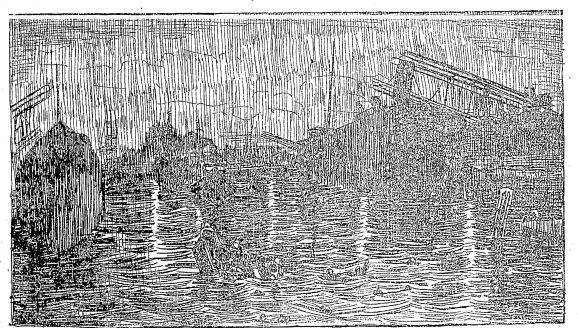
MANY LIVES OS IN THE RIVER

The Appalling Central Viaduct Accident is Eclipsed by a Tragedy in the Old River Bed, Near the Willow Street Bridge.

A Flatboat Ferrying a Number of Workmen Across the River Becomes Swamped in the Wash of a Passing Steamer.



Estimated that at Least Forty Men Were on the Boat---Fifteen Bodies Had Been Recovered at Midnight.

OF RIVER CATASTROPHES IN HISTORY OF CLEVELAND. THE THE MOST AWFUL

The Men Appear to Have Become Panic Stricken at the Sight of an Approaching Steamer and to Have Capsized the Boat in Their Fright-Most of the Men Were Standing in the Boat at the Time of the Accident-Several Swam Ashore but Others Dragged Their Own Comrades Down to Death - William Buelow, in His Auxiety to Get to the Scene, Fell Into the River and Was Drowned-The Life Saving Crew Dragged the River Until 1 O'clock This Morning and Desisted for the Night After the Fifteenth Body Had Been Recovered-Distressing Scenes at the Various Morgnes - An Unseemly Scramble Among the Ambulance Drivers to Get the Bodies of the Dead.

IDENTIFIED DEAD.

ALGUST KASTEN, Gauge street, married, German.

WILLIAM SANDERS, 179 Lewis street, married, German. MIKE LYNCH, 96 Hanover, (mar-ried, Irish.

ried, Irish.

FRITZ BARTELS, single, 43 Prim street, German.
CHRIST GEHREN, Hyde street, married, German.
CHARLES KRAUS, lives in Brooklyn, widower, German.

— PROKUP, married, Bohemian, residence unknown.
CARL BOHRMEISTER, 24 Selden, married, German.
JULIUS ERIKE: S List court, mar-

JULIUS ERIKE, S List court, mar-

CHRIST GERLAK, 46 Selden avenue, married.

EDWARD RYAN, Waverly street, car Detroit, married, thirty-eight ears old.

CHARLES married.

CHARLES MUQUEN, lives on Elk street, about thirty-five years old, married.

WILLIAM BUELOW, No. 12 Hornce street, twenty-eight years old, fell off dock in auxiety to reach scene.

Two unknown men.

"Twenty lives lost by the overturning of a flat bottomed scow in the river," was the message that flashed over telephone wires shortly after 7 o'clock last evening and startled men in newspaper offices and police stations.

The disaster proved to be an appalling The occupants of the boat were mostly Germans. They crowded into the scow, which was lying at the C. & P. ore docks in the old river bed.

All were eager to get to their homes, where happy faces of wives and children were awaiting them, and where they could

were awaiting them, and where they could partake of the warm evening meal and then rest after the arduous labor of the day.

The scow started across the river, handled by a boy. Suddenly a tug hove into view, coming at a rapid rate. The men saw the danger. They attempted to turn back to shore. There was great excitement. Everyone was giving order at once.

The boat became unmanageable and her side turned to the tug. At this moment a big wave from the tug washed completely over her, filling her with water.

Men yelled and jumped and in a moment there was a struggling mass of humanity in the inly black waters of the Cuyahoga.

Three minutes later all was as quiet as though nothing had happened. Except for

time the river was even more tortuous than now, and that it emptied its muddy waters into the clear waters of Lake Erie through what is now known as the old river bed. This river bed runs westward, paralleling the lake shore. Along its banks docks have been erected and a vast traffic has sprung up in the handling of ore.

Among the largest ore docks are those of the C. & P. Dock Co., almost at the foot of Pearl street. Fully 300 men are employed there in handling iron ore. Most of them are foreigners by birth. The people who live in the down town portion of the West Side, are accustomed to see these men trudge back and forth, to and from work, day after day. They are known by the peculiar brown or copper color, which their clothes, shoes, faces, hands and even dinner palls assume, from contact with the ore.

Many of these men live in pleasant little homes of their own, in the suburbs of the West Side. Some of them have worked on the dock for years.

of the West Side. Some of them have worked on the dock for years.

It was a party of these men that was drowned. They were among the last to leave the docks at the close of the day's

work.

work.

A tremendous steel vessel, the Henry Bessemer, lay at the C. & P. docks yesterday. Her stern faced eastward. So large is she that those standing on the dock, at her stern, cannot see what boats may be coming down the river from beyond her. It is almost impossible to get an unobstructed view of the river at this point until midstream is reached.

Toward evening the various gangs of

a few heads barely above water, a few life preservers floating about, and a big roow bottom side up, the river at that point presented no unusual scene.

But twenty lives, or thereabouts, had gone to meet their God.
Every man tells a different story of the affair. Many saw it. Many were rescued. In the tremendous strain upon nerves, however, different persons were sure to get different ideas of it. And so it comes that there are several versions of an accident which is more frightful in loss of life than the appalling Central viaduct disaster last November.

The old river bed is now nothing more than a slip, though a very long and broad one, running west from the Cuyahoga river. Tradition has it that once upon a time the river was even more tortuous than now, and that it emptied its muddy waters into the clear waters of Lake Erie through what is now known as the old. The river was a tending the river water and the river was the presented of the scow started from shore the Lagonda and her tuges were just coming.

two tugs so as to help her around the sharp curves in the stream.

When the scow started from shore the Lagonda and her tugs were just coming alongside the Bessemer, and they were hidden from the view of the men in the scow by the Bessemer. When the scow got about fifty feet from shore the danger of a collision was noted. The effect of the waves washed from the prow of the leading tug was also apparent in a rocking motion of the scow.

It was noticeable that there was excitement on the scow. The men were moving about unexily. They were talking to one another. Some were expostulating. They feared some dread calamity—some frightful danger. At such times men lose their calmness. The only thought is for the protection, the safety of self. So they began to grab hold of one another. The scow rocked more uneasily and began to lose her course.

The scow rocked more uneasily and began to lose her course.

The real panic came when the first man jumped overboard. The tug had fast approached and was not many feet away. The danger was more grave. Suddenly a young man sitting in the rear made a jump and a plunge. Down he went like a frog, and quickly he rose again to the surface, puffing and blowing, and struck out for shore. He could swim like a duck and he was safe.

e was sale. But that act brought the crisis, although was inevitable anyway. Two Germans But that act brought the crisis, although it was inevitable anyway. Two Germans who had been pulling at the eers let go. Little Martin Corrigan was the only one to manage the boat and he had only a broken steering oar. He did his best by sculling to keep his boat headed to the waves of the tug, but the task was too much for the lad.

The waves caused greater rocking of the boat. They also swung her around with broadside to the tug. The next wave washed completely over her and filled her with water.

water

with water.

Heartrending cries went up from the men. In the face of the terriole danger there was hardly a cool man on board. The crews of the Bessemer and other boats lying near rushed on deck, with startled expressions on their faces, to learn the causes of the appalling appeal from drowning men.

"Help! Help!"

But the men on the boats were powerless. But the men on the boats were powerless.

But the men on the boats were powerless. The only boat which might have averted the terrible calamity—the tug which was causing the danger—did not stop, perhaps could not with a big steamer sweeping onward, close behind it. With the water pouring into the scow everybody jumped. The expert swimmers attempted to clear the crowd, and some of them were successful. But those when

on the barge, but escaped. The man is loot all reason. They grabbed at any person or thing. They grabbed at one another or thing. They grabbed at one another or groups were seen struggling first one rising to the top of the heap and hen another crawling upon him. They blurted and spit out water. They tried to lite of the few who had sufficient presence of the overturned scow. The rushing of the men to one side, in order to leap from the boat, had upset it. Masten, by getting under neth, managed to escape the lighting crowd in the water. His story is so full of interest that it is told in another or the dissester has it. Neimmers cleared the crowd and the thers, overcome by the waters, gradually ank to a quiet death.

Engineer Masten of the Bessemer was one of the few who had sufficient presence of mind to save himself. He did so in the most peculiar way imaginable—by getting under the overturned scow. The rushing of the men to one side, in order to leap from the boat, had upset it. Masten, by getting underneath, managed to escape the lighting crowd in the water. His story is so full of interest that it is told in another place.

so full of interest that it is told in another place.

Another version of the disaster has it that there was a third tug on the scene; that it was going down stream in the same direction as the Lagonda, and tried to forge ahead of her, consequently running at a high rate of speed and causing the disaster. This story could not be verified, however.

STORIES OF THOSE SAVED.

The Men in the Scow Were Panic
Stricken—The Work of Rescue.

John Perew was one of the men on board the scow when the men jumped into the munky waters of the river. Perew is a good swimmer and saved his own life and gessisted two of his fellow workman all hat least evening was no exception. assisted two of his fellow workmen, all but

assisted two of his fellow workmen, all but dead, from the river. Perew says the scow was crowded to its fullest capacity and had between forty and fitty men aboard.

The flatboat, he said, started across the river as it had many times before, with a heavy load of tired workmen. All was serene and the men were talking and joking in their usual manner, when all of a sudden, when the boat had reached nearly the middle of the river, someone gave a yeil that attracted the attention of the other passengers. The scow had just emerged from the shadow of the freighter.

It was but a moment after the life saving crow had dropped its grappling hook until a lifeless body was prought to the little dock from which the scow had embarked but a short time before and no sconer had it been reached than a scramble was made for the dead body. It was a case of first come and the morgue of the successful undertaking agent.

This sort of thing was kept up in as thereful and quiet a way as possible while six bodies were brought ashore. There was quiet an interim before the seventh was other passengers. The scow had just emerged from the shadow of the freighter Sir Henry Bessemer and just ahead of them toward the head of the river came the steamer Lagonda, light, towed by the

the steamer Lagonda, light, towed by the tug Chamberlain.

The men became frantic, he said, and many jumped without further ceremony. The fright occasioned by the presence of the steamer and otw, according to Perew's story, was greatly augmented by wild and frantic yells from the men on board, who were unable to swim. Followingly closely upon this demonstration men who were able to swim jumped indiscriminately into the river. Others rushed and stamped on the little craft and it immediately began to take water.

The tug was unable to stop and passed by the scow, the wave and suction of its screw coursing the scow to upturn, throwing the remainder of the panic stricken men into the river.

Perew, although a good swimmer, was one of the last to jump, but was forced into the water by the upturning of the scow. Fiven that moment he says he saw.

one of the last to jump, but was forced into the water by the upturning of the scow. From that moment, he says, he saw no more of the panic stricken men except as they were floundering about in the water. He immediately set his face toward where which he weaked is confern. shore, which he reached in safety, but not without a struggle, as he rescued one man near shore, more dead than alive. He also rescued one of the water boys of the gang who had reached shore in an exhausted condition and unable to help himself up on

the bank.
Perew's labors did not finish here, for

Perew's labors did not finish here, for he was at the little improvised dock by 8 o'clock, wet to the skin, and assisted the police in helping ashore the bodies of the dead men as they were brought in by the life saving station crew.

Another who saved himself by swimming ashore was Peter Sheridan, a young man about twenty-seven years old. Sheridan corroborated Perew's story as to the number of men aboard the scow and the manner in which the accident occurred. Sheridan also remained upon the scene and assisted in a manner similar to his comrade. de. Others who saved themselves by swim-

ming to shore were Bernard Paten of No. 22 Winslow street, Joe O'Boyle of Han-over street and Mike English, waters boys.

IDENTIFICATION OF THE BODIES. Relatives and Friends Visit the Dif-

ferent Morgues in Search of Loved

Coroner Arbuckle was at the scene of the disaster soon after it occurred. He at once gave orders that the bodies should be taken to a central morgue. He was determined to prevent the heart rending experience of the viaduct accident, when half crazed peo-ple tramped all night from morgue to morgue in search of missing relatives. Since all the dead were from the West Side the bodies, with one exception, were taken to Gallagher's and Hoffron's morgues

Bad news travels fast and in a short time handreds were rushing to the docks and others crowded about the morgues demanding admission. Both morgues were taxed to the utmost. The scene was enough to move the hardest heart. In Heffron's morgue six great big, muscular fellows were laid on stretchers and in a row. At Gallagher's seven were crowded into the small dead room. All were bread winners and, with one or two exceptions, had large families of small children. The identification of most of the bodies

was made by Christ Bartels, a foreman on the C. & P. docks. Some of the men were in his employ, his brother being among the dead. aged father and mother of Mike

The aged father and mother of Mike Lynch were permitted to see their boy and they were almost frantic with grief. The poor old mother hugged and kissed her poor old mother hugged and kissed her son's remains and her screams were pitiful. The two brothers of Fritz Bartels identi-fled his body and their grief was uncon-trollable. Many other similar scenes brought tears to the eyes of the spectators. The men were all dock laborers and their rough hands gave evidence of the hardes kind of toll. All were roughly dressed and a search of the pockets disclosed nothing but a broken pocket knife, pipe or to-bacco pouch. No money to amount to anything was found on any of the bodies.

More specific information about each one, and gathered from the relatives and acquaintances, is as follows:

August Kasten, lives on Gauge street, has a wife and five small children. He is a German. Family very poor.
William Sanders is a German living at No. 179 Lewis street. He has a wife and

one child. He is about forty-five years old.

Mito Lynch, a young man about twenty-five years old, married and living at No. 96 Hanover street. He is Irish and

No. 96 Hanover street. He is Irish and has some children.
Fritz Bartels; a German, single, twenty-one years old and living with relatives at No. 43 Prim street.
Christ Gehren lives on Hyde street, is married and has a wife and four small

DISGRACEFUL SCENES.

Indertakers' Assistants Fight for the Bodies as They Are Taken From the River.

The same disgraceful scenes that char-

acterized the Central viaduct horror were

repeated to a certain extent at the acci-

last evening was no exception.

It was but a moment after the life saving

to take positions on the bank as other

spectators. The captain then declared that

THE MEN WERE PANIC STRICKEN.

Hen on the Tug Tell How the Ac-

Co. told the following story of how the

Co, told the following story of how the accident happened:

"The Cushing was towing the big steamor Lagonda out of the river, and when the Cushing was about midships on the Bessemer the scow started out with its load

as the men on board the scow were past the stern of the Bessemer. As soon as the men on board the scow were past the stern of the Bessemer and caught sight of the Lagonda as she was being towed along by the tug they became frightened and fell all over each thor in their endeavor to nuddle the scow.

other in their endeavor to paddle the scow pack to shore. In the midst of the conusion the scow capsized and that is the way the men were drowned."

The tug Cushing was in charge of Capt.
Ed Kemmet and he told the same story of

the accident.

The fireman on the tug, whose name is

for the last time and succeeded in gotting him ashore. The rest of the fireman's work in rescuing the drowning men was equally heroic, and he was praised on every side for the courage which he displayed.

PULLING OUT THE BODIES.

How the Work Was Prosecuted During the Entire Night-Fifteen Bodies Recovered by 1:30 A. M.

The life saving crew was notified of the

horror immediately after it occurred and

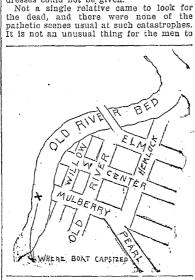
they at once started for the scene. They

gang.

were moored on either side of the river unloading ore.

A strange feature of the recovering of the bodies was that only two were identified as they came from the water; although an effort was made to do so with each one. The men recovered were for the most part Germans and were known by name to the gang bosses only. Hoffman and Fallan, two gang bosses, were on the scow and did not remain at the scene of the accident. Many were identified as working under this boss or that one. Faces were familiar where the names or addresses could not be given.

Not a single relative came to look for



Smith.

Ryan lived on Waverly avenue, is married and has a large family of eight children. His body was taken to Heffron's morguo. Spurkey was also a married man and lived at No. 30 Selden avenue. He also has a family of children. Spurkey's body was taken to Heffron's morgue.

The work of recovering the bodies proceeded rapidly until about 11 o'clock, despite the fact that there was little light on the river to aid the life saving crew. The only light was that shed by a number of gasoline lamps on the ferry wharf, where the bodies were brought ashore.

At 10 o'clock Mayor McKisson and Director Norton came upon the scene to see what could be done to assist in recovering the bodies. The mayor ordered the fireboat sent into the old river bed, to the spot where the work was being vented serious trouble on the little dock, probably fourteen feet square. It was not without difficulty that he gave the undertakers' attendants to understand that neither would take the body. It was removed to the bank and there another effort was made by these energetic employes to carry the body away.

The emphatic language of Capt. Bradley again prevailed, however, and the men were crowded back by the police and made to take positions on the bank as other

to person should touch a single body until he coroner arrived and disposed of them is he saw fit. Under this order two bodies were placed on the bank and there they

he coroner arrived and disposed of them is he saw fit. Under this order two bodies were placed on the bank and there they omained.

Even the protestations of a gentleman from one of the establishments, who told Capt. Bradley that he had permission from Coroner Arbuckle to take away the bodies, were without avail. The captain, ascertaining where the coroner was, immediated iy telephoned him and asked what disposition should be made of the bodies. Word came back that they should be given to the first undertaker on the ground. But there were no such scenes as had preceded. Each undertaker's attendant still held his position on the bank and was called in his turn and the bodies were taken away in a quiet and orderly manner. Much credit is due to Capt. Bradley for the manner in which he suppressed the lisgraceful scene about the dock when the bodies were brought ashore. taken away in a quiet and orderly manner.

Much credit is due to Capt. Bradley for
the manner in which he suppressed the
disgraceful scene about the dock when the
bodies were brought ashore.

who took the place of James Richards, No. 7, of the regular crew, who was called to the station in the early part of the work.

When the crew left for the station they left their grappling hooks with the men from the fire tug Clevelander. The work continued without interruption, and at 1:30 eldent Happened-A Heroic Firethe fifteenth body was brought to the Although there were many people who

HUNG ON TO HIS DINNER PAIL.

were of the opinion that the tug W. D. Cushing struck the scow and was in some A Man Still Had It in His Hand measure to blame for the accident, this appears by later developments to have been an erroneous impression. An officer of the Vessel Owners' Tug When Rescued - Helplessness of the Victims.

Among those on the scow who were fortunate enough to escape being drowned was Bernard Patton, a sixteen-year-old boy, who lives at No. 23 Winslow street. He is employed on the docks as a water out with its load boy and was on his way home from work bessemer. As soon at the time of the accident. He was thrown into the water with the rest of the men on board of the scow. He succeeded men on board of the seow. He succeeded in catching hold of a line which was thrown out from one of the boats and was thus enabled to reach the shore in safety. As soon as he got out of the water he went home and after putting on dry clothes returned

to the scene of the accident.

When the fact that a majority of themen who were on the scow appeared to be perfectly helpless after they were in the water and did not have the least idea how to handle themselves it was remarked by a number of persons who arrived on the goons that after the scow had capited. It to the scene of the accident. scene just after the scow had capsized. I was said that the drowning men grabbed hold of each other in their mad endeavor noid of each other in their man endeavor to escape from being drowned, and that many of those who were probably able to swim were forced to the bottom of the river in this manner.

One man who was rescued caused constitute the results of the property of the results of the res

The firemen on the fig, whose name is Dwyer, proved himself to be a genuine nero. Without stopping to remove sither his shoes or hat, he imped into the water and rescued two or three of the struggling men from the firement of the saw a hand above the water and that was what first led him to live into the river. He caught hold of the hand just as the man was going down for the last time and succeeded in certing. siderable amusement by the way he hung on to his dinner pail. He was brought up just as he was about to sink, and was this he clung tightly to his pail with one arm, and seemed bound that it should not

SOME HEROIC WORK.

Lives of a Number of Men Saved by Patrick McGinty.

Disasters always make heroes. There are men, and especially among Americans, who have the courage, the level heads,

No. 96 Hanover street. He is Irish and has some children.

Fritz Bartels; a German, single, twenty-one years old and living with relatives at No. 48 Prim street.

Christ Gehren lives on Hyde street, is married and has a wife and four small children.

Charles Kraus is a widower, has three children, lives in Drooklyn, street not known, and is about thirty-five years old.

Charles Muquen, an Irishman, lives old; this work and Arnold King, No. 1; David Sutherland, No. 2, and J. B. Tucker, No. 3, were demarked broken off the work and a living ray undershirt. In his pockets were to brace. There was also a match box, rather braxes; in appearance.

At Hoffron's are:

A Bohemian by the name of Prokup. He is about forty years old. His first name could not be learned.

Karl Bohrmeister, lives at No. 24 Selden, and was married but three months. His sister-in-law identified him and gave loud expression to her grief.

There was navied and a gave loud expression to her grief.

Julius Erike, lives at No. 2 Sist court and has three small children. His boy, who is about seventeen years old, was been taken out of the water, At Irregular boy, who is about seventeen years old, was been taken out of the water, At Irregular boy, who is about seventeen years old, was been taken out of the water, At Irregular boy, who is about seventeen years old, was been taken out of the water, At Irregular boy, who is about seventeen years old, was been taken out of the water. At Irregular boy, who is about seventeen years old, was been taken out of the water. At Irregular boy, who is about seventeen years old, was been taken out of the water. At Irregular boy, who is about seventeen years old, was been taken out of the water. At Irregular boy, who is about seventeen years old, was placed upon the bank. The lives at No. 24 Selden, and was married but three months. His sister-in-law identified him and gave loud expression to her grief.

There was no eessalion on the part of the p

was recognized, life preservers were hurriedly thrown out from the Bessemer and the Lagonda. Then the two tugs quickly bore down upon the floating men and threw ropes and preservers to them. Many thus escaped from the water. It only takes a few moments for a men to drow. few moments for a man to drown. His lungs fill almost instantly and then he sinks. So there was not time for the tugs to save all the men. But for three or four minutes some heroic work was done.

ANOTHER MAN DROWNED.

Fell Into the River While on His Way to the Scene of the Accident.

The capsizing of the flatboat in the old river bed last night was indirectly responsible for the drowning of a man who was not on board the boat, and who lost his life some distance from the accident. William Buelow, a pressman in the em-ploy of the Britton Printing Co., and who lived at No. 12 Horace street, fell off the dock at the foot of St. Clair street and was drowned.
Gus Carter of No. 24 Grove street and
J. G. Doyle of No. 106 Pearl street, accom-

panied by Buelow, came down street to spend the evening. They were walking on Superior street when they heard of the

"Let's go down there and see what is going on," said Buelow.

After some protestation on the part of the other two men Buelow induced them to go, and then it came to a question of how to get to the scene.

"We'd better take a car and go to the Wort Side," said Doube.

West Side," said Doyle.
"No, let's go down by the river and follow the docks to the bridge," said Buelow,
"I've been over there a dozen times and

know the way like a book."
The party went down the Superior street hill and ran along the edge of the docks.
After passing the D. & C. boat it is very dark and the dooks are not regular in their line. Buelow led the party at a run and was all right until he had passed the steamer State of New York and was at the foot of St. Clair street. At this point it is very dark and the dock juts out for about two feet. Buelow was running along the edge and when he reached this extension fell into the water. The men made an attempt to save him, but he sank without crying for assistance, and it was so dark that they could not distinguish his head when he arose. They cried for help and ran toward the D. & C. dock. On the way they met Special Police Officer Al Stearn and told him the trouble. He ran and telephoned to the life saving station. In the meantime the two men had gone to dark and the docks are not regular in their the meantime the two men had gone to the fireboat house and Capt. Anthony or-dered the flatboat launched and manned. The men directed them to the bow of the steamer City of Detroit and they fished there for five minutes before the mistake was discovered. They then went to the spot where the man had fallen in and recovered the body with little difficulty.

when the body was taken to the fire station it was warm and Capt. Anthony worked over it for fifteen minutes, in an attempt to resuscitate the man, but was unsuccessful. Hogan & Sharer's dead wagon took the body to the morgue. Buelow was a man twenty-eight years of age and married. His family was notified last night of the accident

fied last night of the accident.

THE SCOW WAS TOO FULL.

Ed Savage, Who Jumped Ashore After the Boat Started, Describes the Catastrophe.

Ed Savage of No. 64 Hanover street was the young man who jumped from the scow just as she was leaving the landing. "I saw she was too full," said he, "and I

wasn't going to take any chances. Just as she pulled away I jumped and then walked up on to the railroad track on the dock. John Fallon was standing there and I began talking to him. Fallon was looking out

gan talking to him. Fallon was looking out upon the river, and suddenly I saw him make a startled move. He had seen the first man jump overboard.

"'Stand still!' he yelled at the top of his voice, but of course it didn't do any good. Those men were too excited to hear him. Then the wave washed into the boat and everybody yelled and screamed and they all jumped. They were all floating about, but the life preservers came quick. After the men had been rescued or had sunk there were hats and dinner palis floating around

got there quick-within ten minutes after

the accident.
"Since the Willow street bridge has been taken away there are no signals when vessels approach. The men at the ferry vessels approach. The men at the terry formerly relied on the bridge whistle to tell their when a boat was approaching. The men in the scow could not see the boats coming because they were right behind the Bessemer. The tugs did not whistle, even after thew saw the danger. The first whistle came when the scow had upset. I think the captain of the tug Cushing might have given the signal to back up.'

William Moran of No. 64 Main street William Moran of No. 64 Main street was on the river opposite the C. & P. docks. The soow was headed for his side. He tells a story almost identical with that of Savage, and this is remarkable, because each saw the accident from a different point of view. They are both accustomed to water craft.

to water craft.
"The scow was flat bottomed," he said,
"with a scull lock in each end and a pln
for an oar on each side. Waves from a tug
will always turn a flat bottomed
boat around, so that the long side is pre-

boat around, so that the long side is presented to the waves. They acted exactly so in this case, and when the side was turned to the waves, why, they washed in and filled her.

"When she went down I ran down to the railway bridge and came across the river to the side where the accident occurred. The tugs let go of the Lagonda and she drifted down the river and struck the gas house at the Lake Erie Iron Co.'s docks."

MIRACULOUS ESCAPE.

The Chief Engineer of the Bessemen Dives Under the Boat and Saves His Life.

Richard Masten tells a miraculous story of his escape. He is chief engineer or the Bessemer and lives with his wife and two children at No. 241 Hanover street.

"I had hoped my name would not get into the papers," he said good naturedly, "for my girls are away from home, and they take the Plain Dealer where they stay, and I was afraid it might scare them. hem.
"I left the boat to go up town and take

"I left the boat to go up town and take Mrs. Masten to the opera. I have never, before been foolish enough to trust my life to a flat bottomed scow, but I was in a hurry this time. I asked the boy if he was going across.

"Yes,' he replied, 'and I stepped in. The seats were too dirty to sit' upon. Three other men were in the boat. The boy walted a few moments and then a great crowd of men came rushing down the

tion as that crowd or ignting, strugging men. Already four or five clung to me because they saw I was keeping my feet steadily while the scow rocked. I resolved to go under the boat when she turned over, and to get my head into the air chamber underneath her and thus breathe until all danger was past, then come out.

while everyone else jumped. For a moment I was whirled through the water and then I rose underneath the overturned scow. The air, chamber was smaller than I expected and I was obliged to put my nose close up against the bottom (which was upward, of course) in order to get air. I felt my way along until I came to a seat, then I dived under and came up into the air chamber again. So I continued until I got to the end of the boat.

"I had been under the boat fully ten minutes when I determined to dive clear of the boat and risk myself in the river. Down I went and it seemed an age before I came up, but as I did my hand struck something and I clasped my fingers upon it. A life preserver it proved to be and I was pulled toward the Bessemer. The preserver had been thrown out from our own boat. I clung to a fender of the Bessemer until a tug picked me up, then I changed my clothes and started up town again, but not by a scow.

"Such a disaster is an awful strain upon

the middle of the river seemed to rise in the air, as all remaining in it rushed for the end nearest shore, as if to retrace the dive and traysled. Then the distance they had traysled. Then the distance they had traysled. Then the distance they had traysled. Then the eair, as all remaining in it rushed for the end nearest shore, as if to retrace the dive and traysled. Then the distance they had traysl

again, but not by a scow.

"Such a disaster is an awful strain upon a man's nerves. You have no idea how it affects a person, unless you have been through the ordeal yourself. I got some of that dirty river water in my lungs and have been twinted that all views all wight to get it out. have been trying all night to get it out. It makes me sick to my stomach."
"How many men were drowned, do you estimate?" was asked.

estimate?" was asked.
"Fully twenty, I should judge."
Mr. Masten thinks the tug Cushing was 250 feet from the scow when she was first seen and when the first effects of her waves were felt, and thirty when the scow upset. Others thought the tug got as close as ten feet and one man thought close as ten feet, and one man thought

close as ten feet, and one man thought three feet.

Among those saved was "Stoney" English of Washington street, Joe Boyd of Hickory street and Martin Corrigan of Kentucky street, the boy who had charge of the scow.

T. N. Bekwell and Adam Williamson, both officers on the Bessemer, saved two men apiece by pulling them in on life preservers.

workmen along the docks and the denizers of Whisky island. They were soon augmented, however, by people from all parts of the city eager to get a glimpse of the place where the wholesale drowning took place, and to witness the operation of recovering the bodies.

EATLY LIIS MOTRING relatives of Charles Miller, who resides on a new street near engine house No. 20, made anxious inquiries as to whether his name was in the list of drowned. He had not returned home, and it was feared he had been one of the victims.

covering the bodies.

It was not what could be called a sympathetic crowd, but simply a crowd of peo-ple of a curious turn of mind. But few were there to look for friends and no tears were shed as the poor unfortunate victims were borne ashore. With the news that another body had been brought to surface, another body had been brought to surface, the crowd surged down upon the police on the little ferry dock, which the men embarked from only a few hours before full of life and vigor, eager to see the distorted and discolored features of one they neither knew nor cared for, and it was with difficulty that the detail of police kept them

Unsuccessful as the spectators were to get near the bodies of the victims, they kept their places on the bank of the river and when one left there was always another to take his place, and so the crowd lingered until long after midnight, content to watch the movements of the searchers in the dim flickering lights of the gasoline

The work of the police was very efficient, considering the fact that none of the regular force of patrolmen are on duty at night at this time.
When the central station was notified

When the central station was notified of the accident patrol wagon No. 1, with Capt. Bradley and Wagon Officers Irwin and Brown, was sent to the scene. In a short time two other patrol wagons arrived with their crews. Acting Deputy Superintendent Madigan was soon on the ground and was assisted by Capt. Bradley and Sergeants Varner, Reagan and Buechler. At first the police found it very difficult to keep the crowd back from the edge of the shore Every time the lifeboats came up to the small landing with a body the crowd pushed forward, down the embankment, and everyone craned his neck in an endeavor to catch sight of it. The officers would command the people to stay back, but there were so many in the crowd that it was impossible to handle them with ease. After a while about a dozen propole progress.

to handle them with ease. After a while to handle them with ease. After a while about a dozen special policemen arrived and then there was no difficulty in keeping the crowd at a proper distance. Several persons were around who feared that some relative was among those who were drowned, and they waited anxiously to inspect each body as it was brought in.

THE DAY FOREMAN.

He Says the Bont Was Built by the Men Themselves and Would Hold About Fifty People.

D. K. Smith of No. 39 West Clinton street, day foreman of the docks, was early on the scene. He said he charged, the last gang last evening at 6:30 o'clock and immediately started for home. He was on his way when the boat capsized, and heard of it a moment after he reached home, a messenger having fol-lowed closely upon his heels. Smith was unable to state how many men were on the ferry boat at the time, as a number of other gangs had been discharged only a

short time before.

The boat, he said, was a large one, built by the men themselves, for the purpose of ferrying their across the river, to make their homeward journey shorter and quicker. The men were mostly Germans, the raid and lived for the proof part and he said, and lived, for the most part, out Clark avenue and adjacent territory. The boat, he said, was a large one and would hold probably fitty men. The men were nearly all the heads of families and a hard working, industrious set of people. He deplored the accident deeply, and seemed anxious to do anything possible to make the blow as light as possible upon the families of the dead men.

The nature of the work makes it impossible for him to know the men even by name, as they are divided into gangs and in charge of gang bosses. He did everyin charge of gang bosses. He did every-thing possible to aid in the work of re-covering the bodies and endeavored to identify all whe were brought ashore, but only knew two by name.

Mr. M. Andrews, superintendent of the

docks, said in speaking of the accident: docks, said in speaking of the accident:
"It is a terrible thing, but I cannot see where any blame can be attached for it. It is too early for me to say what our policy will be towards the families of the men who were drowned, but this a great calamity, and we are disposed to be liberal.'

docks to the landing. There must have been forty. I did not like the looks of things, and would have gotten out if there

had been a chance, but the men were crowding in and it was impossible. As soon as they were all in they cast off.
"The boat rocked a little because it was overloaded. The top of it was within four inches of the water. The men began to get excited.

get excited.
"'Keep cool and she'll be all right,' I said. Then the tug shot toward us and

the swell came.
"'Head her up to the swell and she'll float,' I yelled, but to no avail."

It might be said that Masten is a large, fine looking man of middle age and is a swimmer, though on account of poor lungs he cannot stand much exertion in the

water.
"When I saw we were doomed to an overturning, I looked about for escape. It would be folly to jump in the same direction as that crowd of fighting, struggling

BETWEEN FIFTY AND SIXTY. Switchmen Say That Number Were in the Capsized Scow.

Several C. & P. switchmen who saw the accident from the track where at work

accident from the track where at won-state that the scow, when it capsized, con-tained no less than fifty to sixty workmen. They say it was loaded down as they never saw it before. They saw the scow leave the platform and on account of the number on board watched it, expecting to see some one go overboard before all were safely landed on the other side. The switchmen were not cognizant of any dan-ger and say none was apparent at any time except when the occupants of the scow became panic stricken.

This fright was made apparent to them

when a yell of fright went up from those in board. The next moment, they say, men were jumping into the river, and a second later the end of the boat toward July 21st the Nickel Plate Road will run

eathe until all danger was past, then are the follower we went and I clung to a seat southwest.

186

AN EYE WITNESS

Says the Boat Contained at Least Forty Men.

Charles Chambers, living at No. 134 Vermont street and a hoister employed on the C. & P. dock, was an eye witness to the accident. He said the boat was jammed full and must have had forty persons aboard. He did not see what tipped the boat, but noticed a commetion aboard. Then one man rushed for the stern and the others jumped. He noticed the two Then one man rushed for the stern and the others jumped. He noticed the two water boys dive and swim under water a distance of fifteen feet or more to elude the grasp of the drowning men. He waited until he saw the men begin to sink and then he telephoned for the ambulance.

An Interesting Incident. There was quite a little excitement on

the landing where the bodies were brought in when one of the young men who were LARGE CROWDS OF CURIOUS.

They Gather Along the Shore and the Police Have Difficulty in Keeping Them Back. The news of the horror spread with lightning rapidity and as inaccessible as the place is where the accident occurred, it was but a few minutes until the banks along both sides of the river were crowded with curious spectators.

The first to arrive, naturally workmen along the day of Whith