

# 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 250 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 steamers 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 comforted 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 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 she backed away she raked the upper works of the passenger vessel with terrible destructiveness, tearing out the second cabin and ripping the steamers 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 boats, but the closing of the collision bulkheads prevented the water from gaining, and the vessel made the harbor and wharf unassisted.

**Two Little Children Lost Their Lives at Guelph.**  
The accident occurred just east of Plum Island. The City of Taunton drove 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 DEAD.**  
Charles Houston, Petherton, aged 2 years.  
Lillian Irvin, Niagara Falls, New York, infant child of Wm. Irvin.

**DANGEROUSLY INJURED.**  
J. J. Houston, Petherton, face and head hurt.  
Mrs. Houston, wife of above, shoulder fractured, shock and exposure.  
A. Cheaney, mail clerk, skull fractured.  
Philip Farley, Drayton, face, hands and body badly burned.

**Into a Creek Bed.**  
The car that first left the rails seems to have been the passenger coach, and it apparently pulled the combination smoker and mail coach off after it. Fortunately the cars in leaving the track held together, with the exception of the passenger coach, which was projected into the bed of a creek swollen by the spring thaw. The coach, at a distance of 50 feet from the track, turned partly over on its side, and in a few seconds had about two feet of water on it. The accident occurred in the drowning of a two-year-old baby in this coach. The child, who was the son of J. J. Houston, was drowned before the rescuers could reach the spot where he was.

**Piled in a Heap.**  
The passengers were all piled in a heap on the floor. The injured broke the windows in the under side of the coach and at once proceeded to help those unable to rescue themselves. The farmers in the vicinity quickly reached the scene of the accident, and assisted in the removal of the most seriously hurt from the wreck. Drizzling wet, muddy and with torn clothes, the injured were speedily recovered, and it was learned that only the one death had taken place.

**A Passenger's Story.**  
One of the most graphic accounts of the accident is that given by the Rev. I. O. Stringer, residing at No. 240 Carlton street, Toronto. He said: "I was in the rear car with my children at the time the accident happened. After the car jumped the track

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

**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 Kluff, 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.

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**The Second Death.**  
An auxiliary train was sent out as speedily as possible, with doctors and the baggage car and two passenger cars turned over and slid down a 15-foot embankment.

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wounded were dressed. The statement follows:  
At about 11:25 a. m. No. 17, engine 303, 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 cars, combination mail and smoker, 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 out 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, Brampton, injured.  
Mail Clerk A. Cheaney, 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. Bremner, wholesale merchant, Hamilton, seriously injured.  
The following were slightly injured: Miss Christie, Hamilton; J. Harknett, Goldstone; Philip Harley, 12th line, Peel township; C. H. Smith, Listowel; J. E. Livingston, Listowel; J. E. Robinson, Belleville; Marshall Amy, Parkhead; Mr. Wilkinson, cattle dealer, Galt; Mrs. Irvin and child, Niagara Falls, N. Y.; Ella Billings, Galt; L. Gowanlock, Orillia; Miss Ferritor, Goldstone; Miss A. Boyle, Drayton; Miss Brocklebank, Walkerton; Geo. Hughes, Niagara Falls, N. Y.; Wm. Ormiston, jun., Coburn, Ont.; Mrs. Galvin, No. 182 Regatta street, Hamilton; Miss A. Gibson, Guelph; Geo. J. Bray, Toronto; Rev. D. H. Martin, Cannington; Mrs. Lenore, Berlin; Mrs. M. McGraw, Guelph; William Lappner, Strassburg; Mrs. August Huns, Berlin; W. B. Young, Kingstons; Rev. J. O. Stringer, No. 240 Carlton street, Toronto; Thos. McNamara, Guelph; L. Rashkoffsky, No. 31 Nelson street, Toronto; C. H. Passmore, No. 79 Yorkville avenue, Toronto; E. A. Todd, No. 269 Jarvis street, Toronto; M. H. Pierce, No. 32 Fuller street, Toronto; A. W. Jacobs, No. 52 McGill avenue, Montreal; E. G. Cole, No. 598 Dovercourt road, Toronto; G. D. Waldon, No. 414 Dundas 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 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 to-night.  
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 to-night.

The mail clerk, Andrew Cheaney, of Southampton, had his chest crushed in. 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 crushed. 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 service to the injured were Drs. McCann, of Hamilton; Hugh St. George, 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., mail dealers, 21 Yonge street, was not injured. He was on his way to Toronto, and after returning to Guelph proceeded on his journey later in the day.

**Toronto report:** Speaking to a reporter yesterday regarding the wreck near Guelph, Superintendent Jones said:  
"It was purely accidental, and no blame can be attached to anyone as far as the accident respecting the train, 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 Whitby. General Roadmaster Ferguson was on the train as far as Marden Pt., about three miles this side of Guelph, when the accident occurred. He got off there, and as you will see he was able to be on the scene immediately after the occurrence. He has charge of the maintenance of way, and with Trainmaster Irwin, of Palmerston, who was also present, an investigation was promptly made on the spot. The scene was found as already described, but nothing could be learned as to how the accident happened at that particular time and place."

"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 \$200, 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 were taken to hospital yesterday and went to their homes.  
A 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 trade councils of the route 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 council.

# 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's vote 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 pupils 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.

of Washburn 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.

# STEAMER BOUND IN ICE FLOES.

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

Muskegon, Mich., March 23.—The Barry Line steamer Albee 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 said to be valued at \$20,000 to \$23,000, disappeared from the express car

# 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 the maps will be photographed. 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 McLennan died at Kingston, aged 100 years.  
"The Mettawas," 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 conversations.  
The residence of the late Senator Allan, 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.  
Machenski & Mann have finally acquired a controlling interest in the stock of the Great Northern Railway, of Quebec, and have elected their own men to the Board of Directors.  
Dr. Dr. Wild, formerly of Bond Street Congregational Church, Toronto, and who is just now temporarily occupying the pulpit of Bethel Church, Clinton street, near College street, has been offered the pastorate of a church in California, and also of another church in a western State. He may probably accept one of these calls.

# BRITISH AND FOREIGN.

Actor Chas. Cozwell is dead at San Francisco.  
The United States Senate ratified the treaty with Cuba.  
The War Minister of Austria has forbidden all officers to join the Anti-Duelling League.  
In the German Reichstag the Chancellor said that the triple alliance would be renewed.  
It is reported that dissensions exist in the British Cabinet in regard to the land purchase bill.  
It is officially announced in London that the Allan Line has secured the Atlantic mail contract for another year.  
A syndicate of London, Berlin and New York bankers have offered to assume Venezuela's debt to the powers on certain conditions.  
The five American women nurses who served on the hospital ship Maine in South African and Chinese waters will get British medals.

# GOAL MINE IS ON FIRE.

## Serious Conflagration in Colliery at Glace Bay, N. S.

## FOUR WORKMEN ARE MISSING

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 to-night 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 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 Dominion No. 1 colliery, so that 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 raise the fire pump at No. 3 level, and it became necessary to use the pump on No. 4 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.  
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 importance operated by the Dominion Coal Co., and employs 1,400 men, the daily output being between 2,000 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 are still bravely fighting the fire.

**Manager Mackenzie says to-night that there is no fear of the fire getting beyond control, and he expressed confidence that it would be controlled by to-morrow. Manager Mackenzie says that should it become necessary to flood the mine, only that portion where the fire is located will be flooded, and 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 Southwick saloon-keeper, who was charged with the murder of three women, was to-day 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 poison. A fourth woman, a Pole, claimed Chapman as her husband, and said his name was Chapman. She was the first to claim that he was an American citizen, but when Consul-General Evans called upon him to produce some proofs 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 1895.

# 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 persons in the party, exclusive of the 80 miles of troops who will guard the 80 miles of railway.  
The people bitterly condemn the taxes that are levied on them for such purposes as this. Notwithstanding the announcement by the throne that the building of a railway to connect the tombs with the Lu 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. It is believed the Chinese Government has never reached a lower state in this respect.

# WILL COME WITH THE MEN.

## MANY IMMIGRANTS EXPECTED

## Three Steamers to Bring 1,400 During Present Week.

## MEN WERE SAVED.

## But About 25 Horses Were Killed by an Explosion.

## 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 Chowne 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 1 p.m.

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