

The Colonist.

FRIDAY, DECEMBER 22, 1893.

LOOK AT THE CITY.

The best way to judge how the affairs of this city of Victoria have been managed during the last two years is to examine the city itself. Evidences of mismanagement and neglect meet the eye in every direction. The streets are phenomenally bad. They could hardly be worse. In some places they are almost impassable and everywhere they are disgracefully dirty. The condition of Government street is a standing reproach to the city. It is right that Victorians who are proud of their city, who appreciate its beauties and who are alive to its many advantages, are obliged to make apologies for its unattractive appearance to strangers, and to be filled with shame and indignation when this evidence of neglect and that conspicuous nuisance are pointed out and commented upon.

The sidewalks are in very little better condition than the roadway and the crossings. They are rough, ugly and dangerous, and, had as they are, they are not kept in good repair. The want of signs showing the names of the streets is a disgrace to the corporation. This is an evidence of neglect and backwardness that forcibly strikes every stranger. An intelligent and progressive corporation with an enterprising mayor would have had the streets and sidewalks clean and in good repair and the names of the streets would be found on neat signs at every street corner.

The streets are not well lighted and the lighting has been done on the most singular principle. The want of proper drainage has been a long-standing grievance, and much of the money expended on sewer construction has been wasted for want of firmness and good management on the part of those to whom the regulation of the city's affairs has been entrusted.

The city's water supply is far from being what it ought to be, and what it easily could be made if the mayor and corporation had an intelligent conception of the city's needs, and had made a good use of their opportunities and the means at their disposal.

That the sanitary condition of the city is very far from what it ought to be every one admits. It could be very greatly improved by the exercise of care and watchfulness on the part of the authorities, and a very moderate expenditure of money. But it is needless to dilate further on the evidences of mismanagement that are so easily discerned. That they are so numerous is surprising, for the city is not poor, and the taxes have not been low. Money has been spent—a very great deal of money—but the expenditure has not been productive of anything like the results that might reasonably be expected.

The want of system and of active, vigilant and intelligent supervision is everywhere observable. If the Mayor for the last two years had been an active, energetic man of business, the city to-day would have presented a very different appearance. It is quite true that the Mayor cannot do everything, but he can see that he ought to give tone to the administration of the city's affairs. The difference which a really efficient administrator makes in the management of any concern is really astonishing. The subordinate becomes in a measure imbued with his spirit. They shake off their indolence and forsake their neglectful and slovenly ways. What the city wants as much as anything is the "master's eye."

The best proof of a workman's skill is the work he does. It is by that he is judged by all prudent men. This is how an intelligent opinion of Mayor Beaven's qualifications as an administrator is to be formed. He has now been mayor two years. Look at the city. Can any man of common sense regard its present condition with satisfaction?

THE PEOPLE OF HAWAII.

In Wednesday's Oregonian is an article headed "The People of Hawaii." Here is its first paragraph: "The people of Hawaii are behaving in this crisis of their affairs with a mingled resolution and dignity that entitles them to the respect of the civilized world. Without bluster or declamation they have prepared quietly for a resolute defence of their position, while maintaining the most courteous bearing towards those who they have reason to believe menace them with attack."

This is very fine. But who are these people that are under trying circumstances being so admirably? Are they the ninety thousand or so natives who form the great bulk of the population of the Hawaiian Islands, and who, one would naturally suppose, are to be considered "the people of Hawaii?" But these natives are silent. We hear nothing, comparatively, about them except that they exist. Their Queen has been deposed by a number of adventurous strangers, and they are hardly allowed to complain. They, it appears, are expected to submit cheerfully to whatever Government the men who have obtained control of the affairs of the Islands choose to select for them. If their self-constituted masters decide for annexation, they must wear the yoke of the United States contentedly. The proposal to invest them with the privileges and powers of citizens is scouted by the men who have taken upon themselves to shape their political destiny. If an independent republic is to be established the decision will be arrived at without their consent, and they will have to be content with such privileges as the white minority, who speak of themselves and who are spoken of by others as "the people of Hawaii" choose to extend to them. We

doubt very much if "the people" on whom the Oregonian so generously lavishes its praise, when they are all told, form one-tenth of the population of the Islands.

Harper's Weekly, which expresses the opinions and feelings of quite a large proportion of the best citizens of the United States, thus describes "the people," who, according to the Oregonian, have been acting with such "resolution and dignity," in a way very different indeed from our respected Portland contemporary. It says: "In the afternoon of the same day a so-called committee of safety of thirteen members—mostly aliens, five Americans among them—was formed, ostensibly for the maintenance of the public peace. The following day this committee resolved that a 'Provisional Government' should be organized until the terms of union with the United States of America shall have been negotiated and agreed upon. At a mass meeting, composed largely of aliens, held on the same day, the Queen was condemned and denounced, and the acts of the committee approved. The same afternoon the committee asked the American Minister, John S. Down, to assist them as they were unable to protect themselves without aid and therefore hoped for the protection of the United States forces. . . . There was no regular movement of troops against the Queen, but she yielded to the forces of the United States, and then solemnly submitted her claim for justice to the Republic, expecting it to be granted done her by its agent and its armed forces. Thereupon the conspirators who had stolen from her the Government of Hawaii, with the aid of American bayonets, made haste to present the stolen goods to the United States for speedy acceptance.

It is these "conspirators" who now form the Government of Hawaii, and the few hundred people who named them as "committee of safety" and who now uphold them in the authority they seized in the way above described, form what the Oregonian wishes its readers to believe are "the people of Hawaii."

Those who believe that the Americans are really republican in principle must be amazed to see so many of their newspapers ignoring the rights of a free people, and aiding and abetting the handful of unscrupulous men who have seized their Government with the evident intention of depriving that people of political rights which American citizens would have the world believe they value more highly than they do life itself. We trust that it is the noisy minority who would make serfs of the people of Hawaii, and that the majority believe in the "Policy of Justice" advocated by Harper's Weekly and many other influential American newspapers.

BARKING UP THE WRONG TREE.

The McKinley tariff has been in operation in the United States for about four years. That tariff was to have been a great boon to the American farmer. The exclusion of Canadian farm produce was to give him a livelier market and better prices. It was also to benefit the American lumberman and other producers. Has it performed what it promised?

The Oregonian informs us that wheat is so low that the cost of production is barely covered. Lumber mills are working at half capacity; wool sells below the cost of production; and the warehouses are burdened with it because there is no market even at the present price; sheep have fallen one half in value. This is a bad state of things for the Oregon farmer and lumberman. It could hardly be worse under any system. If this is the result of four years of McKinleyism, we should think that the Pacific Coast would welcome any change.

The Oregonian, it is true, says that the Oregon change has been brought about by the present administration, but this is sheer nonsense. The trade policy introduced by McKinley has been in operation ever since the Cleveland administration came into power, and to assert that the mere fact of change has lowered the price of wheat and wool and lessened the demand for lumber, is most absurd. The plain truth is that McKinleyism, as far as the farming interest is concerned, has been a dead failure in the United States. It has increased the farmer's expenses by raising the price of such things as he has to buy, while it has not increased his ability to pay those higher prices by giving him a better market and better prices for what he has to sell. An intelligent and an honest legislator would put the saddle on the right horse. It is poor politics as well as bad logic to attribute an evil to a hidden and an indirect cause when the true cause is direct and open to view. The farmers may be fooled by such sophistry for a while, but their eyes will be opened to the truth sooner or later, and then they will have a very poor opinion of the newspaper that tried to hoodwink them.

DESERVED COMMENDATION.

The Mercantile Guardian, published in London, in its leading article of November 18, compliments Mr. Huddart very highly on his pluck and enterprise. It says: "When we find a man who rises superior to circumstances, who meets each rebuff with still bolder enterprise, it is difficult to say too much in his praise, or to admire too greatly his dogged determination to hold on to the course that he has mapped out for himself. It is this sort of man who ultimately succeeds in life, and it is of these that the backbone of Britain has been made. Mr. James Huddart, in the face of enormous difficulty, some three years ago succeeded in establishing a service of steamers between Australia and Canada. New steamers were built especially for this trade; they were replete with every comfort and convenience for passenger and cargo traffic, and statement and business men alike saw in the new departure one more link in the chain which will some day help to bind the colonies and the Mother Country in a federation which should be not only a union of hearts, but a union of interests. Mr. Huddart's enterprise, when the originator might reasonably have hoped for a short rest from his worries and journeys, came the news of the wreck of the Mlowers at Honolulu. As there were only two steamers on the station such news as

this constitutes a blow which may well have crushed all enterprise and hope out of a man. The labour of months had been lost, and a matter of hardly less importance, the immediate profits and future prospects of the line were imperilled.

Mr. Huddart, however, proved himself to be the man who would not allow his enterprise to be damped, and within a week had chartered the Arawa, from the Shaw, Savill and Albion Company, for eighteen months. The Arawa, which was at that time at New Zealand, is a much larger vessel than the one whose wrecking had given Mr. Huddart this opportunity of displaying his courage and faith in the work he has undertaken.

The editor goes on to describe the Arawa, and dwells on the importance of its being provided with cold storage accommodation. The article shows that Mr. Huddart's energy is appreciated in England, and also that the British mercantile world attaches much importance to the establishment of a steamship line between British Columbia and Australia.

A NEW PHILOSOPHY.

We boast that this is an enlightened age—the most enlightened age that the world has ever seen—yet men in these days propagate singular doctrines, and they find people to believe in them and to act upon them. There are the anarchists, for instance. They are at war with all the world. They teach the doctrine of murder, murder by wholesale, murder of the innocent, of those who cannot possibly have offended them, and there are men, and women too, who embrace their terribly inhuman creed and who carry it into practice. Witness the bomb throwing in the Spanish theatre and in the French Chamber of Deputies. This in the domain of morals.

Then there are persons who in the world of science are as eccentric and heretical as are the anarchists in the schools of politics and ethics. There are people, not in the lunatic asylums, who gravely tell us that the earth is a series of hollow concave spheres. These people laugh at the teachings of Newton. They know better than he did; and they pity the ignorant and deluded creatures who believe that the earth is a solid body, and that it revolves round the sun. They plume themselves on being superior to such silly and vulgar superstitions. There is a society of these superior people in a place called Beaver Falls, in the State of Pennsylvania. Their apostle is one A. L. Macdonald. This New Light has lately paid a visit to the Lick observatory in the Rocky Mountains, and what he has seen through the great telescope of that institution has confirmed his belief in the peculiar theory of the earth which he and his friends have adopted. This is how this wise man discourses:

To my mind the whole Copernican system, the Royal Astronomical Society, the United States, taking advantage of the fact that the earth is a hollow sphere, and that the sun is up in the centre, divided one-half light and one-half dark. The sun does not revolve every day or year. It stands still. But our sun turns once every day and rotates and so on every year, making night and day and our seasons. The sun is 93,000 miles right across and 25,000 around the inside, and China, instead of being under our feet, is just the opposite. It is over our heads and the sun is between us and the other side.

This sounds to most people as the extreme of unreason. But there are people who regard it as sound philosophy. These persons expect that there will be found at the poles, if any one ever reaches them, openings to light into inner worlds, inhabited as this one is. The founder of these schools of philosophy was a Mr. Symmes, a Kentuckian, who lived and labored not very long ago. Mr. Macdonald seems to have taken his place as chief apostle of the new philosophy.

WEALTH NOBLY USED.

On the second day of the present month the Royal Victoria Hospital in Montreal was formally opened by the Governor-General. But this magnificent institution is not a Government work. It was built and will be in great part maintained by the princely generosity of two Canadian gentlemen. On the year of the Queen's Jubilee, Lord Mount-Stephen and Sir Donald A. Smith, "jointly made a donation of one million of dollars for the purpose of erecting and maintaining in Montreal a hospital for the healing of the sick of all races without distinction of race or creed, for the advancement of medical science and for the establishment of a school for the training of nurses." These rich men who have made their fortunes in Canada could not have put their money to a nobler use. It will remain a monument of their enlightenment and their liberality for years to come, and it will be the means of giving comfort and relief and healing to those who sorely need help long after those who established it have disappeared from the earth, and but for it would, perhaps, have been forgotten. Who wants to leave the world a better legacy than this beneficent institution? It must be more than gratifying to the founders to know that the work they have done is to be perpetuated and that the afflicted and those that are ready to perish for many generations can be saved from suffering and misery and restored to health by the money which they have so nobly invested. "Great is the power of wealth," is a trite saying. It is often repeated by those who have but a very inadequate conception of its truth. It is only when the great work that an institution like the Royal Victoria Hospital can do for so long a time is considered, that a reflecting person can see what a power for good money is, when it is wisely and unselfishly used. Other investments may fail and become worse than profits, but the money applied to the endowment of this great hospital will always yield a rich return. Thousands yet unborn will have cause to bless its founders. A dividend of blessings may not appear of any great value to the cynical and the miserly, but in all

THE DUTY OF CIVILITY.

Lord Aberdeen did well to advise the school children of Ottawa to be courteous. It is hard to overestimate the value of genuine courtesy. This does not consist so much in forms and observances as in kindness of feeling. The gruffest and most discourteous person likes to be treated with civility and kindness. When his incivility is not noticed and he is pleasantly greeted and respectfully addressed, his own manner, unconsciously perhaps, softens, and he shows a disposition to return civility for civility. Courteous treatment is always grateful to every one in every station and in every relation of life. And courtesy is every one's due. No one has any right to be unkind to those whom he meets. In this matter it is perfectly legitimate to measure one's own conduct by the conduct of others. No one likes to get a snarl or a frown, or to be treated rudely in any way by his neighbor. It is safe to conclude that as you feel others feel, and to believe that if rudeness and incivility are unpleasant and disagreeable to you, they are equally unpleasant and disagreeable to others. This consideration should cause every one to treat those with whom he comes in contact pleasantly. It is also one's interest to act towards others as if he felt well towards them. There is nothing that begets friendliness like friendliness, and the man or woman who treats others well will be pretty sure himself of himself to receive good treatment. A smile or a pleasant word costs nothing, and it is astonishing to observe how far they go towards making friends and keeping them.

But the kindness must be genuine to have the best effect. The forms of courtesy may be observed and often are observed where the spirit is absent. The form, we admit, is a good deal, and goes very far in making social intercourse pleasant, but if it is alone, the absence of the spirit is soon discovered and produces distrust not only in the person who is so treated, but in the person who is so treated. The merely polite person is seldom chosen to confide in. His want of sincerity is discovered and distrust is certain to be discovered and distrust follows both of respect and of friendliness. It is best, then, from every point of view, to cultivate

of the world there have been men who have considered the good will and the gratitude of their fellow-men of greater value than gold and silver, houses and lands, and they are worth to-day as much as they were in the days of the heroes and martyrs and other benefactors of their race.

ANOTHER SHIP CANAL.

The Manchester ship canal is completed and will be formally opened on the first day of the new year. It is a great work, and is a monument both of commercial enterprise and engineering skill. It was constructed in the face of difficulties of an ordinary kind. In the first place, the projectors had great difficulty in obtaining leave to construct the canal. The project had many and very powerful enemies, who did their utmost to strangle it in its infancy. This opposition to it in Parliament was exceedingly strong. The House of Commons first rejected the Canal Bill and the House of Lords threw it out. When the opposition in the Upper Chamber was overcome, its enemies in the Lower House procured its rejection. At last the consent of both Houses was obtained, and then the financial difficulties had to be faced. The capacity of the canal to swallow up money agreed to be boundless. The resources of the projectors were strained to the utmost, and had it not been that the city of Manchester came to their relief the project would in all likelihood have proved a failure.

The canal is only 35½ miles long, yet it has cost somewhere about seventy-five millions of dollars. The work of construction was commenced in 1877, and it has gone on continuously ever since. Ten thousand men have been employed on it, and there have also been one hundred mechanical excavators at work, some of them with a capacity of two hundred cubic feet an hour. "Altogether forty-six million cubic yards of earth have been excavated, including ten millions of yards of rock, and for its removal 170 locomotives and 6,000 cars have been employed on 228 miles of railway, specially constructed in and about the canal. The railways, roads and rivers crossing the canal have required the construction of numerous bridges and sluice-gates, and a swinging aqueduct has been made to take over the waters of the Bridgewater Canal. When a vessel wishes to pass, the current of the upper canal will be suspended and the aqueduct swung aside." This appears almost like a miracle, and it is indeed a wonderful triumph of engineering skill.

Ships can enter the canal at Eastham by one of three locks. The largest of these is 600 feet long by 80 feet wide, and can accommodate steamers of the size of the White Star liner, *Trenton*, which is nearly 10,000 tons burden.

It was feared that the Ship Canal would transfer much of the trade of Liverpool to Manchester, and it would be wonderful if this were not the case. Great preparations have been made at the Manchester end of the canal for shipping. There are to be five miles of docks, and it is believed they will all be needed, for the canal will be the nearest point of shipment for some of the most important manufacturing centres of Lancashire and Yorkshire.

The first ship to pass through the canal at its formal opening on New Year's day will be a Canadian one. She is the barque *Sophie*, Wilhelmine, from Paroboro, Nova Scotia. She is laden with lumber and has been waiting some time to take part in the opening of this wonderful work. Experience at the Manchester Ship Canal has been, the stockholders believe that it will be a paying enterprise. It is to be hoped that they will not be disappointed.

The opinion expressed by the pilots in session is: 1. If the Province of British Columbia is determined to continue to exact compulsory pilotage fees to their own disadvantage any variance from the present system would not be desired by the captains, particularly from San Francisco, as it would entail more expense. This would oblige them to give British Columbia a wide berth, taking Sound ports in preference, where no pilotage is charged, or even Portland with its high fees, which, every thing considered, is not more expensive than here. As an average of \$4,000 is spent by each ship while in port, it is felt that British Columbia should be slow in increasing the dues, for it is one captain among those present had notified his owners not to load here on account of high pilot fees, which average about \$200 a ship, an amount that would buy considerable meat for a long voyage.

2. Tow boats are all that are necessary from Flattery to Vancouver, Victoria or Nanaimo. The captains said they felt when they were steering after a tow boat. Pilot-services should be optional.

3. It would be well to put the pilots on the tow boats, if a change is contemplated.

4. If the pilot rates are increased an understanding between United States vessels and the British Columbia pilots is not more than the vessels will be forced to come to time or the vessels will go elsewhere for their charters.

5. The system of charging by the boat is preferred as a boat coming in ballast gets a fair show.

From as much as can be ascertained the working of the proposed amalgamation of pilot boards the old pilotage boundaries are to be wiped out, and the fourteen pilots are to cruise in a cutter off Flattery, between Race Rocks and Flattery, and speak incoming vessels, for the purpose of collecting compulsory pilot fees. This is just what American captains would benefit by. They would say, "Where are you going?" Answer, "Port Angeles." They would sail in United States waters to Port Angeles, thence to Vancouver or whatever British Columbia port they desired, quite unmolested by the pilot, but if the old boundaries are to be retained, and the compulsory fees increased under the proposed new system, then American vessels will stop coming here, entailing a large pecuniary loss to each port.

"Give these facts as much publicity as you can," added Captain Small, "for we mean every word we say. In my last ten trips I have spent in the port of Vancouver \$12,000, and I can afford to talk independently, as can my brother captain."

MONTREAL, Dec. 16.—Hon. William Henry Austin, late Chief Justice of the Bahamas Islands, whose conflict of authority with Sir Ambrose Shea, Governor of the Islands, created much comment about four years ago, died in this city to-day at the age of 69. He had been living here in retirement since he left the Bahama. La Grippe was the cause of his death.

ATTEMPTED JAIL DELIVERY

A Gang of Convicts Led by a Life Man Try to Escape.

Their Lively Rush for Liberty Thwarted, the Kingleader Seriously Wounded.

New WESTMINSTER, Dec. 15.—(Special.)—A desperate attempt to escape was made shortly before 5 o'clock last evening by a number of penitentiary convicts working in the outside gang. The attempt was unsuccessful. A representative of the *Colonist* visited the penitentiary to obtain full particulars of the incident, but Mr. McIver said all the information he could give, and that three convicts had tried to escape, and that one had been shot in the leg. The little revolt was witnessed by one outsider, however, who gave the following particulars: A gang of 51 convicts had been working all afternoon in the ravine within the walls to the west of the Warden's residence, not far from the Columbia street limits of the grounds. A few minutes after 4:30 p.m. an order was given the convicts by the guards in charge to form up and return to the Penitentiary. As the convicts bunched together a number of them, evidently by a preconcerted arrangement, made a sudden break from the ranks and charged on Officer Coutts, who stood between them and the wall, throwing stones and roots at him as they advanced. The officer, seeing their rush for liberty, called a warning, and a repeating rifle fired several shots over the heads of the mutineers. This frightened the more timid of the gang who came to a halt but a number still kept on across the ravine. By this time the guards on the walls had taken in the situation and opened fire on the revolt. The whistling of the bullets about their ears brought all but three to their senses. This trio consisted of a man named Kennedy, a half breed and another individual whose name could not be learned. Regardless of the shower of lead falling about them, they continued rapidly across the ravine and their chances of escape were brightened up for each instant when a bullet struck Kennedy in the calf of the leg and he fell unable to proceed further. Kennedy fell the other two lost heart, and came to a standstill and allowed themselves to be retaken. The gang was immediately marched to quarters and the wounded convict removed to the prison hospital. Kennedy, who was seriously wounded, is serving a life term for murder, five years ago, at Golden. It is believed he was at the head of a widespread plot to bring about a wholesale jail delivery, which was only frustrated by the vigilance and prompt action of the guards and officers.

PILOTAGE REFORM.

Meeting of Captains at Vancouver to Discuss the Existing System.

Contemplated Changes Also Talked Over—The Opinions Expressed.

VANCOUVER, B.C., Dec. 15.—(Special.)—Marine men are talking about little else than the proposed amalgamation of the pilotage boards.

C. Gardner Johnson and the sea captains in port were interviewed by your correspondent. Mr. Johnson is secretary of the local pilots, and was very obliging in thoroughly explaining the present pilotage system.

Producing a score of charts, and going thoroughly into details, Mr. Johnson contentedly to be quoted as saying the proposed amalgamation scheme seemed to him impracticable and unreasonable as he understood it. According to his ideas there would be no pilot station at Pt. Atkinson where compulsory pilot dues could be charged for this port, but the entire 14 pilots would cruise in a cutter between Cape Flattery and Race Rocks. He asked: Could one cutter attend to all the shipping?

Could not vessels easily escape them? Would not pilotage dues have to be increased to meet the extra expense occasioned by the building and running of a new cutter, if said dues could be collected?

As pilots are obliged to work not less than three tons in a pilot boat, would not the Government be obliged to make this up to the pilots, in case of the proposed change coming into effect?

It is possible to compel a vessel signalled at Cape Flattery to pay pilotage? These questions Mr. Johnson thought should be well considered before any action was taken. He did not think these questions could be satisfactorily answered. As far as the Vancouver board was concerned, they were satisfied with the present system, which had but one flaw—vessels were not obliged to pay half pilotage if the pilots failed to signal them.

The boundary between Pt. Atkinson and the red buoy off Spanish Bank. The United States vessels, who are well acquainted with this fact put out their lights on dark night and slipped around Spanish Bank unseen, afterwards reporting they had done so. Mr. Johnson said that if a compulsory fee of \$3 was charged, pilot or no pilot, there would be no more playing possum around Spanish Bank on a dark night.

The following captains were interviewed in the commodore's cabin of the *Albatross*: Capt. Benjamin Sewell, of Boston; Capt. Sandes, of the *Germania*, Norway; Capt. Gibson, of the *Colorado*, San Francisco; Capt. Lee, of the *Templar*, San Francisco; Capt. Blum, of the *W. H. Talbot*, San Francisco; Capt. Peterson, of the *Edipus*, San Francisco; Capt. Markham, of the *Snow* and *Burgess*, San Francisco; Capt. Bastainson, of the ship *Beaconsfield*, England.

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A Bridge at Louisville—Numbers of V less V

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LOUISVILLE, Ky., Dec. 15.—The bridge now under construction at Louisville and collapsed about 10:30 p.m. yesterday, crushing to death twenty persons, some of whom were women. Only six bodies have been recovered, but a large number of the bodies of the victims were seen floating in the bed of the river and were being recovered by the city authorities. The bridge was a steel truss structure, and the collapse was caused by the failure of one of the main spans. The bridge was only a few days from completion, and the disaster was a great one. The city authorities are now working to recover the bodies of the victims, and the construction of the bridge has been suspended until further notice.

THE NORTH BENT

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minutes after the other. There were fifty-one men on the bridge when the warning was given, and the bridge collapsed in less than a minute. The water was very high, and the bridge was in a very bad state of repair. The disaster was a great one, and the city authorities are now working to recover the bodies of the victims, and the construction of the bridge has been suspended until further notice.

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