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VOL. XXXVI.—No. 13,089

BRITISH OPEN BALKAN DRIVE Troops Have Crossed The Struma River GINCHY IS RETAINED IN FIERCE HAND-TO-HAND FIGHTING Government Inquiry Into Second Quebec Bridge Disaster

BRITISH EXPEL BULGARS FROM FOUR VILLAGES

Heavy Fighting Follows Crossing of Struma Under Cover of Darkness.

DRIVE IS UNDER WAY

Serbian and French Are Also on Offensive on the Macedonian Front.

Special Cable to The Toronto World. LONDON, Sept. 11.—British troops, after crossing the Struma, have driven the Bulgarians from four villages. On the left wing the Serbians have made an important advance and are tenaciously holding the Villages of Emboria and Pakeschiri, wrested from the foe, while the French are on the offensive from the Vardar to Lake Doiran. It is believed that the big drive of the entente allies in the Balkans, long awaited, is at last under way. The British advance is being made along the main road leading to Sere, recently evacuated by the Greek garrison.

The official British statement says: "Our detachments crossed the Struma yesterday afternoon at Neoret and several places about Lake Tchinus.

"After considerable opposition we expelled the enemy from the following villages: Orfoman, east of Buzjak, Starnab, upper and lower Gudeli and Nevoljen. The enemy counter-attacked strongly, but was repulsed with the loss of prisoners, the number of which has not yet been ascertained."

Crossed During Night. An earlier statement issued by the French War Office said the British troops crossed the Struma during the night under fire of the Bulgarians, and after gaining a footing on the eastern bank about 40 miles north-east of Saloniki attacked the villages of Nevoljen and Karababes. The enemy was described as making an obstinate resistance. A fresh withdrawal of Bulgarian advanced posts on the Serbian front was also reported.

ITALY WILL BLACKLIST FIRMS ASSISTING FOE

Rome Government Compiles Record of Hostile Concerns Among Neutrals.

LONDON, Sept. 11.—Italy is compiling a blacklist of firms in neutral countries who are in close business relations with enemy countries, according to a Rome despatch to The Times.

WAR SUMMARY THE DAY'S EVENTS REVIEWED

MARTIAL events moved most swiftly in the Balkans yesterday, and it appeared from the lulls in other theatres that the combatants were pausing in their struggle to become spectators of the opening of the latest section of the allied campaign. The ball was opened by the British sending detachments across the Struma River at points from 30 to 40 miles north of Saloniki, and driving the Bulgarians from four villages. The fighting was sharp, but short, and the British also made quick work in the disposing of Bulgarian counter-attacks. While these developments were unfolding on the allied right wing, the Serbs on the allied left also attacked the Bulgarians with success. The French in the centre increased the vigor of their cannonading. The near imminence of decisive battle has so stirred up the Greeks that the garrison of Verria has declared its intention of sharing with the allies in the glories of the campaign.

Perceiving that the national pro-ally sentiment of the Greeks is likely to drag the Hellenic kingdom into the war despite the royal and ministerial attitude of aloofness, the Athens government and the king are reported to be negotiating with the allies for a suitable reward for participation. The business has apparently entered its bargaining phase with the official Greek demands far too high for the worth of their assistance. German agents have become bolder and bolder than ever, and they are still inciting the mob of the capital to perpetrate outrages against consular and other agents of the allies. The action of these trouble-makers in turn has stimulated the allies to fresh exertions to force the premier to suppress untoward demonstrations and to deport the tools of the enemy.

The close censorship prevailing in the allied capitals makes the present situation on the Roumanian-Bulgarian frontier rather obscure, but it is known that after retaking Dobric, south of the Danube, and of Silistria, lately fallen to the Germans, the Russians are still sweeping southward towards Varna and they are supposed to be planning an encircling movement.

(Continued on Page 2, Columns 1 and 2).

TWO KINGS ON THE FIRING LINE



King George V, on the Belgian front in animated conversation with King Albert I of the Belgians. This is the first photograph of King Albert to reach this country in many months.

REVOLT OF GREEKS IS GAINING GROUND

Verria Garrison Announces Intention of Joining Entente Allies' Forces.

PARIS, Sept. 11.—A despatch to The Temps from Saloniki, says:

"The revolutionary movement is active at Verria (about 40 miles south-east of Saloniki), where Captain Bartoczas has announced to General Cordonnier, commanding the French troops, his intention of fighting with the entente allies. The battalion commander at Verria also has announced that his battalion will participate in the movement.

"These events are parts of a rapidly extending plan for the formation of a Greek army of national defence. Numerous volunteers for this army are arriving here daily, coming from remote islands and regions of old Greece. The recruits are equipped immediately with khaki uniforms and are sent to a camp a few miles outside the city."

BELGIAN AVIATORS DROP COPIES OF MANIFESTO

HAVRE, Sept. 11.—An official statement issued by the Belgian war office says that a Belgian aviator flew over Brussels on Wednesday night and dropped copies of a proclamation. Another aviator performed a similar mission over Antwerp on Thursday.

FOE SUBMARINE SINKS NORWEGIAN STEAMER

AMSTERDAM, Sept. 11, via London, 10.50 a.m.—The Norwegian steamer Lindborg, bound from London for Rotterdam, has been sunk by a submarine, according to The Algeheer Handelsblad. The crew of the submarine stripped the steamer of all copper objects before blowing her up. The Lindborg's crew has been landed.

Newspapers Can Be Sold In Camp Borden on Sunday

Gen. Logie Issues Order Allowing Sales Up to Nine o'Clock From Canteens Only.

By a Staff Reporter. CAMP BORDEN, Ont., Sept. 11.—An order issued today by Major-General Logie permits newspapers to be sold in the camp up to nine o'clock on Sunday mornings, but the sale must be only from the canteens and not on the camp streets by newsboys. This ruling by Gen. Logie is an outcome of a visit to camp today of Rev. W. M. Rochester, secretary of the Lord's Day Alliance. He conferred with the general in respect to the sale of "Sunday" newspapers in the camp. Mr. Rochester's attitude was that the troops should not be deprived of the privilege of buying the Sunday editions of the newspapers, but that the sale of papers should be prohibited throughout the camp on Sundays.

GREECE HAS ANOTHER MINISTERIAL CRISIS

Premier Zaimis is Reported to Have Tendered His Resignation to King.

LONDON, Sept. 11.—A Reuter's despatch from Athens says a ministerial crisis is imminent. Premier Zaimis is believed to have tendered his resignation, the despatch says.

Athens and Saloniki despatches during the past few days have indicated that the Greek tangle is far from being straightened out. Disaffection among the Greek troops is reported spreading, and King Constantine's pro-German advisers have charged that French influence was in part responsible.

BOITSH DEFEAT FOE BUSHES IN CLOSE COMBAT

Repel German Counter-Attacks About Ginchy in Fierce Fighting.

TAKE SOME PRISONERS

Sir Douglas Haig's Forces Hold Own in Desperate Struggles.

Special Cable to The Toronto World. LONDON, Sept. 11.—The British engaged in fierce hand-to-hand fighting about Ginchy on the northern bank of the Somme, when the Germans counter-attacked them, according to the despatches from Sir Douglas Haig tonight. Four officers and 101 men were taken prisoner by the British in repulsing these attacks. The total number of prisoners taken since the last report was made exceeds 200.

North of the bluff the British trenches were threatened with a bombardment by German trench mortars, but the British artillery and trench mortars were trained on the enemy and speedily silenced his guns. Excepting for the continuous bombardment of heavy guns, today passed without incident south of the Ancre, the Germans dropping their counter-attacks, and the British troops completed the consolidation of the positions which they captured Saturday and Sunday.

The pressure towards Lens and Lille by the British army continues. Under cover of the darkness last night British troops raided the German trenches at several places between Neuville-St. Vanst and La Bassée Canal and took some prisoners. The British operations from Ginchy have henceforth no ridges to surmount, for the ground slopes downward from that point. The British tenure of that village affords them not only valuable ground for observation, but it deprives the Germans of the same advantage.

The British official statement from general headquarters, issued tonight, says: "The situation south of the Ancre is unchanged. The day passed without any special incident. Counter-attacks made by the enemy yesterday about Ginchy led to fierce hand-to-hand fighting, in which four officers and 101 men were taken prisoner. Including these, the total number of prisoners taken since the last report is 200."

As for the great transcontinental railway, it is built, except the bridge, at a cost of hundreds of millions more than parliament and the people were told when the empowering legislation went thru. The Grand Trunk Railway has declined to take it over and run it on rentals, for now some months it has been on the hands of the government which has been trying as best it can under our present loose-political system to make it a working factor in our transportation problem.

The bridge and the railway are where they are today and there is no light ahead. If the conception of the bridge and of the transcontinental railway sprang from the minds of Mr. Parent, Sir Wilfrid Laurier, the responsibility of completing them and dealing with them is on the Conservatives and the administration of Sir Robert Borden. Sir Wilfrid has not been able to see the completion of his work, and he and our loose-political system must abide the consequences. As for the government in office we can only regret that for months Hon. Frank Cochrane has been in such bad health that no active and physically fit man was at the head of the department of railways, that the responsibility was assumed from time to time by colleagues. This never should have been allowed. Able as Mr. Cochrane was and energetic as he was, the unfortunate practice that has prevailed in the country of not letting out a minister of the high-stakes responsibility when his health fails, prevailed again and we see the consequences. A change of ministers might not have changed the result, but the people find themselves once more in the face of a grave situation suddenly arising and when they ask for the responsible minister, they are told of the months of illness of the man who was suffered to be on the work. Indecision may be bred in the people when it obtains in the mind of the prime minister. We owe our faith in responsible government when we find laxity in maintaining efficiency. The day has come for the people of Canada to re-visit their institutions or at least the practices of those in office and the way their responsibilities of office are fulfilled.

The bridge and the great railway are a tragedy and the people must think about them as such. The nation must take a new view of her great transportation problems and the responsibilities of the public men. The old ideas have ended in disaster. But there may be a new light dawning, but it will never dawn as long as private corporations are able to assume themselves which and sometimes dominate our great national policy. W. F. M.

ENEMY SHOWS WORRY OVER BALKAN OUTLOOK

Kaiser and King of Bulgaria Engaged in Studying Grave Problem.

BERLIN, Sept. 11, 6 p.m.—(Via London, Sept. 12.—The visit of King Ferdinand of Bulgaria to the German emperor at eastern headquarters is being made the occasion of an important conference on the near eastern situation, particularly that in the Balkans. King Ferdinand is accompanied by the chief of his cabinet, while the imperial German chancellor, Dr. von Bethmann-Hollweg, is in attendance on the emperor as his responsible political adviser. The other allied governments are also represented at the conference, which is understood, will not be without effect upon the future grouping of the Balkans.

NEW SPAN OF QUEBEC BRIDGE COLLAPSES, KILLING TEN MEN

THE TRAGEDY OF THE QUEBEC BRIDGE AND OUR LOOSE POLITICAL METHODS

QUEBEC, Sept. 11.—The catastrophe of the Quebec bridge shattered the reputation of the responsible engineers, perhaps of the contractors, and certainly dealt a blow to our political institutions in so far as great public works are concerned. We are not dealing at the moment with the regrettable loss of life which can never be replaced as victims and their wives and their dependents are concerned. The bridge was the dream, the ambition, of the Hon. Mr. Parent, in many ways the biggest man in the city and the province of Quebec. With his dream of the bridge came a bigger vision, that of a great transcontinental railway of which this, the greatest bridge in the world, was to be a link.

And these two men of high hopes and long suffering and trials innumerable, viewed from a government yacht the suspended and completed span, ascending apparently in a most successful way to its final resting place on the spreading arms of the two great cantilevers, then in a moment that span of six thousand tons in weight plunged into the deep waters of the majestic St. Lawrence. What the feelings of these two men were at the moment, what they are today, we leave to their fellow Canadians to imagine if they can. But it must have been an appalling experience. Over thirty million dollars have gone into the bridge, and its entire portion has at least to be built anew and it may take another year, provided that the main portion of the bridge is unimpaired and the plan of construction is still sound and possible of accomplishment.

No one can say what caused the accident. The men who were there on the work and who had planned it so carefully to the latest detail and to the last moment, declare that they do not know what happened. Nor do we believe, after what these eminent engineers themselves said yesterday, that we will never be able to know just what happened other than that it went to the bottom of the river in the twinkling of an eye.

But Mr. Parent's bridge is still uncompleted, is again the subject of reconsideration and much re-verification of plans. The bridge that at first was to cost a few million has already cost forty millions and it is still an uncompleted fact.

As for the great transcontinental railway, it is built, except the bridge, at a cost of hundreds of millions more than parliament and the people were told when the empowering legislation went thru. The Grand Trunk Railway has declined to take it over and run it on rentals, for now some months it has been on the hands of the government which has been trying as best it can under our present loose-political system to make it a working factor in our transportation problem.

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AUSTRIANS FORCED TO YIELD GROUND

Enemy Using Dum-Dum Bullets Against Invaders of Transylvania.

CEDE FURTHER GROUND

Roumanians Occupy Helimbar Village and Take a Number of Prisoners.

Special Cable to The Toronto World. LONDON, Sept. 11.—While Berlin and Sofia are boasting of successes on the Drobudja frontier, Vienna is compelled to admit further retirement of her troops in eastern Transylvania before Roumanian forces. Acknowledgment is made that the front has been "withdrawn somewhat" west of the Gyerra valley and Calk, eight miles north of the Calk Szeveds, but it is asserted that the Roumanians who gained possession of the important town of Csepova a few days ago, have failed in several attacks north of the town.

The official communication from (Continued on Page 2, Column 7).

REPUBLICAN PARTY SWEEPING MAINE

Democrats Badly Routed in the State Elections Held Yesterday.

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The official communication from (Continued on Page 2, Column 7).

Every season Dineen's make it a point to introduce the widest variety of men's hats obtainable from the world's markets. Some of the big hat producing countries have other business on their hands just at present, but the English makers are still very much on the job. The Dineen line of men's hats—made in England—is as complete as could possibly be desired. Dineen's, 140 Yonge street, Toronto; and in Hamilton, 20-22 King street west.

PORTLAND, Me., Sept. 11.—At midnight the indications, based on a tabulation of the vote from a little more than half the precincts, were that the Republicans had won the state elections today by safe pluralities.

If the ratio of the Republican margin in maintained Carl E. Milliken will be elected governor by about 11,500 plurality. Bert M. Fernald, Republican, seems to have been elected for the short term in the United States Senate, and the same ratio of gain would give him a plurality of 9500. U. S. Senator Charles F. Johnson, Democrat, apparently has been defeated by Frederick Hals by an indicated plurality of 7500. If the Republican congressional candidates hold the lead they had at the above hour, three, Louis B. Goodall, in the first district, Congressman John A. Peters in the third and Ira G. Hersey in the fourth, will be elected. Congressman Daniel J. McGillicuddy, Democrat, appeared to have been defeated in the second district by Wallace H. White, but the fight was close. The total vote may prove to have been the largest ever cast in the state.

Huge Structure Weighing 5100 Tons Breaks From Hoisting Tackle and Plunges Into River While Thousands Watch From Shore—Cause of Accident Subject of Official Government Inquiry.

By a Staff Reporter. QUEBEC, Sept. 11.—Startling and dramatic beyond all precedent was the second fall of the Quebec bridge. Seven years ago the loss of life was greater, but the tragedy of today will none the less come as a greater shock to the people of Canada. The great central span which was to complete the greatest bridge in the world fell in the presence of many thousands of people. The St. Lawrence was an fetid and hazy population of Quebec City lined the shores of the great river, and waited expectantly for the final completion of the work which has been the dream of Quebec for nearly a century.

The river itself was crowded with vessels, yachts and launches of every kind. Many senators and members of parliament with representatives of the press were aboard the steamer, Rapida King, which was chartered by the government for the occasion. On the government vessel, "Lady Grey," were Hon. Frank Cochrane, minister of railways and canals, Hon. J. D. Hanson, minister of marine, Hon. C. J. Doherty, minister of justice, and other members of the cabinet. Postmaster-General Hon. T. C. Casgrain had his own department vessel, "The Lady Evelyn," and among his guests were Sir Wilfrid Laurier and Hon. S. N. Parent. Another vessel carried the gubernatorial party from Spencer wood. The C. S. Co. had on hand a flotilla of vessels which brought the sightseers from Montreal, Murray Bay and other places.

At sunrise the tug with the great pontoon that carried the bridge span moved up the river with the tide from Lily towards the bridge. The span was 510 feet long, 88 feet wide, 110 feet from its base to the highest point, and weighed five thousand six hundred tons. The decks of all the steamers were crowded with anxious spectators watching the slow progress of the pontoon, and it was nearly 8 o'clock when the tug brought the span to the place to place it in position and complete the bridge.

This achievement was acclaimed by shrill whistles from the tugs, which was immediately taken up and repeated by the many vessels that filled the river. The crowds on both banks rolled back a deafening cheer and the work of hoisting the span into place began. It had been estimated that the ascent would be at the rate of two feet every twelve minutes.

Great Span Broke. After perhaps a half hour those even most distant from the scene of operation could see that the great span was in the clear and was steadily making its upward climb. The progress was slow, but constant, in accordance with the schedule planned and announced by the engineers. Many spectators considered the great job as practically completed, and the vessel containing the parliamentarians and newspaper men was preparing to return to Quebec. Then, whether by accident or design, there was another wild but concerted outburst of enthusiasm. By this time the sun was shining with dazzling brightness and the silver ripples of the St. Lawrence flashed like diamonds in the sunlight. Men on all sides were shaking hands and congratulating one another upon the successful completion of a great national enterprise. The hundreds of vessels within view of the bridge again emitted their shrill chorus of whistles, flags were waved and crowds were cheering, when suddenly, the great span broke from the tackle and plunged into the river below.

Just what really happened is hard to tell. Talking to your correspondent today Sir Herbert Ames said he was one of a group of twelve who saw the disaster and all of them differed radically in their recollection of what occurred. The best opinion, however, seems to be that the plates in one corner of the span crumpled, causing the span to sag at that point, and then to buckle and wear loose from the hoisting gear and plunged into the river. The officials of the St. Lawrence Bridge Co., the contractors on the work, pointed out this afternoon that the hanging girders and the entire hoisting apparatus were still intact and in place. Pieces of plate belonging to the missing span still adhere. The defect therefore must