

THE HERALD

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JAMES MOISAAC
Editor & Proprietor

Please don't delay your
Subscriptions for 1907. We
shall esteem it a great
favor if you remit now.

Thus far in this year of Canada,
Mr. Borden, Leader of the Op-
position, has fulfilled his engage-
ments in Nova Scotia, New Brun-
swick and a portion of Quebec.
From the opening meeting at
Halifax, where he unfolded the
platform of the Liberal Conserva-
tive party, he has addressed
overflowing, enthusiastic audiences
wherever he has spoken. There
is nothing sensational in Mr. Bor-
den's addresses; there is no appeal
to the passions; he addresses his
arguments to the intelligence and
reason of his hearers. His plain
and logical exposition of the prin-
ciples by which the Conservative
party is to be guided, and his un-
sparing condemnation of the reck-
less and scandalous mal-adminis-
tration of the Laurier Govern-
ment have been admirably received,
and have found a responsive echo
in the breasts of his listeners at
these great public meetings.

The policy and platform of the
Liberal Conservative party, as
propounded and laid down by Mr.
Borden, has appealed in a most
extraordinary manner to the
reason and common sense of all
fair minded men. How could it
be otherwise? It is sufficiently
comprehensive to embrace about
all the essentials of a broad
national policy, and its component
parts are, generally speaking, so
eminently practical in character
as to offer little difficulty in their
application. It would be almost
unreasonable to expect that such
a declaration of public policy
could be made, by any leader
of any party, without arousing strong
opposition, and even strenuous
antagonism in some quarters. In
this case, however, the voice of
criticism is almost hushed, and
Mr. Borden's political opponents,
for the most part, are forced to
admit the excellence of the platform
laid down by him. It is not
wonderful to find a few Conserva-
tive papers taking issue, moder-
ately, with Mr. Borden on a few
minor points of his platform. In
thus acting these papers are not
opposing the Leader, but simply
exercising their right of calling
attention to the fact that they
are not quite convinced that such
and such phases of the platform
are, in their opinion, the best that
could be propounded. This only
proves that, while the plat-
form is indeed excellent, it may
not be perfection. Scarcely any
stronger argument in favor of Mr.
Borden's platform could be ad-
vanced than the attitude assumed
by the Government press. The
only attempt they make at criticism
is to publish some detached
sentences, snatched from a few
conservative papers that may have
agreed to differ from a point here
and there in the Leaders platform.

At the Conservative Convention
held at Cardigan Bridge on Sat-
urday last, Mr. W. A. O. Morson,
Barrister, and Mr. John A. Mc-
Donald, merchant of Cardigan,
were nominated as the Opposition
standard bearers for that district
at the next general election for
the Legislative Assembly.

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DIED
In this city on the 30th inst., John
Connolly aged 87 years. May his
soul rest in peace.
In this city on the 30th inst., Louis
Cavanagh aged 80 years. May his
soul rest in peace.
In this city on the 30th inst., Mary,
widow of James Handrahan aged
83 years, may her soul rest in peace.

The attitude assumed by the
Government papers towards Mr.
Foster shows what a dread our
Grit friends have of that gentle-
man. That is not very much to
be wondered at; for no man in
Canada is better able to unmask
and hold up to public scorn the
political hypocrisy of the Grits.
The Liberals do not, they dare
not, make any charge of public
wrongdoing against Mr. Foster,
but they keep on and singling
and, by means of insinuation and
intended, attempt to injure him
in public estimation. Mr. Foster,
nevertheless, is getting in his work
against the Grits. He spoke with
Mr. Borden at one of his Nova
Scotia meetings and he is now
holding a series of meetings in
that Province. Every where he
goes he is greeted with large
crowds of people, and his masterly
addresses are listened to with the
greatest respect and attention.
When through in Nova Scotia,
Mr. Foster intends to continue a
like campaign in New Brunswick.
This is an excellent arrangement,
as Mr. Borden, having to visit all
parts of the Dominion, can only
address a limited number of meet-
ings in each Province. Mr. Fow-
ler of New Brunswick is another
man our Grit friends do not like.
But, as in Mr. Foster's case, they
dare not bring any charge against

him. He spoke at Mr. Borden's
meeting at St. John and was ac-
corded a splendid hearing. He has
a way of bluntly saying what he
believes to be true and this plain
speaking of his was the means of
driving one rotten Minister out of
the Laurier Cabinet, and it is hard
to say how many more of the
same class he might slay if put to
the test. Hence this Grit enmity.

Sir Wilfrid has at last called to
his cabinet new Ministers of
Railways and Public Works. Mr.
Pugsley, of St. John, contrary to
general expectation, has been as-
signed to the Public Works de-
partment and Mr. Graham, of
Ontario, has been made Minister
of Railways. Neither of these
gentlemen now occupies a seat in
the House of Commons; so that
Sir Wilfrid must have considered
no one of his supporters in Par-
liament, from either of these Pro-
vinces, worthy to be elevated to a
seat in the Cabinet. As is ad-
mirably narrated by our Ottawa
correspondent, Mr. Graham and
Mr. Pugsley possess several qual-
ifications that are common to both
of them. Mr. Graham was taken
into the Ross Cabinet in Ontario
a short time before the downfall of
that government, and Mr. Pugsley
has recently resigned the leader-
ship of the New Brunswick Govern-
ment, which is said to be totter-
ing to its fall. Mr. Pugsley's
desire for lavish expenditure of
public money will surely be gratified
in a department that spends
nine millions a year. The different
qualifications of the two new
ministers are graphically describ-
ed in our Ottawa letter, which we
recommend to the careful perusal
of our readers.

Mr. Richard Hunt, a most prom-
inent citizen of Summerside, died
at his home yesterday morning,
aged 74 years. Mr. Hunt was a
native of St. Eleanor's, and re-
moved to Summerside in early life,
where he held many important
and responsible positions. He
was High Sheriff of Prince County
for many years, and was elected
Mayor of Summerside for seven
consecutive years. In 1891 he
was a Conservative candidate, with
the late Governor Howland, for the
House of Commons. The Conser-
vatives were not successful on that
occasion. He subsequently be-
came postmaster at Summerside;
but in 1896 he resigned office and
again entered politics, as the
Conservative candidate in East
Prince, against the present Senator
Yeo. He was unsuccessful in this
election, and shortly afterwards
retired from public life. In later
years he was United States Con-
sular agent at Summerside. Mr.
Hunt was a man of ability and a
public spirited citizen, always
alive to the interests of his town
and country. He leaves to mourn
a widow, two sons and four
daughters.

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Ottawa Weekly Letter.

NEW MINISTERS.
THEIR PREVIOUS
CAREER.

MR. BORDEN'S CAM-
PAIGN.

QUEBEC BRIDGE DIS-
ASTER.

Ottawa, August 31, 1907.
At last Sir Wilfrid Laurier has
succeeded in making temporary
repairs to his Cabinet. In place
of Mr. Hyman he has George P.
Graham M. P. P. formerly of the
Ross administration in Ontario.
In succession to Mr. Emmerson
he takes William Pugsley, M. P.
formerly Premier and Attorney-
General of New Brunswick. But
Mr. Pugsley takes Mr. Hyman's
office while the railway depart-
ment goes to the Ontario man.
Mr. Graham has not been a suc-
cessful leader of the feeble opposi-
tion to the Whitney Government,
and Mr. Pugsley leaves the New
Brunswick administration in a
precarious position and the Pro-
vincial Treasury in a most un-
happy state. It is rather ominous
that the Ontario politician who
was called to the Ross Govern-
ment shortly before its wreck,
and the politician who has been
chiefly instrumental in bringing
New Brunswick administration to
its present condition of infir-
mity should be summoned by Sir
Wilfrid Laurier to be with his
administration in its dying hours.
MR. GRAHAM AS A ROSS
GOVERNMENT SUPPORTER.
Mr. Graham has a record in
federal and Provincial politics. As
a Provincial politician he sat
through several terms supporting,
either blindly, or with guilty
knowledge, many acts which
disgraced the Provincial adminis-
tration and upholding the machine
which kept it in power. The
ballot switchers, the perjurors, the
campaign criminals who moved
from riding to riding with their
election devices, with their bogus
and many named travelling re-
turning officers, their cargoes of
imported persons, their bogus
ballots, their trick ballot boxes,
their waxed thumb nails and
other animate and inanimate
machinery, met no efficient dis-
couragement from Mr. Graham so
far as the record goes. His steady
support met with its reward when
Mr. Ross called him to the Cab-
inet shortly before he went to the
country to meet disaster.

AS OPPOSITION LEADER.
When Mr. Ross resigned the op-
position leadership to seek repose
and forgetfulness in the Senate
the remains of his party made Mr.
Graham their leader. Some of
the Ex-Ministers had been defeat-
ed, some had been too long and
obviously associated with scandals
to be called to the command. Mr.
Graham had been in the Ministry
only a short time and could not
be officially connected with so
many administration offences as
his colleagues. The choice fell
upon him. Probably he has done
as well as anyone else. But there
are opposition Members in the
Legislature who do not think so,
and various rumors of a change
in leadership have gone out. The
discontented have now their op-
portunity to make a change, and
Mr. Graham will be rejoiced to
escape the Provincial arena, in
which there is little to which he
could look back with satisfaction
and nothing to which he could
look forward with hope.

MR. GRAHAM AS FEDERAL
ORGANIZER.
Mr. Graham has had a hand in
Dominion politics. He was placed
in command of the Eastern Ontario
district in the Dominion election of
1904. Five years before, the Brock
ville seat had been stolen by a
ballot switching conspiracy and Mr.
Graham would be able to influence the
party machine against repeating the
performance within his jurisdiction.
Eastern Ontario in 1904 did not give
much comfort to the Laurier Govern-
ment, but it was the scene of the
most audacious criminal election con-
spiracy ever recorded in Canada.
The attempt to steal the elections in
Frontenac and West Hastings by
means of trick ballot boxes is not
forgotten. Two candidates of the
Laurier party, campaigning under
Mr. Graham's supervision, were personally
concerned in the conspiracy and one
of them seems to have been the or-
ganizer. Both went into exile when
the plot was discovered, one of them
jumping his bail and the other es-
caping arrest. No less than twenty
ballot boxes, made for the purpose at
Watertown, New York, by order
from Kingston, were imported into
the two ridings, some of them con-
signed to the conspirators as bee
hives. They were to be substituted
for the regular boxes and contained a

device by which the deputy returning
officer, moving the handle, could
throw a Conservative ballot into a
compartment which retained it, the
officer at a later stage substituting a
Grit ballot. Thus twenty returning
officers appointed by Government
patronage were to be parties to the
crime.

MR. PUGSLEY'S SPECIALTIVE
FRIENDS. The government took
pains to make a large grant to this
company to be paid when it should
have extended the line to Gibson,
put the line in first-class condition,
equipped the whole road, and estab-
lished at a coal field on the line
mechanical and plant producing a
definite quantity of coal per
month. Not a dollar was to be
paid until all this was completed.
Yet through amendments adopted by a
subservient Legislature, and through
authorized acts of Government, the
whole amount had been paid in a
few years, though the extension to
the St. John River had not been
completed, and the promoters had
done nothing towards the develop-
ment of the coal mines while the old
road was unsafe for traffic and almost
without equipment. The speculators
shook the enterprise after receiving
public money and the Government
was obliged to take over what was
supposed to be the friends of Govern-
ment who received these subsidies
never put a dollar of their
own into the enterprise, though they
have taken a good deal of public
money out of them. What was Mr.
Pugsley's own relation to these operations
is uncertain. He has been engaged
an solicitor in connection with both
of them, and seems to have been a
director or incorporator of one.

Most Shocking Dis-
aster.

One of the most shocking disasters
possible to imagine occurred near
Quebec city on Thursday afternoon
last when the great Quebec bridge
collapsed and now the vast
mass of steel work lies a tangled
wreck across the St. Lawrence
Channel. So far as can be estimated
seventy-five men lost their lives
in the disaster. The bridge fell
exactly at twenty-three minutes to
six, just as many of the workmen
were preparing to leave. It was
known, however, immediately
afterwards in wiping out the lives of
the men employed on it that very little
is known as to how it happened.
And those who are so completely
debauched by the horror of the situation
that they can do little to aid the
situation. It was the southern
extension of the bridge which
collapsed and this was rapidly
near the zenith of the immense steel
arch which was to span the river.
For eight hundred feet from the
river the massive steel structure
rested on an angle, with no supports
but the pier from the shore and one
pier erected in the river, a hundred
or two feet from the shore, while
the outward extremity was 150 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,
sliding at first then falling in a
plunging crash, which was plainly
heard in Quebec and about the
whole country. It was said that
the inhabitants rushed out of their
houses, thinking that an earthquake
had occurred. At the time of the
catastrophe it is estimated that
there were 60 men working on
the bridge, 10 of whom were killed
and many others injured. The
bridge had been taken out and
sixty are still missing. Some have
probably been swept away by the
tide; but likely the greater number
are held fast in the debris at the
bottom of the river. The deaths
were from suffocation or drowning
by the falling girders. The awful
completeness of the catastrophe
seems to have paralyzed the
sensibilities of everybody near the
place. There is scarcely a family in
the village of St. Roman and New
Liverpool which has not been
bereaved, while in some cases
five or six of a single family have
been killed. Driving through the
vicinity of the bridge the scene of
almost every house is heard, the
screams of lamentation of women.
There was nothing of an untoward
nature reported that could give
the slightest indication during
the past few days that the high
structure was in a dangerous
condition. It was built on a
solid foundation and it had not
seem possible that it could be
taken down. Whether it was caused
by a defect in the materials or
by an error in the calculations
of the architect is a mere matter
of conjecture. The one certain fact
is that where the bridge fell there
was almost the half of the
bridge that was to have been one
of the engineering wonders of the
world, with a small army of
mechanics and workmen, there
is nothing now but a mass of
twisted iron and steel wreckage
and a terrible number of corpses
floating down the river, or crushed
between the fallen girders. The
bones of the men who were so
scattered, crushed and broken
until they can scarcely be recognized.
One of the men was taken from the
bridge alive and he was so frightfully
injured that he died a few minutes
after being taken to his home.
Work was going on as usual
when the disaster occurred. The
men were employed in placing the
immense steel in position. In his
work a track had been laid on the
bridge, and an engine with freight
cars and several heavy moving
cranes was employed in getting
the steel into position. The engine
was seen to start out for the end
of the bridge with a load of steel,
and as it approached the first
premises of disaster was experienced
by the engine driver, who felt his
engine jerk. He at once attempted
to stop. The outward end of the
structure literally ducked a little,
and a moment later the bridge
collapsed. This much has been
gathered from the engineer, who
had by a marvellous chance
escaped the general destruction.
He fell with his engine as the
bridge gave way, but is not able
to say how he escaped. He was
picked up by a boat, and became
unconscious. When he recovered
his senses knew little beyond the
fact that he felt the bridge go
and knew he was falling. When
he returned to consciousness he
was on shore. The rest of his
crew were still in the river.

It was stated by many working
on the bridge that the trouble was
caused by the anchor pier giving
way under the tremendous strain.
This is the opinion of the masonry
structure which takes the strain of
the weight on the shore. There are
others further out which assist in
the work, but it is stated that these
are in good condition, and though
the bridge has fallen around the
pier, it was not the pier which
gave way. This is the opinion of
the engineer, who had by a
marvellous chance escaped the
general destruction. He fell with
his engine as the bridge gave way,
but is not able to say how he
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Several of the officials of the
Phoenix Bridge Company of
Prenanville, which was constructing
the bridge, lost their lives. Among
these were B. A. Yansell, general
foreman; Mr. Burke, the chief
engineer, who had walked out on
the bridge just before it collapsed,
and Jim Forbes, manager John
Worley and Jim Jibao.

The Quebec bridge was remarkable
in that it was the longest single
span cantilever bridge in the world,
the length of the span in the
centre being 1600 feet, or 200
feet longer than that of the
Firth of Forth bridge, at present the longest
single span bridge. There is no
bridge across the St. Lawrence
below Montreal. At Quebec all
traffic had to be ferried across
the river. This expense being
held responsible for the failure of
Quebec city to grow, a number
of that city's leading business
men had chartered from the
Dominion government to build
across the St. Lawrence. A
subsidy of a million dollars
was secured from the Dominion
government, and another of
\$300,000 from the government of
the province of Quebec.
gave a grant of \$200,000. In
addition the government agreed
to guarantee the bonds of the
company up to \$7,000,000.
Under this agreement construction
has been steadily proceeding.
There are to be two approach
spans to

MEMBERS PASSED OVER.
Either Mr. Emmerson has given
up the task of vindicating himself
or Sir Wilfrid has decided to wait
longer the completion of the
process. The New Brunswick
portfolio has gone elsewhere
and Mr. Emmerson is practically
out of public life. While Government
supporters in Parliament have
been rather impudently declaring
that the Conservative party is
without material to form a
government Sir Wilfrid Laurier
has passed opinion upon his own
following in the House. He was
not able to find in the rank of his
Parliamentary supporters a man
whom he thought worthy to fill
either of the vacant positions in
the cabinet.

GRAT CONSERVATIVE MEETINGS.
While Sir Wilfrid has been
struggling to make his cabinet
presentable Mr. Borden and his
friends have held remarkably
successful and enthusiastic
meetings in Eastern Canada. The
Halifax gathering was described
even by Liberal journals as one of
the largest and finest ever held
at the Nova Scotia capital. At
Gloucester Bay the opposition
leader and others addressed the
largest political gatherings ever
seen in Cape Breton. At
Middleton, the hall where the
meeting was called could only
hold a fraction of the audience
and the meeting was adjourned
to the open air. St. John people
crowded the largest hall in the
city and many failed to obtain
admission. The same thing
happened in Newcastle, N. B.,
though the town is justly proud
of its public hall. The meeting
in Quebec city was attended by
thousands. Mr. Bergeron, M. P.,
with Mr. Borden in his lower
provinces meetings. Mr. F. who
speaks at Middleton with Mr.
Borden, has addressed other
gatherings in Nova Scotia, and
is to speak in New Brunswick.
Every where the Conservative
platform and the Conservative
speakers have had receptions
which plainly show that the
tide is turning in their favor.

THE BILL OF EXTRAS.

The Attorney-General of New
Brunswick has the modest official
salary of \$2,400 a year. Mr. Pugsley
in that position has regularly
obtained from the Treasury for
his services annual payments
ranging from \$7,500 to \$10,000 a
year, the extras amounting to two
or three times the salary. It was
never quite clear what he did for
his stated salary since a large part
of his legal services in the province
were paid for in fees such as a
leader of the bar might expect
if he were in private life. When
he came to Ottawa on affairs of
the province he received a legal
fee, when he went to the Privy
Council to argue a public case, he
received a counsel's reward. He
settled the succession tax on
when wealthy men died and took
five per cent of the proceeds as his
fee. When Mr. Pugsley was a
member of the committee of the
house not holding office charges
were made that the government
was paying two prices for steel
highway bridges. Mr. Pugsley
appeared before the committee
as counsel for the government and
was paid by the Treasury a
high daily fee. Having a govern-
ment majority on the committee
he secured a verdict, and then
went into the Legislature as a
member to speak and vote for
the majority report. During his
time of service as Provincial
minister Mr. Pugsley continued
his private practice which was
probably the largest and most
remunerative of the province.

HOW HE LEAVES THE PROVINCE.
When Mr. Pugsley left the
Provincial Government there were
large financial obligations coming
due. At last winter he secured
a loan of \$100,000 which could
be borrowed easily at three and
a half per cent. Meanwhile a
large part of it was floating in
the banks. Since then the banks
have declined to make further
advances and demanded repay-
ment of overdrafts. In consequence
the new Premier has been obliged
to float a loan of \$100,000 at the
highest rate of interest paid by a
Canadian province or any loan
floating during the last ten years
and more. Mr. Pugsley has
evidently made his escape at the
right moment for himself. He does
not get the Railway Department
as was the original intention, but
become Minister of Public Works,
which department last year
expended over nine million dollars.
This will give him a fair opportunity
to exercise his remarkable gifts
as a distributor of public funds.

AS A CANDIDATE IN THE
PAST.
When Mr. Pugsley was last a
candidate for the House of
Commons he ran as an independent.
This was in 1896 when the fortunes
of the Conservatives were doubtful.
He had been a candidate for the
Conservative party in King's
county in support of the Tupper
administration and had held
meetings all over the county in
opposition to the dissolution of the
House he withdrew his name.
The meeting in Quebec city was
attended by thousands. Mr.
Bergeron, M. P., with Mr. Borden
in his lower provinces meetings.
Mr. F. who speaks at Middleton
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A RECKLESS ADMINISTRATOR.
Mr. Pugsley's record as an
administrator does not encourage the
hope of reform or economy in his
department. When he entered the
provincial administration the
finances were sound and the
debt small. He leaves the Province
with a debt perhaps larger than that
of any other province in proportion
to public income. With a small
revenue the Province has found its
debts increased so that large addi-
tions have been made every year to
the permanent debt in order to
meet the ordinary current
expenditure. In addition large
and imprudent capital outlays
have been made. For example,
the Central Railway, built
materially by provincial and
local subsidies passed into the hands of

PROWSE BROS., Ltd. | PROWSE BROS., Ltd
12 Days of Wonderful Bargains
DESPITE the late spring and back-
ward weather the season now
about to close has been the most
successful in this store's history. We
are going to wind it up with a
rush—with a short season of the
swiftest sort of selling! Commencing
Monday, August 12th, and ending
August 24th, we will give discounts
of 20 to 50 per cent. throughout
every department of this great store.
When it is remembered what a
wonderful variety of goods are
carried here it will be clearly seen
that the present sale affords a
splendid opportunity for saving
on purchases of almost every sort.

Most Shocking Dis-
aster.

One of the most shocking disasters
possible to imagine occurred near
Quebec city on Thursday afternoon
last when the great Quebec bridge
collapsed and now the vast
mass of steel work lies a tangled
wreck across the St. Lawrence
Channel. So far as can be estimated
seventy-five men lost their lives
in the disaster. The bridge fell
exactly at twenty-three minutes to
six, just as many of the workmen
were preparing to leave. It was
known, however, immediately
afterwards in wiping out the lives of
the men employed on it that very little
is known as to how it happened.
And those who are so completely
debauched by the horror of the situation
that they can do little to aid the
situation. It was the southern
extension of the bridge which
collapsed and this was rapidly
near the zenith of the immense steel
arch which was to span the river.
For eight hundred feet from the
river the massive steel structure
rested on an angle, with no supports
but the pier from the shore and one
pier erected in the river, a hundred
or two feet from the shore, while
the outward extremity was 150 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,
sliding at first then falling in a
plunging crash, which was plainly
heard in Quebec and about the
whole country. It was said that
the inhabitants rushed out of their
houses, thinking that an earthquake
had occurred. At the time of the
catastrophe it is estimated that
there were 60 men working on
the bridge, 10 of whom were killed
and many others injured. The
bridge had been taken out and
sixty are still missing. Some have
probably been swept away by the
tide; but likely the greater number
are held fast in the debris at the
bottom of the river. The deaths
were from suffocation or drowning
by the falling girders. The awful
completeness of the catastrophe
seems to have paralyzed the
sensibilities of everybody near the
place. There is scarcely a family in
the village of St. Roman and New
Liverpool which has not been
bereaved, while in some cases
five or six of a single family have
been killed. Driving through the
vicinity of the bridge the scene of
almost every house is heard, the
screams of lamentation of women.
There was nothing of an untoward
nature reported that could give
the slightest indication during
the past few days that the high
structure was in a dangerous
condition. It was built on a
solid foundation and it had not
seem possible that it could be
taken down. Whether it was caused
by a defect in the materials or
by an error in the calculations
of the architect is a mere matter
of conjecture. The one certain fact
is that where the bridge fell there
was almost the half of the
bridge that was to have been one
of the engineering wonders of the
world, with a small army of
mechanics and workmen, there
is nothing now but a mass of
twisted iron and steel wreckage
and a terrible number of corpses
floating down the river, or crushed
between the fallen girders. The
bones of the men who were so
scattered, crushed and broken
until they can scarcely be recognized.
One of the men was taken from the
bridge alive and he was so frightfully
injured that he died a few minutes
after being taken to his home.
Work was going on as usual
when the disaster occurred. The
men were employed in placing the
immense steel in position. In his
work a track had been laid on the
bridge, and an engine with freight
cars and several heavy moving
cranes was employed in getting
the steel into position. The engine
was seen to start out for the end
of the bridge with a load of steel,
and as it approached the first
premises of disaster was experienced
by the engine driver, who felt his
engine jerk. He at once attempted
to stop. The outward end of the
structure literally ducked a little,
and a moment later the bridge
collapsed. This much has been
gathered from the engineer, who
had by a marvellous chance
escaped the general destruction.
He fell with his engine as the
bridge gave way, but is not able
to say how he escaped. He was
picked up by a boat, and became
unconscious. When he recovered
his senses knew little beyond the
fact that he felt the bridge go
and knew he was falling. When
he returned to consciousness he
was on shore. The rest of his
crew were still in the river.

It was stated by many working
on the bridge that the trouble was
caused by the anchor pier giving
way under the tremendous strain.
This is the opinion of the masonry
structure which takes the strain of
the weight on the shore. There are
others further out which assist in
the work, but it is stated that these
are in good condition, and though
the bridge has fallen around the
pier, it was not the pier which
gave way. This is the opinion of
the engineer, who had by a
marvellous chance escaped the
general destruction. He fell with
his engine as the bridge gave way,
but is not able to say how he
escaped. He was picked up by a
boat, and became unconscious.
When he recovered his senses
knew little beyond the fact that
he felt the bridge go and knew
he was falling. When he returned
to consciousness he was on shore.
The rest of his crew were still
in the river.

Several of the officials of the
Phoenix Bridge Company of
Prenanville, which was constructing
the bridge, lost their lives. Among
these were B. A. Yansell, general
foreman; Mr. Burke, the chief
engineer, who had walked out on
the bridge just before it collapsed,
and Jim Forbes, manager John
Worley and Jim Jibao.

The Quebec bridge was remarkable
in that it was the longest single
span cantilever bridge in the world,
the length of the span in the
centre being 1600 feet, or 200
feet longer than that of the
Firth of Forth bridge, at present the longest
single span bridge. There is no
bridge across the St. Lawrence
below Montreal. At Quebec all
traffic had to be ferried across
the river. This expense being
held responsible for the failure of
Quebec city to grow, a number
of that city's leading business
men had chartered from the
Dominion government to build
across the St. Lawrence. A
subsidy of a million dollars
was secured from the Dominion
government, and another of
\$300,000 from the government of
the province of Quebec.
gave a grant of \$200,000. In
addition the government agreed
to guarantee the bonds of the
company up to \$7,000,000.
Under this agreement construction
has been steadily proceeding.
There are to be two approach
spans to

MEMBERS PASSED OVER.
Either Mr. Emmerson has given
up the task of vindicating himself
or Sir Wilfrid has decided to wait
longer the completion of the
process. The New Brunswick
portfolio has gone elsewhere
and Mr. Emmerson is practically
out of public life. While Government
supporters in Parliament have
been rather impudently declaring
that the Conservative party is
without material to form a
government Sir Wilfrid Laurier
has passed opinion upon his own
following in the House. He was
not able to find in the rank of his
Parliamentary supporters a man
whom he thought worthy to fill
either of the vacant positions in
the cabinet.

GRAT CONSERVATIVE MEETINGS.
While Sir Wilfrid has been
struggling to make his cabinet
presentable Mr. Borden and his
friends have held remarkably
successful and enthusiastic
meetings in Eastern Canada. The
Halifax gathering was described
even by Liberal journals as one of
the largest and finest ever held
at the Nova Scotia capital. At
Gloucester Bay the opposition
leader and others addressed the
largest political gatherings ever
seen in Cape Breton. At
Middleton, the hall where the
meeting was called could only
hold a fraction of the audience
and the meeting was adjourned
to the open air. St. John people
crowded the largest hall in the
city and many failed to obtain
admission. The same thing
happened in Newcastle, N. B.,
though the town is justly proud
of its public hall. The meeting
in Quebec city was attended by
thousands. Mr.
Bergeron, M. P., with Mr. Borden
in his lower provinces meetings.
Mr. F. who speaks at Middleton
with Mr. Borden, has addressed
other gatherings in Nova Scotia,
and is to speak in New Brun-
swick. Every where the Conser-
vative platform and the Conser-
vative speakers have had recep-
tions which plainly show that the
tide is turning in their favor.

PROWSE BROS., Ltd | PROWSE BROS., Ltd
12 Days of Wonderful Bargains
DESPITE the late spring and back-
ward weather the season now
about to close has been the most
successful in this store's history. We
are going to wind it up with a
rush—with a short season of the
swiftest sort of selling! Commencing
Monday, August 12th, and ending
August 24th, we will give discounts
of 20 to 50 per cent. throughout
every department of this great store.
When it is remembered what a
wonderful variety of goods are
carried here it will be clearly seen
that the present sale affords a
splendid opportunity for saving
on purchases of almost every sort.

20 to 50 p. c. Discounts.
This sale is all the more important to
thrifty housekeepers as it embraces
goods in every department—this not-
withstanding the fact that on many
lines prices are steadily advancing. This
fact should show plainly how in earnest
we are—how determined to wind the
season up with a rush!
Sale will positively end August 24th.
Fall goods will be at hand then and
must be attended to. So do not delay
in attending.
During this sale we cannot book any
accounts. All discounts are for cash
only. However, goods returned promptly
in good condition may be exchanged
or money will be refunded.
33 1-3 p. c. Off
All Dress Fabrics
All Black Silks
All Colored Silks
All Dress Cloths
All Velvettes
All Ribbons
All Trimmings
All Velvets
Side Combs
All Table Covers
All Flowers
All Feathers
Tweed's Worsteds
Men's Rain Coats
Men's Top Coats
Ladies' Whitewear
Ladies' Belts
All Sateens
All Hosiery
All Buttons
Black & Colored Ties
Men's Tweed Suits
Men's Worsteds
Ladies' Neckwear
Ladies' Waists
Ladies' Shirts
Children's Dresses
Ladies' Corsets
Children's Waists
Kid Gloves
Trunks and Bags
Lace Curtains
Portieres
Mattings
Men's Goods
Sweaters
Cardigans
Umbrellas
Gloves and Belts
Art Sateens
Table Linens
Towels & Towelings
Bedspreads
Boy's Clothing
Men's Hosiery
Suspenders
Underwear
All Footwear - - - 20 p. c. Off
All Ladies' Hats - - 50 p. c. Off
PROWSE BROS., Ltd
Charlottetown's Big Departmental Store.