

September 14, 1916.

GREAT BRIDGE SPAN BUCKLED AND FELL

Disaster a Second Time Overtakes the Quebec Bridge—Nine Lives Probably Lost

The Quebec Bridge has had its second tragedy. With everything running smoothly, engineers, bridge-men and spectators congregating each other that within a very short time the St. Lawrence River would be spanned by one of the most magnificent bridges in the world, something miscarried, the well-laid, carefully thought-out plans of the foremost engineers of the country, on which they had placed their professional reputations, were suddenly ruthlessly thwarted, and the massive centre span, weighing 5,100 tons, swayed to one side, wavered for a moment, then diving end foremost, in an instant disappeared from view, leaving scarcely a ripple on the water, and carrying with it about fourteen men, nine of whom have yet to be accounted for.

Lower Girder Buckled

The central span is 110 feet high, eighty-eight feet wide, and 640 feet long. Engineers on the work, the men who were on the span and on the platforms working at the hoisting jacks, and all the spectators differ as to the cause, or even as to where the trouble started. It may be stated, however, as a compromise between many stories, that the lower girder was the first to give way, and that this was followed by trouble in the top girders, whereupon the span buckled and turned over into the river leaving the end pieces firmly fixed to the lifting apparatus. The platform on which were the hoisting jacks for hauling up the central span had every piece of wood in its composition shattered by the violent shaking it received by the ends of the huge cantilever arms in their violent reaction when relieved of the weight of the central span.

The Lifting Contrivances

There were two jacks to a corner of the span, eight in all, the rams of the jacks being twenty-two inches in diameter and the working pressure 4,000 pounds. Hydraulic pumps operating the jacks, two at each end of the span, were supplied with compressed air piped from power houses on shore.

Long mooring frames hung down from the cantilever arms to the span arranged with holes so that after each lift of two feet pins could be inserted to hold the weight of another lift. These frames were calculated at stresses of 300,000 pounds.

Spectators Horrified

A cry of anguish went up from the onlookers as the steel span rushed to its watery bed. Women shrieked, men stood dumbfounded, while those directly interested in the building of the bridge could scarcely hold back the tears which welled into their eyes. It was as if they had lost a great friend. They had lived with this span. They had pride in their work, and on the day when their big feat was to be achieved, fate had intervened and their pal had been torn from them forever.

Probably never in the history of Quebec has an event attracted such interest. The St. Lawrence River was simply dotted with craft of all descriptions, bearing their quota of spectators to the scene of operations. On the hills and along the shore on both sides of the river the crowds came by rail, by automobile, by cabs and other conveyances, while hundreds walked miles to have a peep at the culmination of Quebec's mighty project.

Floating the Span

It was still quite dark when the fleet of vessels drifted along opposite Sillery Cove, awaiting the floating of the big span, which was resting on six scows inshore, shaded by the hill behind. A thick fog then covered up tugs and span, but when the sun broke through the morning haze a cry went up from the boats, for the span was floated. Like trained soldiers the sturdy little tugs went about their business, and the big steel frame was soon in tow on its way to the gap which it was expected to fill.

Success Seemed Assured

At 8 o'clock the span was in place under the cantilevers. For a while there was a stop. The watching spectators craned their necks, expecting to see the scows move out any minute, and suddenly their hopes were realized. One of the tugs gave the signal, the rest took their cue and the noise of the whistles was deafening. The big crowds on the shore cheered wildly as the span held on what looked like frail supports. The worst was over to all intents and purposes. The engineers were pleased. The hydraulic jacks began their tedious work. The span almost imperceptibly started upwards. It was a success. It was only a matter of time. Then came the crash which dashed all hopes.

Comparatively few witnessed the disaster, but the news spread like wildfire to the city, and the gloom it caused could be plainly read in the faces of the citizens.

Hon. Mr. Hazen Saw Collapse

Hon. J. D. Hazen, Minister of Marine and Fisheries, was an eye-witness of the bridge disaster, from the Lady Grey. He had just been remarking that the undertaking had proven a great success, and that its successful accomplishment was a great credit to Canada when some one shouted, "The bridge is going." He turned to see the span buckling in the centre, roll over with a grinding roar, and disappear.

SPAN LIKELY TOTAL LOSS

Cannot be Recovered But Will Not Block the River

While the centre span of the Quebec Bridge may be a total loss, the rest of the bridge is uninjured, and, as Mr. Phelps Johnson, President of the St. Lawrence Bridge Company, said: "The bridge certainly cannot be left as it is. Naturally, I cannot make a statement off-hand as to the measures we will take to fill the central gap between the north and south cantilevers of the bridge."

Mr. Johnson would not make any positive statement on the possible cause of the accident. "We are at a total loss to account for it, thus far," he said. "The lifting apparatus is still in place, and is practically uninjured. It is hard to say whether the bridge slipped off its end bearing, or whether the trusses of the span failed. I do not think I can express myself further than this."

DEATH LIST OF NINE

Considering Magnitude of Disaster Few Lives Were Lost

First reports of loss of life in the Quebec Bridge disaster were much exaggerated, and gave the list of dead as eighty or ninety. Then it dwindled to twenty—finally, figures from the St. Lawrence Bridge Co.'s office brought out a missing list of eleven. The list of the men unaccounted for is:

Charles Sweeney, electrician, married, Lachine.

Michael White, single, residence, unknown.

Michael Regan, Cap Rouge.

S. Demere, Sillery.

H. Bertrand, residence unknown.

H. Vandell, near Point Levis.

W. Dumont (may be safe).

C. Bernier, residence unknown.

N. Laroche, Cap Rouge.

C. Carotte, and possibly two or three others, all bridgemen.

Some of the engineers and officials had narrow escapes. H. McMillan, chief inspector of the works, is in the Jeffrey Hale's Hospital, suffering from a compound fracture of the leg. He tried to jump from the girder platform onto the bridge, but caught his leg in some manner against the steel, inflicting a nasty wound.

BUILDERS OF BRIDGE

Special Company Was Charters to Undertake Gigantic Task

The St. Lawrence Bridge Company, contractor for the superstructure of the enterprise, is a special company chartered just for the work of erecting this bridge. Its outlay included a million-dollar plant and in addition a large number of workshops beside the bridge, which cost several millions to build and equip. The company is jointly owned by the Dominion Bridge Co. of Montreal and by the Canadian Bridge Company of Walkerville, Ont., and has as its President Phelps Johnson of Montreal, who is also the President of the Dominion Bridge Company.

Mr. Johnson is the designer of the new bridge, and for its construction he devised a new system. In the old bridge a large amount of steel was in place before the riveting was begun, in order to allow the weight of the bridge to squeeze the members into their final position. It is conceded by engineers that the cause of the old bridge's fall was due to this system, as the members "buckled" before they were riveted in place.

Took Only Seven Seconds

Mr. Arthur Drapeau, who was in the tug of a moving picture company, was within 100 feet of the bridge. There was no splash, and no wave, as the bridge allows the water to pass up between the girders and other interstices. "It took only seven seconds from the time it started until it had finished," he said.

First Disaster in 1907

Late in the afternoon of August 29, 1907, 240 feet of steel superstructure connecting the south shore pier to the anchor pier of the Quebec Bridge collapsed, killing sixty men out of the ninety on the section and causing a loss estimated then at \$1,500,000.

Who Bears Financial Loss?

The contract between the Government and the St. Lawrence Bridge Company for the erection of the Quebec bridge calls for a completed bridge, and, in the absence of specific provision to the contrary, the liability seemingly rests upon the contractors.

Cantilevers Held Firmly

The sensation of those on the cantilevers when the span tore away from the links was a terrible one. The cantilevers shook like a whip, creaked and swayed, but held firmly, proving that their construction is certainly solid.

Heavy British Losses

From June 1 this year to date the British army and navy have lost more than 250,000 men. For June the casualties numbered approximately 90,000. During August 38,150 officers and men were reported killed or missing and 98,838 more wounded.

Island Deal May Go Through

A despatch from Copenhagen says there is now a prospect that an agreement regarding the sale of the Danish West Indies to the United States will be reached without the formation of a Coalition Cabinet.

Canadian is Honored

King George at Windsor decorated with the Military Cross, Captain George Sheer of the 21st Canadian Battalion.

Honor Roll Durham and District

This list is intended to contain the names of recruits from Durham and vicinity, also those whose homes are here. Admissions will be made from week to week and our readers will please assist in keeping the list correct by furnishing the names of any who may have been omitted or advising of errors in spelling or otherwise.

A

Adair, John
Adair, Robin
Allan, Lieut. T.
Allen, Johnston
Ayott, Bert

B

Banks, George
Bailey, Michael
Bailey, J.
Bailey, T.
Baker, Chris
Basham, A.
Baker, Richard
Bell, Alex.
Blyth, Cecil
Bolger, John
Borthwick, David
Box, Fred
Bradley, Thos.
Bryon, J. C.
Brown, R.
Bryon, Percy
Bunce, Frank

C

Catton, Victor
Calder, Roy
Campbell, W. A.
Campbell, G. W.
Carey, James
Chislett, Charles
Clark, Campbell
Colville, John
Confrey, D.
Cove, A.
Corkill, Joseph
Connolly, Arthur
Coutts, James
Corbett, Fred
Cross, Roy
Cross, J. H.
Crawford, Chas.

D

Daniel, Percy
Darby, Wm.
Darling, C. H.
Derby, John
Davis, J. A.
Davis, Percy
Davis, Cecil
Dewar, A. C.
Dodsworth, H. W.
Donaldson, Alex.
Drumm, H. G.
Dunbar, Lachlan
Dyre, A.

E

Eccles, Roy
Edwards, Elmo
Edwards, Ivan
Elvidge, Vernon
Ewen, Robt.

F

Falkingham, Wm.
Fluker, Ray
Findlay, Alex.
Findlay, Murray

Gadd, Wm.
Glover, E.
Goleby, Wm.
Grigsby, Frank
Grigsby, H.
Gray, H.
Grant, Brock
Gray, Thos.
Greenwood, J. W.
Grundy, Wm.
Grierson, Nathan
Gun, Dr. A.
Gun, Gordon
Gun, Cecil

H

Hazen, G. C.
Hazen, R.
Havens, Ed.
Havens, Chas.
Hamlet, Joseph
Hartford, S. J.
Hazen, Wm.
Hillis, Sam.
Hoy, Murray
Hopkins, W. J.
Hunt, R.
Hughes, Jesse

I

Irwin, Duncan

K

Kelly, Fred
Keith, Robert
Knibley, W. H.
Kress, George
Kress, Lieut. H.

L

Lake, Wilfrid
Lake, Wm.
Laidlaw, A. N.
Lauder, W. A.
Lauder, T. A.
Legge, C. L.
Leeson, Fred
Lindsay, E. G.
Lindsay, R. G.
Lloyd, George
Lloyd, J. A.
Lloyd, Anson
Lucas, J. N.

M

Marshall, C. A.
Mountain, Lorne
Munroe, Wm.
Morton, Wesley
Mather, T. L.
Matheson, L.
Mort, A.
Murray, George

Mc

McAlister, T. W.
McAlister, W. W.
McAsey, F. M.
McComb, Archie
McComb, Alex.
McConnell, Harold
McDonald, John C.
McDonald, H. H.
McDonald, John
McDonald, Thos.
McDonald, Norman
McFarlane, David B.
McFadden, J. R.
McGirr, Wm.
McGirr, E. J.
McGillivray, Neil
McGirr, Lance
McLraith, Frank
McLraith, J. H.
McKeown, J. J.
MacKay, Frank
McMillan, N. J.
McKinnon, Hector
McKechnie, H. C.
McMahon, J.
McNally, Stanley
McNally, Cecil

N

Ness, George
Newell, Lewis
Nichol, John C.
Nichol, Wilfrid
Nichol, C. W.
Nicholson, Noel

O

Oyns, C. H.

P

Petty, Wm.
Petty, Wm.
Pilgrim, Chas.
Pinkerton, F.
Pinkerton, John B.
Pollock, H.
Pust, J. A.
Pust, Ezra

R

Ramage, Chas. C.
Renwick, Edgar
Robb, Robert
Ross, Clarence
Ross, John
Ross, Percy

S

Saunders, Mack
Saunders, Allister
Seaman, V.
Seamer, S.
Smith, J. Fred.
Smith, Andrew
Stedman, John
Stewart, Thos.
Stewart, Corp
Standen, S.

T

Torry, Fred
Thompson, David
Thompson, Walter
Thomas, J. E.

V

Vollett, James
Vollett, Harold
Vollett, Harry

W

Warmington, Joseph
Wall, James
Watson, Ferguson
Watson, J.
Wallace, Jas. died Aug. 30.
Wells, Alex.
Weir, J.
Weir, John
Whitmore, W. N.
White, Alex.
White, E. J.
Willis, Stanley
Willis, B. H.
Wolfe, Capt. C. B.
Wright, J.
Wylie, W. J.

BRITISH RECAPTURED THE TOWN OF GINCHY

Series of Unbroken Successes on Part of Allies Along West Front—Took Many Prisoners

At every vital point of the Somme battle line the Germans have launched counter-attacks of frantic bitterness. Everywhere their attempts to regain the ground lost since the resumption of the Allies' big push a week ago broke down with severe losses, according to the French and British official reports. They were unable to wrest from the Entente troops an inch of the lost terrain.

Only at one point, between Belloy-Santerre and Barleux, did the Germans make as much as a temporary gain. They were immediately driven out of the trench in which they had won a foothold, by a vigorous French counter-attack. The short-lived success was scored, according to the French communique, with the aid of jets of liquid flame.

British Gains Important

The British took 350 prisoners on Sunday. They repulsed a violent counter-attack northeast of Pozieres and another north of Ginchy. In reviewing the week's advance a statement issued at headquarters says the British since last Sunday have pushed their front forward 6,000 yards, to a depth varying between 300 and 3,000 yards. The important points netted by the seven days' advance are the Falkent Farm, Leuze Wood and the villages of Guillemeot and Ginchy. The village of Ginchy, which the British took Saturday afternoon, is the last remaining fortified place separating the British from the important German railway centre, Comblies. Comblies is now under fire from three sides: by the British from the north-west and west, and by the French from the southwest. Its fall is now believed to be a matter of a few days.

Victory at Verdun

The French again won the day at Verdun. In what is described officially as a "brilliant action" they took 100 more prisoners east of Fleury, west of the Meuse, bringing the total up to 300, and crushed a German attack west of Fort Vaux.

HALICZ ABANDONED BY THE AUSTRINIANS

Retreat Before the Advancing Russians—Strong Ring of Forts Reduced to Ruins

The Austrians are evacuating Halicz. According to reliable reports the greater part of the garrison has already retreated to the northwest along the railroad which runs to Lemborg. The great ring of forts which hedged in the Galician city is now a mass of ruins. As the Austrians retreated they blew up the defences, as well as the big bridge across the Dniester.

The Russians are in possession of the entire left bank of the stream opposite the city, and their heavy artillery is now in position.

The ONTARIO WIND ENGINE and PUMP COMPANY

Manufacture the Cheapest and the Best Pumping Outfit on the Market. Sold by W. D. Connor Durham - Ontario

The People's Mills

Sovereign Flour, Eclipse Flour, Pastry Flour, Low Grade Flour, Rolled Oats, Breakfast Cereal. Bran, Shorts, Middlings, Corn Chop, Cracked Chicken Corn, Crimped Oats for Horses, Barley and Wheat Chop, Mixed Chop. JOHN MCGOWAN TELEPHONE No. 8 (Night or Day)

PAGE FOUR THE DURHAM CHRONICLE W IRWIN, Editor and PUBLISHER DURHAM, SEPTEMBER 14, 1916 NAME TOWNS AND In the present age mobiles are numerous becoming more so, able to indulge in were undreamed costors. An auto home in the morning skim over a distance miles before he this in for the night usually cross-country tourist sees many new enjoys much new every well-travelled pass through towns he never saw before names of places past would be an added tourist and every hamlet should be at the outskirts. In town council would have signs placed on the town boundary leading to Durham. Durham, slow down would tell tourists were, and at the same time we knew their thing as a speeding statutes. Some years ago was an advocate of ing their names on number followed the remainder of the been largely solved duction of the rural Every small place sh name on the main r would serve a us and give pleasure t Will the Durham c hint and act? Signs at such plac Corners, indicating Durham, and to H Forest, would save getting lost. Who to see that such si in position? WHO IS TO A few days ago in public print that cent. of the candida at the lower schoo were rejected. This of affairs, but the failures should be they belong. When general that seven candidates are plac tate to believe that are at fault. The rule, are a hard- and nothing delight than to see the r laborers reflected in centage of success If success were ge school with 70 per would have reason teachers of that pr If the above staten the percentage of whole province be have no reason to ractness, then thre three out of ten ca lower school exa titled to credit efficiency. The trou s to be traced to the papers. In near tion as far back member, there is tricky of catchy pavor with the can sulted in a lot of The examiner who paper may be hig and scholarly in b but he doesn't sho ment. Some of the are getting a lar adverse criticism, average of only 3