

QUEBEC BRIDGE COLLAPSES, TAKING WORKERS TO DEATH. OVER FOUR-SCORE MEN HURLED INTO THE ST. LAWRENCE

TITANIC STRUCTURE DROPS WITHOUT MOMENT'S WARNING

Accident Takes Place Just as the Signal Is Given to End Work for the Day—The Dead Are Mostly American Mechanics.

DEATH LIST EXPECTED TO BE AT LEAST SIXTY

Quebec, Aug. 29.—A section of the new bridge across the St. Lawrence River, five miles above this city, collapsed late today, carrying scores of bridgeworkers and mechanics into the water. It is estimated that the loss of life is at least 60, and may exceed that number by 20.

The bridge was about a mile and a half in length, and half of it from the south shore to midstream, crumpled up and dropped into the water. Ninety men were at work on this section of the structure, and the whistle had just blown at 5:30 p.m. for the men to quit work for the day, when there came a grinding sound from the bridge midstream. The men turned to see what had happened, and an instant later the cry went up, "The bridge is falling."

The men made a rush shoreward but the distance was too great for them to escape. The falling section of the bridge dragged others after it, the snapping girders and cable booming like a crash of artillery. Terror lent fleetness to the feet of the frightened workmen as they sped shoreward, but only a few of them reached safety before the vast piece of iron-work on the south shore was dragged into the river.

Near the shore the wreckage of the bridge did not go below the surface of the water, and eight workmen who remained above water were rescued and taken to the hospital at Levis.

The steamer Glenmont had just cleared the bridge when the first section fell. The water thrown up by the debris came clear over the bridge and the vessel. The captain at once lowered boats, which plied backward and forward over the sunken wreckage for half an hour, but there was no sign of life. The twisted iron and steel held its victims in a terrible death grip. A few floating timbers and the broken strands of the bridge toward the north shore were the only signs that anything unusual had happened. There was not a ripple on the smooth surface of the St. Lawrence as it swept along toward the gulf.

The Quebec bridge was begun seven years ago, and it was to be finished in 1909. Subsidies had been granted by the federal and provincial governments, and the city of Quebec, and the estimated cost of the work was \$10,000,000.

The Phoenixville Bridge Company, of Pennsylvania, had the contract for the construction of the bridge, and was working gangs from both sides of the river.

SEVERAL OFFICIALS KILLED

General Foreman A. B. Yansell, Chief Engineer Burke and an assistant foreman named Morley, all employees of the Phoenix Bridge Company, of Philadelphia, who are constructing the bridge, are amongst the dead.

A party of friends of Mr. Ulric Barthe, of the Quebec Bridge Company, had a narrow escape from death, having just left the structure after a trip of inspection.

CAUSE OF WRECK A MYSTERY.

It is impossible at this time to explain the cause of the accident.

Everything had been going smoothly, according to the officials, and they admit being completely nonplussed. Whether the crash was due to an error in the engineering or poor material, cannot be known until a thorough investigation has been made. At the time of the accident the men were employed in placing the immense girders in position. In this 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 end the first premonition of disaster was experienced by the engine driver, who felt his engine jerk. He at once shut off steam, but the engine continued to move. The outward end of the structure bent a little, and a moment later collapsed.

It was stated this evening by men working on the bridge that the trouble was caused by the anchor pier giving way under the tremendous strain. This is the concrete and masonry structure which takes the strain off the weight on the shore. There are others farther out which assist in the work, but it is stated that these are in good condition although the bridge has fallen around them. Mr. M. P. Davis, of Ottawa, however, who was contractor for the anchor pier, states that this is still in good condition.

CANADIAN DEATH LIST SMALL.

There is no doubt that the Canadian loss of life is small, for the only workmen outside of the steel workers from Phoenixville, Pa., who were employed on the span were Canadian Indians. It is hopeless to attempt to get even a partial list of the dead, for the search for more bodies has been regarded as of more importance than the identification of those already recovered.

The big span which crumbled bent feet below, like the frailest kind of the slightest warning to the hundred or more who were on it at the time, and toppled over into the water, a hundred feet below, like the frailest kind of a structure.

It was not long after the bridge fell that it became dark, and then the work of rescue, which had barely begun, had to be abandoned because there was no light.

From the flickering glare of the bonfires, many bodies could be seen floating on the surface of the river, but the rescuing party had its hands full, and had to let many of the corpses sweep on down the stream.

Up to 12 o'clock last night a dozen bodies had been recovered. A few injured men were taken out of the water half-drowned. Many of them cannot live.

The injured have been transferred to the Hotel Dieu Hospital, at Levis, while the dead will be brought to the morgue at Quebec.

Heartrending scenes are to be witnessed in the immediate vicinity of the disaster. In two houses three dead bodies of three members of each family are laid out, with a fourth member of one with a broken hip.

Among the bodies recovered tonight were those of five Caughnawaga Indians, who had been working at the bridge, and four French-Canadians, residents of this district.

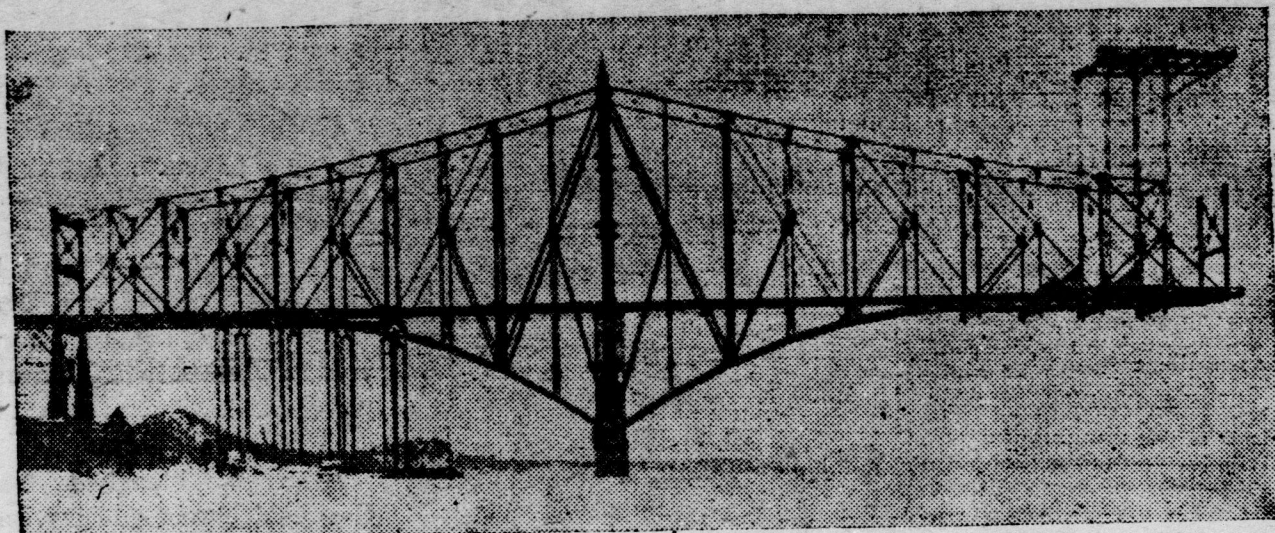
LOSS \$2,000,000

It is estimated that the damages to the Quebec bridge and the claims which will have to be settled will amount to at least \$2,000,000. Mr. M. P. Davis, contractor of the abutments and masonry, was early on the scene, and only returned here late tonight, satisfied that he is not responsible for the accident, as the masonry work appears to still be solid. An engine was at the end of the bridge when it gave, but Engineer McNaughton escaped, and his fireman went down with the engine.

Among the bodies recovered tonight were those of five Caughnawaga Indians, who had been working at the bridge, and four French-Canadians, residents of this district.

The number of deaths is variously estimated at from sixty to ninety, but the few left of the men who were working on the structure state that there were about ninety-two working on the bridge at the time, of whom but eight have been taken out alive, so that in all probability the list of dead will be about eighty-four.

The bodies rescued so far are in a terrible state, crushed and broken until they are scarcely recognizable. Only one man was taken from the bridge alive, and he was so frightfully injured that he died a few minutes after being taken to his home.



Photograph showing section of the Quebec Bridge which collapsed yesterday evening, hurling nearly four score men into the St. Lawrence River, and causing appalling loss of life

Survivor of Crash Tells Thrilling Tale

[Special to The Advertiser.]

Quebec, Aug. 30.—A pall hangs over Quebec today, for the ancient capital is face to face with the most lamentable disaster which has ever darkened its history. The Quebec Bridge, once the pride and delight of our city and citizens, which was looked forward to connect the north and south shores in a union which meant a wonderful step in the development of our commercial and industrial history, is now a mass of tangled, broken and twisted steelwork lying in the bed of the St. Lawrence and 63 human beings met death therein.

John Adams, one of the few who escaped from the wreck, told the following story this morning, while he lay on a couch with one of his arms completely severed from his body.

He was exceedingly weak from loss of blood, and in broken sentences he said:

"It was at 5:37 o'clock just about ten minutes before we would all quit work when I looked back toward the south shore that I felt something move, and to my horror I saw the immense steel frame close to the abutment give way between the deep water pier and the shore, then it rose many feet in the air, and its weight must have forced down the nine hundred feet of massive work which extended from the deep water pier over the St. Lawrence, for the entire superstructure, then gave way, and tumbled with a frightful crash into the depths of swift current below. It all happened in a few seconds but the ninety odd workmen who were aloft at the time felt that the end had come. I remember distinctly descending and hearing a fearful crash, but I lost consciousness at that moment and recollect nothing further until I found myself pinioned between two pieces of iron.

I realized that it was a death struggle, and I first freed my head, and cried aloud for assistance. Some minutes later a boat came to my side of me, and I must have again lost consciousness, for I can remember no more until I found myself in this condition on the shore."

Cries From the Debris.

As the scene of the collapse is seven miles from the city, but little could be done during last night. It was evident, however, that many who were now dead lived for some time after the accident, entombed in their own work, and it was impossible to reach them. Weird cries for help could be heard from various sections of the debris. Cries which unfortunately received no response, and they finally grew weaker and weaker until they in time met the same fate as had their unfortunate comrades.

There were a few boats, which, however, did heroic work in life-saving, and no fewer than eight men owe their lives to these rescuers.

Part of the ironwork is visible above the waterline, but the great mass of it has disappeared. Soundings that were taken at 9 o'clock this morning showed that the portion extending beyond the deep water pier rested in a depth of 39 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.

PHOENIX COMPANY SHOCKED.

Unable to Give Any Reason for the Quebec Disaster.

Philadelphia, Aug. 30.—The Phoenix Bridge Company, which has the contract for building the bridge, which collapsed yesterday near Quebec, has offices in this city. The plant is at Phoenixville, Pa., 30 miles from Philadelphia. The news of the accident was a great shock to all of the officials. Four representatives of the company were sent to Quebec today, and until their report is received, the company will make no statement. The officials of the concern say they do (Continued on Page Eight.)

PLUCKY RESCUE FROM THE THAMES

Canoeist Saves His Companion From Drowning After a Desperate Struggle.

The presence of mind of Mr. Geo. Power, a clerk in the Richmond street branch of the Bank of British North America, probably alone prevented a drowning casualty in the Thames River yesterday.

Mr. Power and a companion named Robert Wishart, who is employed as teller in the East End branch of the Bank of British North America, went out canoeing about 4:30 yesterday afternoon.

Neither man could handle a canoe expertly and as a result they were capsized near the G. T. R. bridge on their way down the river. The water at that point is quite deep and it looked very bad for Wishart who almost dragged Power under in his frantic efforts to keep afloat.

For some time the two men struggled, and had not Wishart swallowed a large quantity of water and become so exhausted that he was practically helpless it is altogether probable that the two men would have perished together.

As it was, Power eventually reached the shore with his prostrate burden. Power felt no ill-effects of his close escape from drowning this morning.

A FAST MAIL RECORD

Left England Aug. 23, Distributed at 1:30 Today.

All previous records for English mail trips were broken today at 1:30, when the last letter of a mail that left England on the Empress of Ireland on Aug. 23, was distributed in the London postoffice.

MR. H. G. MARTYN HAS ACCEPTED

Will Succeed Mr. McCutcheon in London Collegiate Institute.

Mr. H. G. Martyn, teacher of moderns in the Berlin Collegiate, the second choice of the board of education to succeed Mr. F. W. C. McCutcheon, has accepted the offer, and that he will come as soon as he is released by the Berlin school board.

Word has been received from Mr. F. Van Every, of Owen Sound, who was named to succeed Mr. Ferguson. It is not expected that he will accept.

EX-BARTENDER PLAYS SPOTTER

And in Consequence Proprietor of Morkin House Is Fined \$50.

If you want to incur the ill-favor of Mr. Edward Morkin, proprietor of the Morkin House on King street, just mention the fact that you have only been over from Ireland for a few months and that you carry a bartender's license.

Macrae, the ex-bartender, now spotter, who has been responsible for several convictions on charges of selling liquor after hours in this vicinity recently, a few days ago visited the Morkin House on a Sunday and succeeded in enticing one of Mr. Morkin's sons into selling himself and his spotter friend, Hanson, two drinks of whisky.

As a result Mr. Morkin, sen., was assessed \$50 and costs this morning in the police court.

Hanson was the first of the pair to testify. He and Macrae had visited the Morkin House one Sunday morning and had asked the proprietor to sell them some liquor. He replied that he didn't do business after hours, and despite the fact that Macrae showed a bartender's license and stated that he was going to start tending bar in a local hotel on the following morning drinks were refused.

Not content, the pair approached the son who, they claim, told them to come back later on in the afternoon. When he saw the bartender's license young Morkin, so it was alleged, sold them some whisky.

Mr. Morkin conducted his own defense in the course of which he was unapologetically scathing in the criticism of Macrae's methods.

Several times he referred to the spotters as "those characters." Cross-examination brought forth the fact that Macrae had pleaded with young Morkin at least twenty minutes before he got a drink.

There were no other liquor cases heard. Worwick was allowed to go free on the charge of drunkenness on condition that he go right to work and not drink any more. If he does not keep his word within the week he will again be haled into court.

HON. MR. GRAHAM SWORN IN

Takes Over the Dominion Portfolio of Railways and Canals.

[Special to The Advertiser.] Ottawa, Aug. 30.—Hon. George P. Graham was sworn in as Minister of Railways and Canals at 1 o'clock today by Lord Grey at Rideau Hall.

Hon. Dr. Pugsley was sworn in as Minister of Public Works at the same time.

Hurta in Runaway.

Mr. Harry Laundry, of Bathurst street, who was injured the other night in a runaway, is recovering rapidly. Mr. Laundry was thrown from a buggy and badly shaken up.

STEEL PLANT FOR PT. STANLEY SO SAYS ST. THOMAS RUMOR

Visit of American Capitalists Gives Rise to a Very Attractive Story—London Interested—St. Thomas Paper's Opinion.

The visit of the American railway and coal magnates to this city, St. Thomas and Port Stanley, the other day, has given rise to a very interesting rumor, to the effect that while the party was ostensibly on a trip of inspection of the Pere Marquette, the capitalists were really sizing up Port Stanley as a site for a new steel plant, which is to be located in Canada.

According to a story which had been published by the St. Thomas Journal, the capitalists, who are all interested in the big coal mines of Pennsylvania, as well as in the different railways of New York, Ohio, Pennsylvania and other states, have a scheme which will promote the interests of the coal companies and the railways. If a steel plant was established on this side of the line, it would secure all its coal and supplies through the coal companies, and the heavy duty imposed by the Canadian Government would be avoided. There is such a demand for steel in this country that it is felt a large plant at Port would pay, and pay well.

Port Stanley the Site?

Port Stanley is looked upon as a very good site, from the fact that there is plenty of water there, and steel plants, it is said, use more water than either the north or south branch of the Thames could supply, at certain seasons of the year.

When they were in London, the

Those in the Party.

The party consisted of J. P. O'Dell, president Marquette and Bessemer Navigation Company, New York; E. H. Butley, general manager Bessemer and Lake Erie Railway, Pittsburgh; D. W.

(Continued on Page Eight.)

MR. M'GUIGAN AND THE GRAND TRUNK Nothing Definite Re a Bylaw Mayor Speaks of Niagara Power

Waiting for Figures as to Cost of Transmission From the Falls.

"I do not know what we will do with the Niagara power question," said Mayor Judd. "The council will have to decide that. No definite action in regard to a bylaw can be taken until we get the figures from the power commission. The price of power at the Falls is given, but we must know the cost of transmission. I understand that these prices will be given shortly. Then the council will have to decide whether it will distribute the power by means of a plant to be erected by the city or through the present agency. This matter will have to be settled. The contract with the London Electric runs until a year from November, and in the meantime, the question will have to be decided. Nothing will be done in the matter until the prices for transmission come from the commission. Then the council will have to take some definite action."

STEAMERS ARRIVED.

Aug. 29. Reported at. From.
Empress of Ire. Quebec.....Liverpool
land.....New York.....Hamburg
Patricia.....New York.....Hamburg
Tunisian.....Father Point.....Liverpool
Glenora Head.....Father Point.....Britain
Perugia.....New York.....Palermo
Saxonia.....Boscon.....Liverpool



VIEW OF COLLAPSED SECTION OF QUEBEC BRIDGE AS SEEN FROM THE RIVER.