler," and as it sank slowly the momentum of the powerful "traveler" came greater.

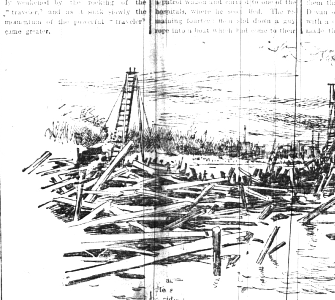
THE ACCIDENT.

Condition of the Work Before the Toppling of the Traveler—Danger Warnings Unheeded.

...his hand struck the skiff, and he not only saved his own life, but, wet to the skin, went to work with a will, trying to help others in distress. "I could hear their cries for help," he said, "long before they struck the water. The scene reminded me of pictures I have seen of men with arms outstretched and in every conceivable position leaping from the windows of a burning building. It is impressed upon my mind like a photograph, and the details are clear to me. I could see many of them clinging to the span—hugging it as if it was their only salvation. But a poor one it turned out to be, for they were crushed to the bottom of the river, where I believe some are so deep in the mud that they will never have another grave."

The first person to the rescue and who saved the first man was Martin Donahue, a young man of about twenty-two years, who was sitting in a skiff near the bank just below the bridge. As soon as the span began to sway he pulled toward it. Reaching the third pier he saw the man ... who only needed one more step to save himself. Being a good oarsman he reached the scene in time to be tossed high upon the waves. On the top of one of these he caught George Brown, whose arm was broken. Dragging him into the boat he made for the shore, where he then landed with the injured man, and returned to the rescue.

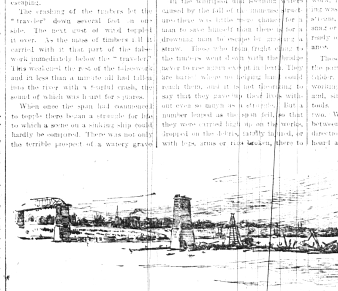
The life-savers had arrived by this time. Men on the wharfboat shouted to them that the bridge had fallen. Capt. ... ordered out two life-saving boats with a crew of three men in each. They made the pull of their lives, and with



VIEW FROM THE INDIANA SIDE.

THE WORK OF RESCUE.

Incidents of Heroism and Narrow Escape That Occurred Just After the Falling of the Pier.



VIEW FROM THE KENTUCKY SIDE.

the afternoon. There was great danger in this work. The men were paid twenty-five cents an hour. They slipped about on the broken timbers in the water as if they were on dry land, and apparently forgetful or unmindful of the tragedy that had just occurred, except that each and every one of them kept a sharp lookout for any evidence of the presence of a corpse.

AT THE HOSPITAL.

Two of the Wounded Die Soon After Being Received—Addresses of the Others.

In the southwest ward of the City Hospital a row of cots was filled early in the afternoon with maimed, gashed and bruised survivors of the accident. Dr. W. L. Rodman, the bridge surgeon, who is assisted by Drs. George W. Griffiths, J. M. Williams and R. M. Jones, ordered most of them to be removed to the central ward, but before the removal was completed two of the sufferers had died. The names of those in the City Hospital are given below with their home address as recorded on the slips, and the nature of their injuries:

G. W. Brown, Irvington, Ky., compound fracture of left arm between shoulder and elbow.

W. A. Sharp, 722 Oldham street, city, broken arm and scalp wound.

Edward Schief, 2707 Sayre street, South Pittsburgh, Pa., right leg broken and face cut.

Edward Holan, 461 South State street, Chicago, right leg badly broken and possible injuries to the back.

Edward Hildebrand, Stouts P. O., Northampton county, Pa., ribs crushed into the lungs.

John Meyers, 312 North Broadway, Lexington, Ky., broken leg, head badly crushed.

Thomas M. Galloway, ...

Charles Murphy, Chicago, Ill., both legs broken and injury to hip. Died at a few minutes before 3 o'clock p. m.

C. W. Cook, Martins Station, Ohio, left leg crushed and scalp torn from back of the head. Died at about 2 p. m.

LET ARIZONA IN.

The House Votes For the Admission of the Territory.

Usual Filibustering By Republicans Fails To Delay Action On the Bill.

The Bill To Admit New Mexico Taken Up and Will Be Passed.

Mr. Outhwaite Explains How a Railroad Advertisement Got Into An Official Report.

M'GARRAHAN BILL AGAIN.