

BRIDGE NEAR QUEBEC CITY COLLAPSES CARRYING WITH IT SCORES OF THE WORKMEN

First Reports Were That
Up to Two Hundred
Men Had Perished

DEFINITE FIGURES
HARD TO OBTAIN

Tugs go to Relief and
Special Train is Made
Up at Quebec

QUEBEC, August 29.—The great Quebec bridge collapsed late this afternoon and now the vast mass of steel work lies a tangled wreck across the St. Lawrence channel. A careful estimate of the loss of life is eighty-four. The bridge fell at exactly twenty-three minutes to six this evening just as many of the workmen were preparing to leave. The accident was so terrible in its effectiveness in wiping out the lives of the men employed that very little is known as to the cause of the disaster.

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 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 fallen section of the bridge dragged others after it, the snapping girders and cables 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 last piece of iron work on the south shore was dragged into the water.

Eight Rescued.
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 Lévis.

The steamer Glenmont had just cleared the bridge when the first section fell. The water thrown up by the debris went clear over the bridge of the steamer. The captain at once lowered boats. The small boats plied backward and forward over the sunken wreckage for half an hour, but there was no sign of life. The twisted iron and steel had 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. All the men drowned were employees of the Phoenixville Bridge company and sub-contractors of Quebec and Montreal.

Bodies Recovered.
At 10 o'clock tonight 15 bodies had been picked up and of the eight men in the hospital two are not expected to live throughout the night.

The Quebec bridge was begun seven years ago, and it was to be finished in 1908. 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 were working from both sides of the river.

FAST TRAIN HITS AN OPEN SWITCH

(By Associated Press.)
OAKLAHOMA CITY, Okla., Aug. 29.—The fast "Frisco" train known as the "Meteor," which left St. Louis at 2:30 yesterday afternoon and was due to arrive here at noon, ran into an open switch near Tulsa, I. T., at an early hour this morning and was wrecked. A mail clerk and two passengers were seriously injured.

ORDER IS SIGNED BY JUDGE J. C. PRITCHARD IN THE VIRGINIA CASES

Instead of waiting until he reached Richmond to sign the order, as he had planned, Judge Pritchard yesterday signed an order carrying into effect the agreement reached between the railroad and the governor of Virginia by modifying the injunction in the railroad rate cases.

The Virginia cases are similar to the North Carolina cases and following the agreement, to put the North Carolina law on a one-fourth cent rate

HE FALLS ONE THOUSAND FEET AND YET LIVES

Five Thousand People Witnessed the Miraculous Escape of a Balloonist.

PARACHUTE FAILED TO MAKE GOOD

Lands on Top of Farmer's Post But He Will Recover.

(By Associated Press.)

BARNSTABLE, Mass., Aug. 29.—Nearly 5,000 persons at the Barnstable county fair saw "Professor" Maloney, a balloonist, drop a thousand feet to earth, strike on the top of a cedar fence post and escaped probably with his life. Maloney made his ascent this afternoon, and as the visitors at the fair grounds gazed upward they saw that his attempts to cut his parachute were fruitless. A sharp easterly wind had blown the rope which connects with the knife amongst a mass of cords higher up and out of reach of the balloonist. For two miles Maloney floated. The gas was rapidly leaking from the big bag above him, and he prepared for the long drop. Maloney and the balloon came earthward rapidly. As it neared the earth the canopy fell about the body of the aeronaut and prevented him from seeing where he was falling. He struck in a half-standing position on the top of a big cedar post used by a farmer to mark off his field. His back was terribly torn and his left arm badly injured.

A long line of automobiles, headed by one carrying Governor Guild, who was a visitor to the fair, rushed to the spot where Maloney had fallen. The man was picked up in a semi-conscious condition and hurried to his hotel in Barnstable Center. Physicians who attended Maloney say that he is not internally injured and will recover.

DATE IS FIXED FOR SOUTHERN APPEAL

Colonel Rodman Says That
Judge Long is Liable to a
Fine of \$500.

RALEIGH, N. C., Aug. 29.—The Supreme court fixes September 17 as the day for the argument of the Southern Railway company's appeal from the \$20,000 fine by Judge Long in Wake county. In argument for the contentions of the Southern as to defects in making up the case on appeal, Colonel Rodman, counsel for the Southern, declared that under the statutes Judge Long is liable to a fine of \$500 for irregularities in making up the case and not giving the counsel for the Southern opportunity to be heard as to their contentions. Between now and September 17th the Southern's attorneys are to be allowed to amend and change the statement to the case on appeal in a number of ways.

SCAFFOLD FALLS KILLING TWO

YORK, Pa., Aug. 29.—Two men were killed and two injured, one probably fatally, by the falling of a scaffold today at the York county jail, which is being rebuilt. The scaffold was wrecked by an eight-hundred pound piece of granite falling on it, and the men were precipitated to the ground, a distance of fifty feet.

BAPTISTS HOLD 100TH. SESSION AT MARS HILL

New Auditorium is Crowded to Its Capacity With Delegates.

JUDGE PRITCHARD AND OTHERS SPEAK

Centennial Day of the Session Observed With Appropriate Exercises.

(Special to The Citizen.)

MARS HILL, Aug. 29.—The one hundredth session of the French Broad Baptist association opened here yesterday with an address by Judge J. C. Pritchard. Yesterday being the first day, was chosen as the centennial day of the hundredth session of the association, combined with which is the semi-centennial celebration of Mars Hill college. The new and spacious auditorium was crowded to its utmost. Chairs were brought from neighboring houses and even standing room was at a premium at all three services of the day. The following is yesterday's program:

Morning Service—9:45 a. m.
Song, "Holy, Holy, Holy."
Opening address by Judge J. C. Pritchard.

Quartet, "They That Wait Upon the Lord."

A Hundred Years of Baptist History—(a) In the State and World, Rev. L. Johnson, corresponding secretary S. M. B., Raleigh N. C.; (b) In the Association, Rev. J. Ammons, Outlook, N. C.

Song, "All Hail the Power of Jesus' Name."

Afternoon Service—1:30 p. m.
Fifty Years of Christian Education; the Story of Mars Hill College, told by three of her sons—(1) An Auspicious Opening; the First Decade, Maj. W. W. Rollins, Asheville; (2) Three Decades of Struggle, A. Fuller Sams, Thomasville; (3) A Decade of Growth, Rev. Oscar R. Mangum, Selma.

Quartet.

Evening Service—7:30 p. m.
Song, "Wonderful Words of Life."
Dedication of the Spilman home and Terat annex, Treat dormitory and auditorium—Rev. A. E. Brown, superintendent Mt. Mission schools, S. B. C., Asheville, N. C.

Today and tomorrow the regular association business will be carried out.

FAIRBANKS FAMILY REUNION.



A reunion of the family of Vice President Fairbanks is to begin July 30 at the old homestead in Dedham, Mass., and the tall leader from Indiana is who will be gathered there. Mrs. Fairbanks, whose social leadership has been for a number of years a recognized factor in Washington, will accompany her husband. The Fairbanks Association is a Massachusetts corporation and meets yearly at the old homestead, but the coming meeting promises to be the largest ever held.

FOREIGNERS RUN FROM THE QUAKE

Monster Landslide Near
Pittsburg Causes Exodus
on Part of Inhabitants.

(By Associated Press.)
PITTSBURG, Pa., Aug. 29.—With their houses cracking, windows breaking and chimneys sinking deep into the earth, several hundred foreigners have fled from their homes in Port Vue, a seaside suburb, fearing death in a landslide which threatens to bury 250 dwellings.

One hundred yards below the Pittsburgh & Lake Erie Railway company started recently to make a cut for additional tracks. The earth between the cut and the hillsides with soft shale and soapstone. The whole mass is slowly slipping toward the cut. During the past 24 hours the street for 100 yards, with its houses, dropped 300 feet below its original level, bursting gas and water mains and leaving half the village without light or fire protection.

WEATHER FORECAST.

(By Associated Press.)
WASHINGTON, August 29.—Forecast for North Carolina—Fair Friday and Saturday; light variable winds.

MERELY A MATTER OF FORM.



The girls they just go dippy,
When he passes on the street
And admire his manly form,
From his head down to his feet.

But if they could only see him—
Some day perhaps they can,
They'll swear upon their honor
It's the clothes that makes the man.

PASSENGER TRAIN HITS A LIGHT ENGINE IN THE VICTORIA ROAD SECTION

PLANT AGAIN MAIN FIGURE IN RATE CASE

Question of Decrease in Net
Earnings Gone Into by
Justice.

PLANT TELLS OF CONSTANT DEMANDS

Sharp Tilt Occurred Just Before
the Noon Recess.
Justice Insistent.

WASHINGTON, Aug. 29.—Comptroller Plant of the Southern railway was again subjected to several hours' close and vigorous cross-examination in the North Carolina railroad rate case before Master in Chancery Montgomery. Speaker Justice for the state, conducted the cross-examination and had not finished the questioning when the hour of adjournment arrived.

Mr. Justice failed in his effort to draw from Comptroller Plant a statement that he could determine with mathematical accuracy the cost of doing an interstate business in North Carolina on the Southern railway. Mr. Plant did say, however, that he could determine the minimum cost of doing an interstate business.

The question of the decrease in the net earnings of the Southern railway was again the main issue. Mr. Justice asked Mr. Plant if he thought the decrease in the earnings of his company was due to conditions peculiar to the present time or to conditions which have come to be permanent. Mr. Plant replied that the Southern railway was confronted with two things, which, if continued, will not result in very much improvement in the situation. Those conditions are, he said, the constant demands for increases in wages of employees, together with an upward tendency in the price of material and a desire on the part of the people of certain states to reduce rates and impose what he believed to be improper restrictions and penalties on railroads. Unless the people and the railroad work together there would not be, he said, that measure of success both desired. The net results to the Southern system in the future, he added, would depend very much upon the attitude of its patrons toward it.

"If we have favorable conditions along these lines," said Mr. Plant, "I believe the business prosperity of the country traversed by the Southern railway will give us sufficient increase in our gross earnings to overcome the increases we are now called on to make in wages and material."

Mr. Justice asked whether, "taking into account only passenger trains in North Carolina, that is, through trains from one point in the state to another and local trains in the state," the Southern operated those trains at a loss. Mr. Plant replied: "My judgment is that, including those local trains running on the main lines with the local trains running on the branch or local lines, as distinguished from the through interstate passenger trains there is a loss in the local business, but, taken as a whole, including the through passenger trains and the local passenger trains, I believe there is a margin of profit in the business as a whole."

A sharp tilt occurred between Mr. Justice and Mr. Plant just before the noon recess. Mr. Justice asked Mr. Plant if he could say how much more it would cost to carry a freight train with passengers than without passengers on the High Point & Ashboro line. Mr. Plant proceeded to answer the question in his own way, but Mr. Justice insisted upon a direct reply. Judge Montgomery informed the witness that he must answer "yes" or "no." Then Mr. Plant replied that the cost could not be determined accurately.

The couple quarreled in the hotel dining room during the dinner hour. Gravatt pulled a revolver and began firing at his wife. She fell with a bullet in her leg and the child rushed between her parents to shield her mother and was shot in the thigh. When the child fell Gravatt fired two other bullets into his wife's prostrate form and then sent the remaining bullet into his own brain.

JUDGE PRITCHARD REMANDS CASE TO SOUTH CAROLINA STATE COURT

Judge J. C. Pritchard in the United States court yesterday rendered a decision in the case of Charles J. Morrow vs. the Charlotte Air Line Railway company, remanding the case back to the South Carolina state court. Morrow sued the railway for \$10,000 on account of personal damages sustained by him, the suit being entered in the state court of South Carolina. The railway company petitioned that the case be moved to the United States Circuit court on the ground of diversity of citizenship, the

Southern Railway Train in Collision Near the Victoria is Bridge Yesterday.

NONE, HOWEVER, ARE
SERIOUSLY INJURED.

Low Speed of Passenger
Averted What Might Have Been
Serious Wreck.

Southern Railway passenger train No. 41, while coming into the local yards this morning, struck a light engine, and what might have been a serious collision was only averted by the fact that the passenger train was running at a slow rate of speed. Both engines were damaged and several of the passengers were more or less injured, none of them seriously however. Engineer Deverbliss, on the light engine, was just about to couple onto his train, and ran down the track for the purpose of switching. The westbound track being blocked by a ballast train, he took the eastbound track, probably overlooking the fact that No. 41 was due from the south. The two engines came together at 11 o'clock on a curve just after the passenger train had passed under the Victoria road bridge. The train was going at about 15 miles an hour, when it struck the curve Engineer Pitts saw the light engine in front of him. He had barely time to shut off steam when the two engines met. There was a heavy shock and many of the passengers were thrown from their seats, one man, who was standing at the time, being pitched into a plate glass mirror and his face rather badly damaged. Others received cuts and bruises. Neither of the engines were seriously injured, and the engines were not greatly damaged, losing their headlights, pilot, and front parts somewhat battered up. It is estimated that the total damage to equipment will not exceed \$500.

Assistance was quickly sent to the scene and the damaged train pulled into the station. The injured passengers were taken to the Glen Rock hotel and Doctors Hilliard and Laird summoned to attend to them. Among those who received medical attention were: J. R. Davis of Philadelphia, left arm injured; Mrs. W. A. Collins of Hattiesburg, Miss., internal injuries and nervous shock; Mrs. Collins had but a short time ago been operated on for appendicitis, and had not fully recovered her strength. It is not apprehended, however, that any serious results will follow; E. Y. Struble, Columbus, G., face and head cut; J. J. Hardy, Americus, Ga., hip and leg injured.

There was very little delay to traffic on account of the accident.

DOMESTIC WOES END WITH DEATH

Ocean Grove Hotel Man
Shoots Wife, Child and
Self in Dining Room.

OCEAN GROVE, N. J., Aug. 29.—In the presence of a number of boarders in the New Jersey house, a hotel of which he was the proprietor, Robert B. Gravatt, 47 years old, today shot and perhaps mortally wounded his wife, Irene, seriously wounded his nine-year-old daughter, Molly, and then killed himself. Domestic trouble is said to have been the cause of the tragedy.

The couple quarreled in the hotel dining room during the dinner hour. Gravatt pulled a revolver and began firing at his wife. She fell with a bullet in her leg and the child rushed between her parents to shield her mother and was shot in the thigh. When the child fell Gravatt fired two other bullets into his wife's prostrate form and then sent the remaining bullet into his own brain.