

THE STATEHOOD BILLS.

THE ARIZONA MEASURE PASSED BY THE HOUSE OF REPRESENTATIVES.

The New Mexico Admission Bill Also Considered.—The Metropolitan and Urgent Deficiency Bills Reported.

WASHINGTON, D. C., Dec. 15.—The Speaker laid before the House a communication from the Sergeant-at-Arms, showing that official had been on a housekeeping investigation tour. He complained of the filthy condition of the House kitchen, and asked for an investigation of the culinary department. The Speaker referred to the committee on public buildings and grounds, with orders to investigate the matter.

A stir and a ripple of surprised amazement went through the House a few days ago when it was found that a public document relative to the opening of the Cherokee Strip contained a map on the margin of which was a bold advertisement, in large type, of a western railroad. Above all in a strong appeal to patriotism was the slogan "The World's Fair" and the "Favorite World's Fair route."

Mr. Outwater, chairman of the Committee on Military Affairs, stated that he would not have paid any attention to the map, but that some persons were endeavoring to make political capital out of the episode, and a local Republican paper had been obtained from the railroad company by the energetic clerk of the committee.

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WISE WILL OPPOSE IT.

OBJECTS TO THE NEW TARIFF IN SEVERAL PARTICULARS.

A Compliment to Representative Tucker. Mr. Marshall and the Abolitionists—Other News.

WASHINGTON, Dec. 15, 1893.—Congressman George D. Wise has signed the call for the Democratic caucus, and announced his intention of opposing the Wilson bill in many of its features; especially is he opposed to placing coal, iron, and lumber on the free list, thereby crippling, or probably destroying, those industries which are of such vital importance to Virginia and the other southern States, while the manufacturing interests of New England are accorded full protection. Says Congressman Wise: "In heriting as we have the responsibilities of the government, with a treasury depleted by the extravagance and mismanagement of the Republican party, I recognize the fact that we never needed a tariff for revenue more than now, but I am in favor of raising the revenue necessary for the support of the government as far as possible from the imports of foreign products, but I want an equitable distribution, and in the event of a general reduction on imports a measure to lower the duty on coal from 75 to 50 cents per ton, in my opinion, is a similar measure. The tariff which the Democrats demand, and not to do that injustice to the mining and carrying interests of Virginia and West Virginia which the present bill contemplates."

High Compliments to Mr. Tucker. Yesterday the Senate Committee on Education reported to the Senate house bill 2, "A bill to repeal the Federal election laws." This bill, which the committee recommended should pass without amendment, and with the report of the committee on the bill, introduced by Senator Mr. Marshall, is the bill which was introduced in the House by Hon. Harry Tucker, of Virginia, and which Congressmen Fitch and Johnson, of Virginia, have introduced in the Democratic caucus in preference to one introduced by himself declared should be amended. Yet when the bill reached the Senate, Senator Hill, of New York, who had already introduced a similar bill, introduced the calendar, asked that the Tucker bill be substituted for his own.

This action of the committee is a well-deserved acknowledgment of the merit of the Tucker bill, and a fitting recognition of the efforts of the Tucker bill, which that great man above the petty jealousies that are frequently the controlling impulses in men of small caliber.

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South Carolina Election Cases. Congressman J. W. Marshall, of Kansas, appears to-day before the Committee on Privileges and Elections of the House and asked that Mr. F. D. Koonce, the defeated Populist candidate for Congress from the Third North Carolina district, who has announced his intention of contesting the election of Grady's rights to his seat, be allowed to take testimony. This committee declined to do so, and Mr. Koonce will be compelled to abandon the contest.

The contested election case of Williams against Settle will be decided by the committee at its meeting next Monday. The action of the Secretary of the Treasury in calling for the resignation of several collectors of customs at various points indicates that the President has determined to give some attention to that branch of the service, whose affairs are still administered in a very unbusinesslike manner. It is understood that Mr. Andrews, of Petersburg, has been recommended for the vacancy caused by the resignation of Collector Janett at Petersburg.

Virginians in Washington. Mr. Decatur Ayer, of Richmond, was a visitor at the capital to-day. Messrs. Clark and John W. Armistead, Holmyer, T. W. G. Crenshaw, and W. C. Goode and wife, of Va., are at the Metropolitan.

Messrs. A. B. Dundas, of Va., and H. E. McWane, of Lynchburg, are at the St. James. Captain Asa Rogers, of Roanoke, who was at one time collector of internal revenue for the Eastern Virginia district, is in the city.

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Both Senators Frye and Morgan argued strenuously for government control of the canal. Mr. Frye argued that the government could build the Nicaragua canal for \$65,000,000; that the bond would be readily, and that interest money and repairs would not exceed \$5,000,000 per annum. Government control would permit a lowering of rates to \$1 a ton, and a profit would result at that figure.

Mr. Morgan's argument was that both he and Senator Frye regretted the fulfillment of the Senate in 1885 to ratify the Frelinghuysen treaty with Nicaragua, by the terms of that treaty the United States would have secured a strip of land twelve miles wide, connecting both oceans, which would have been invaluable to us.

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DOWN TO THEIR DEATH.

SPAN OF A BRIDGE FALLS AND 41 WORKMEN PRECIPITATED.

Fourteen Known to Have Been Killed and a Great Many Injured.—A Virginian's Narrow Escape.

LOUISVILLE, KY., Dec. 15.—At 10:30 this morning a whole span of the Jeffersonville bridge fell. The bridge is now under construction by the Phoenix Bridge Company, of Phoenixville, Pa. Fifty-one men were at work on the bridge, all of whom were precipitated into the river. The bridge has been under construction for a number of years. Several times work has been suspended for lack of funds. Two years ago the Mechanics Bank failed because of its connection with the bridge company. Subsequently the company was reorganized, and work was resumed three years ago. Shortly after resumption of the work, in constructing the approaches, a dreadful accident happened at the caisson, resulting in the death of twelve men. Accidents have been frequent, and from first to last it is said that fifty men have been killed. The span that fell to-day was the middle one. The accident was due to the immense weight of the caisson, and to draw it back into its place and the engines were started. The wind was high and blowing off the false work forced the "traveler" from the piles on which it was placed. When the end slipped off the men realized their danger. The engineer called to the men, and ten of the first-rows on the span escaped. Forty-one fell into the water.

The Dead and Injured. So far as known the following is a list of the dead and injured: Dead—Lester Carter, Frank Miller, Pat Kelly, Frank Simmons, Jeffersonville, Charles Murphy, J. B. Burns, Frank H. Haskins, Courtney Russell, Ed. K. Smith, an unknown person at Crall's undertaking establishments, P. A. Cook, Mantella Stone, O. Frank Burns, Pat Murphy, Chicago.

Injured—Sam.—New Albany: A. L. Moore, engineer; W. G. W. Brown, Irvington, Ky.; M. E. Sheehan, Greentown, Ky.; G. F. Halls, Bristol, Tenn.; Harry Pug, Mercer, Pa.; will die; unknown, Johnsonville, badly injured; W. A. Sharp, Louisville, Ky.; broken leg; T. N. Gallwey, Louisville, Ky.; broken leg and ankle broken; Ed. Hildebrand, Northampton, Ky.; Ed. Sherris, Southside, Pittsburg, Pa., fatally injured.

The Work of Rescue. The span which fell would have been finished this afternoon, and after the bridge had been raised, the bridge there would have been no danger from the wind or the current. The shocking accident was witnessed by men employed along the riverfront and on the boats plying up and down the river. The ferry company at once sent two boats to assist in rescuing the bodies of the dead and dying and rescuing the workmen still alive.

Mr. E. Eric, of Manchester, Va., civil engineer, who is employed on the bridge, had a very narrow escape from death. In giving an account of the accident, he said: "I was standing on the span that fell near the Kentucky side, and seeing that it was about to fall, I called to the men to get off as soon as possible. I had just counted the men who were on the span a few minutes before, and there were fifty-one on it. When I called the men dropped their tools and ran toward me, but only ten of them got off."

Caused by the Wind. "The accident was mainly caused by the wind. There was a high gale blowing from the west, and the bridge fell. It is believed that at any time a span might be blown down. Then, too, the piling under the span, by which I was being supported, were weak. The current is very swift, and a large amount of drift was on the bridge, and the supports were weakened by the weight of the drift. If the wind had not been so high, however, the piling was sufficiently strong to have done the work. The bridge fell like a pack of cards. It became loosened on the Indiana side, and away gradually to the other side."

The Struggle for Life. The central bent was the first to give way, and the men on this bent went down to be covered by a mass of iron and timber of the other bent, which fell. The men who failed to reach places of safety on the piers, the north bent, or the one attached to the Indiana pier, did not fall for fifteen minutes after the other part of the bridge had fallen. The crash attracted the attention of those on the shore and many turned away as they saw the men struggling in mid air in their mad effort to climb out of danger. When the huge mass of material struck the water all was concealed for an instant by the spray which was thrown into the air. As the water subsided, and the mist was dispelled, here and there could be seen men struggling, that thrust their heads above the water. A few succeeded in climbing to places of safety, and were quickly rescued as they struggled helplessly and were carried off by the current to sink almost as rescue was at hand.

A Heroic Crew of Rescuers. The ferry boats City of Jeffersonville and the C. H. Hitt and the life-saving crews were the first to reach the wrecked bridge, which completely blocked the channel of the river. Many with broken arms and legs were found clinging to pieces of wreckage. They were pulled into boats and hurried to hospitals in this city and Jeffersonville. The steamer Hittsburg, with Capt. Geo. Fisher on board, came to the rescue of the falling span. The boat was making for the false work when Superintendent Fisher heard some timber creak. Looking up he saw the great span shaking, and gave orders to back the steamer. It was some time too soon, for the top of the huge "traveler" fell within twenty feet of the boat.

As soon as the pilot realized what had happened he ran the boat to the wreckage, and the crew saved nine men, who were kept about five minutes. Captain Deven and his two crews of life-savers were heroes of the day, dashing into the drifting and puffing here and there into the injured. Captain Deven carried some of the bodies have been carried over the falls. It will take several days to recover the bodies, as some are pinned down by the heavy iron crosses which fell on top of the false work.

The bridge company has one hundred men at work, and will extricate the bodies from the wreck as soon as possible. When the second part of the false work fell an engine boiler went with it, and exploded, the boiler struck the debris it exploded, and is now known to have been struck by the flying fragments. The lives of the bridge workmen were insured for \$1,000 each.

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RIOT AT AN EXECUTION.

THE HOWLING RABBLE FORCED THEIR WAY TO THE SCAFFOLD.

To Witness the Hanging of Courtney and Taylor for the Murder of Captain Cooper—Other Executions.

PRINCESS ANNE, MD., Dec. 15.—The double execution here to-day of the murderers Arthur Courtney and Henry Taylor was preceded by a riot, participated in by 500 men and boys. A high fence had been constructed about the jail yard with the view of having a private execution. The crowd demanded admittance, and threatened to demolish the fence and perform other unlawful acts if refused. The sheriff addressed the mob and begged for peace, but his words had no effect. The crowd began its onslaught, and soon had free entry to the scaffold.

While the scaffold was being destroyed religious services were going on in the cells of the condemned men, and the prisoners were more affected by the din outside than by the exhortation of the preachers. The murderers expressed indifference to their fate. "Now, we ain't afraid to die," they said. "We gwine to hoben, suah."

At 11:30 o'clock the prisoners were marched to the scaffold, and Courtney made a short address, in which he confessed his crime. Taylor had nothing to say. The drop fell at 11:45, and the two men together swung into eternity, and eleven minutes thereafter they were pronounced dead. The remains will be shipped to their native home in Virginia for burial.

Courtney and Taylor were sailors on a small vessel commanded by Captain Frank Cooper. The murderers expressed some money he was supposed to possess. All three were colored men. SIDAALIA, MO., Dec. 15.—Dick Robinson was hanged here at 11 o'clock this morning, for the murder of Johanna Schrockman.

THE ITALIAN CABINET. New Ministry With Crisp at Its Head Now Complete. ROME, Dec. 15.—The Cabinet is announced to have been finally constituted as follows: President of the Council and Minister of the Interior—Francesco Crispi.

Minister of Foreign Affairs—Baron Alberto Balbo. Minister of Justice—Signor Andrea Chianella di Tavina. Minister of Finance and ad interim Minister of the Treasury—Baron Giorgio Sino.

Minister of Public Works—Signor Giuseppe Saracco. Minister of War—Lieutenant-General Stanislao Mocenni. Minister of Marine—Vice-Admiral Constantino Morin.

Minister of Public Instruction—Dr. Guido Baccelli. Minister of Agriculture—Dr. Paolo Borsari. Minister of Post and Telegraph—Dr. Maggiorini Ferraris.

The new ministers were given an audience by King Humbert at 3 o'clock this afternoon, and subsequently took the oath of office. They formally took possession of their offices at 4 o'clock.

MR. VAN ALLEN IN LONDON. He Will Visit Southern France, but May Not Go On a Yachting Cruise. LONDON, Dec. 15.—J. Van Allen arrived at Liverpool yesterday on the steamship Majestic. When seen here to-day by the United Press correspondent he said: "My movements here are quite uncertain. I have not decided definitely to cruise in the Mediterranean during the winter and spring. I have not even chartered a yacht for such a trip, although I have not definitely decided to do so. I have not yet decided to go to London by Christmas. I shall go then to Paris, Pau, and Cannes."

As to his declining the appointment to be Ambassador in Rome, Mr. Van Allen said: "The letters from Mr. Cleveland, the State Department, and myself were published, and they left nothing further to be said. Mr. Cleveland urged me to reconsider my refusal and vindicate my appointment. But I regretfully refused. The Senate was favorable to me, with the exception of a few Republicans. I have not