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80 LIVES LOST IN COLLAPSE OF SECTION OF NEW BRIDGE AT QUEBEC

800 FEET OF BRIDGE DOWN CRUMBLES BENEATH WEIGHT OF A TRAIN LOAD OF IRON

Scores of Employes Caught in Collapse and are Crushed to Death or Drowned in the Waters of the St. Lawrence---Chief Engineer Among the Dead---Few Survivors Tell Thrilling Story of Their Escape.

WAS AN ENGINEERING MARVEL SUDDENLY SWAYED AND FELL

QUEBEC, Aug. 29.—(Special.)—From 80 to 90 lives were lost to-night by the collapse of the half-finished cantilever bridge over the St. Lawrence, nine miles above the city, and four million dollars' worth of steel superstructure, made by the Phoenix Bridge Co., lies at the bottom of the river a twisted mass of scrap iron.

The disaster occurred at 5.30 p.m., just before the men were to quit work. There was no premonition of coming disaster, and no cause can so far be assigned for it.

One stor yis that the collapse followed the approach on the bridge of a locomotive and three cars loaded with iron.

There was a 28-mile-an-hour wind at the time, but this is considered trifling, and the bridge has already stood very much more.

Suddenly Swayed.

Ninety men were working on the structure at the time. Some were engaged in riveting operations, while others were taking down a big traveling crane.

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 800 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 shore saw the end of the half-arch bend down a little, and a moment later the whole enormous fabric began to break down, slowly at first, then with terrific crash.

The bridge simply swayed and snot out from the direction of the shore into the middle of the St. Lawrence.

There were a few marvelous escapes, but the great majority of those on the structure went down with it and are still in the water.

Ten bodies have been recovered.

Ten others who were on the bridge were saved, some badly injured. One or two were miraculously saved.

Of the dead bodies recovered, the majority are supposed to be those of Indians from Caughnawaga, near Montreal, several of whom were employed on the work.

Amongst the dead are Mr. Burke, resident engineer of the work for the Phoenix Bridge Company; Carl Swansan, from Philadelphit. Messrs. Fast and Meredith, supposed to be from Ohio, and the following residents in the vicinity of the bridge: Victor Hardy, Michael Hardy, James Hardy and Calixte Hardy, Joseph Boucher, two brothers named Wilson, two named Hazeman, Henry French, two brothers named Proulax, and four men named Birone, Binet, Beaudry and Norton.

Terrible Scenes.

The survivors who went down into the river and were saved state that when they came to the surface of the water the spectacle which met their gaze was frightful. Several bodies came with them to the surface, some covered with blood, others with blood oozing from the mouth and ears, while others were unrecognizable.

Darkness prevented the work of recovering the bodies being successfully prosecuted to-night, but it is known that many will be found to be crushed to pulp between the heavy steel pieces of the bridge with which they went to their doom.

Was an Engineering Marvel.

It is claimed here that the loss must fal. upon the Phoenix Company, which undertook to complete and deliver in perfect condition the superstructure of the bridge. The abutments and piers are perfectly intact.

In one respect the structure was an experiment, being the longest cantilever in the world, namely, one unsupported span of 1800 feet. There was still nearly 150 feet to be built to the side of the main span which collapsed, and the whole of the 750 feet outside of the pier was overhanging the river without any apparent support, altho it was supported overhead. This overhanging mass of metal has been considered all summer to be one of the engineering feats of the day, and was visited by nearly all American and other visitors to Quebec. The total cost of the bridge was to be close up to $10,000,000, and already some $5,000,000 had been spent on it.

It is the connecting link between the eastern and western branches of the new transcontinental railway in course of erection by the Canadian Government.

Miraculous Escapes.

One of the most wonderful escapes was that of Thomas Sewell from Fredericton, who, feeling the bridge go down, clutched a piece of iron and went down with it. The portion of the bridge on which he was working being heavier than himself went faster than he did, so that he struck the water without being injured by it. He came to the surface, and being an expert swimmer, was able to float ashore without difficulty. The floor of the bridge was 150 feet above the water, and Sewell says that tho the fall only occupied a few seconds of time it seemed to him fully an hour, and all the events of a lifetime passed rapidly in review before him.

Amongst the saved are Charles Davis, an Englishman, whose back is broken and who will doubtless die; one Laberge, who has a broken leg; and four others named respectively Roberge, Gadoret, Hazeman and Johnson.

A man named Page was driving a locomotive on the bridge with material, and, seeing the disaster, jumped and saved his life. John Hafley of New York is also amongst the saved.

Bridge Has a History.

The Quebec bridge from time to time has engaged the attention of Canada. The original company was incorporated in 1887, and its charter was revived and confirmed by an act of parliament in 1897. The chief promoter was Hon. S. N. Parent, formerly premier of the province, and mayor of the City of Quebec.

The bridge was designed to be 3300 feet in length, and was to be the longest cantilever bridge in the world, exceeding the celebrated Firth of Forth bridge. Its importance as a terminal facility was greatly increased by the recent enormous increase in railway building, and it is intended to serve not only the I.C.R. but also the C.P.R., the Delaware & Hudson, the Quebec & Lake St. John, the G.T.P., the G.T.R., the C.N.R. and Quebec Central.

When first projected, the bridge was estimated to cost $4,000,000. The Dominion Government voted a subsidy of $1,000,000, the Province of Quebec $250,000, and the City of Quebec $300,000. The company was authorized to issue $3,000,000 of stock, but only $265,000 was actually subscribed, and it has been stated that not even this amount in actual cash was ever put up by the promoters and shareholders of the company.

Notwithstanding this slender investment, the company proceeded to build the bridge, and finally procured the Dominion Government to guarantee its bonds. They were guaranteed by an act of parliament in 1903 to the amount of $6,678,200.

Borrowed Money From Bank.

The bonds could not be sold at par, and the company finally borrowed money from the Bank of Montreal, depositing the bonds as collateral. At the last session of parliament these bonds were taken up by the government and a loan was made to the bridge company of $6,678,200.

It was stated at the time by Hon. Mr. Fielding that altho the bridge was to have been completed by Dec. 31, 1906, he did not expect to see it completed as a matter of fact before the summer of 1909. He also stated that the final cost would be at least $8,000,000. Mr. Robitaille, M.P. (County Quebec), claimed that the cost would not be less than $10,000,000.

Reports in possession of the government show that up to March 31, 1906, there had been expended $4,242,184. Apparently but a small part of the superstructure is in place. There was one span completed from the south shore to a main pier, and beyond this there hung suspended a span, or part of another span. It was here, no doubt, that the accident happened.

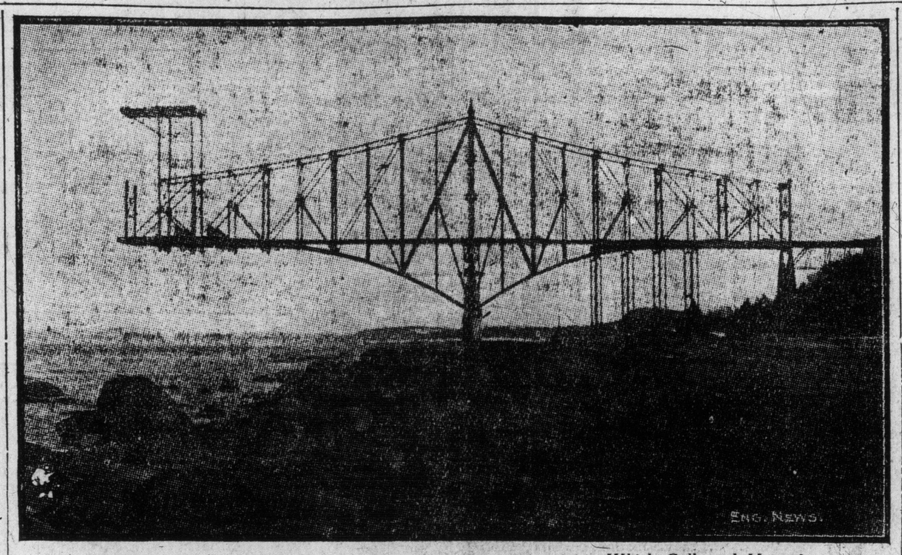
Government's Plans.

By the act of 1903 the Dominion Government had the power to take over the bridge, and the question has often been asked: Why was this not done, in view of the fact that the government had to furnish all of $8,000,000, or $10,000,000, except $265,000? Mr. Fielding's explanation is to the effect that the government intends later on to form a terminal company to build a union station and other terminal facilities at Quebec, the bridge to be taken over by it as part of the system. It is rumored that a big union station is to be built at Quebec, perhaps below the Dufferin terrace. In this connection it is an open secret that the G.T.R. desires to purchase the site of Laval University and to erect thereon a hotel to rival the C.P.R.'s celebrated Chateau Frontenac.

COURIER-JOURNAL BURNS.

LOUISVILLE, Ky., Aug. 29.—The Courier-Journal building is on fire. At 1 o'clock it seemed that the building was doomed.

All the employes escaped.



THE QUEBEC BRIDGE—Showing Portion of the Construction Which Collapsed Yesterday.

GRAHAM MOVES IN TO-DAY DERBYSHIRE FOR SENATE

Leader of Ontario Opposition Will Enter the Laurer Cabinet To-Day.

OTTAWA, Aug. 29.—(Special.)—Hon. G. P. Graham arrived in Ottawa this evening from Brockville, accompanied by Dan Derbyshire, M.P. They proceeded to Sir Wilfrid's residence, where they dined. To-morrow Mr. Graham will be sworn in as minister of public works, and Hon. William Pugsley, who is also in town, as minister of railways and canals.

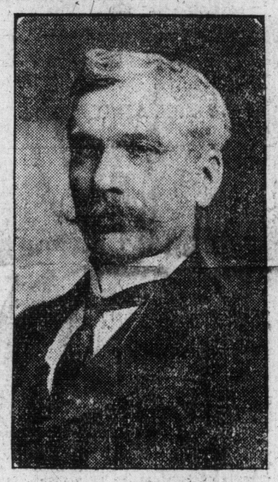
Mr. Derbyshire, talking to The World this evening, said he had offered to resign his seat at once unconditionally. He was cheerful and hearty as usual, and tho he said he would miss that little party of Liberals on the left hand of the Speaker, and of which he is the acknowledged leader, he was glad of the opportunity to be of service to Mr. Graham and the Liberal party.

It is stated to-night that Mr. Derbyshire will be elevated to the senate shortly.

An announcement regarding the by-elections will probably be made to-morrow after the swearing in. All of them will take place on the same date.

It is understood that after the vacancies are filled there will be a shuffle of cabinet portfolios, and public works may go out of Ontario.

It was rumored to-night that Sir Frederick Borden had tenoered his resignation as minister of militia.



G. P. GRAHAM.

GOOD-BY TO AIRSHIP ORDERED OFF GROUNDS

Attempt to Carry Out Contract Ends in Collapse of Craft on the Way.

The inglorious ending of a trip made by the Knabenshue airship yesterday morning decided the management to cancel the contract. The ascent was made in good style, and the craft headed city hallwards, but at Crawford-street schoolhouse there was a mishap, the machine becoming unmanageable, striking the cupola, and settling upon the roof, the wooden frame being smashed. Aeronaut Gail Robinson asserts that the wind was too strong, and that he made the trip only under compulsion. The airship was carted back to the grounds in the afternoon. It is not badly wrecked, but further trips are off, as the exhibition management have issued the following statement:

"The directors of the exhibition yesterday decided to request that the Knabenshue airship be removed from the grounds. They did this, not because the gentlemen in charge of the airship manifested any disinclination to make the ascension as promised, but because they were satisfied that the apparatus in use is not able to perform what is expected of it, and, therefore, that it is impossible for the ship to be manoeuvred in such a way as to fulfil the terms of the contract.

"Yesterday morning an attempt was made, seemingly, to fulfil that part of the agreement calling for a trip around the city hall tower and back to the exhibition grounds, but the engine acted so badly that the feat was entirely out of the question. Mr. Johnston, the man in charge, subsequently stated that it would take at least until Saturday to repair the damage done.

"In view of that fact, it was apparent to the directors that the fulfilment of the specified terms of the contract was an utter impossibility."

SNAPS SIX SHOOTER.

Charles Saunders Taken in on a Charge of Drunkenness.

Following a big spree lasting several days, Charles A. Saunders, 350 Victoria-street, was arrested last night on a charge of drunkenness. Saunders, it is alleged, snapped a 32-calibre shooter six times at his wife.

He is 45 years of age and keeps a boarding-house at the above address.

THREE DAYS IN HOSPITAL AFTER A 60 FOOT FALL

Tinsmith Was But Little Hurt, Altho Doctors Thought He Would Die.

Ordinarily when a man has fallen 60 feet his friends attend his funeral.

Henry Woorl, a tinsmith, employed by the Matthews Co., is the exception. On Monday he tumbled 60 feet in the new physics building at Queen's Park. He was unconscious for several hours and the doctors at Grace Hospital said he would not recover.

Yesterday he walked from the hospital to his home.

The accident happened just after noon hour. Woorl was on a scaffolding. One of the men below managing the ropes "went to sleep," and in trying to prevent the scaffold swinging into the wall Woorl made a movement that overbalanced him.

Fellow-workmen say he alighted head first in a pile of dirt and bricks in the cellar. Harry Ellis' ambulance was called and made the half dozen blocks in about 3 minutes' time.

SETTLEMENT IN B.C.

Salvation Army Arrange to Locate 1000 People.

(Canadian Associated Press Cable.)

LONDON, Aug. 29.—The Salvation Army have arranged with the British Columbia Government for the selection of a settlement for 1000 persons in 1908.

KILLED BY KICK.

Farmer Stephen Brown Receives Fatal Blow From Horse's Heels.

CHATHAM, Aug. 29.—(Special.)—Stephen Brown, a Raleigh Township farmer, was kicked in the chin by a horse in his barn shortly after 7 o'clock this evening and died almost instantly. Brown had just finished his day's work and was putting the team away.

Suspicious Fires.

BROCKVILLE, Aug. 29.—(Special.)—Has Brockville a fire bug? A small building used by the C.P.R. for a tool house was destroyed and then the workshop of Hugh Wilkinson. Both fires occurred at night.

R. L. BORDEN AT QUEBEC SUPPORTS THE MINORITY

Addresses Gathering of About 3000 People Beginning Provincial Tour.

QUEBEC, Aug. 29.—(Special.)—Mr. Borden received a quiet welcome from about 1500 people when he began to address the electors here to-night. About half were minors and women. The number swelled to about 3000 before the meeting terminated.

He referred to the Quebec bridge calamity and said that it was a national work which, if not completed by one political party, would be continued by the other.

An evening Liberal organ in this city had challenged him to speak on certain questions, the Autonomy Bill, the Transcontinental and immigration. He said that the organ was not well informed.

"I have always talked on the Transcontinental and always will, and I will take back nothing which I have said. I have been misrepresented and attacked both in Quebec and Ontario. Why does not the Liberal press ask Laurier why he does not fulfil his pledges in the Manitoba school question?" he asked. When he referred to Laurier's victory he was greeted with cries of "Laurier," whom he went on to accuse of having broken section 93 of the British North America Act. He said he stood for the constitution, which gave the Catholic minority in the west equal privileges and would do so again in ten days, when he would speak in Ontario.

Seventy-two thousand dollars, he said, had been spent out of the provincial treasury and had been given away—practically stolen. For what purpose? To elect representatives.

Concluding, he predicted victory for the Conservatives at the polls next election.

PROCRASTINATION.

Be wise to-day, 'tis madness to defer,
Next day your out-of-date old plant may "bust"
And you go sailing through the startled sky!
Whose then shall be the "long green plugs" you saved?
All men think all plants dangerous but the one
That oily agent with his guileful tongue
Coaxed them to purchase. For it good cold cash
Was paid, and therefore it must sure be good;
Or, at the worst, 'twill serve the present need—
"Next year, perhaps, I'll put in Siche Gas,
And sit and take mine ease and read in peace,
Knowing that all is well. But now, you know
I'm strapped, that odorous Acetylene
Must serve my turn till money's not so tight!"
Thus on till Wisdom is pushed out of life,
And on the stopping of a clockwork "feed,"
Or balancing in finest equipoise
Of a half-rusted crude gasometer
Depends the future whereabouts and weal
Of Mister Man and his much-valued home.

Moral: Write Siche, 81 York-street, Toronto, for literature which will tell you when it is wise to spend money.

DON'T BE A CHEAT.

To miss seeing what Dineen's can show you for nothing is simply cheating yourself. You don't want to do that do you? The newest and the nicest things in hats for men or women are exhibited at Yonge and Temperance-streets, especially for you to see. And, by the way, let it be a reminder that the 25 per cent. discount on furs ceases to-morrow night. The August sale stops when August stops. You can get the 25 per cent. discount at the finest fur establishment in Canada if you buy to-day or to-morrow, and the firm will store the goods for you until you want them. That's reasonable, isn't it?

KAUFMAN WINS.

SAN FRANCISCO, Aug. 29.—Al Kaufman to-night defeated Mike Shrel of Cincinnati in the seventh round.

JURY SUGGESTS LIFE-SAVING DEVICES

Find That the Humber Launch Fatality Was Due to Gross Ignorance of Crew.

"We find that Walter Hamilton Dundin came to his death July 26, '07, on account of drowning thru the upsetting of a gasoline launch on Humber Bay.

"We also find, from the evidence of an expert called by the coroner, that the gasoline launch was improperly built and was not properly equipped, and it was, as well, overloaded.

"We also find that the accident happened on account of the gross ignorance of its handling.

"We hereby recommend the inspection of all craft, including gasoline launches, and that there be a limit placed on the number of occupants in boats of this kind, as there now is in the number of passengers allowed in a steam boat.

"We recommend that the importance be recognized of displaying lights on the starboard and port sides of the launch at all times.

"We also recommend that a properly equipped life saving boat be operated at all times on adjacent waters, and that all boats and launches be required to have a license.

"We advise a patrol service, properly uniformed and equipped for duties, for the evidence shows that the life-saving apparatus maintained on the shore is inefficient, considering the extent of the water front."

Such was the result of the prolonged enquiry into the cause of the Humber fatality, in which nine young men of Toronto Junction lost their lives, as given by Coroner Elliott's jury last night.

Only one witness was examined. Robert C. Newman, stage manager at Shea's Theatre, and for over nine years inspector of life-saving appliances, was called on the stand.

The first question of the coroner was in regard to what steps the city had taken for preventing drowning accidents off the mainland or the island.

"For the past seven years," answered Mr. Newman, "the city has had poles, ladders and ropes along the water front, both on the mainland and the island. But it has had no boats. Three years ago a 20-foot pole was substituted for a pike pole."

"Has the city a good life-saving plan at present?"

Mr. Newman said it had not.

"There should be a life-saving crew to patrol the shore. Not less than five men should be in the crew and they should have a life-saving rowboat, or, better, a steam launch.

"This crew could not only be called on in case of accident, but it could lessen the number of accidents by compelling rowboats, launches, yachts and even steamers to display the proper signal lights when in the harbor.

"In the winter time the crew should have 'scooters,' which would be built for going over the ice or into the water, in order that persons falling thru the ice might be saved."

STRATHCONA'S RECORD

NEW YORK, Aug. 29.—Lord Strathcona, high commissioner of Canada, who has just started for England on the steamer Oceanic, is completing his 151st round trip across the Atlantic.

This means that when he has finished his present trip he will have made 302 voyages across the ocean.

Lord Strathcona is 80 years old and made his first ocean voyage when a child.

Oscar Hudson & Co., Chartered Accountants, 5 King W. M. 4786 135

WOMAN PLEADS "NOT GUILTY" OF MURDER

Mrs. Turner in Police Court---Dr. Pollard Gives a History of the Case.

As exclusively reported in The World yesterday, Mrs. Minnie Turner of 248 Poplar Plains-road appeared in police court yesterday charged with the murder of Rose Winter. She pleaded not guilty and was remanded until Sept. 5. Her sister, Ida Moore, and Bertha Pearsall, wanted as witnesses, were allowed out on $400 bail.

Perhaps the most valuable information in the case has been furnished to the police by a young man, the sweetheart of the dead woman. From him it was learned that when he saw the girl on Friday last she was perpetually weakening from the effects of the operation said to have been performed upon her by Mrs. Turner. Both the man and girl urged that she should be sent to an hospital, but in this they were vigorously opposed by Mrs. Turner, who declared that the doctor said she would be up on Sunday. On Sunday she was dead.

In letters written by the girl to this young man she refers to her "great sorrow."

It is said that the operation was performed by Mrs. Turner on the night of July 6. It is said that she had also previously operated with the speculum found by the police and perhaps another instrument, as yet unfound.

The story is that the woman entered the girl's bedroom, saying she was going to operate. She would allow no one to enter, and came out after a time, saying that the object had been accomplished.

The prisoners have maintained a stolid silence and have refused to give any information to the police. They have been counseled to silence by their counsel, T. C. Robinette. Nevertheless, a statement was given to The World by A. C. Bond, who is associated with the defence.

"Mrs. Turner told me that the girl came to her house a few days ago, just before she went to see her father, who was sick," he said. While Mrs. Turner was visiting her father, the deceased took sick, and when she came back she found the girl that way. She declares she did not know what was the matter with the girl.

"She then went away about two days later, and when she returned the girl was still sick, and shortly afterwards died."

"Did she say she knew anything about the probe that was found in the trunk?"

"No, she said she knew nothing about that, and that she never bought one."

It appears, according to some of the talk between Mrs. Turner and her counsel, that there was some trouble between her and Bertha Pearsall, who lived with her. "I think the trouble was over a friend that came to see Mrs. Turner," said Mr. Bond.

"The blood-stained mattress she explains as having been the one upon which her husband died of hemorrhage."

The Accused and the Victim.

Mrs. Turner was the wife of Richard Turner, who died about eight months ago. He was employed as a mailer by local newspapers. After his death Mrs. Turner removed from the home at 44 Aberdeen-avenue and has lived at 67 Rockliffe-avenue, 24 Edward-street and 47 Huntley, removing from the latter place to 248 Poplar Plains-road only a few weeks ago. She is a daughter of Mr. Moore of Maton, near Brampton, who died a few days ago, and was educated at Weston.

Rose Winter was 24 years of age, and was born in Canada, her mother having come here shortly before her

Continued on Page 7.

THE DEER PARK TRAGEDY.

ROSE WINTER.

MRS. MINNIE TURNER.