

## QUEBEC BRIDGE FALLS WITH A CRASH

St. Lawrence River Swallows up National Project and Many Lives are Lost—Cause of Disaster Unknown

Quebec, Aug. 29.—The great Quebec bridge collapsed this afternoon, and now the vast mass of steel work lies a tangled wreck across the St. Lawrence channel while, so far as can be estimated eighty-four men have lost their lives in the disaster.

The bridge fell at exactly twenty-three minutes to six this evening just as many of the workmen were preparing to leave. It was, however, so horribly effective in wiping out the lives of the men employed on it that very little is known as to how it happened and those who are left are so completely benumbed by the horror of the situation that they can do little to aid the situation.

It was the southern extension of the bridge which collapsed and this was rapidly nearing the zenith of the immense steel arch which was to span the river. For eight hundred feet from the shore the massive steel structure reared an arch, with no supports but the piers from the shore while the outward extremity was 180 feet above the water.

Suddenly those on the northern saw the end of the arch half bend down and a moment later the whole enormous fabric began to break down. Slowly at first, then with a terrific crash, which was plainly heard in Quebec, and which shook the whole countryside so much so that the inhabitants rushed out of their houses thinking an earthquake had happened.

At the time of the catastrophe it is estimated that there were ninety-two men working on the bridge. Of these eight have so far been rescued alive, being picked up immediately after the disaster by boats.

Of the other eighty-four, so far sixteen have been recovered all dead, and it is feared that all the rest, or most of them, have been either drowned or crushed by falling girders.

The horror of the situation is increased by the fact that there are a number of wounded men pinned in the wreckage near the shore. Their groans and shrieks can be plainly heard by the anxious crowds that are waiting at the water's edge, but nothing so far can be done to rescue them or relieve their sufferings in the slightest degree. There are no search lights available and by the feeble light of lanterns it is impossible to even locate the sufferers, so that at the present nothing can be done to relieve them of their fate.

The awful completeness of the catastrophe seems to have paralysed the sensibilities of everybody near the place. There is scarcely a family in the village of St. Romain and New Liverpool which has not been bereaved, while in some cases five or six men of one family have been killed. Driving through the village from almost every house comes the sounds of lamentations of women. Most of the men are gathered around the approaches to the place where the bridge stood, some aiding in the efforts to rescue those still alive, and others waiting around for news, or helping to dispose of the bodies of the dead as they are found.

The disaster has produced an extraordinary effect in the city and is regarded as a national calamity.

A few minutes after the crash, came from Sillery that the whole southern half of the bridge had fallen into the river. For a long time people refused to believe that such a thing was possible, and crowds gathered round the newspaper offices waiting for further news which did not come for over an hour.

Then the original report was confirmed with the addition that practically every man working on the time had been killed. It was known that there were about one hundred men working, and the tidings caused the most intense anxiety, which gradually grew to a despairing certainty that one of the worst horrors that ever occurred in Canada had taken place.

The number of dead is variously estimated at from sixty to ninety, but the few left of the men who were working on the structure, state that there were about ninety-two working on the bridge at the time, of whom but eight were taken out alive, so that in all probability the list of dead will be about eighty-four.

Cause a Mystery  
Nothing is known of the cause of the disaster. There was nothing of an untoward nature reported, that could give the slightest indication during the past few days that the immense structure was in an unsafe condition. It was built on such immense lines that it did not seem possible that it could break down. Whether it was caused by a defect in materials or by an error in the calculation of the architect, is a mere matter of conjecture.

The one certain fact is that where this afternoon there was about half of a bridge that had to have been one of the engineering wonders of the world, with a small army of me-

chanics and workmen, there is nothing now but a fantastically twisted iron and steel wreckage and a terrible number of corpses floating down the river, or crushed in between the fallen girders.

The bodies rescued so far are in a terrible state, crushed and broken until they can scarcely be recognised.

Loss Two Millions  
In addition to the tremendous loss of life, it is estimated that the property loss will not be less than two millions of dollars, but at the present time figures with regard to this phase of the question are even more vague than those with regard to the death list.

Conflicting Reports  
Montreal, Sept. 2.—Sensational developments in connection with the Quebec bridge disaster, is the telegram that Theodore Cooper of New York, who is the consulting engineer of the bridge, announced that he had sent, ordering the workmen off the bridge.

Last night Hon. S. N. Parent, president of the bridge company, made a statement that no such telegram had been received and that Mr. Cooper had never sent such a message.

In this Mr. Parent was in error. As a matter of fact, Mr. Cooper did send this telegram, but it was to the chief engineer of the Phoenix company at Phoenix, P.A., and not to the engineer in charge at the bridge as it was taken for granted it had been.

The telegram was sent on Thursday and practically read: "Do not put any more load on the Quebec bridge at present; better look into it at once."

This message reached Phoenixville on Thursday afternoon. John S. Deans, the company's chief engineer, was out and the telegram remained on his desk until he returned at five o'clock. A few moments later N. R. McClure, the engineer who made the inspection of the bridge for Mr. Cooper, and upon whose report the telegram was based, arrived at Mr. Deans' office with full information as to the actual meaning of the telegram. Very strange it was at that moment when Mr. Deans and Mr. McClure were discussing the matter that the bridge collapsed. Had it held out for twenty-four hours later the awful disaster or at least the terrible loss of life might have been avoided.

A New York dispatch quotes Mr. Cooper as saying that he had a message from Engineer Hoare, saying that an examination had shown that the piers were in good condition and that the fault lay in the superstructure. Mr. Hoare reported that the entire construction had collapsed vertically, and that made, in Mr. Cooper's opinion, appear as if the fault lay near the main post. Mr. Cooper declined to say specifically what his inspector had reported to him, and that report did not cause him to believe that there was any imminent danger. It only created the impression in his mind that it would be well before proceeding further.

The officials of the Phoenixville Company say that Mr. Cooper's telegram did not appear to call for immediate attention, and that any way it was too late to order the men off the work. It would have been impossible owing to the delay owing to the telegraphers strike to get a message to Quebec before the men had quit work for the day.

Victims Buried  
Montreal, Sept. 2.—The funeral of eight of the Caughnawaga Indians who perished in the Quebec bridge disaster was held at that place today. Archbishop Bruchesi attended including Father Forbes, formerly in charge of Caughnawaga. He translated the remarks of the archbishop into Iroquois. All the deceased were buried in one grave in a Canadian cemetery. Forty-four children have been rendered orphans.

River Clear  
Montreal, Sept. 2.—The first ocean liner to pass up the river since the bridge disaster was the Allan liner Tunisian, arriving last night. Capt. Braes found the ship channel perfectly navigable.

The funerals of several of the victims took place at St. Romain and Quebec today. The occasion was very affecting. Several engineers have arrived at Quebec from different parts of Canada and the United States and a searching investigation will be conducted by the government board. There is little doubt that the bridge company will proceed at once with the construction of the bridge.

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## NEW WARREN

Considerable damage is reported to the south and Northwest of here, by the recent hail storm. Some farmers will not get their seed.

The crops on the whole are looking well. In a few places stocks are to be seen, and in a few days if the weather continues favorable cutting will be general.

The work on the bridges at Armstrong's and Busby's is progressing well. These bridges will supply a long felt want, and one or two more across Long Creek would be acceptable, as the creek is dangerous at high water.

We thought the epidemic of broken bones was passed, but news comes to hand of three more accidents. A rancher near here was kicked by a horse and badly injured.

Roy Nelson was badly cut up in a runaway on Thursday night, and the same night a German farmer was run over and his back broken, causing his death, which occurred on Sunday morning.

Services at Sunshine school house every Sunday as follows: Baptists, every morning at 11 o'clock, Sunday school at 2:30; English church every alternate Sunday evening at 7:30, and the Methodist the intervening Sundays at 7:30. At New Warren one Sunday at 2:30, the following Sunday at 7:30. Prayer meeting on Wednesday evening at 7:30.

A petition is in circulation for a new post office for Sunshine at Armstrong's.

The alterations on Mr. Smith's house are almost completed.

## A GREAT CAPTAIN OF INDUSTRY

To very few men is the privilege given of witnessing such a celebration as that of which Mr. John McClary, of London, was the centre during the week that ended July 13. For during that week a series of splendid jubiliations marked what was the sixtieth anniversary of the McClary Manufacturing Co.

This sixtieth anniversary is noteworthy, not only because it relates to the largest concern of its kind under the British flag, but because it has thrust before the people of Canada a man whose achievements make him one of the very greatest captains of industry this country has yet produced.

To John McClary the past sixty years has meant a change from the control of a small township to the possession of the largest establishment of its kind in Canada. The company's plant in London now covers two enormous blocks of land, while there are also important establishments at Montreal, Toronto, Winnipeg, Vancouver and St. John. Over 1,300 employees are on the company's pay rolls, of whom over seven hundred are married men supporting homes. More than six hundred thousand dollars is paid in wages annually. These are a few figures which will give the reader an impression of the size of the plant as it is at present and its importance to the community.

Mr. McClary has always been, and is still the guiding head of this tremendous business. He remains even at his present age a man of remarkable spirit, sparing no money or pains to attain an end that his judgment told him could be won. This is well illustrated in the magnificent advertising campaigns this company has entered into in all the Canadian papers which have made the McClary products known in all the homes from ocean to ocean.

Though the McClary Co. is Mr. McClary's first care, it is not the only successful company that shares in the benefit of his business acumen and experience. He is also president of the London Life Insurance Co. and the Ontario Loan and Debenture Co., and a director of the London & Western Trusts Company.

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AN ILLUSTRATION OF NATURE'S METHOD  
of restoring waste of tissue and impoverishment of the blood and nervous force is used when you take an alternative extract of native roots, made without the use of alcohol, like Dr. Pierce's Golden Medical Discovery. This vegetable medicine cleanses the digestive functions and helps in the assimilation of food, or rather takes from the food just the nutriment the blood requires.

Along with its use one should take exercise in the outdoor air, get all one can of God's sunlight and air; practice a deep breathing exercise every day. This "Medical Discovery" gives no false stimulation, because it does not contain alcohol or a narcotic. It helps digestion and the assimilation of such elements in the food as are required for the blood. Unlike a cod liver oil, against which the already sensitive stomach will declare open rebellion, this tonic has a pacifying action upon the sensitive stomach and gives to the blood the food elements the tissues require. It maintains one's nutrition by enabling him to eat, retain, digest and assimilate nutritious food. It overcomes gastric irritability and symptoms of indigestion, and in this way, fever, night-sweats, headaches, etc., are done away with.

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