

# Coroner's Inquest to Probe Deeply the Quebec Bridge Disaster; John Flood, St. John Man, One of First to Assist in Rescue Work

### Two Bodies Ticked Up Monday in St. Lawrence

## ENGINEER'S STORY OF GREAT DISASTER

### All Going Well When the Crash Came With Bridge Fifteen Feet Clear of Water—No Doubt of Practicability of Plan.

Quebec, Sept. 18.—The first body to be recovered in the Quebec bridge disaster was found floating at noon off the pier at Strommud, a mile from the bridge site. It was that of Cyril Bernier of Levis, who was last seen jumping from the south shore cantilever arm, when the centre span crashed down into the river. The body was mangled and could be identified only by the trousers. A Levis tailor recognized them as those he made for Bernier some time ago. The coroner's inquest will be opened tomorrow, Tuesday morning, at ten-thirty, in St. Romuald. The inquest will be held in the Quebec court house.

It is the intention of the attorney-general to go into the matter deeply. The bodies of two men were seen floating with the ebb tide yesterday afternoon near Lauzon. Search is being made.

### SECOND BODY FOUND

Quebec, Sept. 18.—Another body was recovered today from the wreckage of the Quebec bridge. It is supposed to be that of A. Jourdanais, of Providence (R. I.). The body was found by J. Cadorette, of Silery, who was patrolling the river to find the body of his brother, who perished in the disaster.

The following is a technical but highly interesting description of the Quebec bridge disaster written by John Flood, son of John Flood, contractor, of this city, who is employed as an engineer at the St. Lawrence ship canal. The boat on which he was proceeding was the nearest to the bridge at the time of the tragedy and hastened to the scene, assisting in the rescue of the workmen. He himself aided in bringing one man, named McCann, out of the water.

Mr. Flood's letter follows:

St. Jean Deschamps, Que., Sept. 11, 1916.

Dear Father—I am writing you this without waiting for an answer to my last letter, because I know that by this time you will have heard of the second Quebec bridge disaster. We have just returned from the bridge site to this place to take on our sounding apparatus which we had removed for the trip to Quebec, when we will return to the scene of the disaster to sweep the centre channel for possible obstructions to navigation.

We went down to Quebec for the raising of the span on Saturday last and remained there over Sunday. In the meantime I had my assistant transferred from the detector, which was to go three miles above the site to stop navigation, to the Bellechasse—another of the fleet steel boats—which I learned was to stand by the span during the whole operation. This change proved to be a good move.

The Bellechasse left Quebec at about 2:30 a. m., at which hour we turned out, and proceeded to Silery Cove where the span had been erected and was just at that time being floated off its supports by six large "composite" acrows on the rising tide. It was bright moonlight and quite chilly, with a heavy bank of mist hanging just over the water, and at that time obscuring the stars. An anti-cipated the span floated just about 4 o'clock and was towed into deep water by two small tugs, when a fleet of larger tugs (seven with two more standing by) were put to work to handle the tow.

At this early hour the river was crowded with craft of all descriptions and sizes, crowded with spectators and as dawn approached the shore could be seen, also with its thousands of onlookers. Needless to say all large craft were kept at some considerable distance and were very official, as ours was. The object of the tugs was more to guide the floating span than for towing because by this time the tide was setting up strong.

I had recorded the exact time of all the different phases of the operation up till long after the disaster, but unfortunately I left the record aboard the Bellechasse and so will have to rely on my memory for time.

### Hoisting Apparatus

The span arrived between the two shore spans and was lashed in place to steel mooring frames slung from both the northern and southern cantilevers for this purpose. The span was firmly held below its true position at a little before 9 a. m. and the hoisting gear was then lowered and connections made.

The hoisting apparatus would have a lot of describing so I will leave you to puzzle it out from the accompanying official paper. It consists of four pairs of hydraulic jacks, each of 1,000 tons capacity, which gives a lifting power of 4,000 tons. Each pair of jacks is to raise one corner of the span and from each set to the span below are two chains. Each link of this chain is 30 feet long and made up of two bars 20 in. by 2 1/4 in. These links have large pin holes at the six feet intervals and there are to enable the weight to be taken from the jacks after each two foot lift, when the jacks will be lowered and the same operation repeated ad infinitum. As each 30 foot link passed through the jack frame it was to be removed by a crane from above; unfortunately not one was removed.

The pins connecting the chains to the southern end of the span were driven about 2:30 and those on the northern end about two minutes later. All the tugs were now removed and as the tide was falling fast the chains soon took up the slack and the span remained at the same elevation while the tide fell. At about 4:45 a. m. all weight was removed from the six acrows and the triced clear and were towed off by a few of the tugs. Our boat passed under the northern cantilever arm just before the scows cleared and it was the most magnificent sight that I have ever witnessed. Just as the acrows broke clear and the thousands of spectators could see that the central span was being held above the water by the two shore spans, there was the most deafening clamor of sound that I ever heard as all the steamboats cut loose with their whistles and the crowds on the shores and the excursion boats shouted themselves hoarse. Our boat



The picture immediately above shows the great span, floating on the scows, just after it was fixed into position, the mooring trusses at the side pulled back and the hoisting chains attached. The hydraulic jacks are seen on the lower level of the cantilever arms. The picture on the right shows the hydraulic jacks having lifted the span several feet towards its objective, while the central picture was taken after the span had disappeared in the waters of the St. Lawrence. The boat to the left of the chain is the government tug taking soundings in the channel, and finding that navigation will not be impeded by the mass of twisted metal lying 200 feet below the surface.

was never more than 1,500 feet from the bridge so we had the best possible view and I got four films of different phases.

The lifting jacks were now put in operation and the span started its ascent of about 150 feet. Everything worked as smoothly as a well oiled machine and the operation thus far had been carried on with the greatest of precision and exactly according to schedule.

A total lifting operation was calculated to take over twenty-one hours, but the boats that were there merely for slight seeing commenced to depart.

### Precautions Taken

Before the weight of the span was taken by the bridge, all the engineers and laborers who were not needed there were hoisted in elevators from the span up to the bridge and as I have the figures from one of the survivors that our boat picked up, seven men were left on his end—the north end—and about the same at the other end. Had this precaution not been taken, the loss of life would doubtless have been very heavy. There were several donkey engines and a lot of winches on the new span and these men were left there to operate them and so guide the work and prevent the span swinging with the wind. Only a few moments before the collapse we saw three more men being lowered down from above in a cage and this would set the number of men on the span at the end of about 17 or 18.

At 10:22 a. m. by my watch there was a loud crash from the southern end and without further warning the downstream corner of the southern end of the span settled a little and at the same time the top of the truss at the centre saved up-stream and then everything appeared to let go at once and the span dropped into the water. It is absolutely impossible to imagine the way the huge steel girders, some of them as much as five feet deep (exact figures not available) crumpled up like so much match-

wood. One would think that the span would drop without breaking, for any great extent, but no, when it sank in the water it was twisted up like so much lead wire. Regis Turner, who was with me, saw the top chord near the centre bend up and buckle right back upon itself. The chains and all their connections both to the cantilevers and the span remained intact but the span tore itself free from them and left them hanging and swinging like huge pendulums 150 feet long. We happened to be the nearest boat when the collapse occurred and were not much over 1,000 feet away. We immediately steamed up with all the rest of the boats and everything that could be done was done to rescue those in the water. I counted four men rescued and was told that there were at least three more. That is all we can account for but the evening papers will likely give particulars. I am afraid that most of the poor fellows never got clear of the steel and as the water is over 150 feet deep under the bridge, they had little chance.

### Saved One Man

The man we took in was named McCann, and he was working one of the engines at the time. He could tell us very little about the accident as he was weak and scared. He had three monkey wrenches—he gave me one—in his pocket and would likely have drowned as he was heavily clothed, if he had not happened to catch hold of a plank as he sank. We fixed him all up and took him ashore about three hours later and his home as he lived near the bridge and wanted to get home to his wife and family. He refused to let word of his rescue go ahead of him for some reason or other.

I got several good pictures of the rescue work, many of the bridge both before and after the collapse, and some of the boats that were standing by.

When the collapse occurred the jacks had already lifted the span through nine

lifts of two feet, of eighteen feet in all, and an accident after that was considered impossible by all the onlookers. It is a wonder that more fatalities were not killed. Some small tugs and other craft were during the night to wait alongside until the span had been raised far enough and then they had to sail out to gain the doubtful honor of being the first under the new span. Very fortunately none of these boats were engaged at the time of the disaster.

### Work of Supermen

The span that was being raised was 640 feet long, 88 feet wide and 110 feet high at the centre and weighed a little more than 5,500 tons, so you see it was a span nearly as great as the new bridge over the Reversing Falls at St. John. The dimensions of the whole bridge are stupendous and men are un-noticed on it unless one looks for them through glasses. The side chords on the bottom of the cantilevers are each large enough for six men to walk through abreast and other members are proportionately large. The bridge can be seen distinctly for a distance of fifteen miles up river and all in all it is the most impressive structure that I have ever seen. New York and Paris have structures that impress one with their height and their beauty of design, but this structure strikes one as being the work of supermen. The great weight, 90,000 tons, and the enormous span, 1,800 feet, can only be realized by those who have seen it at close range.

After the survivors had been picked up and all the wreckage searched for bodies, we and the other ship channel boats went up under the bridge and dragged weights back and forth at a depth of fifty feet to see if any portions of the steel remained to stop navigation, but found all clear. After the collapse all the boats put their flags at half-mast and all the men were taken off the shore spans. By the time we had the sweeping done there was a party of engineers in-

specting the hoisting gear on the northern cantilever and workmen were out on both spans to clear things up. Dozens of large steel cables hung broken and snarled, but otherwise there was nothing to indicate that a disaster had taken place as all the wooden wreckage had floated off or had been collected by small boats.

The two cantilevers are still undamaged and a new central span will no doubt be erected and placed as soon as possible. The cause of the collapse is a mystery to us, but we know from what we saw that the trouble started at the downstream corner at the southern end. As the hoisting gear still remains practically intact, except that it is badly twisted at the corner just mentioned, I examined it from a distance of fifteen feet just after the collapse, the fault must have been in the new span itself. I say this with reservation as it is possible that one of the jacks slipped a little and so started the motion that ended in disaster, or any of a dozen other accidents might have caused it or some one might have tampered with the span, despite the strict watch maintained.

All the engineers whom I have talked with say that the scheme as it was being carried out was all right and that it will be carried to a successful finish the next time. The bridge must and will be finished, but it does look as though the job had a jinx.

I have, as I said before, many pictures of the operation taken at different times through the day, but I am unable to send any as they are not yet finished. Will send them along, however, as soon as they are finished.

I suppose public opinion will be against the engineers in charge, but I and all the others present think that they are not to blame for this is all I can say this time, so I will close with regards to all.

As ever,  
JOHN N. FLOOD.

## THE PIPER OF LOOS

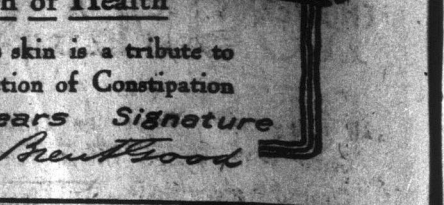


The above picture is descriptive of an incident during the battle of Loos. A Scottish regiment was sorely pressed, the enemy was attacking in overwhelming numbers, and with great ferocity. The Kilites attempted to counter, but could not and it looked as if the day were lost in that section of the line. Suddenly a piper sprang from the trench, he mounted the parapet and as coolly as on parade inflated his pipes and began one of those wild Highland strains of victory. The effect was magical, the men behind him took a new grip, their faces were set, the music sent the blood pulsating through their veins; the wall of cold steel bristled into position and then moved forward upon the enemy. The gallant piper went down piping his men to victory, but the Scotsmen taught the Hun a stinging lesson. After the charge the piper was found to be wounded seriously, but with care and attention he recovered. His gallant action was rewarded a short time later when his majesty the King pinned upon his breast a Victoria Cross, which bore the magic words, "For Valor." The boys of the 236th Kilites Battalion will have the opportunity of going into battle to the stirring strains of the pipes and this will be one of the outstanding features of Lieutenant-Colonel Guthrie's new unit. Mrs. E. Atherton Smith, now at St. Andrews-by-the-Sea, is receiving contributions toward the purchase of pipes for the Kilites.

### "I'ma Wise Old Bird"

### Flush of Health

Clear skin is a tribute to correction of Constipation bears Signature



happy pair left for a trip to Boston and other cities.

Mr. and Mrs. C. Curtis McKay and family and Mr. and Mrs. Frank E. Crosby are spending the week-end at the cottage of R. S. McKay at Markland.

T. J. O'Rourke and bride arrived home on Wednesday evening from their trip to Boston and St. John.

Miss Nellie Ewan, of the town clerk's office, is spending her vacation in Boston. Kenneth Crosby, of Dorchester (Mass.) is the guest of his sister, Mrs. Erasmus J. Baker.

Mrs. John Loneragan and son are visiting her sister, Mrs. Charles F. Brown, Halifax.

Mrs. Adelbert B. Eldridge left on Wednesday morning for D. A. B. for Halifax to visit Mrs. James Clark.

Dr. Yax Bass, of Worcester (Mass.), who has been spending a week in Yarmouth, left on Wednesday evening to return home.

Miss Blanche Sarrette, who has been spending her vacation with relatives in Cambridge (Mass.), arrived home by steamer Prince Arthur this morning.

Mr. and Mrs. R. B. White left Tuesday morning to spend the winter in Halifax.

Miss Florence Rogers is visiting Mrs. D. H. McDonald, Halifax.

Mrs. Harry Chalmers and daughter, Miss Mildred, of Scarsdale (N. Y.), are guests at the Grand Hotel.

Miss Friece C. Wyman, of Boston, arrived here on Monday morning to spend her vacation with her parents, Mr. and Mrs. L. B. Wyman.

Miss Esther Lewis left Monday morning to resume her studies at Mount Allison.

Mrs. Charles Lord, of Providence (R. I.), arrived here Monday morning, and is the guest of Miss Marion Cook, Church Hill.

Lieut. Forest Ladd, who spent the week-end with his parents, Capt. and Mrs. Fred A. Ladd, left Monday morning to return to Aldershot.

Rev. J. M. Smith, of Milton United Baptist church, is spending his vacation in Halifax.

Mrs. Henry Burdill and daughter, Miss Janie, returned on Wednesday morning from a trip to Boston.

Mrs. George Wymann and daughter, of Lynn (Mass.), were passing through on steamer Prince Arthur on Wednesday morning, and are visiting Councillor and Mrs. J. W. Grant, Clements street.

Mrs. Doris Robertson and daughter, who have been spending the summer at Markland, left on Wednesday evening to return to their home in Boston.

L. M. Robinson, of Everett (Mass.), arrived here by steamer Prince George on Wednesday morning to visit Mrs. Robinson, who is visiting her sister, Mrs. Roland Cook, Queen street.

Capt. Harry Dennis, of New York, who has been spending a fortnight with Mr. and Mrs. William G. Finchney, Central Chebogue, left on Wednesday evening to return to the above place.

Mr. and Mrs. Walter Churchill, of Brooklyn, left Thursday morning for Halifax by steamer.

J. Leslie Lovitt returned home from Boston on Wednesday morning by steamer Prince Arthur.

Percy Sergeant, yardmaster of the Halifax & South Western Railway at Yarmouth, left on Wednesday morning for Ottawa, where he will reside.

Miss Merle Bevin, of Worcester (Mass.), who has been visiting relatives and friends at Arcadia and Melbourne, returned home on Wednesday morning.

Mr. and Mrs. W. A. Godfrey left by steamer Prince George on Tuesday evening for a visit in and about Boston.

Capt. Frank W. Brackett and bride left Friday afternoon by steamer Prince George via Boston for their home in Brookline (Mass.).

Robert Huribert, of California, arrived here Wednesday morning to visit his sister, Mrs. G. E. Allen, Salem.

Capt. W. B. Butler, of Helbron, and Capt. George N. Ryder left on Wednesday evening for New York.

Miss Maria Moses left Thursday morning to spend her vacation at Annapolis.

Miss Mary Saunders and Miss Eva Larkin, of J. D. Dennis & Company, returned from St. John Thursday afternoon.

### SICK TODAY!

Indigestion of the stomach and constipation are so common with children. Mothers should know that Chamberlain's Tablets are mild and gentle, but very effective. The little folk often need a cathartic, and they do appreciate Chamberlain's Tablets instead of nauseous oils and mixtures.

### CHAMBERLAIN'S TABLETS

Good for children

You should always keep a bottle on the shelf. A little dose at night and the little folk often wake up bright and sunny in the morning. The liver is stimulated, the stomach cleansed and the bowels purified, but all safely and gently. They help break up a cold very quickly.

Get Chamberlain's Tablets at druggists, 25c, or by mail from Chamberlain Medicine Co., Toronto.

### WELL TOMORROW

### SIR SAM'S COMING WILL CAUSE STIR

Ottawa, Sept. 20.—Major General Sir Sam Hughes, accompanied by Sir Max Aiken, who has been the minister's chief confidential agent in England since the outbreak of the war, are expected to arrive in Ottawa about the end of next week. Sir Sam has not kept the government nor his headquarters here very fully informed as to his movements, but from private advices received this week it is known that he has now sailed.

What will happen when he arrives at Ottawa nobody knows. Certain it is, however, that Sir Sam will promptly assume his way in the militia department, despite the protestations made in government circles immediately after his departure last July that he would never come back to act again as minister. It is pretty certain also that Sir Sam will promptly dispense with the present parliamentary secretary and acting minister, F. B. McCurdy, whose methods are very dissimilar to those of the general. The latter will brook no divided authority, and will run things to suit himself as long as he can, regardless of cabinet, or militia council.

Sir Max's "Ax to Grind" In well-informed circles here it is hinted that one of the objects of Sir Max Aiken's visit, is to promote his aspirations for the position of Canadian high commissioner in London. Sir Max has wealth, ambition and a pushful nature. His desire to fly higher still, however, and bag the high commissioner-ship is likely to encounter some strenuous opposition on this side of the Atlantic. There are other aspirants, not the least of whom is Hon. Robert Borden, while Frederick Borden himself, it is said, would not be averse to giving up his present decidedly uncomfortable

### Dr. Cassell's Instant Relief

Liver Tonic, Antacid, Carminative, Laxative

Liver troubles and habitual constipation can be cured—but not by cathartic or purgative medicines. The only possible way is to help your system to cure itself. The only possible way is to take Dr. Cassell's Instant Relief. It is not cathartic, it is not violent, it is quite different to the coarse purgative preparations in common use. These only irritate and weaken. Dr. Cassell's Instant Relief tones and strengthens the liver and bowels, and so restores their power to do "nature's work in nature's way."

Take Dr. Cassell's Instant Relief for constipation, biliousness, liver troubles, sick headache, flatulency, acidity, heartburn, and impure blood.

Ask your Druggist for Dr. Cassell's Instant Relief and take no substitute. Price 25 cents from all Druggists and Storekeepers, or direct from the sole agents for Canada, The Canadian Medical Co., Ltd., 10, McMillan Street, Toronto. Write for a free trial.

Sole Proprietors: Dr. Cassell's Co., Ltd., Manchester, England.

### Liver Troubles, Sick Headache, and Habitual Constipation.

PROOF

"Science Officially" April 11, 1910, says: "Providence has given us the means to overcome our ailments for our ill-treatment of our natural sources, and we have them embodied in such scientific combination as Dr. Cassell's Instant Relief. We take this preparation as an example because it is so well balanced in the matter of components that it gives relief in every direction."

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