

FROLIC STORY OVER AGAIN.

**Chlorus Dumped Load of
Chinese at Gabarus.**

**Eighteen Were Arrested, and Vessel
Will Be Seized When She Arrives
At Glouce Bay**

LOUISBURG, C. B., Aug. 30.—Rivaling even the famous yacht Frolic case in its audacity, a scheme to defraud the government by smuggling Chinamen from Newfoundland, thus escaping the \$300 head tax, has been unearthed here.

In the darkness of Wednesday night, twenty Chinamen were landed at a lonely spot near Gabarus, on the southern coast of Cape Breton, and the customs authorities are searching everywhere for the Chinamen and also for the schooner Chlorus, from which they believe were landed the Chinamen. The vessel was boarded by Captain Gordon of the customs cruiser Gladiator on Thursday night, off Seaside, and was found to be in a filthy condition. Capt. Gordon was searching for smuggled liquor, and not suspecting that she had also carried Chinamen. Capt. Gordon took no action, but when he reached Louisburg and heard of a cargo of Orientals landed near Gabarus his suspicions were aroused.

"Klondike" McDonald of Glouce Bay owns the Chlorus, and the customs people have watched her movements for a long time, suspecting that she was carrying contraband liquor and cigars from St. Pierre. Some time ago the Chlorus sailed for St. John, Newfoundland, with a cargo of coal. One day through stress of weather she made harbor at St. Pierre, and after repaying she continued her passage to St. John.

A close watch was kept on her movements, and on Thursday night Capt. Gordon in the speedy cruiser Gladiator boarded the Chlorus off Seaside. Capt. Laumen of the Chlorus told a thrilling tale of the frightful gale he had met with in crossing the gulf which forced him to put into Gabarus for repairs. The vessel was taking badly and the captain reported that his mainmast had been damaged. This had been repaired at Gabarus and he had left there for another Cape Breton port. Capt. Gordon thoroughly overhauled the schooner. She was in a filthy condition, but intent only on searching for brandies and other St. Pierre contraband. Capt. Gordon never suspected that a cargo of Chinamen had been landed from her. The vessel proceeded to St. John, and Capt. Gordon came to Louisburg.

On arriving here he heard of twenty or more Chinamen having been seen at the head of Gabarus Bay yesterday morning. They were met by a team going to Gabarus yesterday, and were coming in this direction. Six of them arrived here and took the Sydney and Louisburg railway yesterday afternoon. The others are also supposed to have gone to Sydney.

The Chlorus will be seized upon her arrival at Glouce Bay and the customs authorities in all the centres are diligently searching for the contraband goods. The owner of the Chlorus has been in Gabarus for several days negotiating for the purchase of a vessel, but the negotiations have now ceased. The Chinamen were landed on Lever's beach, at the head of Gabarus Bay. The beach is over a mile long and very few people live in the immediate neighborhood.

SYDNEY, Aug. 30.—The police to-night arrested eighteen of the Chinamen who, it is supposed, were smuggled ashore by the schooner Chlorus at Gabarus, and landed them in jail here. The Gladiator also seized the Chlorus off the coast tonight and towed her to Louisburg.

AGNES THOMAS SENT UP

WALKERTON, Aug. 30.—B. B. Miller of Walkerton, police magistrate, under instructions from the attorney general, sent Agnes Thomas, of London, who shot Philip Gilbert at Walkerton during a raid on a tent occupied by Mrs. Thomas and another woman, up for trial at the assizes to be held here on September 16th, when she will be tried for manslaughter. The prisoner will have to remain in the Walkerton jail until the case is disposed of.

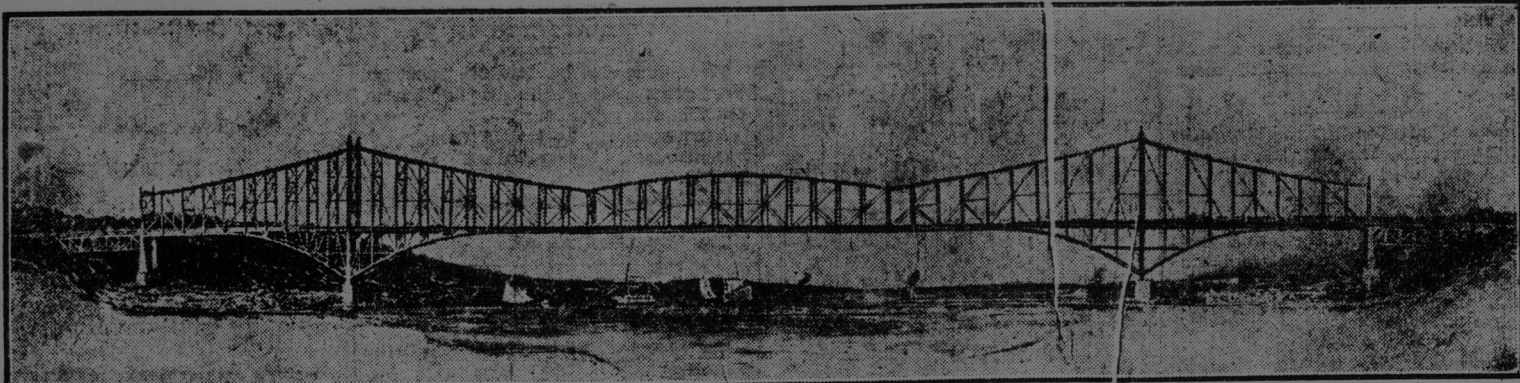
THE DIFFERENCE

Harry—Do you know the difference between capital and labor, Jack?
Harry—Well, if I loaned you twenty-five cents that would be capital, and if I tried to get it back that would be labor.

Pen-Angle

The underwear that fits perfectly, wears out slowest, and neither shrinks nor stretches, is named PEN-ANGLE, and bears this trade mark in red. Who sells it, guarantees it, in the maker's name. Made in many fabrics and styles, at various prices. Pen-Angle in form-fitting sizes for women, men and children. PEN-ANGLE Guaranteed Underwear wears best and fits better.

QUEBEC BRIDGE DEATH LIST 61; AMERICAN CONTRACTORS BLAMED



The bridge as it will appear when completed. Total length 3,600 feet, centre span 1,800 feet, Floor is 150 feet above low water. Towers 360 feet above.

OTTAWA, Aug. 30.—Hon. S. N. Parent, chairman of the National Transcontinental Railway, left this afternoon for Quebec. Mr. Parent is of the opinion that the Phoenix Company of Pennsylvania, who had contracted for the steel work had been rushing the work a little too rapidly. It may be that in pushing out the heavy car of steel which was on the bridge when it went down, some of the required rivets had not been properly fastened and this may have caused the collapse. However, it is a matter which will be definitely ascertained at the official inquiry. It is stated that there was given an indication that this part of the bridge was under heavy strain, as one of the heavy chain cables was twisted. Mr. Parent says that the responsibility of the disaster rests on the Phoenix Company, and that they will also have to meet all losses. He estimates the loss of money through the failure of the bridge at about a million dollars. This may be increased by heavy damages to the relatives of those who lost their lives. In all, he estimates that the money loss will reach a million and a half. Others put the loss as high as two millions. Mr. Parent is president of the Quebec Bridge Company which undertook the enterprise of having the Quebec bridge erected.

The department of marine and fisheries was advised this morning by the agent in Quebec that the ship channel will in no way be interfered with by reason of the collapse of the Quebec bridge. The bridge fell into one hundred and forty feet of water on the south shore. It is not even necessary to place a buoy for the safety of navigation.

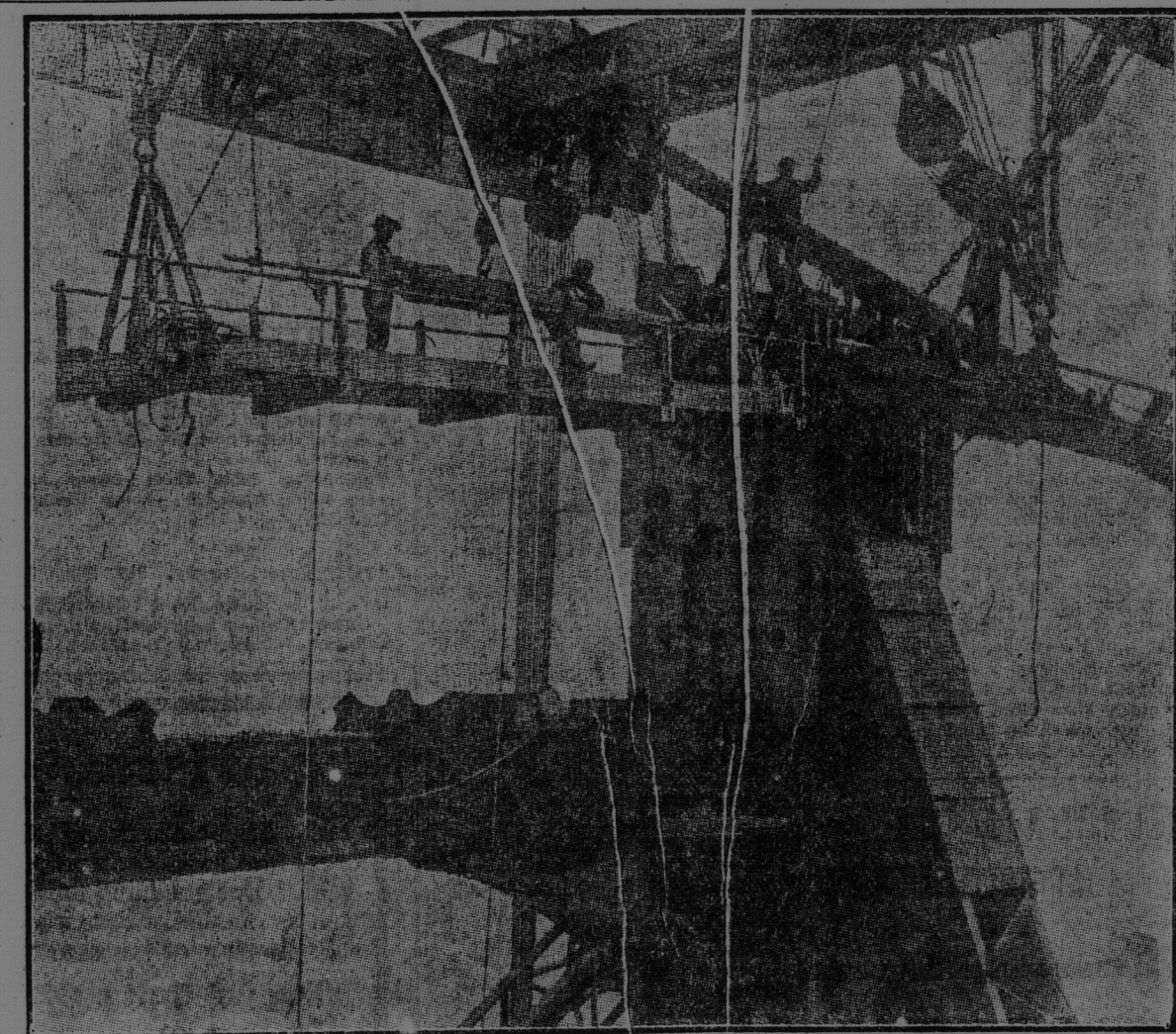
As the scene of the catastrophe is seven miles from the city little could be done during last night. It was evident that many who are now dead lived for a while after the accident, but while they were entangled in the iron it was impossible to reach them. At daybreak this morning a gruesome spectacle was revealed. Part of the iron work was visible above the water line but the greater part of it had disappeared below. Soundings that were taken at nine o'clock this morning showed that the portion extending into the deep water pier rested in a depth of thirty-nine feet of water. The channel in consequence was not in any way interfered with and steamers are passing up and down the channel as usual.

M. P. Davis, who built the abutments, was on the superstructure last night shortly before the accident, but fortunately went ashore about five o'clock. An hour later he was informed of the disaster and he forthwith proceeded to the scene. He stated emphatically this morning that not a single abutment budged an inch, and that the responsibility of the accident did not rest on the masonry work. What really was the cause of the catastrophe is the question that is on every lip.

Steamer Had Just Passed

The steamer Glenmount Captain Muir, en route from Montreal to Sydney, was close to the bridge when it collapsed. Pilot David Perreault, who was piloting the steamer, said the vessel had just passed the bridge when there was a tremendous upheaval of water in the river, some of it breaking over the vessel. For about ten minutes it was impossible to see anything in the direction of the bridge owing to the spray and clouds of dust from the fallen structure. When Capt. Muir saw what had occurred he ordered the steamer to be put about and went over as near as possible to the bridge piers. He then lowered his boats in the hope of picking up some of the unfortunate men who were carried down by the structure. Although they roved around for some time they did not pick anybody up. The noise made by the falling bridge was really awe inspiring.

There were, however, some remarkable escapes. One man, whose name could not be ascertained, was seen to dive from the lower part of the cage burned about the legs. After leaving the schooner the crew headed for the land and reached Port Mouton about noon.



This view shows men at work on extremity of the great span, driving the main top center pin, 375 feet above the water.

where he was at work when the bridge began to give away and swim ashore without injury.

On the arrival of Hon. S. N. Parent, president of the Bridge Company, who is expected today, a meeting of the company's directors will be held to consider the situation.

Investigation Ordered

In addition to this work was received here today that the government had taken prompt action to secure a thorough investigation. Into the accident and appointed Mr. J. Butler, Deputy Minister of Railways and Canals, Collingwood Schreiber, consulting engineer of the same department and Mr. Holgate, consulting engineer of Montreal, a special committee to conduct the investigation. The date of their first meeting has not yet been announced, but it is expected that they will start their work without delay, as the investigation is likely to prove a lengthy affair and the final verdict of the coroner's inquest will probably depend upon the committee's finding report.

Mr. Hoare, of the company's engineering staff, today denied the report made by men on the bridge that there had been any previous signs of weakness. Mr. Hoare stated that the engineers had inspected the work daily and kept themselves abreast of the progress of the work, but that at no time was there any sign of the approach of such a terrible collapse as occurred yesterday. Whoever is responsible for the disaster will undoubtedly be called to account, as not only the government, but the Quebec Bridge Co. and the Phoenix Bridge Co. will also conduct careful and independent examinations into the matter.

A. B. Birks, the young engineer of the company who met his death while examining the work on the bridge, was very well known in Montreal and Quebec. He was a nephew of Henry Birks, the well known Montreal jeweller, and a brother of Mrs. James N. Laing of Montreal. Mr. Birks was born at Peoria, Ill., and is a son of John Birks, an elder brother of Henry Birks, and was educated as an engineer at the Boston School of Technology.

A telephone message received late this evening from the bridge works stated that two more unidentified bodies had been recovered, making in all eighteen taken out of the wreck to date.

Although the search for the bodies was kept up by the remaining employees of the company all last night and today the work proved useless, save that the one body already mentioned was found in the wreck not far from the shore. It is thought by the officials of the company that there will be great difficulty in securing the rest of the bodies, as the probability is that most of them are tangled in the broken girders and cables, and as most of the men were working at the extreme end of the bridge they were thus pinned down by the heavy wreckage under about two hundred feet of water, so that it will be a very difficult thing to get them out. It was proposed this afternoon to use dynamite in an effort to bring the bodies to the surface, but this was abandoned until the arrival of a number of officials of the bridge company from Pennsylvania, who will arrive tomorrow. These will include John Stirling Dennie, chief engineer of the company; A. W. Milligan, superintendent of construction, and Z. Schlapp, the architect who devised the plans for the bridge.

A practical engineer gave it as his opinion this morning that the real cause was the weakness of the superstructure between the anchor piers and the deep-water pier. It was between these two abutments that the iron work first lifted, due to the preponderant weight of the section which extended nine hundred feet from the deep-water pier over the river. It was stated by some workmen this morning that for some time past fear had been entertained by those engaged in the perilous work, that such a catastrophe would occur, for they considered that the extension from the deep-water pier was too weighty to be supported by that section of the inside pier, and that the day before yesterday several men had heard rivets creak. Some of them did not return to work yesterday through fear, but others thought that the creaking of the rivets merely meant the settling down

into position of the massive structure. However, a minute examination will be conducted and the exact cause will be learned shortly.

Another Remarkable Escape

Another remarkable escape was that of the driver of a locomotive engine named Jess, who was at the extremity of the trestle work when it went down. He and his fireman went down in the engine which slid along the falling iron work into the river. He managed, however, to free himself from his cab and was rescued, but his fireman was pinned down by the engine and seen no more. Jess, who had one of his ribs as well as an arm hurt, spared no time to attend to his injuries, but went immediately to the assistance of those engaged in the work of life saving and worked with gallant heroism to aid in the rescue of the other victims.

Jess said that he was on the engine, running out on the bridge, and when out some distance he felt a shock and immediately shut off steam, but the engine kept on running and ran right into the water. Jess stuck to his cab, to his post, being too paralyzed, he said, to do otherwise. He went right down to the bottom of the river and was picked up some 300 yards down stream.

Earl Grey, Sir Wilfrid, and Mayor Sears Condoled With Quebec

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The Young Men's Man

ALD. HANLON OF FREDERICTON DEAD.

Succumbed to Effects of Operation for Cancer—Miss Ethel Beekwith Died in Easton

FREDERICTON, N. B., Aug. 30.—The death occurred at the Victoria Hospital at 4 o'clock this afternoon of Alderman J. D. Hanlon, one of Fredericton's best known and most respected citizens. His death was most sudden and unexpected and was the result of an operation performed for internal trouble.

Mr. Hanlon had been a sufferer for some months past from stomach complaint, but only about a week ago he consulted his physician, Dr. Atherton. The latter diagnosed the case as cancer, and though holding out little hope, advised an operation.

The deceased was about the street as usual yesterday and today went to the hospital, where he underwent an operation in the hands of Dr. Atherton, assisted by Dr. McMurtry. The operation was successful so far as removing the seat of trouble was concerned, but the patient failed to rally, and passed away at the hour of four o'clock.

Alderman Hanlon was 57 years of age and for the past two years had represented Carleton ward at the city council. He was chairman of the city hall and alms house committees, and was considered one of the best aldermen that the city has had in years. In business he was an undertaker, and in music circles occupied a foremost place, being the leader of Hanlon's well-known orchestra.

STAR WANT ADS. BRING RESULTS

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MONCTON MAN DROPS DEAD.

Focus Le Blanc Night Watchman at I. C. R. Shops Collapsed While Talking to Friend

MONCTON, Aug. 30.—Standing in conversation with an acquaintance just outside the door of the city market, Focus Le Blanc collapsed and fell dead, shortly before two o'clock this afternoon. A sudden attack of heart failure was the cause. Le Blanc was night watchman in the I. C. R. shops, and had been on duty of late as usual. He left his home shortly after noon today apparently enjoying his usual good health. He was well known as a horse lover and seeing Robert Johnson, a prominent horse dealer, called out to him that he wished a moment's conversation. Johnson was joined by the deceased man who had spoken only a couple of words when his legs seemed to give way beneath him and he sank to the sidewalk dead. The deceased was about fifty years of age and is survived by a widow and several children. He was a native of Kent county but had lived in Moncton for several years.

Dr. Myers in conducting an inquiry this afternoon, found that Mr. Le Blanc had been seized with a fainting spell about three weeks ago, but when he had eaten dinner today did not complain about the state of his health.

BORDEN AT THREE RIVERS.

THREE RIVERS, Que., Aug. 30.—R. L. Borden was given a fine reception here today, five thousand people being present when he arose to address the gathering in the public park. The meeting was most successful.

ITEMS OF INTEREST.

The first of the modern bank notes were made in China about the year 1600 A. D.

Blood in its natural state contains a surprising amount of pure air, amounting to nearly seven-eighths of its entire bulk.

The honey of the snail-dragon cannot be extracted by the common bee, which has not weight enough to pull down the lower jaw of this curious flower. Only the bumblebee has access to the interior.

The first trapdoor was made by a species of African spider which has its nest in the ground and closes the entrance by means of a trapdoor opening outwards and covered with bits of earth and grass in order to escape observation.

CATHOLIC PRELATE DEAD

BOSTON, Aug. 30.—Death came shortly before nine o'clock to the Most Rev. John J. Williams, archbishop of the Boston diocese, dean of the hierarchy of the Roman Catholic Church in America, and for a generation or more the spiritual head of that faith in New England.

Dr. Corsets

Modelled upon scientific principles a series of curves of grace and elegance is comprised in every pair of D. & A. Corsets. You can buy a "D. & A." at various intermediate prices ranging from \$1.00 to \$6.00. Are Fashionable Models.

The German Empress, who was injured while playing tennis at Wilhelmshöhe.

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