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EIGHTY-FOUR LOST IN WRECK OF A BRIDGE

Structure Today a Mass of Steel and Broken Cables

CAUSE OF FEARFUL DISASTER UNKNOWN

Some of Few Who Escaped Say Collapse Came Without Warning, While Others Declare That Day Before Creaking of Steel Shrouds and Snapping of Rivets Warned Workmen—Snapping Cables and Girders, Dragging Men to Death, Boomed Like Crash of Artillery, Story of Disaster.

(By Leased Wire to The Times.) Quebec, Aug. 30.—A careful estimate today places the loss of life in the collapse of the great bridge over the St. Lawrence River between St. Hubert and St. Romuald, five miles from Quebec, at eighty-four. Most of them were Americans, skilled mechanics at work on the bridge.

The structure, which was to have been one of the greatest of its kind in the world, and a monument to American ingenuity, is today nothing but a tangled mass of steel and broken cables. The cause of the disaster is unknown. The wreck was so complete and appalling in its results that there has been little effort to determine its cause.

Some of the few who escaped declare the collapse came without warning. Others say that the day before creaking of the steel shrouds and snapping of rivets near the south end frightened some of the workmen, who went to the superintendent and told him they would no longer work on the structure, as it was in danger of falling. They were reassured and went to work yesterday as usual. As the workmen were preparing to quit for the night, the bridge fell. Half of it, from the south shore to the middle of the stream, crumpled up and tumbled into the water. The fallen section of the bridge dragged others after it, the snapping girders and cables booming like the crash of artillery.

Near the shore the wreckage of the bridge did not go below the surface of the water and eight workmen who remained above the water were rescued and taken to the hospital at Lévis. Two are not expected to live. The steamer Glenmont had just cleared the bridge when the first section fell. The water thrown up by the debris flew over the bridge of the steamer. The captain immediately lowered boats which were rowed 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.

All the men drowned were employees of the Phoenixville Bridge Company and sub-contractors of Quebec and Montreal. The Quebec bridge was begun about seven years ago and was to have been finished in 1909, at an estimated cost of \$2,000,000.

Bridge Over Mile Long. 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 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."

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 river.

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

The southern extension of the bridge, which collapsed, was rapidly nearing the zenith of the immense steel arch which was to span the river. For 800 feet from the shore the massive steel structure reared an arch with no supports save the piers from the shore, while the outward extremity was 180 feet above the water.

Crash Heard in Quebec. The end of the half arch bent down a trifle and a moment later the whole enormous fabric began to give way, slowly at first, then with a terrific crash, which was plainly heard in Quebec and which shook the whole countryside so that the residents rushed out of their houses, believing that an earthquake had occurred.

The horror of the situation was increased by the fact that there were a number of wounded men pinned in the wreckage near the shore. Their groans and shrieks could be plainly heard by (Continued on Page Two.)

FIRE INJURES NEWSPAPER

Courier-Journal Plant Almost Irreparably Damaged

LOSS ABOUT \$200,000

Flames Visit Henry Watterson's Plant and Efforts of Fire Department Seemed Vain—Third Floor of Building Falls In—Nobody Killed.

(By Leased Wire to The Times.) Louisville, Ky., Aug. 30.—The plant of The Courier-Journal and The Evening Times suffered almost irreparable damage by a fire which broke out shortly after midnight. The flames spread with unusual rapidity but it is believed that all employees escaped from the building.

Less than an hour after the fire was discovered the third floor of the five-story structure fell and the efforts of the entire city department seemed in vain. The fire started in the north end of the building at the top of an elevator shaft. It is supposed to have been caused by defective insulation on electric light wires. The loss is estimated at \$200,000.

UNUSUAL INTEREST IN COTTON CONGRESS

(Special Cable to The Times.) London, August 30.—Unusual interest is manifested by English spinning and manufacturing concerns in the cotton congress, to be held in Atlanta, Ga., October 7 to 9. Two hundred delegates have been chosen to represent the English concerns at the congress, and Belgian, French, and other manufacturers will also be present.

As a result of the congress, conditions are expected to be greatly improved this year. The European manufacturers devoted considerable attention to the trade in cotton during the last year with the specific aim

OFFICERS KEPT OFF WITH GUNS

Randall, Cashier, Resists for Several Hours

FOOLED BY CASSIE

The Man Who Allowed Mrs. Chadwick to Wreck Bank Barricaded Door, Drives Family From Home and Defies Officers—Later Surrenders.

(By Leased Wire to The Times.) Loraine, O., August 30.—Charles H. Randall, forty-five years old, who, as cashier of the Oberlin bank, wrecked by Cassie Chadwick's wizardry, handed out to her great sums of fraudulent orders, held policemen at bay for three hours yesterday threatening them with a charge from the shotgun he hoisted.

Randall drove his wife and children from his home and barricaded the windows. Complaint was made that he was insane, and a lunacy warrant was sworn out immediately. The officers came to serve it but labor with Randall as they would, they could not prevail on him to lower the shotgun with which he menaced them from behind the barricaded window. Finally, after three hours argument of the policemen left to summon assistance. The other stood guard, but was fooled by Randall, who erected a dummy behind the window and fled from the house by way of a rear window.

He ran to the lakeshore, and for hours eluded the pursuit of a dozen policemen. Later in the day he returned to his home and surrendered, submitting without comment to being locked up.

A banker who is largely interested in the movement to enforce the payment of the interest on the bonds said:

"We shall insist upon the full five per cent interest payment on the second and third incomes and if necessary shall institute legal proceedings demanding an accounting from the company to ascertain why this interest should not be paid."

"The earnings for the company of the last fiscal year show that interest on all three classes of income bonds was fully earned, but within the last month of the year, it appears, the company charged off a large amount for improvements and betterments which we contend was excessive. The railroad proper for the last fiscal year actually had about \$840,000 applicable to interest on the income bonds but this was written down, leaving only about \$480,000 available, and on the basis of earnings, as expressed by the latter figure, the interest on the third incomes was passed and on the second reduced."

"The earnings of the railroad proper, as I have stated, were sufficient to cover the full income interest charges, but aside from that the ocean steamship company, owned by the Central of Georgia, has earned enough on its own account to meet the income bond interest and this has not been figured in at all."

There are likely to be interesting developments.

(By Leased Wire to The Times.) Charleston, S. C., Aug. 30.—Six men and two women were killed and thirty to forty seriously injured in a disaster on the Matton Interurban Railway, one mile west of this city, today. The wreck occurred on a sharp curve and the passenger car with a trailer collided head-on with an express car. The car was loaded with passengers bound for their county fair at Matton. Five fatalities are expected from the injured. Fifteen, in fact, may occur.

(By Leased Wire to The Times.) San Francisco, Cal., Aug. 30.—Alarmed at the spread of bubonic plague along the Pacific coast, the national and state governments have grappled with the situation in an effort to stamp out the dreaded malady. United States revenue cutters and an army of federal officials have been enlisted in the combat and all incoming and coasting vessels are being halted and subjected to rigorous inspection before being permitted to enter port. Any resistance on the part of any vessel will be promptly answered with shots from the government boats.

Up to this morning seven deaths have been recorded and eighteen cases of the plague are under treatment.

(By Leased Wire to The Times.) New York, Aug. 30.—J. P. Morgan has stepped into the arena as the new traction king, dethroning Ryan and Belmont. The great banker, according to a report current in the best quarters of Wall street, has purchased \$20,000,000 par of Metropolitan bonds, and will undertake reorganization of the local traction trust. His purchase of the bonds has relieved at least one big banking house from desperate trouble.

Mr. Morgan got the bonds at 50. These bonds were issued in exchange for Interborough Rapid Transit stock at the rate of two for one, and Mr. Morgan therefore gets the equivalent of Interborough Railroad Transit stocks at par. It is paying 9 per cent and is earning much more. The reorganization will be along such lines, it is said, as to make these bonds a splendid investment.

BONDHOLDERS WILL FIGHT

Insist on Interest on Three Classes of Bonds

THE GEORGIA CENTRAL

No Compromise Accepted and Holders of Bonds Will Fight Matter Even to Invoking Aid of Federal Courts—Railway Had Interest Money.

(By Leased Wire to The Times.) New York, Aug. 30.—The Georgia Central bondholders intend to fight even to the extent of invoking the aid of the courts if necessary to compel the payment of the five per cent interest on all three classes of income bonds. This was developed after the meeting yesterday afternoon which resulted in the appointment of a committee consisting of C. Altschul, of Lazard Freres; R. Walter Levy, of Matland, Coppel & Company; Ernest Groeschel, of Groeschel & Company; Frederick W. Scott, of Richmond, chairman of the Southern Committee, and J. P. Minis, of Savannah, to deal with the owners of the road.

It is learned that at least two propositions were made to the bondholders by the controlling interests in the stock of the company in lieu of full interest on all three classes of bonds, but that neither of them was acceptable to the bondholders' committee. One of these plans, it was said, called for the issue of five per cent bonds to run for three years and the other for an issue of notes.

Counsel have been retained by the bondholders. A banker who is largely interested in the movement to enforce the payment of the interest on the bonds said:

"We shall insist upon the full five per cent interest payment on the second and third incomes and if necessary shall institute legal proceedings demanding an accounting from the company to ascertain why this interest should not be paid."

"The earnings for the company of the last fiscal year show that interest on all three classes of income bonds was fully earned, but within the last month of the year, it appears, the company charged off a large amount for improvements and betterments which we contend was excessive. The railroad proper for the last fiscal year actually had about \$840,000 applicable to interest on the income bonds but this was written down, leaving only about \$480,000 available, and on the basis of earnings, as expressed by the latter figure, the interest on the third incomes was passed and on the second reduced."

"The earnings of the railroad proper, as I have stated, were sufficient to cover the full income interest charges, but aside from that the ocean steamship company, owned by the Central of Georgia, has earned enough on its own account to meet the income bond interest and this has not been figured in at all."

There are likely to be interesting developments.

(By Leased Wire to The Times.) Birmingham, Ala., August 30.—Six men were more or less seriously injured and several other persons received minor bruises from broken glass in a rear-end collision between a South Ensey and North Bessemer car near the fairgrounds early this morning. Both are heavy cars and the South Ensey car was closely following the North Bessemer when the latter stopped suddenly at the bottom of a grade, the South Ensey car crashing into it. John Vaughan, motorman of the Ensey car, had his leg broken and was otherwise badly injured. The seriously injured were brought to St. Vincent's Hospital here.

(By Leased Wire to The Times.) Atlanta, Ga., August 30.—A man supposed to be F. E. Filber, of Augusta, was found dead at the Stag Hotel this afternoon. He had registered here as T. H. Henderson, but it is said that was an assumed name. It is said he was the husband of Miss Bossie Miller, a well known family of Augusta. The inquest is now holding and it has not as yet been determined the cause of death.

(By Leased Wire to The Times.) Winston-Salem, N. C., Aug. 30.—Hon. R. A. Doughton, of Sparta, Allegheny county, will not be in the race for the democratic nomination for governor next year. This information, which comes from an official source, was given out this morning. The ex-Lieutenant governor spent the night here and one of his close friends tells our correspondent that Mr. Doughton has decided to allow the already "numerous" aspirants for gubernatorial honors to fight it out to a finish.

(By Leased Wire to The Times.) Chicago, Aug. 30.—President Harahan of the Illinois Central Railroad, on his arrival here from New York last evening issued the following statement:

"On my arrival in Chicago this afternoon from New York I found in the papers articles telegraphed from New York concerning an alleged occurrence reported as having taken place at a meeting of the board of directors held yesterday. These published reports don't state the facts.

"My duty and honor will not allow me to discuss matters or occurrences, considered or taking place at the meetings of the board of directors, nor will my dignity permit me to positively discuss personal matters further than to deny the report which undoubtedly emanated from the same source as the reports appearing in today's newspapers, and which have been frequently published to the effect that friendship which existed between Mr. Fish and myself was broken just prior to my election as president of the Illinois Central in November, 1906. The fact is, Mr. Fish's avowed had severed that friendship several years prior to that time.

HARAHAN TALKS ALL 'ROUND IT

But Does Not Say Whether Fish Smashed Him

HONOR WON'T PERMIT

Mr. Harahan Cannot Talk About What Happened in the Meeting On Account of Dignity, Even to Telling of His Scrap—Had Been Unfriendly With Fish Prior.

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"Reports have also been published to the effect that during the long friendship of Mr. Fish and myself, frequent promotions were given me through the influence of Mr. Fish. As a matter of fact, my connection with the Illinois Central Railroad Company began with my election as second vice president by the board of directors in 1890 and I continued in that capacity until my election as president by the board of directors, in November, 1906."

Street Has Subsided. (By Leased Wire to The Times.) New York, August 30.—Wall Street was excited this morning by the announcement that Mr. Stuyvesant Fish had an important statement to make. This was it, neatly:

"The Harahan incident was closed when I left the Illinois Central office on Wednesday. What he may now see fit to give out after his return to Chicago does not interest me, nor will it lead me to break the silence which I have maintained."

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(By Leased Wire to The Times.) Washington, D. C., Aug. 30.—To prevent a repetition of the Minnesota disaster in Hampton Roads, acting Secretary of the Navy Newberry went to the department of commerce and labor today and called their attention of the steamboat inspection service to the fact he has received numerous complaints from naval officers, among them Admiral Evans and others, that the merchant shipping, tugs, etc., do not display their light properly while traversing, or at anchor, in Hampton Roads.

(By Leased Wire to The Times.) Washington, D. C., Aug. 30.—Mr. Justice in his cross examination of A. H. Plant, comptroller for the Southern Railway, in the North Carolina rate case here today, was so insistent upon a line of questions concerning the details of operations by the Southern in North Carolina that Judge Montgomery interposed and suggested to the questioner that he pursue other and less stringent methods in obtaining testimony.

Mr. Justice apologized, saying he had no intention of being discourteous to Mr. Plant, who asked Judge Montgomery to request that Mr. Justice talk lower.

"It is only my way," said Mr. Justice. "I have no desire to appear discourteous."

"I think our friend wants to be heard down in North Carolina," said Captain Thom with a smile, which was cheerfully returned by Mr. Justice. Later in the proceedings Captain Thom, after presenting a series of objections, was called to task for his action by Mr. Justice, who asked the presiding master that these objections should not appear so frequently. Judge Montgomery informed both Mr. Justice and Captain Thom that he had no power to prohibit either from making as many objections as each cared to record and gave some instructions as to the most expeditious way to get at the real facts.

RICHARD MANSFIELD PASSES AWAY TODAY

MR. JUSTICE CALLED DOWN

He and Thom Indulge in Mouth Play

BOTH ARE ENERGETIC

Judge Montgomery Says They May Make All Objections They Desire. Little Material Information Added to Testimony Already Given.

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"What I object to," said Captain Thom, "is the fallacious method my friend is adopting in arriving at conclusions which are not based merely on assumption."

"I'll have a lot to say about your fallacy in the case when the proper time comes," said Mr. Justice, with a beating smile and Captain Thom chuckled.

The testimony of Mr. Plant this morning was in relation to operating expenses and earnings in intrastate business in North Carolina. Mr. Justice in his probing look for the basis of his examination the tabulated statement prepared by Mr. Plant for the North Carolina Corporation Commission.

Various ratios were given concerning these earnings and expenses, but nearly all were based upon calculations suggested by Mr. Justice and little material information was added to the testimony already given by the comptroller. Mr. Plant is still on the witness stand.

(By Leased Wire to The Times.) Shanghai, August 30.—The cholera epidemic, which sprung up among the Chinese in the lower Yang Tze ports, is spreading with alarming rapidity. Two hundred persons die every day in the streets of Wu-Hu and Kin-Kiang. There is a panic throughout the provinces affected.

(By Daniel Frohman.) (By Leased Wire to The Times.) New York, Aug. 30.—Mansfield was an actor of peculiar temperament. His greatest successes were in character parts. He was not always convincing when he assumed the roles of elemental qualities.

In weird parts, requiring a strong grasp of the subtleties of human nature he was paramount.

His greatest success was as the old baron in "The Parisienne Romance." His next greatest success was in the dual role of Dr. Jekyll and Mr. Hyde. These parts show the bent of his qualities.

His success with the public was due to his own indomitable will and inexhaustible energy and work. Mr. Mansfield was a man of splendid intellectual attainments. If he had not worked so hard he would have been alive and in good health today.

One of the World's Greatest Actors Dies at Summer Home

GREAT THESPIAN'S END WAS PEACEFUL

Health Gave Way Several Months Ago and Associates Knew His Doom Was Certain—Left the Stage and Went to Summer Home. Physicians Sent Him to England But Was Brought Back Secretly—Author of Book of Poems and Nonsense Book for Grown-up Folks—Accomplished Musician in Addition to Other Talents.

(By Leased Wire to The Times.) New London, Conn., Aug. 30.—Richard Mansfield, the actor, died today at his summer home near here. Although he had been broken in health for many months, his sudden end was not expected. He appeared to be getting somewhat better the last few days, but last night began to sink and early today passed away with his wife and brother Felix at his side.

The great thespian's end was peaceful. All of the eccentricities which have marked his long, successful career seemed to disappear in an instant. He was conscious of what was going on around him and after a few cheerful words dropped back on his bed from a reclining posture and gasped his last.

That Mansfield was doomed was well known to his associates. He had utterly broken down under the great strain of his famous repertoire and at times was unable to go on with his parts.

Several months ago, while appearing at Scranton his health gave way completely, and he brought his season to a sudden close. His physicians made a statement at the time that he was simply suffering from nervousness and he was brought in his private car to his Riverside Drive home in this city. There he continued to get worse and after half a dozen consultations of medical experts it was decided to send him to England for a complete rest.

There his eccentricities reached their height. He refused absolutely to remain away from America and was brought back secretly on a boat to Boston. Then he was taken to the Adirondacks, where he continued to grow better until it was thought safe to take him to his summer home at New London.

Richard Mansfield was born in Heliogoland in 1857. He was a studious boy and prepared himself for the East India civil service, but changed his mind, sailed for America and located in Boston, where he opened a studio. He studied art both in this country and in England, where he played a number of small parts.

He returned to the United States by hard work and great artistic ability became one of the heads of his profession, creating many parts. Mansfield's range of characters was wide, and extended from Koko in "The Mikado" to Ibsen's "Peer Gynt," the last character he created. The strain required in the portrayal of "Peer Gynt" was the cause of Mr. Mansfield's breakdown and the disbanding of his company. Mr. Mansfield married Beatrice Cameron, who at one time was his leading lady. He is the author of a book of poems and a nonsense book for grown-up folks. In addition to his other talents Mr. Mansfield was an accomplished musician and an artist of ability. He had a beautiful home on Riverside Drive, New York, and a summer home at New London on Long Island Sound.

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No Announcement of Funeral. It is announced that no arrangements have been made for the funeral, but in all probability it will be held from his New York home.

SIX INJURED IN COLLISION

CHOLERA KILLS 200 EVERY DAY

IN REGARD TO COMPLAINTS

MAN FOUND DEAD IN ATLANTA HOTEL

(By Leased Wire to The Times.) Atlanta, Ga., August 30.—A man supposed to be F. E. Filber, of Augusta, was found dead at the Stag Hotel this afternoon. He had registered here as T. H. Henderson, but it is said that was an assumed name. It is said he was the husband of Miss Bossie Miller, a well known family of Augusta. The inquest is now holding and it has not as yet been determined the cause of death.