EIGHTY MEN DROWNED

End of New Quebec Bridge Collapsed.

Locomotive and Three Cars of Iron on Structure at Time of the Catastrophe.

A despatch from Quebec says: The immense new $10,000,000 steel bridge which was in course of construction across the St. Lawrence River at Levis two miles above the City of Quebec, collapsed late on Thursday afternoon, carrying down 95 workmen, mostly steel workers and riveters.

The collapse of the immense structure, with the great loss of life it entailed, has caused the greatest excitement here and at Levis, and it is difficult to get correct details. It is thought that the loss of life will exceed 70. Ten bodies have been recovered, 10 badly wounded men were picked up in the river, and there are 70 missing, all of whom are, no doubt, drowned. The bridge, which is being constructed by the Phoenixville Bridge Company of Philadelphia, was begun about seven years ago, and was expected to be finished in 1909. The estimated cost of the bridge was $10,000,000, most of which was subscribed by the Federal Government, Provincial Government and City of Quebec.

Only a few of the big staff of workmen who are engaged in various duties escaped. The collapse, thought to have been due to the overloading of the superstructure with materials, occurred at an hour when the workmen were all in their places, preliminary to finishing the work for the day.

When the fall of the giant structure came, the big structural work with which it was being built prevented many of the workmen from drowning in the St. Lawrence. Those who were not stunned by the great tumble seized the big steel girders which were carried to the river bottom, and were thus saved from drowning.

Only a few of the dead and fatally hurt were residents of Quebec. They were employed by the contracting firms which are building the structure, and most of them live in the United States, many of them being from Pennsylvania.

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. The big span which crumbled beneath the superstructure went without 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 been begun, had to be almost abandoned because there was no light. A big bonfire was built along the river side, but did not help much.

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.

Heart-rending 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.

According to the latest reports, the accident does not interfere with the navigation in the channel. Vessels have already passed through to ascertain the exact situation. The loss is estimated at $1,500,000.

WORLD'S GREATEST BRIDGE.

The visitor to Quebec as he crosses the St. Lawrence sees some five miles up the river the huge, spidery-looking structure of the cantilever bridge, which when completed, will be the largest structure of the kind in the world, a distinction now held by the cantilever bridge over the Forth in Scotland. The completed bridge will have 33,000 tons of steel, and with its approaches is estimated to cost $7,000,000.

The plans were commenced in 1897. The south shore piers were completed four years ago, and since that time 240 feet of steel superstructure was built connecting the shore pier to the anchor pier. It is this anchor pier that collapsed.

The anchor arm, 400 feet above the river, was completed in July last year, and one-fourth of the superstructural work on the bridge, or 740 feet, finished, and this cantilever extension from the south side was then begun. On the south side of the river fully 7,000 tons of steel had been erected, rising to a height of 360 feet in the lowest top parts, and 400 feet at the centre part or anchor pier.

The two centre pillars are 315 feet high, weigh 518 tons each, and are to hold each one-half of the cantilever anchor and one-half of the suspension span. Their ornamental caps are to be 400 feet in the air.

The flooring of the bridge over which the traffic will cross is 160 feet above the river level, so that ships with the highest masts moving up and down the St. Lawrence can pass underneath without difficulty.

It was expected that the bridge might be completed by the fall of 1909, but the delay in obtaining the steel required has kept back the contractors and now the collapse of the anchor pier at the south side, together with the work that had been done beyond it, will very seriously hinder the progress of the gigantic undertaking.

REPORT GRAIN IN GOOD SHAPE.

Satisfactory Bulletins From Points on the C. N. R.

A despatch from Winnipeg says: The Canadian Northern Railway report for the week ending August 29, issued on Friday morning, is very favorable. From all points along the line come reports of grain in excellent condition. In several sections cutting is now general, and at points where harvesting has not already begun all that is needed is a few days' fine weather to ripen the grain. The principal drawback has been that the rain has been too plentiful during the past three weeks.

The Canadian Pacific Railway will be hauling grain out of Saskatoon this Fall. About eighty-five miles of track east is all that is necessary to connect the city with Winnipeg. The work of track-laying is progressing at the rate of one and a half to two miles per day. Grading from the diamond to the temportary bridges is almost complete.

GREAT SILVER DISCOVERY.

Stampede to Michipicoten Island Rivaling the Rush to Cobalt.

A despatch from Sault Ste. Marie, Ont., says: A stampede to Michipicoten Island, rivalling the rush to Cobalt, is promised by the disclosures made in the Soo on Friday by Gordon L. Michael, a well-known prospector. Michael, who has been quietly prospecting in the island for some months, has returned to the Soo with a large number of samples showing an extraordinary richness is native copper and silver. He has staked out three claims on the island, and says that it will not be long until the place is swarming with men endeavoring to secure locations.

THIRTEEN WERE KILLED.

Crushed to Death in Collision of Trolley Car.

A despatch from Charleston, Ill., says: Thirteen persons were killed and 30 others were seriously injured on Friday in a collision between a passenger car and an express car on the Matteon & Charleston Electric line. The passenger car was heavily loaded with persons going to the Coles county fair at this place. Crews of both cars say they had orders to go ahead, and the two cars crashed into each other one mile from here. The road is operated by a telephone signal system.

DROPPED 800 FEET.

Aeronaut Had Narrow Escape—Gas Bag of His Airship Exploded.

A despatch from Greenville, Ohio, says: Earl Hess had a thrilling escape from death on Tuesday in the presence of 15,000 people who had gathered to see his ascension in an airship. When 800 feet above the earth the gas bag exploded, and the aerial craft shot downward with terrific speed. Just before Hess struck the earth the netting became tangled and caused the gas bag to form a parachute. Hess landed safely, although his ship was wrecked.

HAIL IN SASKATCHEWAN.

Long List of Claims from Suffering Farmers.

A despatch from Regina, Sask., says: From the list of claims in respect to hailstorms filed with the Provincial Treasurer, it appears that agriculture has suffered unusually in this way during the year. The proportion of policyholders in excess of the total number in 1906 is fifty per cent., and a considerable number have preferred claims.

THE WORLD'S MARKETS

REPORTS FROM THE LEADING TRADE CENTRES.

Prices of Cattle, Grain, Cheese and Other Dairy Produce at Home and Abroad.

Toronto, Sept. 3. — Flour — Ontario wheat 90 per cent. patents are firmer at $3.40 in buyers' sacks outside for export. Manitoba first patents, $5 to $5.20; second patents, $4.40 to $4.80, and strong bakers', $4.20 to $4.30.

Wheat—No. 1 Manitoba hard quoted at $1.01; No. 1 northern, $1, lake ports; No. 2 northern, 97c lake ports. Ontario No. 2 white and red quoted in car lots at 86 to 87c outside; new wheat at 83½ to 84c, Toronto.

Rye—Nominal; quoted at 65c.

Oats—No. 2 white Ontario are quoted at 43½ to 44c outside. New oats are quoted at 40 to 41c outside, September shipments. Manitoba No. 1 white oats, 46½ to 47c, lake ports; No. 2 white, 45½ to 46c, and No. 3 white, 44½ to 45c

Peas—Market dull; No. 2, 75c.

Corn—American yellow is quoted at 70 to 71c Toronto freights and mixed at 68 to 69c. Canadian corn 65c Chatham freights.

Barley—No. 2 nominal, at 52 to 55c outside.

Bran—Quoted at $17 to $18 in bulk outside. Shorts are quoted at $21.50 to $22 outside.

COUNTRY PRODUCE.

Potatoes—New quoted at 65 to 80c per bushel, and new American at $3.25 to $3.50 per bbl.

Poultry—Turkeys, alive, 13 to 14c; chickens, spring, 16 to 18c; dressed, 14c; fowl, 10 to 14c.

Beans—Hand-picked quiet at $1.70 to $1.75, and primes at $1.50 to $1.60.

Hay—No. 1 new timothy is quoted at $14 to $15 here, in car lots.

Straw—Unchanged at $7.50 a ton on track here.

THE DAIRY MARKETS.

Butter—Pound prints, 20 to 22c, and large rolls, 19 to 20c. Creamery rules at 23 to 25c, and solids at 21 to 22½c.

Eggs—Choice stock selling at 19c per dozen in case lots.

Cheese—New, large, 12c; twins, 12¼c.

HOG PRODUCTS.

Dressed hogs in car lots are nominal. Bacon, long clear, 11 to 11½c per lb in case lots; mess pork, $20 to $21; short cut, $22.50 to $23.

Hams—Light to medium, 15½ to 16c; do, heavy, 14 to 15c; rolls, 11½c; shoulders, 10¾ to 11c; backs, 16½ to 17c; breakfast bacon, 15½ to 16c.

Lard—Tierces, 12c; tubs, 12¼c; pails, 12½c.

BUSINESS AT MONTREAL.

Montreal, Sept. 3. — Wheat — The demand for Manitoba spring wheat from foreign buyers was much quieter to-day. There was a decided improvement in the demand for oats from local and outside buyers. Flour—Choice spring wheat patents, $5.10 to $5.20; seconds, $4.50 to $4.60; winter wheat patents, $4.65 to $4.75; straight rollers, $4.25 to $4.30; do, in bags, $1.95 to $2.10; extras, $1.65 to $1.75. Feed—Manitoba bran, in bags, $20 to $21; shorts, $25 to $26 per ton; Ontario bran, in bags, $19 to $19.50; shorts, $22.50 to $23; milled mouillie, $24 to $28 per ton; and straight grain, $30 to $32. Provisions—Barrels short cut mess, $22 to $22.50; half-bbls, $11.25 to $11.75; clear fat back, $23.50 to $24.50; long cut heavy mess, $20.50 to $21.50, half-bbls do, $10.75 to $11.50; dry salt long clear bacon, 10 to 11½c; barrels plate beef, $10; half-bbls do, $5.50; compound lard, 10½ to 10¾c; pure lard, 11¼ to 12¼c; kettle rendered, 13 to 13½c; hams, 12½ to 15½c; breakfast bacon, 14 to 15½c; Windsor bacon, 15 to 15½c; fresh killed abattoir dressed hogs, $9.25 to $9.75; alive, $6.90 to $7.25. Eggs—No. 1 candled, 18 to 19c. Butter—Townships, 22 to 22¼c. Cheese—Western, 11⅝ to 11¾c; Townships, 11⅜ to 11½c; Eastern, 11¼ to 11⅜c.

CATTLE MARKET.

Toronto, Sept. 3. — Export business showed no improvement, and will not until the right cattle are offered. Choice, $4.75 to $5.10, medium to good $4.50 to $4.75.

Butcher cattle were offered freely. Choice lots sold from $4.60 to $4.75 and were in demand. Medium grades ranged from $3.75 to $4.25, and ordinary between $2.75 tnd $3.25. Choice cows sold from $3.00 to $4.00, and common cows at $1.50 to $2.50. Canners anywhere around $1.50.

Stocker trade was quiet. Choice $3.00 to $3.50, common, $2.00 to $2.75.

Milch cows were not wanted and but few were offered. Choice $35 to $50, common $20 to $30.

Veal calves were slow at 3c to 6c per pound.

Ewes sold from $4.25 to $4.40, a slight decline. Bucks and culls ranged from $3 to $3.50. Offerings of lambs were a little too much for the demand and prices were a bit lower at $5 to $6.25.

Hogs were steady. Selects were quoted at $6.35.

WAS PHYSICIAN AND BURGLAR.

Pennsylvania Man Led Double Life—Given Five Years in Prison.

A despatch from Westchester, Pa., says: Judge Butler on Wednesday sentenced Dr. Benjamin Holbrook, who was convicted of robbing schoolhouses and railway stations to five years' imprisonment. Dr. Holbrook by day was a well-bred courteous physician and by night an audacious burglar, looting railway stations for miles around Coatesville, where he made his home.

AN EXPLOSION KILLS FOUR

Accident in a Railway Camp North of Kenora.

A despatch from Kenora says: On Monday at noon a most serious dynamite explosion, in which four men were killed, took place at camp No. 5 of W. T. Parsons, contractor on the G. T. P. construction works, and whose camps are situated about eighteen miles north of Vermilion Bay station, on the C.P.R. Foreman D. Flynn was engaged with several others in loading holes with powder and dynamite preparatory to a blasting operation. All of the men engaged at the time with Flynn were killed outright, so that only the most meagre details can be obtained. It is thought that the hole was being loaded too soon after a former shooting, and that not sufficient time had been allowed for it to cool, and that the accumulated heat from the former explosion caused the premature discharge. The men killed by the explosion are: D Flynn, a Canadian, from Ottawa; A. Butone, an Austrian; A. Pietro, an Italian; Andre Nenekavan, an Indian, from Grassy Narrows.

TUG SWAMPED; THREE DROWNED.

A Triple Fatality on Lake Superior Near Cutler.

A despatch from Sault Ste. Marie, Ont., says: According to advices received in the Soo on Wednesday morning from Cutler, a drowning accident, resulting in three fatalities, occurred at that place at a late hour on Tuesday afternoon. It appears that the tug Seymour was towing another small tug, the Alert, behind which was attached a raft of logs. The lines slackened for a moment, and when they tightened, the small tug was unable to stand the strain and was swamped. Of the five men who were on her, three were drowned. Their names are Capt. Kennedy, of Thessalon; Engineer Joseph Smith, of Sudbury, and a man named Beyer, a resident of Cutler. The bodies were all recovered next morning and will be taken to their respective places for burial.

WAS HANGED TWICE.

The Rope Broke at Execution of Carmine Renzo.

A despatch from Indiana, Pa., says: The first hanging in this county for more than twenty years took place here on Wednesday. The victim was Carmine Renzo, aged 45 years, and weighing 175 pounds. The weight of the man and the drop of five feet proved too much for the strength of the rope, which snapped when the trap was sprung, precipitating Renzo to the ground. The jail attendants hurriedly loosened the rope around his neck while others adjusted a new rope to the scaffold, and the man, already half dead, was carried to the platform and the lever again sprung. This time the execution was successful. Renzo killed his sweetheart, Marian Bearno, aged fifteen, two years ago.

HARVEST OF 75,000,000 BUSHELS.

Prediction Is Based on a Personal Inspection of the West.

Winnipeg, Aug. 28.—The weather reports to-day showed only Calgary and Virden to have fulfilled the weather man's forecast of frost. Both registered 30 degrees; Edmonton and Battleford were down to 36 degrees. High temperature is again the prediction. W. H. McWilliams, manager of the Canadian Elevator Co., has returned from a trip through the West, occupying several days, on an inspection of the crop conditions. He gives an estimate of the yield of 75 million to 80 million bushels. The harvest is from ten to twenty days late in different localities. Oats are the finest ever seen in the West, and will be 100 bushels to the acre. Effects of frosts are not nearly so serious as has been contemplated.

NEW MINISTERS SWORN IN.

Hons. G. P. Graham and Dr. Pugsley Take the Oath.

A despatch from Ottawa says: Hon. Geo. P. Graham was sworn in as Minister of Railways and Canals at 1 o'clock on Friday by Lord Grey, at Rideau Hall. Hon. Dr. Pugsley was sworn in as Minister of Public Works, at the same time.

FUR ANIMALS MIGRATING.

A Lean Year for Furs Around Edmonton District.

A despatch from Edmonton says: "There have been ups and downs in the fur trade for the past 200 years, and we are not at all surprised that this season will be a lean one for furs," said Mr. Liver, the veteran chief factor of the Hudson's Bay Company on Wednesday. "The supply of fur in this district and in the Mackenzie River section is not decreasing. Our returns are as good as usual in the lean years heretofore, and, moreover, we have the consolation of knowing that when the lynx or martin, or any other animal, is particularly scarce in our district, they have simply moved east, or west to British Columbia or Prince Albert districts. The scarcity this year is not due to the severity of the past winter, but, rather, to animals migrating."

THE IMMIGRANNT ARMY.

The Total to Ontario This Year Will be 70,000.

A despatch from Toronto says:: Basing his caluclations on the number dealt with by the Provincial officials, and the number going direct to the Dominion Government's employment agents, Mr. Thos. Southworth, Director of the Bureau of Colonization, thinks that the immigrants to Ontario this year will total about 70,000. About 80 per cent. of these are from the United Kingdom and the remainder from European countries. In 1906 the total immigration into the Province was 57,744, and in 1905 34,958. If this year's total approximates to Mr. Southworth's estimates it will bring the aggregate of immigrants since the Bureau of Colonization entered upon its present systematic plan of work in 1900 up to about 200,000.

A VETERAN KILLED.

David Taylor Loses His Life in a Runaway Accident.

A despatch from Bresayler, Sask., says: David Taylor was killed in a runaway here on Wednesday. Deceased passed through the two Northwest rebellions, having been taken a prisoner by Riel along with Thomas Scott, who was shot by the rebels at Fort Garry in 1880. In 1885 he was a member of the Battleford Home Guard and lost all his property at the hands of the rebels. Deceased was a well-known figure all over the West.

NEW YORK CITY'S BUDGET.

Estimates for Year 1908 Are Hundred and Forty Millions.

A despatch from New York says: It will cost one hundred and forty million dollars to keep New York City going during the year 1908, according to estimates submitted to the Board of Estimate and Apportionment by all department officials. This is an increase of $10,000,000 over the estimates made for the current year.

WILL CARRY WESTERN GRAIN

The Grand Trunk Pacific Will Assist This Year.

A despatch from Montreal says: Mr. O. W. Winter, General Superintendent of the Grand Trunk Pacific, states that the system will be in a position to carry part of the western wheat crop this fall over one of the completed sections of the line. Hopes were entertained that the wheat might be moved all the way from Saskatoon to Winnipeg, but Mr. Winter declares that this will be impracticable, but wheat will be accepted for shipment west of Portage la Prairie as far as the track-laying is completed. Grain accepted by the G. T. P. will be carried to Portage la Prairie, and there transferred to the Canadian Pacific or Canadian Northern as the case may be, and thence transported to the Lake Superior ports. As no elevators have yet been built along the route of the new transcontinental system special platforms are being constructed at convenient points from which shipments will be made direct into the cars. While rapid progress has been made with the construction work, the line from Portage la Prairie to Winnipeg will not be completed this fall, nor will the section which is being built by the Government contractors between Winnipeg and Lake Superior Junction.