

# SMASH OF LINERS; RACE TO SAVE 1,200

## Parisian and Albano Barely Reach Piers at Halifax.

### OFFICERS SUBDUED A PANIC

#### Immigrants Rush About Decks Frantic as Hold Fills—Pas- sengers for Philadelphia.

*Special to The New York Times.*

HALIFAX, N. S., March 25.—Two big ocean liners pounded into each other's hulls within five miles of their piers at this port just at dusk this evening. On board were nearly 1,200 persons, including passengers and crew of the two vessels.

The collision was followed by a race with death to reach the docks, while the frightened passengers clambered about the decks and prayed and pleaded with the ships' officers by turns. Both vessels were able to reach the piers, but one touched bottom as she tied up, and her passengers made for shore.

The Royal Mail Allan Line steamship Parisian, Capt. J. M. Johnston, from Liverpool on March 17, with mails and a large passenger list, and the Hamburg-American liner Albano, Capt. Kudembold, from Hamburg on March 9, were coming into the harbor together. They had experienced bad weather all the way over. The Parisian had 308 cabin, 440 steerage passengers, and 150 in her crew. The Albano carried 149 passengers for Philadelphia.

#### STRUCK WHILE TAKING PILOT.

It was a fine, clear afternoon. At Chebuctou Head it is customary to wait for a pilot. There are different stories, but from all that can be learned it appears that the Parisian had slowed down to one or two knots, practically only drifting. The other steamship, on the eastern side of the harbor, also was taking on a pilot. Passengers who were on the deck of the Parisian say that the first thing they knew the Albano was coming head on and pointing as if she would strike them amidships.

Capt. Johnston, who was on the bridge, saw the danger and realized that it would be hard to avoid a collision.

The German struck her on the starboard quarter, about thirty feet from the stern, and made a hole about four feet wide and fifteen feet in depth.

Many of the passengers were below at tea when the Parisian heeled right over to port. Those below thought she was going down. They immediately rushed on deck and all ran aft.

#### LIFEBOATS QUICKLY MANNED.

The officers and crew were calm. Capt. Johnston ordered from the bridge:

"All male passengers stand by lifeboats."

With remarkable quickness all the men obeyed. The boats were got in order ready for launching. None knew the extent of the damage, and with but few exceptions great coolness was displayed.

There was no time to investigate and no time to lose. The steamboat was pointed up the harbor in a race to save lives. On she went past the lighthouse and the wharves at full speed. She reached her wharf and docked very rapidly, but not before she had touched bottom at the stern. She was badly listed.

The passengers were landed in orderly manner, mails taken off, and the cargo is being removed. The after hold was full of water.

#### ALBANO'S STORY DIFFERENT.

In the meantime the Albano came up and docked. Her forepeak was full of water and stern twisted. Those on the Albano say both steamships were lying abreast of each other, moving along slowly, taking on pilots, and that the Parisian made an effort to cross her bow. The effort of the Albano to go astern was ineffective, and they crashed together.

Both vessels whistled frantically for help and every tug in the harbor responded. As the Parisian appeared in greater danger, several ranged themselves alongside and assisted in the pumping.

#### PASSENGERS PANIC-STRICKEN.

The passengers on both vessels were panic-stricken and begged loudly of the tugboats to take them off, but the smaller boats clung tenaciously to the side of the great liner and never left her until she was safe at dock. Many of the passengers rushed excitedly about the decks, while others knelt in prayer. The officers were unable to reassure them.

Within a few minutes after the collision all had been supplied with life preservers, while the lifeboats were hoisted out ready for instant launching. The suspense of those on board the Parisian was intense.

Great volumes of water were pouring from the vessel. The engines quivered not only with the exertion of running the numerous pumps, but in keeping the vessel plowing along at top speed. Half way up the harbor her stern had settled many feet, and the list to starboard had become pronounced, but the steamship kept on with her faithful fleet of tugs working energetically to keep her up.

At last the bright light on the dock was seen, and those on board realized that the danger was all but passed. The great vessel ranged alongside her wharf, lines were thrown out, gangplanks lowered, and a thousand passengers rushed to land as the stern of the vessel touched the bottom.

The Albano, which was behind the Parisian, had a somewhat similar experience, although her pumps were able to keep her bow compartments fairly free, so that the alarm on board was not as great.

According to Capt. Johnson of the Parisian, the Albano, on approaching from sea, signaled that she would pass astern of the Allan liner, but a moment later headed straight for the Parisian. Capt. Johnson said that he rang quick orders to the engine room to go ahead full speed, and his vessel had just attained headway when the Albano struck just aft of No. 5 hatch. The bow of the Albano smashed a hole 12 feet wide, ex-

tending from the rail to below the water's edge. After the collision the Albano drew off, and hastily securing a pilot, followed the Parisian into port.

#### IMMIGRANTS RUSH ABOUT DECKS.

The Parisian's deck at once was black with frightened passengers, many of whom were immigrants bound to the Canadian Northwest. These rushed about, women fainted, and there was a mad scramble for life preservers.

One of the passengers of the Parisian said to-night:

"The Parisian had just slackened speed on the pilotage grounds off Chebuctohead, five miles from the entrance to the harbor, and was taking a pilot aboard when the Albano came up behind. The latter signaled that she would go astern of the Allan boat. Suddenly the passengers crowded on the deck of the Parisian saw the Hamburg-American liner plowing through her.

"A great inrush of water followed as soon as the German boat backed off, and it was feared the boat would founder. The officers had a trying time to enforce order. The crew was sent to cut away the lashings and sling the boats, while life preservers were distributed. Several women fainted, and as the steamship commenced to settle aft there was great excitement.

#### RACE FOR LIFE TO DOCKS.

"The Parisian ran a race of life and death for the harbor, her decks thronged with the panic stricken, who believed the Captain was going to beach her. The crew placed canvas in the yawning gap in the side with but little effect, as the water rose in the after compartments with great rapidity. The fifteen miles from the scene of the accident to the dock were covered in forty minutes."

The Parisian is one of the finest steamers in the Allan fleet, and carried on this trip 400 sacks of mail and 1,100 tons general cargo. An examination of her tonight showed that the entire aft hold is flooded as far forward as the engine-room compartment. She rests on mud bottom. On the opposite side of the same pier is berthed the Albano, with her twisted stem and damaged bow plates. It is believed that she can be temporarily repaired so as to proceed on her voyage to Philadelphia.

On her passage over a big wave boarded the Parisian and killed a steerage passenger named Simmonis and injured two others.

The Parisian sailed from Liverpool on March 16, and called at Moville, leaving there the next day for Halifax and St. John. The Albano, Capt. Kudenhold, sailed from Hamburg on March 9 for Halifax and Philadelphia, passing through the straits of Dover on March 10.

The Parisian is a steel bark-rigged steamship of 3,387 tons burden net, 440 feet long, 46 feet wide, and 33 feet in depth. She was built in Glasgow by Napier & Sons, and launched in January, 1881.

The Albano is a steel schooner-rigged steamship of 2,433 tons net burden, 380 feet long, 45 feet wide, and 27 feet in depth. She was built at Belfast by Harland & Wolf, and launched in January, 1886.

## ELEPHANTS MOVE TO TOWN.

### Journey from Luna Park to Hippodrome Has Many Incidents.

Seven elephants of the Thompson & Dundy herd arrived at their future home in the Hippodrome, Sixth Avenue, between Forty-third and Forty-fourth Streets, last night at 10 o'clock, after an eventful journey from Luna Park. They were welcomed by a crowd in which small boys played an important part. With the elephants were 132 horses with as many riders that will appear in the war drama of Andersonville.

The elephants were crated on huge trucks meant for the removal of safes and not trucks. Each truck was drawn by four horses. Most of the elephants seemed to enjoy the journey hugely, looking out at the struggling horses when they came to a long grade with the satisfied air of the man in the automobile who whizzes past a weary citizen climbing a hill.

Alice and Queenie, who are inseparable, caused a good deal of trouble. At the start they trumpeted so loudly that a horse harnessed to one of the crates reared and fell, never again to rise.

The procession was slowly winding its way through Brooklyn when Alice dashed the top from her crate, upsetting two of the circus riders. Then she smashed through the rear and sat down in a mud puddle. It was an hour before the cavalcade moved on.

Crossing the Brooklyn Bridge a trolley car of the Fulton Street line struck the truck bearing the baby elephant. Windows were shattered and two passengers slightly cut by flying glass.

The next but not the least of the trouble was in front of the Criterion Hotel on Broadway, where the baby elephant fell out of his crate.

A ballet, that takes part in the war play, was rehearsing in long skirts when Alice, Queenie, and the others arrived at the Hippodrome. Some one yelled that the elephants had come. He might as well have yelled "Mice!" A dancer fainted, falling upon a stage hand who was carrying away a section of scenery. All fell in a heap. Alice tossed the scenery aside, releasing the prisoners, who fled to hide behind the painted barricade of Libby Prison.

It was long after midnight when all the animals were stowed below.