Rev. I. N. Barr's English Immigrants Arrive.

All Now Gone West-Bitter Com plaints From Passengers-Mr. Barr's Golden

pare with them has ever lanced at this port. Clean, straight-standing, wholesome, prosperous looking, clear-syed English folk every one of them, heartily tired of their long sea voyage and unfeignedly expectant of great things in the western Eldorado they had come so far to find. And they are well prepared for their start there for the average cash capital of each member of the party is about \$1,000. W. Morris Robinson, who changed most of their money for them, says that they took over \$40,000 in cash out of St. John. Ordinary cabin distinctions were entirely lacking for so eager had they been to join this party that they were glad to come under any conditions. First cabin, second cabin and steerage jostled each other all over the ship and in general appearance there was not a jot of difference. Hardly a man among those who crossed the accommodations in the steerage but was well able to have travelled first cabin had he not been unlucky enough to to too late in sending in his application.

The much advertised English reserve was noticeably lacking among those people who welcomed the several visitors to the ship heartily and plied them with eager questions regarding every condition of life in Canada. Regarding the west each member of the company seemed possessed of information so complete and varied that the average eastern Canadian could supplement it in no way. They were not particularly interested in St. John or in anything in this end of the country. Their interest began with their knowledge at Winnipeg.

All tell of hard conditions at home; of crowded-down laboring classes, of over-taxed farmers, whose rents, too high at the beginning, are increased with every bit of improvement their labor puts on the land. Too many people there, they say, and they stretch their arms wide and breathe deeply as they talk of the freedom, the vast extent and the wonderful fertility of the land toward which they are going. "But, Lordy," they say, "we'll be awfully homesick for a while. Country's flat as a board, they tell us. Nothing but blue sky bending down to meet green grass all around. How we will long for the sight of a hill again. And the sea. Hundreds and hundreds of miles away from the sight and the sound and the smell of it," and the speaker pulled a big lung full of Bay of Fundy ozone and held it as if he would take the savor into the prairie country with him.

Of course they expect great things, else they would not have come. But

rie country with him.
course they expect great things,
they would not have come. But
have not been deluded with any
of gold paved roads and diads for the asking. They expect to
hardships at first, and are manready for them until their eagis can dig from the waiting land
treasure of produce they know is

THE HEAD OF THE COLONY.

Rev. I. N. Barr, the originator of the colony, would look more natural in tweeds than in broadcloths. Hurrled, voluble, genially impulsive in manner, rushed with work handling the details of the biggest immigration scheme of late years, the cloth and the clerical cut of his beard seem slightly out of place. He seems a brisk business man, very enthuslastic over a plan which he undoubtedly thinks the best of its kind ever conceived.

"Think of it," he said, in the course of a brief interview snatched from the press of work, "Nineteen hundred people here, 1,500 more to follow shortly and 10,000 more coming next year. And all British, and every one taking up land in your west, for those two conditions were made a "sine qua non" of membership in the colony. All have paid their homestead fees in advance and in addition many have bought large quantities of railway lands on speculation. Most of those you see are men of large means and all have money. About £500,000 sterling is represented aboard this ship. All sorts and conditions of men are represented from the Oxford don to the small farmer and artizan. We have in this party five earl's nephews, several capitalists, many clergymen, lawyers, doctors, and what not, but all are taking up land, though they may eventually gravitate into their various professions.

from the 1,400 people in the steerage of that ship were too bitter to be entirely causeless.

"If I could curse fluently in twenty different languages," said one irate gentleman, "I would be utterly unable to express adequately my sentiments regarding the way we have been treated. As I can only swear in English, and that imperfectly, I will refrain from comment. But come down here and see this—come here not state this, and this—come over and taste this, and this—come over and taste this, and this—come over and taste this, and this—come here and listen to these people. What do you think? We're not Russian Jews or Doukhobors—we're Englishmen and most of us well-to-do Englishmen, and we've been herded, men and women, indecently huddled together like a lot of pigs, fed worse than any man who cared for his stock would feed pigs, and compelled to exist among sanitary arrangements disgustingly foul. If you could use a stick of dynamite for a pen and vitriol for ink you couldn't do justice to it. But for heaven's sake tell your people about it through the papers as best you can. We have correspondents of the English papers among us who will let those at home know, as they should know, so that this steamship company may, I hope, never have the privilege of carrying another English passenger."

ger."
That is the sentiment almost uncontradicted of the whole steerage, and from the standpoint of the complainants much of it is justified. Whether there was misrepresentation or not there has certainly been great misunderstanding. Dozens of the passentand would come to the newspaper understanding. Dozens of the passengers would come to the newspaper men with the same story. They claim that Mr. Barr had represented to them that the steerage accommodations on the Lake Manitoba would be nearly equal to second class, that the food would be the same and that in many cases he urged them to save money and go third class on account of the extraordinary arrangements that had been made for them. So they agreed to come that way, and many paid their passage months in advance, hoping to have berths or sections reserved for them.

CONDITIONS IN THE STEERAGE.

The fact seems to be simply that the ship was crowded far beyond her capacity. She had previously been in service as a prison ship taking Boers from Ceylon to South Africa, and was fitted up for that purpose. The steerage quarters, fore and aft, extending three decks down into the depths of the ship, are fitted along the sides with iron bunks three and four tiers deep with no arrangements for privacy except that occasional canvas screens made compartments containing from twenty to twenty-eight bunks. The plan had been to have the upper steerage deck reserved for married people, reserving the large sections below for separate quarters for unmarried men and women. But such was the rush that all these, arrangements were upset, with the result that sometimes four separate families were crowded into one compartment; husbands and wives and children and occasionally unmarried grown-ups huddled together without the slightest chance for privacy for the sexes, the passengers alleged, were the sexes the passengers alleged were the sexes the po CONDITIONS IN THE STEERAGE

there.

THE ALL-BRITISH BASIS.

"But the basis of the whole movement and that part of it which has appured the minds of the people is its all-British nature. Every memer of the colony is British born and breed, the they are coming from all over the world. We have about 500 from South Africa, many from South America and numbers more from as far away as Hong Kong and some approaching us from the westward, and will come to Saskaton from the Pacific coast. We hope to keep the chicagy as far as possible free from any foreign admixture, even of American people, for though I have the most friendly feelings toward the United States I think it is not wise to mix that people with this colony. I hope to keep it British in actuality as well as in sentiment." Then he had to hurry hway. There have reached that the people with this colony. I hope to keep it British in actuality as well as in sentiment." Then he had to hurry hway. There have reached that the year with the world the sentiment of the people with the people w

REV. G. E. LLOYD.

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Whether complaining or not, and many of the passengers seemed very well satisfied, all were agreed on one thing—Mr. Lloyd was all right. He is and will be for the next five years chaplain of the colony, and gives the widest possible construction to his commission. He was the busiest man on board the boat. He has been in every hole and corner of the ship. He has talked with everybody, counseling where counsel was needed, remonstrating, encouraging and assisting. If there was a tale of woe it was told to him. If information was needed about the country he was the man to provide it. He did not have to write many letters, for this is not an illiterate colony, but he attended to postage stamps and gave pointers about return addresses. Whenever there was a kick about food Mr. Lloyd sampled the goods and acted as intermediary. On Saturday a representative of the Sun total fair chance for a talk with Mr. tot after chance for a talk with Mr.

When Mr. Lloyd left the Rothesay school some seven years ago he went to the southern states for his health. He did not get much good in the Carolinas, but Texas proved satisfactory. So it came about that three years ago he was able to go to England and take an official position in the Colonial Church Society.

PIANOS ON BOARD.

A good deal of remark has been made about the pianos. Of course it is not true that there are a hundred instruments on the ship. But there are several, and it is said that one is a grand. A lady who brings her piano was reminded that it was an expensive thing to pay freight by water and then by land to Saskatoon, and by cart to the All British Colony. The spirited woman replied that she happened to be able to afford the expense and did not propose to be separated from her piano whatever the cost.

Among the members of the party are

not propose to be separated from her plano whatever the cost.

Among the members of the party are fifty sons of Anglican ministers. They are not "Ne'er do weels," said Mrs. Lloyd, but good young men, only they do not care for professional life, and they want to go on the land, and there is he chance for them at home. Australia is not so prosperous as formerly, and though many have gone to south Africa those who take the trouble to find out easily learn that there are better opportunities in Canada. The ministers' sons are planning to settle down together if they can, and Mrs. Lloyd is of the opinion that they will contradict the aphorisms which reflect on their order.

Religious services were held on the Sunday spent at sea, and also on Good Friday, when they were nearing the coast. One of the saloon passengers said that Mr. Lloyd's address on the latter occasion was very impressive.

Mr. Lloyd himself said that nearly 1,500 attended the Good Friday services and that they were most serious and reverent.

On Saturday morning Mr. Lloyd got

reverent.

On Saturday morning Mr. Lloyd got a surprise. He was summoned to meet a deputation and was presented with a testimonial. The address expressed the gratitude of the ship's company for his great kindness and helpfulness. The gift that went with it will buy a team, a buck-board and other outfit required to set Mr. Lloyd up as a missionary in an area of a thousand or more square miles. "We did not do it so much because of his preaching," said one who shared in the transaction, "as because of his personal kindness and comradeship."

THE LANDING.

THE LANDING.

Of the passengers 250 are for Winnipeg and some few for other places in Manitoba. But the bulk go to Saskatoon. The arrangements made for the disembarkation and transportation of the people were somewhat delayed in consequence of the enormity of their baggage. There was over a thousand tons of it, and the work was tedious. Several hatches were operated by a big gang of men under Stevedore McGillvray of Montreal. Once the stuff reached the shed the C. P. R. took charge of it and placed it in the cars. It was truly a busy scene. Dozens of trucks moved about and sometimes it was hard to keep out of their way. The first section of the immigrants came off the ship in the morning. There were 475 of them in all, the people who are to locate in Manitoba and about 100 for Saskatoon. These people were despatched from Sand Point at 6.30 last evening. The train consisted of three baggage and 10 passenger cars. C. P. R. Traveller Roth and General Agent Johnson went on this train. No. 2 section went away at 8.10. Three cars and 10 passenger caches completed this train. C. P. R. Traveller Murphy and Government Agent Hillyard were on it. No. 3 section departed at 10.20. Three baggage med. Verifice, generally impositive to design of the barrare imageness of the death of the barrare imageness of the state in the death of the barrare imageness of the state in the state in the death of the barrar imageness of the state in the state in

FOUR KILLED

On the I. C. Railway Saturday Night, Near Windsor

Jnet. N. S.

Driver Copeland Disobeyed Orders -Was He Insane or Was the Engine Beyond Control.

HALIFAX, April 12.—The story of

HALIFAX, April 12.—The story of the cause of the terrible Intercolonial railway accident near Windsor Junction may never be told in its entirety. The mystery of Copeland's ignoring the orders to cross the express at Windsor Junction, of his rushing on past the semaphores and red lights set hard against him may never be solved.

The express train left Shubenacadie with an order to cross the Sydney freight at Windsor Junction, and the Sydney freight left Richmond station, Halifax, with orders to cross the express was a couple of hours behind time, while the freight left Halifax according to its schedule, about 9.20 Saturday night. The freight was in charge of Nelson Copeland, driver; Edward Hill, fireman; Harry Haynes, conductor; Murdock McDonald and Albert Thorpe, brakemen. The freight went on time till Windsor Junction was reached, where they should have pulled up and stopped at the siding to allow the express to pass. Their order read as follows:

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HAD THE RIGHT OF WAY

though he

HAD THE RIGHT OF WAY

over the road, heeding not the fact, which he must have known, that the Montreal express was not far ahead on its way to meet him. Driver Copeland was not the only man on the train who knew that the freight should stop at the junction. Every man could see the red light set hard against an advance, and the moonlight was almost clear enough to show the semaphore stretching out towards the track. Besides this every one of the train's crew, according to the rules of the road, was aware that the clearance order from Richmond read that the Montreal express was to be crossed at Windsor Junction. The order is takin by the station agent in triplicate, and before the train leaves a copy retained by the station master must be signed by the conductor as a voucher that he is aware of its contents. This was done. The crew of a long freight train like this, with its 87 cars, is divided so that the conductor has one brakeman with him at the rear while the other brakeman rides in the locomotive cab with the engineer and his fireman. Saturday night Conductor Harry Haynes had with him in the caboose Brakeman Murdock McDonald, and on the engine with Driver Copeland and Fireman Oakley was Brakeman Albert Thorpe. As soon as Conductor Haynes and Brakeman McDonald saw the train was going past Windsor Junction they

KNEW THAT SOMETHING WAS

HALIFAX, April 12.—The C. P. R. express from Montreal had a head-on collision at 11 o'clock last night with the fast Sydney freight train near Windsor Junction. Four men were killed and two badly injured. All the passengers escaped with slight injuries. The cause of the accident was disobedience of orders by Nelson Copeland of the fast freight, who should have stopped at Windsor Junction to allow the express to pass, but he went on in spite of orders, in addition to the semaphore and red lights set against him at the junction. Copeland is at the hospital unconscious.

The four dead men are Wm. Wall, driver of the express; Michael Oakley, fireman on the freight; Alfred Thorpe, forward brakeman on the freight; Alfred Thorpe, forward brakeman on the freight;

Driver Nelson Copeland :

KNEW THAT SOMETHING WAS

ine of the freight and of the

all knew. The theory that

COPELAND BECAME INSANE
is equally unsatisfactory, for if he became crasy, what about Hill and
Thorpe, who were with him? Or was
a crazy man on the engine able to
overpower them and prevent them
from saving the engine that was running to destruction?

The theory that seems more reasonable is that the engine became unmanageable; that Driver Copeland was unable to stop it; that the engine became wild or something went wrong,
which made it impossible to shut off
the steam and put on the brakes.

Driver Wall was found imbedded in
a bog on the shore of the pond, only
half his body being visible. He was
buried head down, and the left side of
his face was quite torn off.

Michael Oakley, the fireman with
Wall, was found in the lake, but that
his death was not from drowning the
dreadful injuries about his body demonstrated.

The death of Alfred Thorpe of the
freight train was perhaps the most
awful of all. He lived for half an
hour, his cries betokening that he was
in awful agony. He was scalded about
the head and face, and the skin was
peeled off from the neck, shoulders and
the upper part of the body.

The mangled and burned remains of
Edward Hill, the fireman on the
freight train, were the last recovered.
The body was pinned in between the
boiler head and the coal box in such a
way that until the wreckage was
cleared away it was not possible to secure the body. COPELAND BECAME INSANE

The escape of Angus MacCready, who was on the engine of the express with Wall, is very remarkable. He was beating his way to Halifax and was put off the train at Truro. But he lost no time and got up to the locomotive, where his pitiful tale of cold and hunger won him a place in the engine. He escaped and is in the hospital, but the driver and fireman are killed.

Copeland tonight is reported to be doing well and likely to recover.

HALIFAX, April 12.-The engine of

HORSE-SHOERS ORGANIZE

HORSE-SHOERS ORGANIZE.

The journeymen horse-shoers and helpers met at Oddfellows' hall Saturday evening to elect and install officers, but as two or three were unavoidably absent whom the organization wish to have as officers, the meeting was adjourned until Wednesday evening, April 15th, The charter has arrived, also shop cards and labels. There is a sick and death benefit in connection with the organization.

After the adjournment of the horseshoers, the printers held their regular monthly meeting.

D. P. A., C. P. R., St. John, N. B. HOTELS. HOTEL DUFFERIN.

ANADIAN PACIFIC EASTER EXCURSIONS.

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ST. JOHN, N. B.

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Easter Monday, April 13th,

MR. DANIEL RYAN

MONDAY and TUESDAY and WEDNESDAY "AN ENEMY TO THE KING."

WEDNESDAY INGAL and SATURDAY Mat-inee. (Only Performances). "A ROYAL LOVER."

THURSDAY and FRIDAY, Mr. Ryan's "VIRGINIUS."

50 People in the Production SATURDAY NIGHT, "FORGIVEN." No advance in prices: 15, 25, 35, 50c. Seat Sale Opens Friday.

ELECTION CARD.

TO THE ELECTORS OF THE CITY OF ST. At the earnest request of a number of the Ratepayers I beg to announce that I will be a candidate for Alderman of Guy's ward on the 21st inst., and would most respectfully es and Gentlemen, your obedient

W. D. BASKIN.