

INSTANT DEATH.

An Engineer's and Fireman's Most Frightful Fate.

BOTH MEN DECAPITATED.

Pieces of Jagged Boiler Thrown for Hundreds of Yards.

TWO STEAMERS BLOWN TO ATOMS.

An Explosion of Almost Unprecedented Force and Sudden Rain.

SAD AND TRAGIC SCENE AT THE WRECK.

At a few minutes past 1 o'clock yesterday afternoon a dull, heavy rain was heard all through the lower part of the city, carrying with it a thrilling conviction that death and destruction must have ensued somewhere to someone.

The sound seemed to come from the Allegheny river, and hurrying crowds gathered in the vicinity of the Eleventh street railroad bridge, where their worst fears were confirmed; the boiler of the steamboat Two Brothers had exploded, completely wrecking it and the Return, lying alongside, and killing two men instantly, besides wounding many others.

The bridge and shore became crowded in an instant it seemed, with sympathetic on-lookers willing to help the living but, alas, unable to help the dead. Boats were launched to aid the frightened and injured men who were leaping from barges to flat men and thence to shore, a shivering, seared, injured lot who scarcely knew what had occurred, so sudden was the explosion and so fearful its effects.

It seems that the two boats were quietly lying together moored to the P. & W. transfer boat, the Two Brothers being nearer the shore. Dinner was just over, and the good-natured hands had scattered over the two boats and barges as they had done many times before. Poor Bobby was standing just outside along the warm walls next to the boiler, and a cheery workman had halted him in a changing way.

"Yes," said he, merrily, in answer to a question, "I am going to the theater tonight, and am going to take my wife—"

AN AWFUL INTERRUPTION.

Just then the explosion occurred, and the mangled, bruised, almost decapitated man was flung headlong by an immense jagged piece of iron, even while the sacred name of wife was upon his lips.

The force of the explosion must have been simply irresistible, one part of the boiler was driven down through the bottom of the Two Brothers, actually cutting her in two, the bow sinking instantly, while the helpless, dismantled wheel with the after part of the boat, drifted around the bridge abutment and swung in the eddy below.

The Return, hugging her close alongside, was blown simply to pieces. An immense piece of the boiler being thrown clean through the boat, carrying away everything from upper deck down to the water's edge, and leaving but a mere shell standing fore and aft. Those who were in the near vicinity of the boat were thrown down by the mere force of the concussion. Twenty feet of noise was a sullen, dull roar, as if of a heavy blast, while those at a distance, and especially those across the river, say the noise was perfectly deafening, and they were almost thrown to the ground, while crashing windows all along River avenue frightened the housewives, who imagined an earthquake, and the houses trembled on their foundations.

The firebricks about the boiler were blown in all directions. One struck the bridge about half way and was reduced to powder, it apparently exploding like a shell so great was its force. Others struck the grain elevator.

TWO HUNDRED YARDS AWAY, while the safety valve was blown away up to the clouds, and the boiler was hurled into the air, where curious people gathered about it as a strange relic of an accident that would never have happened had it done the work for which it was made.

Such a scene of utter devastation has never been witnessed along these rivers. Pretty painted bits of wood were scattered all along the shore, while the wrecked hull of the Return was piled with broken planks, twisted rods, machinery, kitchen utensils, bedding, clothing, with here and there jagged pieces of the boiler that had done such fearful work.

Those aboard the Park Painter, lying below Sixth street heard the heavy boom, and knew its deadly significance. A beautiful white snow-globe of steam, and for a moment hundreds of feet in the air, and for a minute enveloped boats and bridge and shore. The Painter hurried to their assistance, and quickly enough, when the reaction of the scene, there was a place for her beside the dismantled Return, right where but a few minutes before the stout little Two Brothers had been tied.

EVERYBODY CONFUSED.

With the Wood street disaster fresh in mind, it seemed to all who heard the report that it must be somewhere in the heart of the city. The shock was plainly heard on Wylie avenue and along up and down the river for miles, and rumor counted it with every imaginable evil under the sun; but, at the same time, it seemed as if men went wild with fear. One blackened, staggering, injured man on the wrecked hull, tore the flag from its fastenings and waved it frantically, as the hull began to sink. Another man, in an effort to rescue, overturned his own boat and almost drowned in the icy water. Still another was blown full 40 feet, and upon regaining consciousness refused to believe at first that an explosion had occurred, as he had never absolutely nothing. Within two hours everything had been cleared up so perfectly that nothing was left to tell the tale but some blackened splinters

lying about and a curious idling crowd loomed in the distance.

They "red" up quick, don't they?" queried a toulous woman.

Yes, they "red" up quick, but there are two things which should, alas! will never be "red" up.

DETAILS OF THE DISASTER.

A Minute Description of the Fatality and How it Came About—Two Killed Outright—Thousands Scared and Several Injured.

The killed are George Wilson, of Wheeling, engineer of the Return, and Wilson Cochran, fireman on the Two Brothers.

Wilson lived at No. 81 Diamond street with his family, consisting of a wife and two daughters. He was a resident of Wheeling, W. Va., and was a son of Steamboat Inspector Wilson, of that place. Cochran was a resident of Kittanning, Pa., and boarded in the city. He was about 21 years of age and unmarried.

The following are the injured: Edward J. HULLINGS, commander of the Return, slightly injured about the face and neck. He also inhaled some of the steam, but was able to walk in a few hours.

WILLIAM ROTH, deckhand on the Return; a resident of Kittanning, and had a wife living at that place.

WILLIAM BOKER, cook on the Two Brothers, badly bruised about the body and chilled by being blown into the river. He was fished out and was able to walk about. He lived on the boat since the date of his employment, January 1.

HARRY CRICK, deckhand on the Return, had his left foot badly bruised and broken about the ankle. He is 29 years of age and resides at 127 W. 12th street.

JOSEPH GRAHAM, engineer on the Two Brothers; cut about the head by flying timbers. He was picked up and was able to walk to his home at 12th and W. streets.

JOHN SHORN, stowaway on the Return, was hurt about the body by flying timbers and blown into the river. He was chilled about the body.

HARRY HULLINGS, commander of the Two Brothers, was coming up from below at the time of the explosion. He was knocked down and injured by the concussion.

GERMANY, by the name of Stork was walking over the Fort Wayne bridge at the time He was thrown violently against the iron work of the bridge by the concussion of the shock.

Several other people, who were on the bank of the river, are supposed to have been slightly injured by flying debris. They got away before their names could be learned. Further details, as developed by investigation, are as follows: The two men who were killed were horribly mutilated and presented a ghastly appearance. As soon as pulled out from the ruins they were taken to Morrow's morgue, where they were near the body of the boiler, and nearly the whole of his intestines pulled out and the top of his head was blown entirely off. A large piece of the boiler was driven into his chest, across the stomach, and the flesh on his breast hung in shreds.

Wilson's arms were badly twisted and torn in addition to being broken. The top of his head was blown off, and a large piece of the boiler, as if something had pierced it. He was badly scalped about the head and face.

At the time of the explosion, Wilson was standing in the coal box, preparatory to firing up. He was within two feet of the boilers on the upper part of the boiler. A large piece of iron, thrown out of the boiler, struck him on the head, and landed against the bulkhead of the Return. His head struck against the side of the boiler, and he was blown into the air, and landed on the deck of the Return, and when the rescuers reached him the body was already cold.

Harry Crick, the deck hand who had his foot broken, was struck by a piece of boiler, and from trying to get away after it had occurred. At the time the shock occurred a piece of boiler was flying through the air, and struck him on the head, and he was blown into the air, and landed on the deck of the Return, and when the rescuers reached him the body was already cold.

John Broen, who was blown into the water, had a very narrow escape from drowning. When he was thrown into the river, his hands mechanically seized the railing, and he was blown into the water. In a semi-conscious state he managed to hold on to this until pulled out of the river by Captain Harry Hullings.

Inspector Sullivan, by means of L. J. and B. P. Hullings, who formerly resided at Fairview. According to the books in the Steamboat Inspector's office, the Two Brothers had a load of 180 tons of iron, and was allowed a pressure of 180 pounds by Inspector Sullivan. The boiler had a tensile strength of 70,000 pounds, and had a bursting strength of 80,000 pounds. The boiler was made of iron in 1872 by Thorne & Co. of this city. The iron was 26-100 inches thick and had a tensile strength of 70,000 pounds per square inch. The seams in the boiler were double riveted and the flues were 2-100 inch thick. She was allowed one pilot, one engineer and a crew of seven men.

Inspectors Sullivan and Neel visited the scene of the boiler, and after the explosion. The collected a number of pieces of iron from the boiler, and they were given to the owners of the boat to appear at their office to-morrow morning when an official investigation will be held.

INSPECTORS WOULD NOT SAY what they thought caused the explosion. Captain Hullings stated that his engineer, who was over 50 years of age, has been running on the river all his life and was one of the best engineers in the business. As the boiler was over 16 years old it is thought that it had become worn out. At the inspection on May 19 it was found to be in first-class condition.

It is thought that the boiler was blown to bits by a very slight pressure. She was built at Baker's Landing, below New Cumberland, W. Va. Her commander was E. J. Hullings. She was allowed to carry 140 tons of steam. The boiler was 18 feet long by 24 inches in diameter, and was made of steel the same as the boiler of the Allegheny Valley and the Pittsburgh and West Virginia. The boiler was 100 tons burden, and was inspected August 22, 1888. The boiler was made by A. J. Sullivan, and was allowed a pressure of 180 pounds. When inspected the steel showed a tensile strength of 70,000 pounds per square inch, and the flues were 2-100 inch thick. She was allowed one pilot, one engineer and a crew of seven men.

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NEW CABLE ROUTE.

The Central Passenger to go Out Wylie and Perhaps to East End.

AN ELECTRIC LOOP FOR CENTER Shutting Out a Rival and Securing Good Northern Trade.

EXPERT ENGINEERS NOW AT WORK.

The new cable road to be built by the Central Passenger Railway Company is the leading topic of discussion among residents of the hill district.

The proposed route has been the chief topic of discussion among the residents of the hill district. It is generally regarded as a practically settled that the cable will be stretched straight out Wylie avenue, that line being 1,800 feet shorter than the present one, and entirely free from the peculiar curves which distinguish Center avenue, and which are said to be the greatest cause of wear and tear on a cable equipment.

There is another strong reason in favor of Wylie avenue. Superintendent Herron, speaking of the new route, said: "I will not pretend to say which way the cable road will come, because it has not yet been officially settled. This much I will say, however: If Wylie avenue is chosen, it will be largely because of the fact that Center avenue is not paved beyond Soho street, owing to a disagreement among the property owners."

EXPERTS NOW AT WORK.

"Engineers are now at work estimating the cost of the two routes, and a decision will not be reached very shortly."

A moment's consideration will show that the point of no paving raised by Mr. Herron is a very important one. Because of it, the horse cars are now forced to run on a single track, with switches for passing cars, from Soho street out to the station. It would practically block it for all other purposes.

Some of the residents have been of the opinion that the cable would go out Center avenue, but the fact is that it is not yet settled at the same time the conditions were being constructed. This might be practicable, were it not for the fact that a determined effort is being made to have the cable run on Wylie avenue, and that the fact that it is paved from end to end, why Wylie avenue will, in all probability, be the chosen route for the cable road.

There is still another reason beside the fact that it is paved from end to end, why Wylie avenue will, in all probability, be the chosen route for the cable road. It is the fact that the cable road is being built up rapidly, and will probably be even more extensively occupied in the near future. People in the hill district are expected to take the cable over to Center avenue to catch the cars, and the circuitous route which was the result.

A RIVAL IN THE FIELD.

It was following out this idea that Councilman Sam Duncan proposed to build an electric line out to the East End, and to stop looking to the ultimate accomplishment of this purpose.

This proposal has ever since been a burr under the saddle of the Central Passenger company, realizing, as they did, that such a road could not fail to draw heavily on one of their chief sources of revenue. But, by the time the project was brought forward, instead of leaving that thoroughfare at Fulton, the demand of the people in that region could be met and Mr. Duncan's project dashed with considerable cold water, even if it did not receive a complete quack.

But the difficulty that then arose was from the protests of the Center avenue citizens, who had been so long and steadily at being left out in the cold. Mr. Whitney also has considerable property near Center, which would undoubtedly be considerably benefited by the change, and the company was apparently placed between two horns of a very decided dilemma.

It is understood, however, that a plan has been evolved, which is a difficult one, but which will be satisfactory to all parties.

RAPID TRANSIT THE RESULT.

By this arrangement the cable road is to be constructed on Wylie, and by this route will reach the stables from town inside of 15 minutes, considerably less than half of the time now required, and a kick vigorously taken at being left out in the cold. Mr. Whitney also has considerable property near Center, which would undoubtedly be considerably benefited by the change, and the company was apparently placed between two horns of a very decided dilemma.

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WAS THERE A WARNING?

Venerable James Yates Mailed and Almost Killed by a Citizens' Traction Car—An Eye Witness Makes a Statement.

Just as car No. 108, of the Butler street division of the Citizens' Traction Company, was rounding Seventh street yesterday forenoon, about 10 and 11 o'clock, on its return trip, Mr. James Yates, a man 81 years old, went across the street, near Peter Bagalupo's confectionery. What happened further is better told in the words of Mr. William C. Tracey, a roller by trade, who was standing on the corner by the Y. M. C. A. building. To a DISPATCH reporter yesterday he said: "I saw Mr. Yates coming across the street and was waiting for him as I am acquainted with him. Just as he got in the middle of the track car No. 108 came around the corner and struck him. He fell on his head, and his face was toward the opposite corner and shoved him back under the first track. I helped take him up and took him into Becker & Jarvis' plumbing shop, where he was laid up. The other was struck that both the men in the cab were looking back and did not ring the gong after they left the other corner. There was no warning at all. I don't know what the men in the cab were Peter Gulick and a man named Dot. Dot was teaching Gulick, and Mr. Yates was standing by. He is now despaired of, as the subject of the accident, is a resident of 108 Penn avenue, which was going at 800 Penn avenue, which place he was riding, at his sister's, Mrs. Keys, lower down on Center street."

Mr. Yates is the father-in-law of the late Dr. Spencer, and brother of Dr. Yates. He is also the grandfather of L. H. Spencer. He is one of the most distinguished amateur photographers, and has gained the respect and esteem of a host of friends, who join with his relatives in regrets and sympathy at the sad calamity which has befallen him.

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