

# WRECK AT ST. LOUIS.

Missouri's Metropolis Swept by Cyclone.

## THE LOSS OF LIFE IS IMMENSE.

Fully Five Hundred Said to Have Perished.

## FIRE AIDS THE DESTRUCTION.

ELECTRIC LIGHT AND GAS WORKS USELESS.

Convention Hall Unroofed—Storm News from Other Points in Missouri—Eighty School Children Reported Killed at C. Drake, Ill., and Fifty at the Village of Dye.

Death and destruction reign supreme in St. Louis and vicinity as a result of the most terrible storm that ever visited that section. Buildings of every description are in ruins, and, as a result, hundreds of people are reported dead and injured, but, until order is restored, it will be impossible to make any definite statement. Reports are in circulation that seven steamers lying at wharf boats have been sunk, with all on board.

The city was left in darkness, as the electric lights and trolley wires were blown down.

The storm broke out about 5 o'clock Wednesday afternoon after a most oppressively hot day, and the rain began to fall. It soon developed into a fierce thunderstorm, with the wind from the east. A little later the wind had gained a velocity of eighty miles an hour, driving the rain before it and tearing loose signs, cornices, chimneys, and everything in its way. Many buildings of every description were demolished, and others set on fire by lightning and crossed wires.

The streets were full of people going home from work, and a panic ensued as soon as the storm broke. Men were buildings, horses and carriages were sent flying here and there, and falling winds, full of deadly fluid, added to the horror of the scene.

Suddenly the wind veered around to the west and completed the destruction. It is asserted by some of those who have traversed the down-town part of the city that there are but few buildings in St. Louis that have not suf-

fered in some way from the storm. The wagon way of the Eads bridge on the East St. Louis side is a crumbling mass of mortar and stones, and parts of the tower and pier No. 1 have also been torn away. Thousands of dollars will not cover the damage to the bridge. An outbound accommodation train on the Chicago and Alton road was wrecked by a broken rail, but fortunately nobody among the passengers were hurt. The tanks of the Waters-Pierce Oil company on Gratiot street blew up, spreading destruction on every hand. Three stories of the Coe Manufacturing company's building, Ninth and Gratiot, and nearly half of the Wainwright brewery were blown down. The Summer high school, at Eleventh and Spruce; McDermott's saloon, Eleventh and Chestnut; the central emigrant station on the opposite corner, and Jere Shohan's livery stable, Eleventh and Walnut, were unroofed.

At East St. Louis the destruction seemed greatest. H. C. Rice, Western Union manager at the relay depot, climbed across the demolished bridge and reported the National hotel, the Tremont House, the Martell House, the DeWolf cafe, the Hezel Milling company's mill, Horn's cooper shop, and a great many dwellings east of there as far as Fifth street, gone and many people killed. The Baltimore and Ohio and Vandalla round-house, the Standard oil works, the East St. Louis and Crescent elevators, and twelve freight-houses on the levee, are demolished.

**Disasters on Water.**  
The steamer J. J. Odell of the Illinois River packet was blown from its wharf at the foot of Morgan street, crashed into the second pier of the Eads bridge, and sank. Her boilers blew up before she disappeared. She had a crew of 12, and three women passengers, besides her captain, George Townsend, an old riverman, who had his home in St. Louis.

Three of her crew, Jack Morrissey, Pat Milan, and a man named Moore, reached land safely. The two former jumped before the explosion and caught driftwood. Moore was blown overboard by the explosion, and was cut about the head, but managed to swim ashore. Three others of the crew clung to the pier and made their way up to the bridge proper. There is no way of estimating the number of lives that were lost on the river craft.

**Belle of Baton Rouge Lost.**  
The tug Belle of Baton Rouge, which was anchored up the river, was carried far down the river, rolling over and over, and finally struck the raft of the Wiggins Ferry Company at the front of Chateau avenue, where it sunk.

As the first evidence of the approaching storm began to appear every engineer on the river got up full steam in order to be able to combat the elements. Had it been anything but a tornado it is probable this would have aided the crews of the steamers in saving their craft. But the onslaught was so violent that the crews found their efforts only sufficed to aid them slightly in directing the course of their boats.

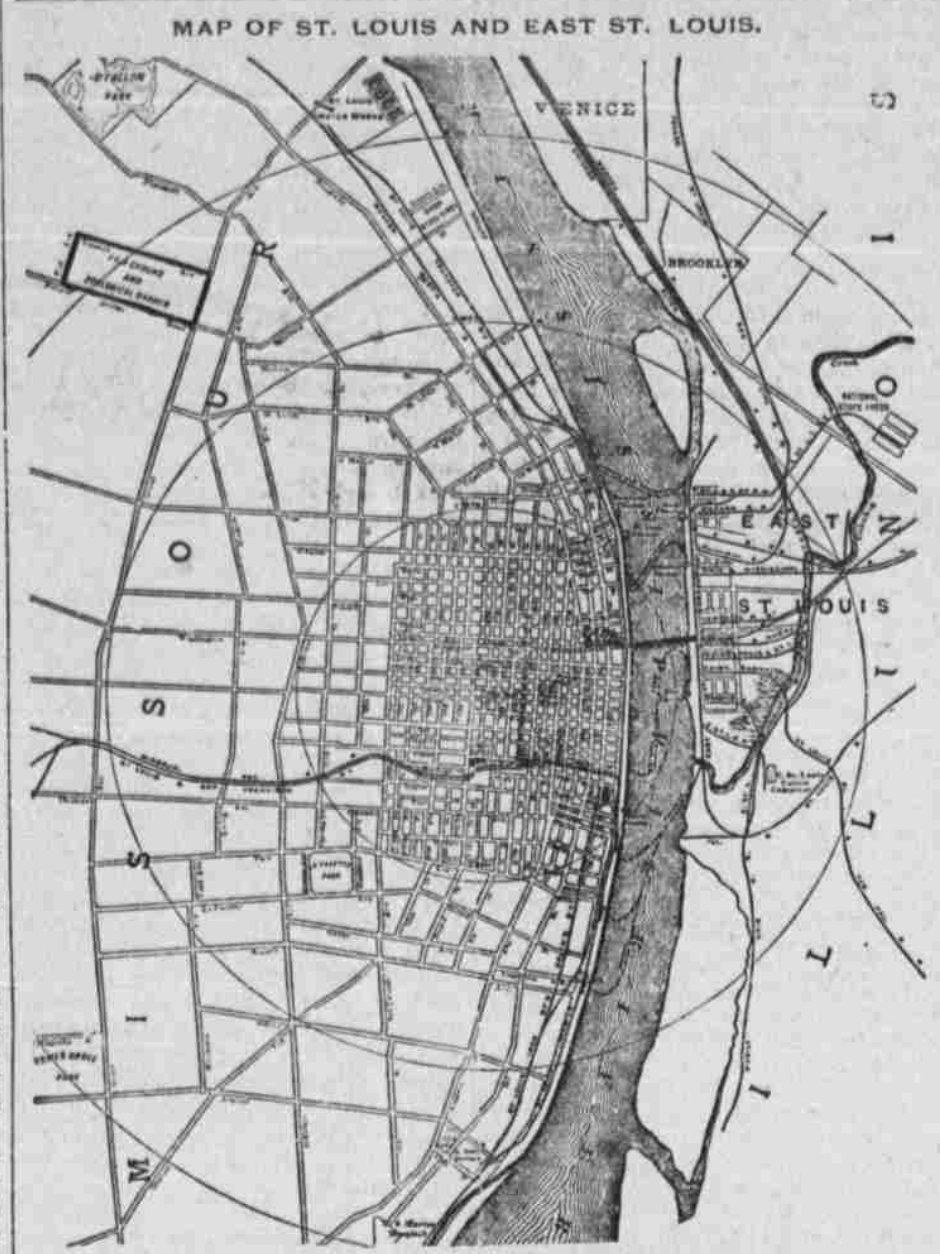
The steamer Pittsburg of the Diamond Joe line, the steamer City of Vicksburg and the Providence of the

stream. At the same moment the Dolphin's ropes parted, and the tug began to ship water. The wind blew her against the bridge. While this was going on the women and the other men on the boat climbed to the upper decks.

When the boat struck the bridge those on board had to dodge to escape the iron work of the structure. The mate saw there was no hope if they stayed on board. Jennie Mitchell was the first to climb on the ironwork. She was assisted by two of the men, while the mate stayed on deck to help Emma Nolan. As she swung herself to the

wrecked part of the bridge is just east of the big tower, near the Illinois shore, and extends east for about 300 feet. The entire upper portion, traversed by street cars and carriages, is carried away, while the tracks beneath are buried in the debris, in some places eight feet deep. At midnight a reporter penetrated the mud and debris to the burning St. Louis refrigerator warehouse. Several injured firemen had been taken from the wreck, and three more were known to be in the ruins.

**Fire Adds to the Horror.**  
Fire added much to the storm's loss



SHOWING LOCATION OF THE FAIR GROUNDS AND EADS BRIDGE.

beams the boat drifted away, and sank before the eyes of the horrified crew.

Slowly, with the wind blowing at a force that caused the big structure to rock like a cradle, the three brave men assisted the women on the laborious climb to the roadway. Several times they were nearly blown off. They finally reached the railroad track on the bridge, where they lay down until the full force of the storm was past. Then they crawled to the Washington avenue station.

There were rumors Thursday that the excursion steamer Grand Republic, belonging to the Columbian Excursion Company, had gone to the bottom with 500 excursionists. An officer of the company promptly denied this. He said the boat left St. Louis at noon to go to Alton, where it was registered for an excursion at 8 o'clock that night. The storm might have blown the boat away, but in that case only the crew would have been imperiled, and these men could swim to safety. She is safe.

**Wild Race with Death.**  
While the storm was at its highest the passenger train on the Chicago & Alton railway pulled out on the bridge from the Missouri side. It was on its way east. Engineer Scott had only proceeded a short distance when he realized the awful danger which threatened the train. The wind struck the coaches, at first causing them to creak. At that time he was about half way across. Overhead the poles were snapping and tumbling into the river, while large stones were shifting loose from their foundations and plunging into

account. Down wires, wild currents of electricity, crushed buildings, all contributed to this element of destruction.

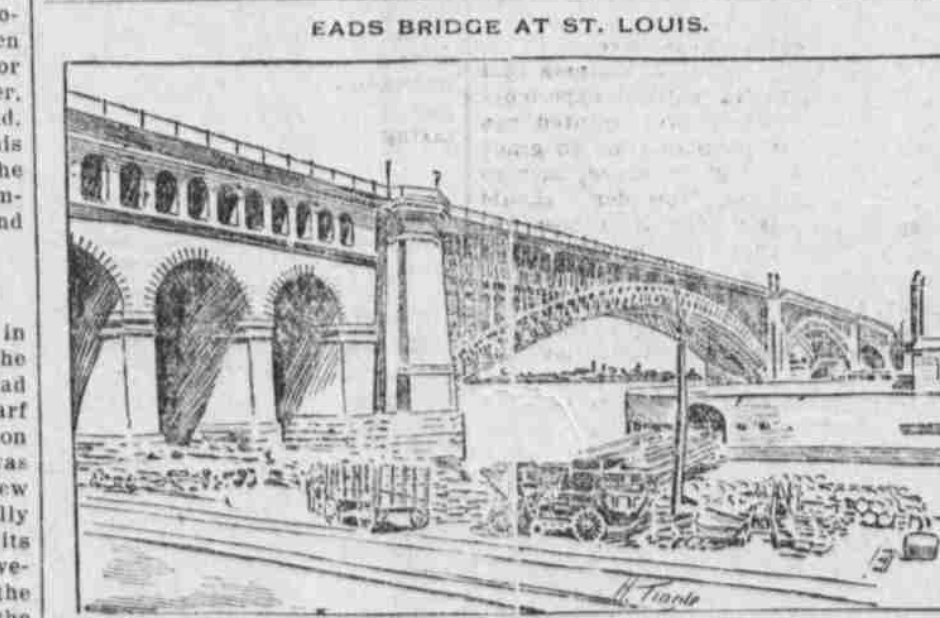
The alarm system was paralyzed. Approaches were blocked; a \$200,000 conflagration on the St. Louis side was supplemented by a dozen lesser fires. In East St. Louis a mill was burned, and two other considerable losses were sustained. To the enormous total the fires added at least \$500,000.

The Catholic church of St. John of Nepomuk, at the corner of Twelfth and Soudard streets, was razed to the ground, except the front, which stands like a tower, all the side and back walls being completely destroyed. It was a very large and handsome church. Now there only remains the arches and turrets of the front and enough of the walls to show the beautiful style of its architecture. The debris lies in the street at the side and inside the building, the side walls just projecting above it.

There is scarcely any debris in front, leaving the front view very natural except for the ghastly vacancy shown through the windows.

**Described by Frankendorf.**  
H. W. Frankendorf, the St. Louis weather officer, was a busy man during and after the storm. In an interview he said:

"For the past week the weather in the vicinity of St. Louis has been characterized by low pressure, high temperatures, excessive humidity, and prevailing southerly winds. The pressure has also been low throughout the west. At



THE EAST END OF IT WAS CARRIED AWAY.

the water. Realizing that any moment his train might be blown into the water or else the bridge be blown away Scott, with rare presence of mind, put on a full head of steam in an effort to make the east side shore. The train had scarcely proceeded 200 feet and about the same distance from the shore when an upper span of the bridge was blown away. Tons of huge granite blocks tumbled to the tracks where the train loaded with passengers had been but a moment before. At about the same instant the wind struck the train, upsetting all the cars like playthings. Luckily no one was killed, but several were taken out severely injured. The

same time it is relatively high in the south, causing the warm, southerly winds laden with moisture, to blow from the gulf of Mexico. This moisture has been held in suspense by the warm atmosphere, and the humidity consequently increased from day to day. The mean temperature averaged from 3 to 13 degrees above the normal each day, while the humidity ranged from 7 to 29 per cent each mean, for this season of the year.

"Wednesday morning, the weather map showed the low pressure still overlying the west with the center of depression extending in irregular oval from the Texas Pan-Handle through west Kansas and Nebraska. Through-

out the state of Missouri high temperature and humidities prevailed with south winds. The day would be popularly termed 'warm, hazy, muggy.' "Although reports are missing, owing to the widespread destruction, it is now evident the storm area moved slowly east during the day. The barometer commenced to fall at 9 o'clock and by noon it had fallen a thirteenth of an inch. About this time the sky became covered with dark, thickly-cumulated strata, which by 6 o'clock formed a mass of stratus cloud, which commenced to assume a light-green color in the northeast.

"This green color slowly advanced from the northeast, spread more to the west and north. At the same time the temperature commenced to fall.

"The normal cyclonic circulation thus brought winds of different temperatures and humidities into an upper position, with the results that a decided instability was produced in the atmosphere and a violent secondary storm center was created. The barometer continued to fall rapidly and by 5 p. m. it had fallen .25 of an inch since noon. The wind was becoming variable, with a tendency toward a northerly direction until lightning and thunder had commenced, at 4:30 p. m.

"At 5:04 p. m. the storm broke forth in all its fury; the wind changed suddenly to northwest, with rapidly increasing velocity, and the rain fell in torrents. The green cloud still remained in the west and north, but the storm moved toward the southeast with large, angry detached masses of cumulus clouds crossing each other. At 4:15 p. m. the wind changed from the north, having the greatest velocity in the history of St. Louis. About 5 p. m. the wind had reached about 62 miles and later on it changed in its direction to the southeast.

"From 5:04 p. m. to 6:04 p. m. 1.38 inches of rain fell. When the rain ended at 9:05 p. m. 1.53 inches had fallen in all. The electrical storm was of unusual volume. The sky was almost one continuous blaze of light and the clouds extended far into the south."

**List of the Dead.**  
The following is a list of the dead, according to the latest advices from the stricken city:

Michael Bradshaw, 81 South Jefferson avenue; Katie Clayphal, aged 21, and Mrs. Clayphal, 814 South Jefferson avenue; Martin McDonald, 2745 Clark avenue; unknown baby, 2745 Clark avenue; Mrs. Cheney, 1415 Mississippi avenue; John P. Pendy; Jennie Hahn, Shrewsbury Park; Charles Neale, 406 South Seventh street; William Winkle, Eighth street and Park avenue; James Dunn, city hospital; unknown child, 944 Papin street; unknown men, Twenty-seventh and St. Vincent avenue; unknown woman, Thirteenth and Soudard street; unknown man, Dallman and Park avenue; Janitor St. Paul's church; unknown man, Eighteenth

street and Geyer avenue; two unknown children, 1726 South Ninth street; Malachi McDonald, 39, single, 2745 Clark avenue; unknown baby, 2 years old, picked up at Twenty-second and Market streets; Robert Miller, Blair and Benton avenues; unknown, picked up at Third and Rutger; William Ottewald; John Burgess; Wallace T. C. Butler; Booker Epstein; —Bornstein; Fred Zimmer, chief engineer union depot power house; unknown child, about 5 years old, California and Ann avenues; J. Lemeke, manager St. Louis Barbers Supply Co.; unknown man, at A. B. Jones' broom factory; Josephine Martin; fifteen unknown men; one unknown woman; one unknown girl; John Rafferty; Harry Hess; Mr. and Mrs. David Sade; George Woods, clerk in Vandalla office; Henry Stricker, Vandalla railway; J. E. Keene, Vandalla railway; Dr. C. E. Neall, dentist; two children of Mrs. Horace Trump, Litchfield, Ill.; Mrs. Richey; Joe Frank; Joe Mitchell; Phil Stricker; Charles Carroll, barber; John Kent; Mrs. Scott Hayward; Frank Rose; Ed Kavanaugh; Jacob Kurtz, Vincennes, Ind.; Mrs. Clendenning; Mrs. Bruce; Mrs. Emma Sullivan; Robert Bland; John Reamer; Charles Maltz; William Suber; Henry Winterman; —Anderson; —Palmsley; Miss Conley; Mrs. Slide; Charles Waites, 1519 Collins avenue; William Surber; Henry Winterman; —Anderson; Peter Walmsby; Miss Conley; Mrs. Slide; John Hayes; Mrs. William Hayes; Mrs. Pat Bean; J. A. Porter, Broughton, Ill.; flagman of air line, name unknown; John Hayes; Mrs. William Hayes; unknown boy; unknown traveling man; Mr. and Mrs. David S. Sage; George Woods, clerk in Vandalla office; Henry Spricker, Vandalla line; J. E. Heine, Vandalla line; Dr. C. E. Mull, dentist; John Kent; Mrs. Scott Hayward; Frank Rose; O. Kavanaugh; Jacob Kurtz, Vincennes, Ind.; Mrs. Clendenning; Mrs. Bruce; Mrs. Emma Sullivan; John Brames; twenty employees of the Liggett & Myers Tobacco company at Tower Grove Park; twenty men employed in the St. Louis Wooden Gutter and Refrigerator factory, at Second street and Park avenue.

Dead at East St. Louis.  
Great difficulty is being encountered at East St. Louis in the work of identifying the dead. The latest advices give the following list:  
David Langg and wife; Philip Strickler; George Rose; Miles Mitchell; Martin Martel, proprietor Martel house; three servant girls in Martel house; James Kent; sixteen unknown dead in Vandalla freight house; twelve dead in Louisville & Nashville freight house; seventeen dead in Big Four freight house; five dead in Air Line freight house; twenty dead at the east switch house of the Eads bridge; four dead at relay depot; six members of a wharf boat crew. Charles Carroll, barber; John Kent; Mrs. Scott Hayward; Frank Rose; Ed Kavanaugh; Jacob Kurtz, Vincennes, Ind.; Mrs. Clendenning; Mrs. Bruce; Mrs. Emma Sullivan; Robert Bland; John Reamer; Charles Maltz; William Suber; Henry Winterman; —Anderson; —Palmsley; Miss Conley; Mrs. Slide; Flagman of Air Line, name unknown; John Hayes; Mrs. William Hayes; Mrs. Pat Bean; John Valentine; City Collector David S. Sage and wife; Philip Strickler, Jr., and mother; Judge Faulk, of Vandalla, Ill.; Mrs. M. Martell; All of the boarders at Martel House except Judge Hope of Alton, Ill.; Mr. and Mrs. John Hayes; Will Hayes; Sixteen boarders at Tremont House; William Mitchell; Irene Clendenning; William Sullivan and wife; Mrs. John Reed; Patrick Dean and family of six; John Bucharz; two boarders at Stacey's boarding house; Edward O'Brien; John Breen; Ida Gladue; Mrs. Roof; Albert Volkman; Joseph Mitchell; John Sullivan; William Riekey; unknown man on Collinsville avenue; son of Mrs. Ira Kent. Among the missing are: Eddie Bland, supposed to be under the wreck of the Vandalla depot; City Clerk Jerry Kain; Frank Bland; Frank McCormick; Albert Volkman; Earl Keene; George Woods; Mike Kildea; W. E. Kiefer; Alvin Mate; Will Murray; Dan Kelly; George Romer; W. Frehink; W. Hanford, all employes in Vandalla depot and believed to be in its ruins.

**Elsewhere in Missouri.**  
Baldwin, Mo., special: A hurricane accompanied by a terrific rain and hail storm, passed over St. Louis County about 4:30 Wednesday afternoon. For three hours rain fell in torrents and hail fell to a depth of several inches. Great damage was done to crops throughout this section of the country. Several buildings were blown down, but so far as can be learned no one in this section was seriously injured.

Moberly, Mo., special: Ten people were killed in a tornado which struck the village of Labadie, Franklin county, Wednesday evening, and the town of Renick, ten miles from Moberly, in Randolph county, was completely wiped out. Nothing definite from either place.

Moberly, Mo., special: A cyclone swept across Audrain county Wednesday evening, doing great damage to crops and wrecking many buildings. Seven people have been killed in the county and probably twenty-five badly injured. In the Bean creek district a school house was carried completely away, and a daughter of Joseph B. Ware, one of the pupils, was killed, and Lulu Eubanks and Hilda Blase, also school children, were fatally injured. Others along the route of the tornado in this district, whose names cannot be learned, are more or less injured. At the Dye school house, six or eight miles further southeast, not a pupil escaped uninjured, and five children were killed, three outright, two dying later at this place. The school house was utterly demolished and several of the children were blown a great distance away, and were not found until several hours afterward, and then in a mutilated condition.

**Eighty Pupils Killed.**  
Kansas City, Mo., special: Alton train dispatcher reports eighty children killed at Drake, near Roodhouse, Ill., by the cyclone. They were buried in a school building.

Drake, where seventy children are reported killed, is a small town in Greene county, and 24 miles from Chicago on the Chicago, Kansas City and Denver short line of the Alton railroad. It is five miles west of Roodhouse, a junction point on the Alton road, and 115 miles southwest of Bloomington, and directly in the track of the furious storm. It is approximately sixty miles northwest of St. Louis, and about halfway between Chicago and Kansas City. It has a Western Union telegraph station, several churches and schools, and is an educational center for Southeastern Illinois.

## ST. LOUIS CITY HOSPITAL



FILLED WITH INJURED VICTIMS OF THE CYCLONE.

filled in some way from the storm. The wagon way of the Eads bridge on the East St. Louis side is a crumbling mass of mortar and stones, and parts of the tower and pier No. 1 have also been torn away. Thousands of dollars will not cover the damage to the bridge. An outbound accommodation train on the Chicago and Alton road was wrecked by a broken rail, but fortunately nobody among the passengers were hurt. The tanks of the Waters-Pierce Oil company on Gratiot street blew up, spreading destruction on every hand. Three stories of the Coe Manufacturing company's building, Ninth and Gratiot, and nearly half of the Wainwright brewery were blown down. The Summer high school, at Eleventh and Spruce; McDermott's saloon, Eleventh and Chestnut; the central emigrant station on the opposite corner, and Jere Shohan's livery stable, Eleventh and Walnut, were unroofed.

The roof of the republican convention hall was blown off. The scene in the river was appalling. Steamboats moored at their landings were torn away, turned over and sunk, drowning all on board. Many people were seen clinging to floating wreckage, and piteously appealing for help. At present it is impossible to estimate the lives lost. The hospitals are full of injured, and the morgue contains many dead, while numbers of slain lie everywhere among the ruins of the demolished buildings. Many of the dead will never be identified.

The plant flour mills, the St. Louis iron and steel works are demolished, and the immense Cupples block is partially destroyed.

A terrible feature of the storm was the blowing down of Old City hospital. The entire north wing of the ramshackle old structure was blown away. Two patients were killed and a number seriously injured. How many of the unfortunate of the city resting in the hospital walls at the time the storm struck will die as a result of the exposure to the elements cannot be conjectured.

Returns from the St. Louis races are received at the track at Lakeside, Ind., and a few minutes after 5 o'clock the operator sending the report of the

Columbian Exposition Company, the Captain Monroe of the Anchor line, and many of the smaller craft were pitched and tossed about until the final blast rent them from their anchorage.

The storm swept diagonally across the river and struck the Illinois bank with increased fury. The loss of life in the water on the east side seems to have been light, as everybody was cautioned not to jump and everybody was carried safely to land.

The Belle of Calhoun and the Libbie Conder, which were moored near Chateau avenue, were almost totally broken up. The Ellen G. Smith, the harbor boat, was blown away down the river, and was wrecked near Arsenal island. It is thought no lives were lost on this boat. The steamer Ed Harvester of the Missouri Valley Transportation Company, was also torn from its dock and carried down the river.

**Many Heroic Acts Performed.**  
Many heroic acts were performed in the saving of lives as a result of the storm. When the City of Monroe had listed away from the Anchor line wharf there were about 40 passengers on board and a full crew, as the boat was just making ready for the trip to New Orleans. When the moorings finally gave way the boat lurched over on its side and nearly capsized. The movement threw nearly all the freight to the starboard side and served to hold the boat in its perilous position. Capt. Viegler made a reassuring speech to the passengers, which slightly quieted the extreme excitement. He said they were all safe. When the boat struck the Illinois bank the captain was not to be found.

The crew of the tug Dolphin No. 2 had a marvelous escape from drowning when the boat was blown from its moorings at the foot of Washington avenue. On board were three men and two women, the latter Jennie Mitchell, a cook, and Emma Nolan, chambermaid. When the storm broke the men were on deck and the women below. The mate saw that the storm was to be a hard one, and began to ring the alarm bell. Then the steamer Dragon, which left its moorings, was blown out into

the water. Realizing that any moment his train might be blown into the water or else the bridge be blown away Scott, with rare presence of mind, put on a full head of steam in an effort to make the east side shore. The train had scarcely proceeded 200 feet and about the same distance from the shore when an upper span of the bridge was blown away. Tons of huge granite blocks tumbled to the tracks where the train loaded with passengers had been but a moment before. At about the same instant the wind struck the train, upsetting all the cars like playthings. Luckily no one was killed, but several were taken out severely injured. The