

THE EVENING TIMES, ST. JOHN, N. B., MONDAY, MARCH 27, 1906.

PARISIAN THE BROCKTON HOLOCAUST.

Big Allan Liner in Collision Off of Halifax.

The Hamburg-American Liner Struck and Badly Damaged Her—Tied Up at Her Wharf in Serious Condition.

Halifax, N. S., March 26.—A collision endangering the lives of more than 900 persons occurred off Chubasco Head, the entrance to Halifax harbor, about 5.30 Saturday evening. The Allan liner Parisian, Captain J. M. Johnson, bound from Liverpool (Eng.) with the weekly mails and twenty-nine saloons, 281 second cabin, and 440 storage passengers, heading a crew of 160, was run into by the Hamburg-American liner Albano, Captain Kudenholdt, also 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, struck her on the starboard side, just abaft 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 fainted.

After the collision examination of the Parisian showed that the ship was badly damaged. Lifeboats were ordered to be ready, fearing she would founder before she could reach port.

Fortunately the water did not reach the engine room, and orders were given for full speed ahead and the steamer came up the harbor like a race horse, the passengers, who were all on deck, cheering loudly as she neared her pier.

The damage to the Parisian and to her cargo will be considerable. She has 800 tons of general cargo on board, which was to have been landed at St. John (N. B.) and 300 tons for Halifax, besides 420 bags and parcels of mail.

The captain of the Allan liner claims that the fault is entirely with the German steamer.

The captain of the Albano refused to make a statement.

The steamer now lies submerged from her stern forward to the engine room.

The Albano has been labelled 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 air tube 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 to the surface just in time, as he became unconscious when he reached his boat.

The steamer Parisian, Captain Johnson, sailed from Liverpool (Eng.) March 16, and called at Moville, leaving the next day for Halifax and St. John.

The Albano, Captain Kudenholdt, sailed from Hamburg on March 9th for Halifax and Philadelphia, passing through the Straits of Dover March 10.

The Parisian is a steel bark-rigged vessel, 3888 tons burden net, 440 feet long, 46 feet wide and 33 feet in depth. She was built in Glasgow, Scotland, by Napier & Sons, and launched in Jan., 1881.

The Albano is a steel schooner-rigged vessel, 2438 tons burden net, 380 feet long, 45 feet wide and 27 feet in depth. She was built at Belfast, Ireland, by Harland & Wolf, and launched in Jan., 1886.

Four trains passed through here yesterday, bearing the immigrants who were on board the Parisian. The first train reached here at 4.10 a. m. and between 8.30 and 4.30 p. m. two more trains arrived. Altogether there were upwards of 900 passengers.

Several of the passengers spoke in the highest terms of the prompt and effective action of the captain of the Parisian and his crew. One man said: "As far as some of the passengers were able to judge, the Albano was endeavoring to back around, but there was abundance of sea room for both vessels, for the collision took place within fully half an hour's run of the docks. The bow of the Albano did not strike the Parisian near the engines. If such had occurred, it is thought, there would have been a much more serious sequel, and if the collision which did occur had happened."

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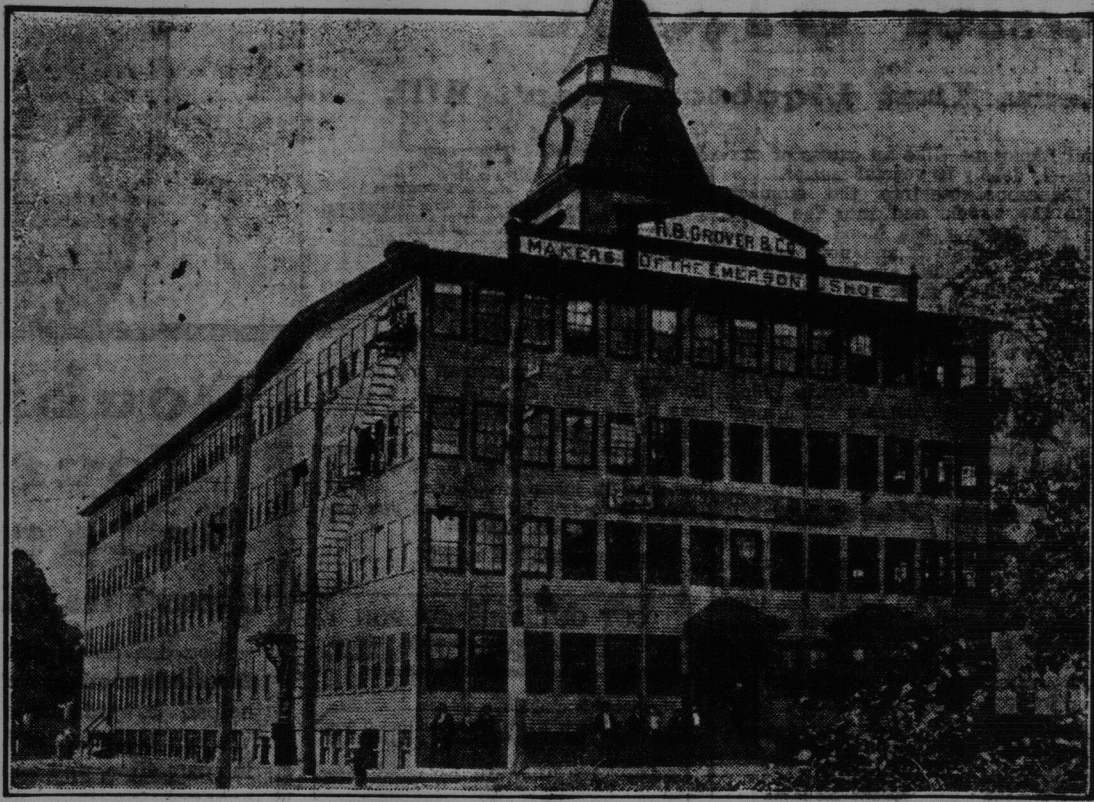
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The E. B. Grover Co. Factory, Brockton, Mass., which was blown up on March 20th, by the explosion of the boiler.

(See Page 1.)

The Times on Thursday last presented to its readers a picture of the Brockton factory which was destroyed by an explosion, along with the story of the city's grief on the day the bodies of the victims were laid to rest.

A special correspondent of the Times in Brockton has since sent this paper the photographs which are herewith reproduced, with a copy of the Brockton Times giving a full account of the funeral services on Thursday last, when the whole city rested from its labors to mourn the victims of the dreadful accident. The following figures tell the tale:

Persons in factory at time of accident (estimated) 370
Accounted for dead and alive 361
Identified—Male 9, Female 7 16
Unidentified 4
Injured in hospitals 6
Escaped and not accounted for or dead and not recovered 9

A Brockton despatch states that an inquest will be begun on Mar. 29th.

The question of the recovery of damages in connection with the explosion also is receiving considerable attention, though none of the afflicted families has taken steps toward

ed in mid-ocean it would have meant resorting to the small boats.

So far as is known, the only freight on the Parisian billed to St. John consists of a few packages consigned to W. H. Thorne & Co., Ltd.

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The secretary of the Brockton Cutlery Union has forwarded to Chief Shaw of the district police a copy of resolutions adopted by the union demanding a thorough inspection of the steam boilers in the factories of Massachusetts, and asking that all defective steam plants be immediately condemned until the proper condition of the plants has been proved. The resolutions further ask that all boiler and engine rooms shall be built apart from the factories at which the operatives are employed. A law separating boiler rooms and factories would necessitate reconstruction in many of the Brockton shoe plants.

Brockton, Mass., March 26.—Perhaps 20,000 people today visited the scene of last week's mill disaster. Electric cars brought crowds from all directions, and the Rev. W. W. Farnham, pastor of the First Baptist church, was particularly fine the throng about the

ruins gathered early and did not seem to diminish until after sunset. Further public services for the dead were held during the day.

The Odd Fellows conducted a large attended memorial meeting in Canton Hall, at which members of all the lodges in the vicinity were present. Addresses were made by Rev. W. H. Morrison of the First Universalist church and by Rev. Geo. Boyd Titus of the First Baptist church.

At the church of the Sacred Heart the regular Catholic service in memory of the unidentified dead was conducted by Rev. J. M. O. Gonet and Rev. Victor Bhoquette.

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SPRING MILLINERY OPENING

TUESDAY and WEDNESDAY, March 28-29.

IMPORTED PATTERN HATS.

FETCHING TOQUES. ATTRACTIVE BONNETS.

From the leading Millinists of Paris, London and New York. Never in our experience has the millinery been so gorgeous, which of course means that our display tomorrow and next day will be of surpassing excellence.

Special Thought for Children's Millinery Has again been given.

TUESDAY and WEDNESDAY. Models in Silk Room—Ready-to-Wear in Millinery Dept.

MANCHESTER ROBERTSON ALLISON, LIMITED.

King Street. Germain Street. Market Square.

Spring Suits —AND— Skirts for Ladies.

The New Arrivals Are Coming in very fast. ALL THE LATEST SPRING STYLES.

You are invited to come and see the new models and the results are here for your inspection.