

THE STAR, ST. JOHN, N. B. FRIDAY, AUGUST 30, 1907.

SEVEN

# SOPHY OF KRAVONIA.

A Novel, by Anthony Hope  
Author of "Prisoner of Zenda," "The Intrusions  
Peggy," Etc.

(Continued.)

"We must get her across the frontier," said Dunstanbury. "There-by St. Peter's Pass-the way we came, Basil. It's an easy journey, and I don't suppose they'll try to intercept us. You can send twenty or thirty well-mounted men with us, can't you Lukovitch? A small party well mounted is what we shall want."

Lukovitch waved his hands as if he were saying "No." "With the guns against us it would be a mere massacre! If it must be, let it be as you say, my lord." His heart was very heavy; after generations of defiance, Volenski must bow to Slavna, and his dead Lord's will go for nothing! All this was the doing of the great guns.

Dunstanbury's argument was sound, but he argued from his heart as well as his head. He was convinced that the best service he could render to Sophy was to get her safely out of the country; his heart urged that her safety was the one and only thing to consider. As she went to and fro among them now, pale and silent, yet always accessible, always ready to listen, to consider and to answer, she moved him with an infinite pity, and a growing attention. Her life was as though dead of frost; it seemed to him as though all Kravonia must be to her the tomb of his hopes, the little hillside church of Volenski she visited so often. An ardent and over-zealous desire rose in him to rescue her, to drag her forth from these cold shades into the sunlight of life again. Then the spell of this frozen grief might be broken; then should her drooping glances revive and bloom again. Kravonia and who ruled there—ay, in his heart, even the fate of the gallant little city which harbored them and whose interests he pleaded—were nothing to him besides Sophy. On her his thoughts centered.

Sophy's own mind in these days could be gathered only from what others saw. She made no record of it. Fallen in an hour from heights of love and hope and exaltation, she lay stunned in the abyss. In intellect calm and collected, she seems to have been as one numbed in feeling, too mainly reveries of fortune, amidst all their pity for her, they spoke of the Evil Eye; some whispered that she had come to bring ruin on Volenski; had not the man who loved her lost both Crown and life?

And it was she through whom the guns had come! The meaning of the guns had spread now to every hearth; what had once been hailed as an achievement seemed only to her exploit on the street of the Fountain, served now to point more finely to the sharpening fears of superstition. The man held by her still, but this was grumbling at them in their homes. Was she not after all, a stranger? Must Volenski lie in the dust of the Evil Eye, for the sake of the woman who was that ominous, inexplicable Star?

Dunstanbury knew all this; Lukovitch hardly sought to deny it, though he was full of scorn for it; and Marie Zerkovitch had by heart the tales of many wise old beldams who had prophesied this and that from the first moment that they saw the Red Star. Surely and not slowly the enthusiasm which had crowned Sophy was turning into a fear which made the people shrink from her even while they pitied, even while they did not cease to love. The hand of heaven was against her and against those who were near her, said the women. The men still felt nerve not to hear, had they not taken Heaven to witness that they would serve her and avenge the King? Alas, their simple vow was too primitive for the days of the big guns which lay on the bottom of the Krath!

Dunstanbury had an interview with Sophy early on the Tuesday morning the day after St. John's had started for Koksok. He put his case with bluntness and honesty native to him. In his devotion to her safety he did not spare her the truth. She listened with a smile devoid of malice which her face now wore so often.

"I know it all," she said. "They begin to look differently at me as I walk through the street—when I go to church. If I stay here long enough they'll call me a witch! But didn't they swear? And I—haven't I sworn? Are we to do nothing for Moneigneur's memory?"

"What can we do against the guns? The men can die, and the walls be tumbled down! And there are the women and children!"

"Yes, I suppose we can do nothing. But it goes to my heart that they should have Moneigneur's guns."

"Your guns!" Dunstanbury reminded her with a smile of whimsical sympathy.

"That's what they say in the city, too," she asked.

"True, old hags are clever at the weather and other mysteries. And, of course, Madame Zerkovitch!"

Sophy's smile broadened a little. "Oh, of course, poor little Marie Zerkovitch!" she exclaimed. "She's been sure I'm a witch ever since she's known me. 'I want you to come over the frontier with me—and Basil Williamson, I've some influence, and I can insure your getting through all right.'"

"And then?"

"Whatever you like, I shall be utterly at your orders."

"All my life is there," she went on, paying no heed to his outburst. "Give life another chance. You're very young."

"You can't count life by years, any more than hours by minutes. You reckon the journey not by the clock, but by the stages you have passed. Once before I loved a man—and he was killed in battle. But that was different. I was very hurt, but I wasn't maimed. I'm maimed now by the death of Moneigneur."

"You can't bring ruin on these folk, and you can't give yourself up to Slavna." He could not trust himself to speak more of her feelings now of the future; he came back to the present needs of the case.

"It's true—and yet we swore!" She leaned forward to him. "And you aren't you afraid of the Red Star?"

"We swore men aren't afraid, we haven't enough imagination," he answered, smiling again.

She threw herself back, crying low: "Ah, if we could strike one blow—just one—for the oath we swore and for Moneigneur! Then perhaps I should be content."

"To go with me?"

"Perhaps—if, in striking it, what I should think best didn't come to me." "You must run no danger, anyhow," he cried, hastily and eagerly.

"My friend," she said, gently, "for such as I am today there's no such thing as danger. I have sworn and my position here or the title they've given me, poor men! I have loved Moneigneur, and I should have loved him as I should have loved this one, if Moneigneur had lived. I should have been proud as a child of it. If I could have borne it by his side for even a few weeks, a few days! But now it's barren and bitter—bitter and barren to me."

He followed the thoughts at which her words hinted; they seemed to him infinitely pitiful.

"Now, as things have fallen out, what am I in this country? A waif and stray? I belong to nobody, and nobody to me."

"Then come away!" he burst out again.

To Be Continued.

## ENGLISH MAILS IN TORONTO WITHIN A WEEK-FIRST TIME

MONTREAL, Aug. 29.—The mails via the Empress of Ireland reached Montreal at eight o'clock this evening and were at once transferred to the Toronto train. In consequence the English mails will be distributed in Toronto tomorrow morning for the first time since the Empress of Ireland was lost a week after being posted in London.

## SURPLUS OF I. C. R. FOR FISCAL YEAR WAS \$400,000

OTTAWA, Ont., Aug. 28.—The financial showing of the Intercolonial railway for the fiscal year ending June 30th, the year before the surplus was only \$50,000, and the year before that there was a deficit of a million and a half, in 1904 the deficit was \$900,000.

During the nine months ending March 31st, which completed the fiscal period, the Intercolonial earned a surplus of \$219,000.

## BLACKVILLE LAD SHOT THROUGH LUNG

BLACKVILLE, N. B., Aug. 29.—A disastrous accident occurred at Upper Blackville Tuesday afternoon by which a young lad named Campbell, aged 17, son of James Campbell, farmer and lumberman, nearly lost his life. His younger brother, aged 14, was playing with a 22 rifle, and as is usually the case, did not know it was loaded. In some manner it became discharged, the bullet passing right through the elder brother's lung. Dr. Weir of Dorchester was immediately summoned, and tonight it is reported the lad's chances for recovery are good.

### G. JAMES STRICKEN

WINNIPEG, Aug. 29.—Word has been received here in this city that C. James, former manager of the Canadian Northern Railway in Winnipeg, had sustained a paralytic stroke. He is in the sanitarium at Mount Clemens, Mich. Mrs. James was telegraphed for, and is now on the way South to join her husband.

ROGERSVILLE, N. B., Aug. 28.—The Rogersville parishioners held a demonstration today in honor of Very Rev. Mr. Richard, who leaves soon on a visit to Europe. A festival was held and about \$1,000 were raised, which amount was presented to Mr. Richard.

# QUEBEC BRIDGE DESTROYED; EIGHTY-FOUR LIVES LOST

## Big Span of the World's Greatest Bridge Collapsed While Men Were Leaving Work Hurling Them 180 Feet Down to River

## Seven Million Dollar Structure in Ruins—Horrible Scenes Around Wreck After the Disaster—Surviving Workmen Benumbed With Horror at the Awful Spectacle—Chief Engineer Killed.

QUEBEC, Aug. 28.—The great Quebec bridge collapsed this afternoon and now the vast mass of steel work lies a tangled wreck across the St. Lawrence Channel. So far as can be estimated eighty-four men lost their lives in the disaster.

The bridge fell exactly at twenty-three minutes to six this evening, just as many of the workmen were preparing to leave. It was, however, so horrible a sight to see the bridge falling, that it was 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.

It was the southern extension of the bridge which collapsed and this was rapidly nearing the zenith of its upward curve. The 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 and one pier erected in the river, a hundred or thereabouts. Of these, while the outward extremity was 180 feet above the water.

Suddenly those on the northern shore saw the end of the half arch begin to bend a little 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 country side so much that the inmates rushed out of their houses, thinking that an earthquake had occurred.

ONLY EIGHT SAVED.

At the time of the catastrophe it is estimated that there were ninety-two men working on the bridge. Of these, eight have been so far 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 either been drowned or crushed by the falling girders. The horror of the situation is increased by the fact that there were a number of wounded men pinned in the wreckage near the shore. Their groans and shrieks can be plainly heard by the cautious crowds who are waiting at the water's edge, but nothing so far can be done to rescue them or relieve their sufferings in his slightest degree, so that for the present nothing whatever can be done but leave them to their fate.

QUEBEC PARALYZED.

The awful completeness of the catastrophe seems to have paralyzed the sensibilities of everybody near the place. There is scarcely a family in the village of St. Romuald and New Liverpool which has not been bereaved, and that for the present nothing can be done to rescue them or relieve their sufferings in his slightest degree, so that for the present nothing whatever can be done but leave them to their fate.

CHIEF ENGINEER AMONG DEAD.

Several of the officials of the Phoenix Bridge Company of Pennsylvania, which was constructing the bridge, lost their lives. Among these were B. A. Yarnall, general foreman; Mr. Burke, the chief engineer, who had walked out on the bridge just before it collapsed, and two foremen named John Worley and Jim Idaho.

A very close escape was made by Mr. Ulrich Barthe, secretary of the Quebec Bridge Company, and a party of friends from Montreal, Mr. Barthe, who was one of the first to start out to show the works to a party of friends this afternoon. They had scarcely driven off the structure and reached the road before the crash came, and before they could return to the edge of the river the whole structure was lying in ruins. A few moments later and they would have been in the river with the rest.

Among the employees who met their death were a number of skilled mechanics brought by the Phoenix Bridge Company from Pennsylvania as well as a number from this district, while most of the labor was furnished by French Canadians from the neighborhood, and half a hundred Indians from Caughnawaga, near Montreal.

Few of these escaped. Six of the Indians who had had a dispute with

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 have been taken out alive, so that in all probability the rest of the dead will be about 84. Nothing is known of the cause of the disaster. There was nothing of the usual nature reported that could give the slightest indication during the past few days that the high structure was in a dangerous condition. It was built on such immense lines that it did not seem possible that it could be torn down, and it was caused by a defect in the materials or by an error in the calculations of the architect is a mere matter of conjecture.

The one certain fact is that where this afternoon there was almost the half of the bridge that was to have been the engine driver who fell to his death, with a small army of mechanics and workmen, there is nothing now but a mass of twisted iron and steel wreckage and a terrible number of corpses floating down the river, or crushed in between the fallen engine driver who fell to his death in a terrible state, crushed and broken until they can scarcely be recognized.

One of the men was taken from the bridge alive and he was so frightfully injured that he died a few minutes after being taken to his home.

When the engine driver was taken to his home, he was employed in placing the immense girders in position. In this work a track had been laid on the bridge, and the engine with freight cars and several heavy moving cranes were employed in getting the steel into position. The engine was going on as usual, the men being employed in placing the immense girders in position. In this work a track had been laid on the bridge, and the engine with freight cars and several heavy moving cranes were employed in getting the steel into position.

### CAUSE OF THE WRECK.

It was stated this evening by many working on the bridge that the cause of the disaster was the giving way under the tremendous strain. This is the concrete and masonry structure which was the strain of the weight on the shore. There are others farther out who assist in the work, but it is stated that these are in good condition, and though the bridge has fallen around them M. P. Davis of Ottawa, however, who was contractor for the bridge, states that this is still in good condition.

There are only two choices. Either the engineer miscalculated the points of resistance of iron, steel and stone in preparing his plans and specifications, or the contractors did not secure perfect materials. This will be decided later, when the government inquiry is held, which must inevitably start in a few days.

Every Woman is interested in this advertisement. It is a small, neat, and handy little book, containing a list of names and addresses of all the women in the city. It is a very useful and interesting book, and is a must for every woman's library. It is a small, neat, and handy little book, containing a list of names and addresses of all the women in the city. It is a very useful and interesting book, and is a must for every woman's library.

their foreman this morning quit at noon. The survivors state that some thirty Indians were killed, while six who left the work were saved. These were John Spiller, Louis Canadian, Thos. Montour, Dominick McComber, Alex. Beauvais, and John Morton, all of Caughnawaga. Several government tags will leave for the scene of the disaster in the morning, and preparations will be made for finding as many of the bodies as possible while necessary arrangements will also be made to prepare for an examination which will allot the responsibility for the disaster.

### Description of Bridge.

MONTREAL, Aug. 28.—The Quebec bridge was remarkable in that it was the longest single span cantilever bridge in the world, the length of the span in the centre being 1800 feet, or 200 feet longer than that of the Pith of Forth bridge, at present the world's longest single bridge span. There is no bridge across the St. Lawrence river in the world, the length of the span in the centre being 1800 feet, or 200 feet longer than that of the Pith of Forth bridge, at present the world's longest single bridge span.

The bridge was built on such immense lines that it did not seem possible that it could be torn down, and it was caused by a defect in the materials or by an error in the calculations of the architect is a mere matter of conjecture.

There are to be two approaches spans to the bridge of 220 feet each, two anchor spans of 800 feet each, and a centre span of 1800 feet from centre to centre of the piers.

### EIGHT BOOKMAKERS FINED

PORT ERIC, Aug. 28.—Eight bookmakers accused of violating the criminal code by keeping a common gambling house at the Port Erie track were fined \$10 each or three months in jail. The case turned on the question as to whether the location of a bookmaker's stool could be called a place, as spoken of by the law. The men fined were John Wolfe, John Gurnhardt, Benjamin Polk, Jas. McCaffery, Frederick Suplus, Stony Abraham, Barney Wolfe and Kid McClure.

### New Show at Nickel Today

Derby Day in England, Western Justice, A One Night Stand and Poor Dollie, is the new list of pictures to be shown at the Nickel today and tomorrow, and the songs are "Alice Where Art Thou Going" by Miss Felix and "Yesterday" by Mr. Brown. This is another fine assortment of picture entertainments and illustrated music and will amply please everybody. The Derby scene are actual views of the famous Old Country race track at the day of the historic sporting event, showing the crowd, the bubbles keeping the seas of humanity in order, the dashing horses, the betting ring, etc. Western Justice is a startlingly true enactment of a "bad man" and his daring deeds with a wild chase over hill and dale until the sheriff and his posse "take" him. The story of the "One Night Stand" is extremely ludicrous and Poor Dollie is a pretty little picture for the children.

## PORTFOLIO OF PUBLIC WORKS FOR MR. PUGSLEY; RAILWAYS FOR GRAHAM

## Latest Readjustment Gives St. John the Department Which Controls All Harbor Work and Administers More Money Than Any Other—The New Ministers to be Sworn In Today.

OTTAWA, Aug. 28.—At noon tomorrow Hon. William Pugsley will be sworn in as a member of the Dominion government in succession to Hon. H. R. Emmerson and will take the portfolio of Public Works.

Hon. Geo. Graham of Brockville will take the oath of office as a minister and will take over the portfolio of Railways and Canals.

These are two of the largest spending departments of the government, the Public Works being regarded as the larger and more important of the two.

In assuming his jurisdiction among other things the control of the dredging in St. John harbor and at other points in the Maritime Provinces.

It is felt at Ottawa that two great departments are being assigned to two strong and capable men, who will administer them without fear or favor in the best public interest.

Though one is not needed, there is a precedent for the department of Railways, and Canals being administered by an Ontario man. Under the premiership of Sir John A. Macdonald, Hon. John Haggart was Minister of Railways. There is no fear that Hon. Mr. Graham will follow Mr. Haggart's horrible example of neglecting the government system of railways.

With such a man as Mr. Graham it is constantly expected that the able administration of Hon. Mr. Emmerson and Deputy Minister Butler, by which a deficit of a million and three quar-

ters of two years ago was turned into a surplus of almost half a million this year, will be continued and improved upon. It is not improbable with a minister from Ontario, the people of that province will be given to think about the extension of the Intercolonial beyond Montreal and into the greatest province of Canada. It is not unlikely that there may be a policy adopted of developing a greater volume of traffic on the canals, which lie chiefly in Ontario.

In taking the portfolio of public works, Hon. Mr. Pugsley assumes charge of the most far-reaching portfolio in the Maritime Provinces. But for the present the above arrangement will stand.

Hon. Mr. Pugsley came in tonight from Montreal, where he has been for a day, and is ready to be sworn in tomorrow.

Hon. Geo. P. Graham came to Ottawa from Brockville late this afternoon, accompanied by Daniel Derbysire, the member for that constituency. They called upon Sir Wilfrid at his office and Mr. Graham accepted Sir Wilfrid's offer to enter the government. At the same time Mr. Derbysire tendered his resignation of the Brockville seat opening a constituency for Mr. Graham.

It is believed that he will be returned for the constituency without contest.

## BRITISH JOURNALISTS SKETCH IMPRESSIONS OF CANADA TOUR

The following sketch of the impressions made upon the British journalists (whose entertainment in St. John yesterday is pictured and described on page 4) during their five weeks' tour of Canada was wired, at the Sun's request, from Montreal last night as the party passed through on their way to Quebec, where they take the steamer for New Brunswick. The sketch is a most interesting and accurate one, and is a most valuable contribution to the knowledge of the country. It is a most interesting and accurate one, and is a most valuable contribution to the knowledge of the country.

## DELIGHTED WITH EASTERN CANADA

Two Boston Men Here Who Have Tramped Nova Scotia and This Province

G. W. Gardiner and Dr. Carl Lindstrom of Boston, Mass., arrived in the city last evening, after having spent the past five weeks in tramping through New Brunswick and Nova Scotia. These gentlemen express themselves as delighted with the Maritime Provinces. They had no idea of the extent and beauty of Eastern Canada until coming here. They are favorably impressed with the great opportunities offered settlers.

In their present tour they have walked through the Annapolis Valley, the Miramichi, and the Chignecto isthmus, and have seen the most beautiful scenery in the Maritime Provinces. They have seen the most beautiful scenery in the Maritime Provinces. They have seen the most beautiful scenery in the Maritime Provinces.

