

\*\*\*\*\*  
\* Notice to Advertisers. \*  
\* In order to ensure changes \*  
\* being made in advertisements, \*  
\* copy must reach this office not \*  
\* later than 9 a.m. on the day of \*  
\* publication. \*  
\*\*\*\*\*

# The Daily Mail

ALL THE NEWS FOR ONE CENT

\*\*\*\*\*  
\* The Weather. \*  
\* Maritime: Light to moderate \*  
\* winds, fine, not much change \*  
\* in temperature. \*  
\*\*\*\*\*

VOL. XXII., No. 215

FREDERICTON, NEW BRUNSWICK, MONDAY, SEPTEMBER 11, 1916

ONE CENT PER COPY

## QUEBEC BRIDGE COLLAPSES; LOSS OF LIFE LIKELY HEAVY

### Central Span of World's Greatest Bridge Went Down

**Girders Snapped as the Great Span was Being Hoisted Into Position From the Pontoons---Ninety Men on the Span When Disaster Occurred and Many Thought to Have Been Drowned.**

QUEBEC, Sept. 11.—The central span of the Quebec bridge, which was being raised 150 feet from the river St. Lawrence this morning, collapsed when it was about 15 feet in the air and dashed into the river. The span weighs 5,000 tons. The loss of life will be heavy.

The span was towed out from Sillery Cove, where it had been constructed, to the bridge site, this morning. It was safely lifted from the pontoons amidst great excitement and much whistling by hundreds of river craft gathered to see the raising, the greatest effort in bridge building history. The pontoons were removed from under the span which was proceeding on its upward journey. Every thing pointed to a most successful enterprise, when suddenly, with a ripping noise from one of the girders which was holding the span at its northern corner, the span dropped into the stream at one end. The remaining jacks held the mass for a few seconds, while frantic efforts were made to get a chain rope around the tottering beam. With reports like shells exploding, the remaining supports snapped and the span dropped with a mighty splash in the river and disappeared in the two hundred feet depth of the channel.

Men working on the span itself were seen to jump into the stream and boats were at once rushed to the spot and several were picked up. It was estimated that there were 90 men on the span.

The two arms of the bridge which were to be connected by the span were not disturbed by the collapse of the central structure.

Arrangements were at once made to send down divers to see if the ship channel had been blocked and to see if it will be possible to raise the span.

Engineers who saw the collapse expressed doubt as to whether it would be practical to get the span up again.

#### Strain on the Span was so Great That it

##### Apparently Gave Way in the Centre

The engineers in charge of the elevation thought that once the span was lifted from the pontoons, the jacks would have held it until it reached the roof of the bridge above. An on-looking engineer said that apparently one corner gave way, and the strain on the span itself was too great, because it appeared to break in the centre as well.

The collapse happened just at a moment when steamboat whistles were hooting loudly, acclaiming the progress being made. Several men on the extreme height of the bridge, pigmies compared with the giant structure, were seen to be bowing acknowledgement. Some onlookers claimed two of these men overbalanced when the break occurred, and fell into the river.

#### Many Women Spectators Fainted When

##### The Great Span Went Down in the River

Dozens of women on ships and on shore shrieked, and a number fainted when the break came. Since the adventure began this morning the onlookers were kept up to the highest pitch of excitement by the obvious danger of the enterprise.

First reports of survivors gave the number of dead at 16 to 20. An estimate given by the St. Lawrence Bridge Company at noon today places the number of dead at 25. The officials promised a statement of the number killed as soon as it could obtain one by a roll call of the men on the span.

#### The Bridge Cost Seventeen Million

##### Dollars and is the Largest in the World

QUEBEC, Sept. 11.—The stupendous, delicate and hazardous operation of hoisting into place the central span of the Quebec cantilever bridge, the largest in the world, which has been constructed over the St. Lawrence at a cost of \$17,000,000, in order to shorten the railway journey from Halifax to Winnipeg and the Canadian west by 200 miles, was begun this morning. The bridge now approaching completion, stands upon the site of the structure which collapsed on August 29, 1907, with a loss of seventy lives.

The central span, which weighs over 5,000 tons and is 640 feet long—these dimensions being equal to those of a good-sized cargo steamer—has been constructed on pontoons at Sillery Cove, three miles east of the bridge site, and was towed

### ANGRY SOLDIER THREW GRENADE INTO CROWD

Glasgow, Sept. 11.—James O'Hara, a wounded and discharged soldier, has learned the art of bomb throwing at the front, and has grown callous in regard to the results.

Yesterday a crowd of men, women and children in the rear of his tenement became noisy. O'Hara asked for quiet, and when he received a derisive reply, hurled a hand grenade into the crowd.

One man and a girl of 9 years were killed, and a dozen other persons were wounded. When O'Hara was arrested it was discovered that he had in his possession a quantity of ammunition.

### British Destroyer Held up Steamer

Manila, Sept. 11.—The captain of the Inter-Island steamer Cebu, reports that a British destroyer held up his ship at 2.30 o'clock Monday morning under the guns of Corregidor fort, only two miles from shore. The British patrol in adjacent waters, the captain adds, continues active.

### Spanish Steamer Goes to Bottom

London, Sept. 11.—Spanish steamer Mayo, 1180 tons gross, has been sunk. The crew was saved.

#### PERSONAL.

Mr. George L. Clinton, of Montreal, is at the Queen.

Miss Nellie Allen and her sister, Mrs. Collin, of Hedley, B. C., who have been visiting their old home here, will leave for the West tomorrow evening.

into a position immediately under the gap left in the anchor arms of the structure by nine tugs. Chains with links thirty inches in diameter, and girders, are then attached to the span and the work of pulling it into its place in the bridge by eight thousand ton hydraulic jacks was commenced.

### Would Have Marked an Important Milestone in the Engineering History of Canada

The elevation of the span will be continued for some time, as the jacks can only raise the mass of steel at the rate of a few feet per hour, and the distance from the floor of the bridge, upon which the hoisting apparatus rests, and the water level, is one hundred and fifty feet.

The placing of this span in position, which virtually completes the basic construction work of the bridge, and marking as it will do if carried out successfully, an important milestone in the engineering and railway history of Canada, and also the thrilling nature of the operation, which entails juggling with 5,000 tons of steel under circumstances that are unprecedented, attracted to the scene several thousand spectators.

### Thousands of Spectators, Including Senators and Members of Parliament, Were on Hand

The Dominion Government, through the Railway Department, which is responsible for the structure, had invited several hundred Senators, members of Parliament and journalists to witness the elevation, and provided ships for them. These ships were anchored in the river near the bridge site.

The Earl Grey, attached to the Marine Department's fleet, was reserved for members of the Dominion cabinet and friends. The members of Parliament were accommodated on the Rapids King of the Canada S. S. Line, which conveyed them down the river St. Lawrence from Montreal. The Government steamer Lady Evelyn carried the civic officials of the city of Quebec, while the S. S. Plessis was crowded with citizens of Quebec.

The regular Montreal to Quebec boat of the Canada S. S. Line was packed with Montrealers and tourists from Toronto and American points, and was anchored at a spot near the operations during the morning.

In addition to the larger ships were many motor boats and yachts and row boats, while the banks of the river for a mile or so each way were crowded with spectators.

(Continued on page 5.)

### GERMAN ATTACKS ON THE SOMME FRONT WERE BEATEN BACK BY FRENCH

### British and French Official Statements Tell of Fierce Fighting---Russian General Predicts That the War Will Be Over by August 1917.

PARIS, Sept. 11.—Five times last night the Germans attacked positions newly won by the French on the Somme front. The War Office announces they were repulsed each time with heavy loss. The report says the Germans employed burning liquid in making their attacks. The fighting occurred south of the Somme from Berny to the region south of Chaulnes.

British troops on the front in Greek Macedonia took the offensive last night. They crossed the Struma river, the War Office announces, and attacked the Bulgarians, who are resisting desperately. The British crossed the Struma under fire, having gained a footing on the eastern bank at a point about forty miles northeast of Saloniki.

### German Efforts to Recapture Ghinzy On the Somme Front, Resulted in Failure

London, Sept. 11.—Two efforts were made yesterday by the Germans to recapture Ghinzy, on the Somme front, from the British, but it is announced officially the attacks were beaten off. The statement follows:

"The enemy made two more counter attacks on Ghinzy yesterday, which were repulsed. Several small detachments of hostile infantry attempted to attack our line near Moquet Farm, and in the vicinity of Pozieres, but were driven off.

"Between Neuville-St. Vaast and the LaBasse canal, our troops entered the enemy's trenches at several places, taking some prisoners."

### General Brusiloff Predicts that Great

#### War will be Ended by Month of August, 1917

LONDON, Sept. 11.—General Brusiloff, in an interview with the correspondent of the Daily Chronicle at the Russian front, predicts the end of the war by August next.

"The Austro-Hungarian army, assailed from all sides," he said, "won't be able to stand much longer before the hordes of enemies who are hurling themselves against it and preparing to increase the vigor of their blows. The intervention of Roumania is an event of the first order. I am no prophet; the future is in God's hands; but if I had to make a hypothesis, I would be inclined to think that the month of August, 1917, might see the end of our memorable work."

"The present war is one which it is impossible for the Allies to lose, although a great deal remains to be accomplished. A successful result is already in our hands. The game is already won."

### The King of Bulgaria to Discuss the

#### Balkan Situation With the German Kaiser

AMSTERDAM, via London, Sept. 11.—According to the Berlin Tageblatt, the King of Bulgaria's visit to the German Emperor was the sequel to the entry of Roumania into the war, and proof, if any were needed, of the firmness of the Alliance between Bulgaria and the Central Powers.

The situation in the Balkans created by Roumania's entry and other Balkan questions, says the Tageblatt, will form the subject of discussions between the two monarchs, as will also questions concerning future developments in the situation.

### BELGIAN AVIATORS CARRY PROCLAMATION

HAVRE, Sept. 11.—An official statement issued by the Belgian War Office says that a Belgian aviator flew over Brussels on Wednesday night and dropped copies of a proclamation. Another aviator performed a similar mission over Antwerp on Thursday.

### RUSSIANS DEFEAT TURKS IN PERSIA.

PETROGRAD, Sept. 11.—A victory for the Russians over Turkish troops in Persia is reported in today's War Office statement. In the region of Sakkiz the town of Bana has been occupied by Russian forces following a battle in which the Turks were defeated. Russians are now pursuing the foe.