

RACED TO PORT TO SAVE 900 ABOARD

Allan Liner Parisian Cut Down by Hamburg-American Boat

Was Five Miles From Halifax Waiting For a Pilot When the Albano Crashed Into Her Stern Putting Her Into Sinking Condition--Damaged Boat Reached Her Wharf With After Part Submerged.

Halifax, N. S., March 25--(Special)--A collision endangering the lives of more than 900 persons occurred off Chelsoff Head, the entrance to Halifax harbor, about 5:30 Saturday evening. The Allan liner Parisian, Captain J. M. Johnson, bound from Liverpool (Eng.), March 10, with the weekly mails and passengers, 231 second cabin, and 440 steerage passengers, bound for Halifax, was cut down by the Hamburg-American liner Albano, Captain Kudenhold, bound to Halifax from Hamburg.

It was quite bright at the time, and the Parisian had stopped to take a pilot. The Albano, which was coming close behind, crashed into the rear of the Parisian, striking her on the starboard side, just about the after hold. The force of the blow was terrific, and for a few moments the passengers were in a panic, those who had been below in their rooms rushing on deck, and a number of women fainting.

Water Poured Into Parisian.

The impact caused the Parisian to careen to port to an alarming extent, and the water poured into the ship through the large hole in her side. The Albano, after striking, backed away and continued on her course.

Immigrants From THE PARISIAN HERE

Tell of Experiences in Collision Off Halifax--A Fatality on Board. Four trains passed through the city Sunday bearing the immigrants who were on board the steamer Parisian, which was in collision with the Hamburg-American liner Albano, off Halifax Saturday afternoon.

Steamer Partly Submerged.

None of the Parisian's cargo has been removed, only the passengers' baggage and mail. The steamer now lies submerged from her stern forward to the engine room, with her bow high in the air. Thousands visited the Parisian today, to see the damaged ship. The Albano has been arrested at the instance of the owners of the Parisian, and the agents of the Albano will take similar proceedings against the Parisian tomorrow.

Diver Has Close Call.

The Albano has been libelled for \$150,000. While divers were making an examination of the Parisian today, one of them named Gregoire had a narrow escape from death. The broken plates on the steamer cut through his suit and he was almost in a state of collapse when the other diver noticed him staggering, and reaching over, signalled with the life line to pull him up. They got him by the surface just in time, as he became insensible when he reached his boat.

Passenger Killed.

There was a fatal accident on the way over. A carpenter who, with his wife and family, was coming to a new life on this side of the Atlantic, was thrown against a part of the deck work by the force of the waves. His skull was fractured, and he lived but a few minutes. The widow and children will be sent back to the old country.

St. John Advertising.

C. E. Beane, editor of the Maine Central Magazine, was at the Durfen Hotel last night, returning from Sydney. He will leave for Portland this morning. It was thought that Mr. Beane could have come back on Friday in time for the meeting of the executive of the Tourist Association, but he found this impossible. Mr. Beane feels sure the plan for advertising in his magazine will succeed. It is a scheme that promises wide advertising for this city and province. Besides the page paid for, St. John and the province of New Brunswick will also be mentioned in all the high-class publications in which the Maine Central has contracts to advertise. Mr. Beane thinks the Tourist Association here at night a set of men as he over met in the same walks of life. He gives praise, too, to the secretary, Mrs. Olive. The May number of the Maine Central, which will be the souvenir number of St. John and New Brunswick, he says, will be a work of art. Mr. Beane expects to be back here in about three weeks.

Carleton County PEOPLE PASS AWAY

W. Hannah an Aged Resident of Jacksonton, and Judson Calnan of Benton, Died Friday.

Woodsport, N. B., March 25--(Special)--W. Hannah died at the home of his wife, Mrs. Hannah, at Jacksonton, N. B., at the age of ninety-two years. Mr. Hannah was one of the earliest settlers in that village and was highly respected by all.

C. P. R. IS TO TAKE ACTION AGAINST BAY SHORE OPERATOR

Understood Company, After Investigation of Collision, Will Do So

As a result of official investigation into the collision between the C. P. R. engine at Bay Shore Thursday night, which Wm. Rogers and Oliver Carrier lost their lives, Fred G. Cormier, the operator at the Bay Shore, is understood to be proceeded against by the company.

Allan Worden, who was so badly injured in the collision, is now in the hospital. He made a deposition before Coroner Kenney Friday evening.

Operator Cormier, it was ascertained by the C. P. R. investigation, signed the name of Allan Worden acknowledging receipt of the order which was issued to give the clear track to Griffiths' engine coming to Carleton to take out the passenger train. There were at work two shunting engines--one No. 2144, whose operations were in charge of Yard Foreman Turner in the West St. John yard, and the other No. 2144 under the direction of Yard Foreman Worden on the Bay Shore track.

Engineer Griffiths' engine, No. 962, was to come in from Bay Shore and to give a clear track to Griffiths' engine. It was seen a clear acknowledgment. Until this was done Griffiths' engine should not, railway men say, have been allowed to start.

Turner received his copy and signed. Worden did not sign and it was ascertained that Cormier signed his name. Cormier, it is said, sent a check to tell Worden to stop the engine and to stop--but whether correct or not cannot be said--that the messenger told Worden and he replied "all right." However, it has been stated that the messenger did not sign his name to the order and that Cormier put Worden's name to it, believing all to be safe.

Cormier, who is a Carleton young man, feels very ill because of the mishap. He is well spoken of by the railway people and acquaintances outside the employ.

The locomotives were all from the United Kingdoms and several did not hesitate to express in picturesque phrases their impressions of the accident.

"I was down below strapping up my trunk," said Allan Worden, "when something hit me and I fell. I was not hurt, but I was very badly shaken. I was taken to the hospital and I am now in bed. I am very weak and I am not able to do any work at present."

The funeral of the victims in the recent railway accident at the Bay Shore took place Sunday afternoon. The sad reality of a case of gloom over Carleton, Fairville and Millford, which were the scenes of the collision, was very evident. The funeral was held at the Bay Shore, and the body was taken to Cedar Hill cemetery. Among those who attended were the members of No. 2 Co., R. C. A., with which Mr. Rogers was connected. The pallbearers were Chas. Riddick, Roy Mosher, Paul Fox, Roy Mabey, Boyce Smith and Stanley Crossley. The service at the grave was also conducted by Mr. Ferguson. Hand some floral tributes were on the casket.

The number of mourners and friends following the coffin of Oliver Carrier was the largest seen in Fairville for some time. A short service was held at his late residence in Millford at 3 p. m. by Rev. A. M. Hill and Rev. J. E. McKel. The procession, which numbered fully 575 in the line, was formed and wended its way to Cedar Hill cemetery. The floral tributes were many and very beautiful. A broken wheel was sent by the Fairville Athletic Association, a large wreath by the Y. M. C. of the Presbytery church, and others were also received. Five men of the C. P. R., friends of the deceased, acted as pallbearers.

In his sermon in the Fairville Presbyterian church last evening Rev. Mr. Hill preached on Psalms lxxvii, 6. He spoke of Mr. Carrier's power of endurance and courage and paid an eloquent tribute to his memory. He said that he was much moved by his companions and to the sorrow which was felt among the young men of Fairville because of his death.

The Operator's Case.

Fred G. Cormier, who was the operator at Bay Shore at the time of the collision, was arrested Saturday morning by Sergeant Ross, on a warrant charging him, under section 282 of the criminal code, with wilful negligence. H. H. McLean, K. C., appeared for the C. P. R., and D. Mullin, K. C., for Cormier.

The evidence of Irwin Merriman, chief train dispatcher, and Walter B. Brown, train master, was taken, and Cormier was remanded for a week on \$1,000 bail--himself \$800 and his father and Timothy Collins, \$200 each.

Mr. Merriman in his evidence told of issuing to Cormier from the King street office the order for engine 962 to go to West St. John. Cormier later wired the names of Turner and Worden, indicating that they had signed the order as requested.

Mr. Brown's evidence was to the effect that Cormier said, in his presence, that when the order came for 962 he sent out for Worden, sending a car checker, a boy named Campbell, who told he had seen Worden, who had said it would be all right and he would look out for it. The car checker had also said engine 2104 had gone up to the coal depot. Cormier had signed Worden's name to the order which instructed engine 962 to go to West St. John. Neglect of duty was in not getting Worden's signature to the order.

Coroner F. L. Kenney commended his inquired Monday evening into the accident at Bay Shore by which Wm. Rogers and Oliver Carrier lost their lives.

One witness was examined and adjournment was made until 7:30 o'clock this evening. The inquiry was opened in the City Hall. Daniel Mullin, K. C., was present as the representative of Frederick Cormier, the operator at Bay Shore, against whom the C. P. R. has commenced proceedings. J. B. M. Baxter represented the family of Rogers and Frederick Taylor looked after the interests of the C. P. R. There were not many gathered to hear the evidence.

Trainmaster's Evidence. Walter B. Brown was the first witness called. He described his duties, and told of being in West St. John on the night of March 23. The rules governing dispatchers were issued by the company and telegraph operators were generally applied on the St. John section by himself after consultation with the general superintendent. There were no grades of operators, and the witness was not aware of there being any limit. He considered the telegraph station at Bay Shore to be of secondary importance. A station on the main line would call for greater responsibility on the part of the operator.

The witness had examined Fred Cormier and considered him an efficient operator. His regular salary was \$45 monthly. All operators were supposed to have a book of rules.

No Check on Operators. The witness was not aware of there being any system for the purpose of ascertaining if an operator violated the rules. A double order system was used. An operator made out all orders on a form and the signature of the operator of the locomotive affected and where an order was in connection with a passenger train, the signature of the conductor was to be obtained. Where shunters were concerned the signature of the yard foreman was necessary. Without these orders a train could not move.

The witness knew the Bay Shore yard was the only light in the yard were on the switch tracks--none were on the main line. The company had rules with reference to the use of employees of intoxicating liquors. There were very strict rules. The operator of a train being dismissed because of intoxication.

To a juror--As far as yard work is concerned the order should be signed in the presence of the yard foreman. It is not supposed to leave the office. There is a call boy kept around to make himself generally useful.

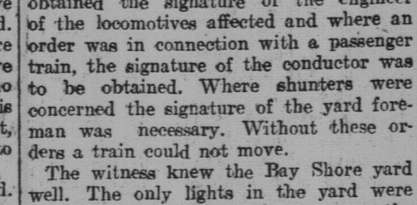
The Reason for the Signature. It was frequently the case where a person receiving an order is the acknowledgment that he has received the order and that he will see to it that the instructions are carried out. The witness said he would feel like dismissing an operator who signed someone else's name to an order. Last Saturday afternoon the witness had conversed with Fred Cormier, who said he supposed the C. P. R. would need his services no longer. The witness said that he still had faith in him. Accidents would happen, and it was not his duty to see to it that he was to be all the more trustworthy in the future, because of his experience.

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OBITUARY

Rev. E. A. Warnford.

Rev. Edmund A. Warnford, who for the last forty years had been rector of Norton, died at Hampton Tuesday night. Rev. Mr. Warnford, though living in retirement for the past ten years at his Hampton home, was well known throughout the province as the rector of the parish of Norton from 1851 to 1865. Mr. Warnford was the son of the late Rev. John Warnford, M. A., of the University of Cambridge, who was chaplain to the Earl of Epsom throughout his whole clerical life. The son, Edward Arthur, was born September 10, 1828, near Dorking, in the county of Surrey (Eng.). His family have been landholders since the reign of King John, in the 13th century. He was educated at English schools and, coming to New Brunswick in 1847, commenced his theological studies under the Rev. Dr. E. A. Warnford, with whom he resided at Salumamba for two years. Ordained deacon by Bishop Medley Sept. 23, 1849, he was sent as curate to the late Rev. S. D. Lee Street, rector of Norton, in 1850. He was ordained priest, remaining curate of Woodstock until July, 1851, when he was appointed rector of Norton.

In 1852 he went to England for a visit, and there married Miss Sophia Mary Hammill, daughter of Major Hammill, of the 18th Royal Irish Regiment.

Mrs. Warnford came with her husband the same year to his New Brunswick parish, and for forty-four years was his earnest co-worker there. In 1895 Mr. Warnford retired from the rectory of Norton and had for the past ten years made his home at Hampton Village, but ready at all times to assist his brother clergy in their work.

His death was not unexpected for he had suffered severely from heart trouble for the past two or three years. He is survived by his wife and his three sons, Edmund Warnford, of Norton; Dr. Percy Warnford, of Hampton; and Charles E. A. Warnford, rector of Johnston, Queens county.

Mrs. Warnford was always, under all circumstances, a courteous and affable gentleman, whose quiet influence has left its mark upon his parish and upon the characters of those whose faithful pastor he was for nearly half a century.

Hampton, March 25--The funeral of the late Rev. E. A. Warnford took place this afternoon from his late residence, Hampton Village. Considering the condition of the roads a large number of friends of the deceased clergyman attended.

The funeral service was conducted by Rev. DeWolfe Cowie, assisted by Rev. D. I. Wetmore, of Clifton.

The pallbearers were Rev. Mr. Daniel, Rev. Scott, Messrs. Charles Dickinson, and John Raymond. Interment took place in Lower Norton cemetery.

Miss Bessie I. Stevenson.

Miss Bessie I. Stevenson, daughter of the late Mr. and Mrs. Stevenson, died at her home, 50 Douglas avenue, Friday aged 29 years. Deceased, who was for years a teacher in the Indianwood school, was noted for the amiability of her character. She was a teacher also in the Sunday school connected with St. Luke's church and was active in all church work. Her illness, which was of short duration, she showed Christian patience.

Jeremiah Driscoll.

Jeremiah Driscoll died at the hospital Friday. He was 33 years of age and had been in the employ of the M. A. Finn estate. He was taken ill Saturday with pneumonia, and on Tuesday he was sent to the hospital. Despite all efforts, however, he passed away. He is survived by his wife and one child, with whom his large circle of friends will sympathize.

Mrs. Bridget Matthews.

Mrs. Bridget Matthews died at her home in Carleton Friday night after a few days illness. It is only a few days since the death of her husband, Michael Matthews, died at the hospital. The sympathy of the community will go out to her since their double bereavement. Deceased was well known to both the older and younger inhabitants of Carleton. She was the wife of a number of years to Mr. Mackay, who is a printer.

Mrs. Alphus Mitton.

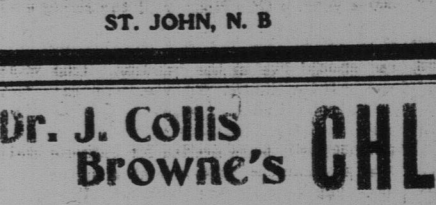
Moncton, N. B., March 24--Mrs. Mitton, widow of Alphus Mitton, passed away at her home in Middle Coveville this morning, aged 77. She was a daughter of

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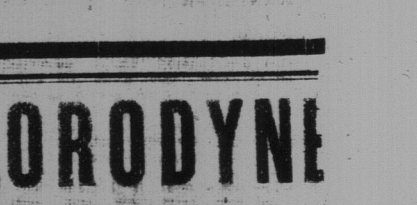
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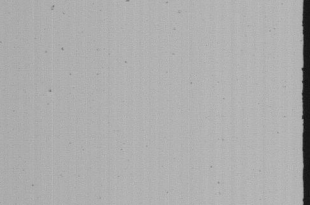
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