

VESSELS CRASH IN FOG SIX MEN KILLED.

Disastrous Collision of Steamers Off New London, Conn.

New London, Conn., March 23.—In the fog which descended upon the waters of the Sound last night the big Fall River passenger steamer Plymouth, with 400 passengers and a crew of 200 men, was run down while passing through the race by the freight steamer City of Taunton, of the same line. A full hundred feet of the starboard side of the vessel was smashed in as if it had been paper, the impact threatening death to the occupants of the staterooms of the second cabin, which was cut away and obliterated as if it had never been.

Fortunately No Panic. There was terror and dismay on the stricken ship, but there was no panic. Men and women composed themselves with wonderful self-control. The collision occurred after the vessel had clawed her way up the Sound through a fog, until she reached a point close east of Gull Island. The westbound steamer drove up out of the fog, and when she was sighted by the officers of the Plymouth there was too close to avoid the collision. There was a quick exchange of whistles, though whether they were correctly given or not there is no statement yet available, and then the crash. The bow of the westbound steamer penetrated ten feet into the hull of the Plymouth, and then as she backed away she raked the upper works of the passenger vessel with terrible destructiveness, tearing out the second cabin and ripping the staterooms to pieces as if they had been built of cardboard. Water poured into the hold and

Drowned Men in Their Bunks. The Plymouth was immediately headed for this city. It was thought at one time that the ship's company would have to take to the water, but the closing of the collision bulkheads prevented the water from gaining, and the vessel made the harbor and wharf unassisted. There was no way of telling immediately how many persons were killed. Six are dead certainly, and

in the mass of debris from the wrecked cabin and staterooms there may be several more bodies, while in the staterooms, where the water poured in like a Niagara, there may be, and probably are, bodies of others drowned besides those reported.

As the Plymouth was being made fast to the Fishers' Island Navigation Company's wharf, there was seen to be a hole ten feet square in her hull on the starboard side, about 25 feet from her bow, while for a hundred feet her joint work had been carried away, including the entire second cabin and seven staterooms on the saloon deck.

John McCarthy's dead body could be seen in the debris in the dim rays of the ship's lamps. Every survivor was up and dressed when the steamer reached here.

The Dead and Injured. The dead so far as known are: John McCarthy, watchman, head cut off; Snow Cleman, colored, pantry man, drowned; Julius Dawson, colored, mess man, drowned; John Bristol, colored, waiter, drowned; John William, colored, baker, drowned; Jonathan W. Thompson, Wilkesbarre, Pa., skull shattered.

Patrick Daly was the first injured man to be removed to the hospital. His injuries were the loss of his right arm. Chances of recovery slight. Michael Kiduff, a passenger, of Boston, had his right foot crushed badly.

Besides Patrick Daly, who had an arm torn off, another passenger was badly injured. His name has not been learned. He was found after the collision on a heap of debris on the main deck, in the space where the second cabin was located.

The accident occurred just east of Plum Island. The City of Taunton drew off instantly and sounded distress signals. The officers said that they were unable to see her in the fog and could not ascertain the extent of her injuries.

The City of Taunton made this port at 5:45 this morning, with her bows stove in and her pumps working. Her bulkhead saved her, it dragged along for a short distance, it reminded me of skating marbles up and down in a box. This lasted about three seconds, and then we felt the car going, and it seemed like a dream until we woke up and found ourselves in the water. Then we heard a mother calling out that her child was in the water and could not get out. The little one had got an extra one of the seats and was drowning. People were dazed for a minute, but the child was got out almost immediately, and Dr. Savage started the attempts to resuscitate the child, and shortly afterwards handed it over to me. I spent about half an hour in the water trying to bring it to life. There was about a foot and a half of water when the car was in the water, and there were about two feet and in the other half a foot. I was on the upper side and wonder that I escaped as well as I did. The only consciousness I had was that I was standing for so long.

Those in the fore part of the car were hurt the most on account of the breaking in of the car. I think it was about 1:30 or 2 o'clock before the relief train came. Of course they had to go in with the jigger.

Mr. Stringer is a missionary of the Anglican church at Herschel, a station in the Arctic circle about 2,600 miles north of Edmonton. He is here on a visit, and with his assistant, Mr. W. D. Young, and Mr. Halkin, a teacher at Ridley College, St. Catharines, was proceeding to Pinkerton, near Kincardine, to attend his brother's wedding.

Mr. Young is badly cut over the forehead and bruised all over his body. He was rendered unconscious for a time, and on recovering remarked, "Well, had we been with a dog train this would not have happened." Mr. Halkin was unhurt, and all three returned to Toronto with the afternoon train.

The second death. An auxiliary train was sent out as speedily as possible, with doctors on board, and the more seriously injured were taken to the hospital at Fergus. Shortly after 10 o'clock, a man removed to the home of Mr. John Black, Lillian Irvin, infant daughter of Wm. Irvin, of Niagara Falls, N.Y., succumbed to her injuries. At a late hour tonight a message from Fergus stated that mail clerk Cleoney was in critical condition, his skull having been fractured, and that Mrs. Houston was in a very dangerous state. The others were reported upon as follows:

Austin Houston, son, fractured hip. Philip Farley, Drayton, very badly burned on face and hands and part of body. Casey, Gobleton, scalp wounds. Annie Nielson, Agr. badly shaken. Ella Billings, Durlam, badly shaken. Lizzie Gowalock, Port, Elgin, wounds. Miss Brocklebank, Walkerton, head lacerated. Marshall Emory, Parkhead, scalp wounds. Carsonadden, Alden, Maud, head badly cut. George Horriett, Gobleton, scalp wound. Rev. W. Hallam, Wyell, collar, scalp wound. James Robinson, Bellwood, suffering from severe flesh wounds in side, was taken to his sister's home here. Judge Jameson, of Guelph, had an arm broken, but is not dangerously injured.

The official statement sent out by the Grand Trunk contains a summary of the casualties. Many of those set down as slightly injured will go to their homes after the

wounds were dressed. The statement follows:

At about 11:35 p. m. No. 17, engine 302, Engineer Hazelwood, Conductor Lillis, was derailed at a point seven miles north of Guelph Junction, on the 22nd district. All the cars in the train, consisting of baggage, first-class mail and smokers, first-class coach, turned over down a 15-foot embankment. The accident occurred on a straight track which is in perfect gauge and surface, and not slanted, so that the cause of the accident is unknown. Two officials of the Grand Trunk were immediately on the scene, and an engine and two coaches were sent from Guelph, with doctors, and also from Fergus, to the scene of the accident, as soon as the report was received.

The following is a complete list of the casualties: Conductor James Lillis, Brantford, injured. Mail Clerk A. Cheeney, Southampton, seriously injured. Mr. and Mrs. J. J. Houston, Thessalon, seriously injured. One of their children killed and the other not expected to live. Judge Jameson, Guelph, arm broken. Miss Gibson, Guelph, arm broken. Wm. Brommer, waiter, merchant, Hamilton, seriously injured. The following were slightly injured: Miss Christie, Hamilton; J. Harknett, Goldstone; Philip Harley, 12th one, Peel township; C. L. Listowel; P. J. Livingston, Listowel; J. E. Robinson, Bellwood; Marshall Amy, Parkhead; Mr. Wilkinson, cattle dealer, Galt; Mrs. Irvin and child, Niagara Falls; Mrs. Zina Billings, Galt; L. Gowalock, Orilla; Miss Ferritor, Goldstone; Miss A. O. Boyle, Drayton; Miss Brocklebank, Walkerton; Geo. Hughes, Niagara Falls; N. Y. Wm. Ormiston, Jr., Columbus, Ont.; Mrs. Galvin, No. 182 Rebecca street, Hamilton; Dr. Savage, Guelph; Geo. J. Bray, Toronto; Rev. D. H. Martin, Cannington; Mrs. Lennox, Berlin; Mrs. M. McInnis, Guelph; William Lappner, Strasburg; Mrs. August Hunt, Berlin; W. D. Young, Kingara; Rev. J. O. Stringer, No. 240 Carlton street, Toronto; Thos. McNamara, 212 Dundas street, Toronto; C. H. Passmore, No. 79 Yorkville avenue, Toronto; Thos. Brady, Guelph; John E. Dyer, Enfield; L. H. Clarke, No. 63 Isabella street, Toronto; Miss Gibson, Guelph; Howell, Miss J. Ross, Hamilton; Miss Fisher, Darlington; R. A. Todd, No. 269 Jarvis street, Toronto; M. H. Pierce, No. 52 Fuller street, Toronto; A. W. Jacobs, 202 McGill avenue, Montreal; E. G. Cole, No. 598 Doverscourt road, Toronto; C. D. Waldon, No. 84 Augusta street, Hamilton.

The train bearing the injured arrived here about 3 o'clock. The more seriously injured were placed on stretchers and conveyed to the General Hospital, while others were accompanied by friends in cabs to private houses. Judge Jameson was among those who were able to walk. Mrs. J. H. Landreth, of Berlin, who was taken to the Royal Hotel suffering from an injured shoulder, besides being hurt internally, was removed to the General Hospital tonight.

A. J. Todd, implement dealer, of Toronto, is lying at the Royal with serious injuries in the head and back. Mrs. Todd arrived from Toronto tonight.

The mail clerk, Andrew Cheeney, of Southampton, had his chest crushed in. He was taken to Fergus, and there is a possibility that he may not recover.

The two-year-old daughter of Mr. and Mrs. Irvin, of Niagara Falls, N. Y., had her right thigh broken. She was picked up by Miss Nellie Fisher, of Burlington, and Dr. Savage, who was on the wrecked train, set the broken thigh.

The physicians who rendered good services to the injured were Drs. MacKinnon, Robinson, O'Reilly, Stewart, Lindsay and Lowry, of Guelph; Stewart, of Palmerston, and Robinson and Kerr, of Elora.

Mr. Lionel H. Clarke, of the firm of L. H. Clarke & Co., fruit dealers, 31 Yonge street, was not injured. He was on his way to Palmerston, and after returning to Guelph proceeded on his journey later in the day.

Toronto report: Speaking to a reporter yesterday respecting the wreck near Guelph, Superintendent Jones said: "The accident was purely accidental, and no blame can be attached to anyone as far as we can learn. We know beyond a doubt that there was no defect in the track, and so far as we know there was no defect in the cars. It was one of those accidents that is liable to occur at any time, no matter how much care is exercised. It was another case like that at Whiteby, General Superintendent Jones said.

The damage to equipment will not be great—not more than \$1,000 altogether. The baggage car was not damaged to any extent. The combination mail and smoker is on the track now, and did not suffer to the extent of more than \$250, while the damage to the coach has not yet been estimated.

"The Grand Trunk is seeing that the injured people are receiving proper attention in the hospitals at Guelph and Fergus."

A number of the least-injured persons came into town yesterday and went to their homes.

An unanimous call has been extended to Rev. J. H. Turnbull, of Bowmanville, by the congregation of Bank street church, Ottawa, of which the Rev. Dr. Moore, ex-Moderator of the General Assembly, has been pastor for many years. Mr. Turnbull is a graduate of Queen's University.

A movement is on foot now among the various trades councils in Toronto to unite all the trades into one central council, each group of trades to be immediately subordinate to their own council, and all the councils to constitute the unitary body.

FRENCH PREMIER'S POLICY SUSTAINED BY CHAMBER.

The Religious Orders Will Not be Allowed to Conduct Schools.

Paris, March 23.—The vote in the Chamber of Deputies yesterday evening gives definite form to the present policy of the Government to terminate the existence of the religious teaching orders, and to substitute a system of Governmental schools. The principle of this change was formulated under the Premiership of M. Waldeck-Rousseau, but its actual enforcement was left to the present (Combes) Ministry. The law voted yesterday is very brief and negative in its terms, simply refusing authorization to teach to all the male teaching orders.

The effect of this is to place the orders outside the pale of the law, and their further existence is through suffering. There remains to be determined the time the orders will be allowed to wind up their affairs and terminate their work. Many of the orders, anticipating the Chamber vote of yesterday, already have completed their plans to retire from the field. It is expected that a few months will almost suffice to execute the changes. Numerous incidental questions are involved in the transfer of the public and the effect on the extensive properties, and notices of several interpellations have been given with the view of securing delay permitting an adjustment of the new conditions, but the statements of M. Combes and other Ministerialists indicate the prompt carrying out of the Premier's policy.

STEAMER BOUND IN ICE FLOES.

A \$23,000 Bar of Gold Stolen From a Car at Detroit.

Detroit, Mich., March 23.—The Barry Line steamer Alice Stafford, with 20 passengers aboard, bound for Chicago, is fast in a huge floe of slush ice about four miles out and one mile north of this port. The strong southwest wind is rapidly driving the floe toward shore.

Who Stole the Gold? Detroit, March 23.—A bar of gold 1000, disappeared from the express car of Wabash train number four which arrived at the Union station from the west at 8 o'clock last evening, and left for Buffalo at midnight.

The property was in charge of the Pacific Express Co., and was consigned to Buffalo. Just as soon as the messenger missed the gold, he notified the local express agent of the company, who, in turn, asked the police to assist in the search for the missing treasure. Every available detective has been assigned to the case.

PREPARING FOR ALASKA CASE.

Archives of Chateau de Ramezay, Quebec, Yields Valuable Records.

Montreal, Que., March 23.—The archives of the Chateau de Ramezay have been ransacked to provide material to prove the Canadian contention in the Alaskan boundary dispute. Mr. Joseph Pope, Under Secretary of State, had a careful search made through the large collection of documents amassed by the Numismatic and Antiquarian Society, with the result that Mr. Thomas O'Leary, of the Chateau, discovered a couple of old atlases published in the years 1823 and 1824, which give the boundaries of Alaska when that territory was in possession of Russia.

Mr. Pope obtained permission from the museum people to take these documents to Ottawa, where they may be of service to the Canadian commissioners in the coming conference with the United States. Later on Mr. O'Leary found another atlas, printed in 1860, seven years before the territory passed into the hands of the United States. This will be forwarded to Mr. Pope in London.

NEWS IN BRIEF

CANADIAN Mrs. Agnes McLemont died at Kingston, aged 100 years.

The Mettawans, the big summer hotel at Kingsville, built by the late Hiram Walker, is to be torn down.

Interesting demonstrations of color photography, wireless telegraphy and a singing arc lamp were given at University College conversation, the residence of the late Senator Allen, known as Moss Park, Toronto, and the grounds attached, have been sold by the trustees to the Nasmith Company, Limited.

Rev. Charles J. Triggerson, M. A., of Forest, Ont., has received and accepted a unanimous call to the pastorate of the Immanuel Baptist Church, of Minneapolis, Minn.

Mackenzie & Mann have finally accepted a controlling interest in the stock of the Great Northern Railway of Quebec, and have elected their own men to the Board of Directors.

one, and a line of hose was attached to it and a good stream of water was thrown.

Sydney also sent assistance, and the men have been fighting the fire ever since. At one time during the afternoon it was thought the fire was under control, but it broke out again in the evening and is still burning. The mine is the second of its kind operated by the Dominion Coal Co., and employs 1,400 men, the daily output being between 2,500 and 3,000 tons. It is expected that the mine will be working within a week. The area covered by the fire is about 800 feet. In the other part of the mine the men went to work as usual, as the fire will not in any way interfere with them. The firemen will be heavily fighting the fire.

Manager Mackenzie says tonight that there is no fear of the fire getting beyond control, and he expressed confidence that it would be controlled by tomorrow. Manager Mackenzie says that should it become necessary to flood the mine, only that portion where the fire is located would be flooded, so that the resultant damage will not be very heavy.

OBJECTS TO CREMATION.

English Judge Condemns the Practice.

MURDERED HIS THREE WIVES London, March 23.—George Chapman, a Southwark saloon-keeper, who was charged with the murder of three women, was today convicted and sentenced to death. In the course of his summing up, Justice Grantham commented on the fact that if cremation had been the law of the land, it would have been impossible to bring the charges home to Chapman, as nothing would have remained of his victims to show that they had been poisoned. He hoped that the people who favored cremation would take this as a warning.

Chapman, who was charged with having poisoned a young woman who lived with him as his wife, was arrested about three months ago. An autopsy showed that she had been poisoned. The bodies of his first and second wives, who had died within a few years, were exhumed, and were also found to contain arsenic. The fourth woman, a Pole, claimed Chapman as her husband, and said his name was Kiosowski. Chapman at first claimed that he was an American citizen, but when Consul-General Evans called upon him to produce some proof of this he failed to do so. Chapman said he was born in Michigan and was brought up in New York when quite young, by a German family. He claimed to have worked in barber shops in New York. It is known that he arrived in England in or about 1855.

ROTTEN TO THE CORE. A Pageant to Western Tombs—The Heavy Taxes. Pekin, March 23.—The court is preparing for the largest pageant in fifteen years, when it starts for the visit to the western tombs on April 5th. There will be 9,000 soldiers in the party, exclusive of the troops who will guard the 80 miles of railway.

The people bitterly condemn the taxes that are levied on them for special purposes as this. Notwithstanding the announcement by the throne that the building of a railway to connect the tombs with the La Han line was for the purpose of reducing the cost of these pilgrimages, the expenditures have been multiplied. The best officials complain bitterly of the extensive corruption, saying it is impossible to escape blackmail in one form or another. Believing the Chinese Government has never reached a lower state in this respect.

Will Confer With the Men. New York, March 23.—The directors of the New York, New Haven & Hartford Railroad Company met here today to take up the employees' grievances, presented to President Hall. Among those present was J. P. Morgan.

MANY IMMIGRANTS EXPECTED Three Steamers to Bring 1,400 During Present Week. Halifax, March 23.—Three steamers during the week will bring over 1,400 passengers. The Hamburg American Line, Arcadia, due from Hamburg via Boulogne, has 688 passengers, and the Alina liner Siberian, due on Thursday from Liverpool, has 200 intermediate and steerage passengers, besides 151 naval men en route with the mails, has 43 first, 135 second and 320 first-class passengers.

MEN WERE SAVED. But About 25 Horses Were Killed by an Explosion. Halifax, N.S., March 23.—News has been received here of an explosion followed by fire at Dominion No. 1, Glace Bay, at 3:45 this morning. The explosion occurred between shifts, and all the men were got out, but about 25 horses were lost. The cause of the explosion is not yet known. An engine was sent from Sydney, and it is believed the fire is now under control.

LIKELY TO RECOVER. Victims of Wreck in Fergus Hospital Progressing Favorably. Fergus (Ont.) report: Late news from Fergus this afternoon states that the nine victims of the railway wreck who are in the hospital there are doing fairly well. Mrs. Huston is suffering severely from her injuries, but it is expected that she will recover. Mail Clerk Cheeney is doing well, and will also recover. Coroner Johnston opened an inquest this morning on the body of the Huston infant. After the jury had been sworn in they viewed the body and adjourned until Friday at 10 a. m.

COAL MINE IS ON FIRE. Serious Conflagration in Colliery at Glace Bay, N. S. Halifax, N. S., March 23.—About four o'clock this morning fire was discovered in Dominion No. 1 colliery at Glace Bay, and up to midnight it was still burning, though it was stated that officials had every hope of extinguishing the fire within 24 hours. The fire was caused by an explosion following a shot. The fire broke out virtually between shifts. Seventy-eight horses were suffocated and four men are reported missing, but it is thought that they have escaped from the mine, although they cannot be located. The mine is on fire in what is known as the north deep, about one thousand feet from the bottom of the shaft, and the air is charged with poisonous gas, so that it is impossible for the men to venture into the mine. It is reported that the fan shaft broke at 11 o'clock last night, and that the men were warned of the danger of accumulating gas, and they left the mine.

When the fire was discovered the Glace Bay fire department was called on for assistance. They arrived on the scene shortly before 7 o'clock, by special train, bringing 2,500 feet of hose with them. Over 4,000 feet of hose was required to get at the fire, and there was only 2,000 feet at Glace Bay, and up to midnight the fire was able to gain considerable headway on account of want of sufficient hose.

On account of the nearness of the fire it was impossible to use the pump at No. 2 level, and it became necessary to use the pump on No. 1 level. This pump is a very powerful

one, and a line of hose was attached to it and a good stream of water was thrown.

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T H I S O R I G I N A L D O C U M E N T I S I N V E R Y P O O R C O N D I T I O N