

BRITISH KING LOST AT SEA.

The Vessel Sinks With 27 Men Off Sable Island.

A Terrible Tale of Suffering and Sacrifice.

Magnificent Rescue Work by Crews of Other Steamers.

A Boston despatch: Suffering, mental and physical, and numerous acts of heroism in saving life rarely exemplified in the grim record of tragedies of the sea, attended the loss of the Phoenix Line steamer British King, which on Sunday last, in a raging Atlantic storm foundered about 150 miles south of Sable Island and carried to death 27 members of the crew. Thirteen men were rescued from the sinking vessel by the Leyland Line steamer Bostonian, which arrived here to-day from Manchester, and 11 by the German tank steamer Mannheim, Rotterdam for New York. Five others who had been sucked down in the vortex into which the British King was engulfed were picked up by the Bostonian from a frail bit of wreckage, which they had grasped after a desperate struggle for life in the whirlpool.

Capt. James O'Hagen, of the British King, died on board the Bostonian from the effects of the terrible injuries sustained trying to save his ship. The rescued brought here to-day include James Flannigan, the second officer; J. D. Crawford, the chief engineer; Adolphus Beck, the fourth engineer, and Wm. J. Curry, the steward. The others were cool passers and sailors, mostly Belgians, and one stowaway, Henry Parkotch, of New York.

Two lifeboats from the Bostonian were crushed to fragments and the volunteer crews which manned them were thrown into the high running seas, but all were safely landed on board the steamer. The first lifeboat lowered from the Bostonian was swept against the ship's stern and destroyed. Several of the seamen were hurt, but were rescued by lines thrown out from their steamer. A second attempt to reach the sinking ships was successful, and 13 men, including Capt. O'Hagen, were taken to the Bostonian. Then again a powerful billow crushed the lifeboat against the side of the ship and the life savers were thrown into the sea to be rescued only after an hour's effort by their comrades.

Volunteers from the Mannheim, after a heroic battle with the waves, had taken off 11 from the British King, but after this neither of the steamers, in consequence of the increasing gale, could make an attempt to reach the foundering freighter. Then darkness fell and the British King, then waterlogged and helpless, plunged down, bow first, and disappeared.

A Desperate Struggle. The British King sailed from New York last Wednesday bound for Antwerp with a miscellaneous cargo and 150 head of cattle. The passage was uneventful until Friday morning, when the ship was struck by a strong northerly wind, which developed into a hurricane.

On Friday in the height of the tempest the deckload of oil barrels and six deck fittings were carried overboard. The barrels and wreckage, forming into a powerful ram, were driven down upon the steamer's sides with crushing force, opening up her plates and allowing the water to pour into her holds.

The extent of the leak was not realized until the following day, when, although all hands were placed at the pumps, the water gained considerably, extinguishing the fires and rendering the engines useless.

The rudder had held for a time, enabling Capt. O'Hagen to steady his ship, but soon this, too, was swept away. The seamen suffered constantly from exposure, from lack of sleep, from hunger, from bruises and injuries received by being tossed forward and backward on the vessel's deck.

By Saturday the British King had settled noticeably in the water, and Capt. O'Hagen himself went into the hold, and strove to repair the most damaged sections. While doing this a barrel of oil fractured one of his legs in two places. In spite of this injury and of internal hurts caused by his fall, Capt. O'Hagen refused to be carried to his cabin. He ordered that his leg be bound up, and then resumed command, and directed the efforts which were being made to plug up the hole in the ship's side.

The water gained continually, and by Saturday night all hands were forced to take refuge on the main deck. The cattle were swept overboard gradually by the sea and drowned.

"Do Not Abandon Me." At 6 o'clock Sunday morning Capt. O'Hagen sighted the Mannheim, and shortly afterward the Bostonian. While preparing to lower the boats the Mannheim signalled to the Bostonian that the British King was in distress, and Capt. Perry, of the Bostonian, immediately altered his course and came to the aid of the sinking vessel. The British King signalled that she was waterlogged and would have to be abandoned.

At 8 o'clock she sent another signal, which read, "Do not abandon me."

Previous to this every small boat from the British King had been demolished. The half-hundred or more men of the wrecked steamer were in plain view of those on board the Bostonian and Mannheim, who could, however, do nothing at that time in the way of rescue, since it would have been suicide to launch a boat in the heavy sea.

At 1:40 p. m. the British King signalled, "Help us; we are sinking," and

the rescue of a portion of the crew was gallantly effected. Sailors of the Bostonian vied with each other for the honor of sitting in the lifeboat, and were not deterred when the first boat was dashed to pieces against the steamer's stern.

After the vessel had disappeared the Mannheim and the Bostonian steamed to the point where the ship had foundered, and it had just been decided that all left on board had perished, when a feeble cry from the darkness told them some at least had not been drowned. Half an hour later Capt. Parry, of the Bostonian, located a small section of a cattle deck to which five men were clinging. These were Second Officer Flannigan, Chief Engineer Crawford, Adolphus Beck, fourth engineer, and two cattlemen. They had been carried down with the steamer, but after coming to the surface had after mighty efforts succeeded in swimming beyond the whirlpool and finding a temporary refuge upon the slender bit of wreckage.

SETTLER KILLED.

COLLISION BETWEEN TRAINS OF SETTLERS' EFFECTS.

Ernest Thurston, of Stayner, the Victim at South River—Conductor Hunt Warns Several People in the Cars in Time to Escape.

A Barrie despatch: A bad tail-end collision between two freight trains of settlers' effects occurred on the G. T. R. last evening at South River, and Ernest Thurston of Stayner, who was looking after a car of effects, was killed. An extra freight, in charge of Conductor J. L. McDougall and Engineers Wisdom and Campbell, ran into another double-header in charge of Conductor Hunt and Engineers Patton and Northgraves, which was standing at the station.

Conductor Hunt saw the second train some distance away, and seeing a collision inevitable with the speed at which it was travelling, hastened to the van and warned several settlers riding there. Then he ran along the side of the train, calling to other men in the cars. While he was doing so the collision occurred, and his own train was driven past and the first engine, the van and five cars toppled over on his side of the track, a few yards in front of him, the engine being a total wreck. The second engine kept the rails, stopping right beside Mr. Hunt.

One of the settlers was driven clean through the top of a box car and escaped with a few scratches. Had it not been for the prompt action of Conductor Hunt nine men would almost certainly have been killed.

JUDGE'S SEVERE CENSURE.

Young Man Made Bad Use of Young Girl's Letters.

A Brockville despatch: Thomas Parks, of Cardinal, has brought action against J. Reid of the same village for damages for alleged seduction of his daughter, Agnes. The case came on for trial at the present sitting of the high court before Judge Clute. Under cross-examination the girl broke down and collapsed in the witness box, her condition being such as to cause a postponement. She went down before the lawyer for the defence when he produced incriminating letters written by Miss Parks to a young man named J. Mattie, of Morrisburg. The case was forthwith dropped. After recording judgment his lordship called Mattie to the bench and administered a severe rebuke. He was addressed by the judge as follows: "And you preserved these letters received from this girl and made make evidence of them for other people. Any man who would do the like is not fit to be at large in decent society. That is one of the worst pieces of blackguardism that ever came to my attention as a judge, and I direct these letters to be returned to the girl."



Fifty thousand dollars damage was done by a fire in the wholesale stationery premises of Grand & Toy, Toronto.

Wm. R. Howell, of Toronto, the young man who was struck by a G. T. R. engine at London a week ago, is dead of his injuries.

Walter A. Durham, a Toronto moulder, was found guilty of uttering and passing counterfeit money by a jury in the general sessions.

Julius Flagg, formerly of Matilda township, Ont., died at the residence of his son in Buffalo, as the result of a motor accident.

Contracts were signed with Toronto capitalists whereby the latter undertake to erect a new theatre in Toronto, the site to be on King street.

Pieton has decided to accept Mr. Carnegie's offer of \$10,000 for a library, and steps will at once be taken to secure a suitable site for the building.

The first railway in Canada to be operated by motors run by gasoline generating steam, with a speed of thirty miles, will be the Port Credit, Brampton & Guelph road.

By decision of the Privy Council the city of Montreal will lose about \$250,000 in the Cantin expropriation case, which grew out of the widening of Notre Dame street.

The Synod Augmentation Committee of the Presbyterian Church has made grants on the basis of an increase of \$50, bringing the minimum stipend probably up to \$800.

Regarding the outbreak of typhoid fever in Fort William the Ontario health department has been assured that the epidemic is subsiding.

A destructive fire last evening caused about \$10,000 damage, three stores, a sash and door factory, four residences, and several stables being burned, at Tamworth.

The Toronto License Victuallers' Association want the old custom renewed by which the hotelmen may buy from brewers who advance money to pay the license fees.

A special despatch from Duluth last night states that a great ice field has formed at the head of Lake Superior, the temperature was 12 below zero, at the Soo four below, and at Port Arthur fourteen below.

Wm. Talbert, a resident of Harrow, Essex county, Ont., who is wanted at Ypsilanti, Mich., on a charge of alleged forgery, was lured to the United States by an acquaintance of his, who acted with an officer from Ypsilanti and the Detroit police.

A ten-cent fare and a motor bus service is talked of in Toronto. Many residential districts which the street car service does not connect with closely will be given a service in motor cars to accommodate thirty people, if the scheme goes through.

The Niagara, Queenston & St. Catharines Railway Company are asking to be allowed to increase their capital stock to \$500,000. They also want the time for commencing the construction of the railway extended for two years and for its completion for five years.

Ottawa wants \$10,000 for a dairy building, and a large department, headed by Mayor Ellis and James White, President of the Exhibition Association, waited on Hon. Nelson Montith and urged that the grant be made.

Members of the Dominion Cabinet are to have new uniforms. Word to this effect came some time ago from the colonial office. The despatch is believed to have been inspired directly by the King, who takes a great interest in such matters.

At a large meeting of local optimists

held in Brantford yesterday a resolution was unanimously carried recommending that each municipality in the County of Brant, including the city of Brantford and the Town of Paris, shall pass a local option by-law.

A young immigrant, hired by John Stokes, farmer, near Tweed, a few days ago, stole \$30 from his house before the family were awake this morning and went away. He was arrested and sentenced to 30 days in jail at Belleville. The money was recovered.

Members of the Ontario Medical Council waited on Hon. Dr. Pyne at the Parliament buildings yesterday, and asked that the act which permits of medical examinations being held only at Toronto and Kingston be changed so as to include London. They were informed that a bill permitting this would be introduced.

Unless the Toronto City Council refuses the request of the deputation of physicians that doctors should be allowed to follow their patients into the new hospital, without regard to the amount paid by the patients for maintenance, the trustees of the new hospital will not accept the grant of \$200,000 voted by the city.

At the meeting of the Georgian Bay Commission in Toronto yesterday, Sir John Boyd said he was of the opinion that the total prohibition of fishing for anything other than sport's sake, with a view to retaining the fish for private use, would not be too drastic a measure. He had known American sports, who, with rowboats, attached to a tug, would make a bet on catching the greatest number and then leave the fish on the rocks to rot. He thought a fee of \$10 a rod should be placed upon American fishermen, which would help pay officials.

Insurance men began to gather early to-day for the continued hearing on the ten pending bills of the joint special legislative committee at Albany, N. Y.

The condition of Francis Kossuth, leader of the united opposition in the Hungarian Diet, is causing anxiety to his friends. He is suffering from an attack of gout.

A popular demonstration was made in Hibaya Park yesterday afternoon against an increase of fares on the street railways of Tokio.

The plague has reappeared at Sydney, New South Wales. Two cases were reported yesterday and three more were discovered to-day in the same block of houses.

A committee of prominent men has been formed to take charge of the plans for the erection of a monument in Centennial Park, New York, in memory of Joseph Jefferson.

A train on the Chicago & North-western Railway is said to have fallen off an embankment in the northwest part of Chicago. Several men are reported killed or seriously injured.

Harry Orchard, who is alleged to have confessed that he killed former Governor Steunenberg, at Boise, Idaho, yesterday, refused to plead and plea of not guilty was entered by order of the court. No time was set for trial.

The steamer ashore near Island Beach, N. J., of the Carthagens, Capt. W. S. Minn. The steamer is signalled for a tug to take off her passengers. She is lying in an easy position, making no water and is believed to be only slightly damaged.

General slackness in drill is the principal point in a severe criticism of the army made by Field Marshal the Duke of Connaught, at a inspection of general forces, in a report to the army council.

At a meeting of the representatives of 300 independent telephone companies of Iowa at Des Moines, yesterday, the organization of a quarter million corporation to fight the Bell Telephone Company in Iowa began.

Congregational singing was introduced at St. Pele's Cathedral mass yesterday morning for the first time. The Bishop of London announced that it was the desire of the Pope that congregational singing should be encouraged in Catholic churches.

Louis Nossor looked his wife in a bathroom at New York yesterday, and while she was a prisoner there shot and killed Stella Reynolds, of New Orleans, an actress, who was a visitor at their home, and then killed himself. She was about 25 years old; Nossor was 40.

Dr. John H. Munn, physician to Senator Chauncey M. Depew, who is ill at his home in this city, denied last night that the condition of his patient was critical. He added: "Senator Depew's present indisposition is, I believe, only temporary."

The Moroccan situation is unchanged. A complete deadlock prevails. The conference is not holding any sessions, and it is not known when the delegates will reassemble. The interruption of the discussions is due to the lack of elasticity in the French and German instructions.

An explosion of molten lead in the converting mill of the Edgar Thomson Steel Works, at Braddock, Pa., to-day resulted in serious injuries to eight workmen. All were terribly burned by the molten metal, and a number may die. The explosion occurred while the men were at work in the cider pit.

A meeting of the Board of Directors of the International Association of Fire Engineers of America was held at Paterson, N. J., yesterday. It was called to prepare for the annual convention, which is to take place from Oct. 9 to 12. It was decided to convene in Dallas, Texas.

The jury in the district court at Cripple Creek, Col., yesterday returned a

MINERS HOLD MEETING; JOHN MITCHELL SPEAKS.

The Miners Will Try to Come to an Agreement With the Coal Operators.

Indianapolis, March 19.—The National Convention of the United Mine Workers of America opened here to-day in the German House, with over 1,000 delegates, representing 1,461 locals. The convention has been called by President Mitchell to consider action which may result in an agreement with the coal operators that will prevent a general strike, that would bring 425,000 men from the mines on April 1st. The conference with the operators will begin on Monday next. When the last convention of the mine workers adjourned, Feb. 2nd, following a joint conference with the operators, which had failed to arrive at a wage agreement, a strike on April 1st was inevitable, unless something was done immediately.

At that convention the miners demanded an increase in wages of 12 1/2 per cent., the admission of the South Western States, a seven per cent. differential between machine and pick mining, a 12 1/2 per cent. advance for yardage and dead work, prohibiting the employment of boys under 16 years old, an eight-hour day, a one year contract and a run of mine basis.

The miners also adopted a resolution offered by Mr. Ryan, of Illinois, that no district should sign a wage agreement until all the districts signed. This action, known as the Ryan resolution, will come before the convention. Unless it is rescinded, the bituminous miners cannot sign a wage agreement until the anthracite miners sign an agreement with their operators. The operators, on the other

hand, demanded a reduction of from 10 to 15 per cent. protection against stamped strikes, and a better system of adjudicating local troubles. Mr. Mitchell told of his conferences in New York last December with Francis L. Robbins, President of the Pittsburgh Coal Co., and with other operators. At these conferences he said the question of their disagreement upon the wage scale was discussed in an informal way. He also held conferences with several of the leaders in the miners' movement. "As a result of these meetings," Mr. Mitchell continued, "we came to believe that there had been such changes in the coal trade, or at least in the attitude of many operators, as to justify the hope there was a possibility of reaching an agreement provided the joint conventions were reconvened. Aside, however, from my own impressions, or those of my colleagues with whom I consulted, the letter from the President of the United States, addressed to Mr. Robbins and to me, seemed sufficient justification to warrant ourselves and our employers in making another effort to reach an agreement. I take this occasion to report officially that the operators of both the central competitive and the southwestern fields have called meetings of their representatives, to be held in this city on Monday, March 19th. I am hopeful, if not fully convinced, that the urgency and seriousness of the situation will prompt them to make such reasonable concessions in the matter of wages and conditions as will enable us to join them in the rehabilitation of our joint movement and the perpetuation of the practical business relationship under which we have worked with mutual advantage for the past eight years. And to this end I feel it incumbent upon me to say that a very large degree of responsibility will rest upon us if these proposed negotiations do not lead to success."

verdict finding John Vartley, alias Crowley, guilty of conspiracy to defraud the Northwestern Mutual Life Insurance Company out of \$3,000 by blowing up a body in the Three Jacks tunnel and collecting the money upon a policy issued to his partner, McEachern.

GRUESOME SECRET.

LIVING TOMB OF AGES AGO DISCOVERED IN CASTLE.

A Cavern With an Arched Roof Which Led to Building Where Skeletons, Armor and Weapons of Great Antiquity Lay About.

London, March 19.—The Daily Mail says: While digging on land near Frenchpark County Roscommon, on Saturday, a laborer discovered a cavern, with an arched roof, about six feet in depth. From this a narrow winding passage led to an old castle about a quarter of a mile distant.

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Advertisement for Bileans for Biliousness. Includes text: 'SCIENCE USES NATURE'S GIFTS', 'WHEN THE GREAT CHRISTOPHER COLUMBUS first explored Jamaica, he was stricken down by illness, and would have died but for the herbal medicines the natives brought him.', and 'Bileans for Biliousness are a Cure for CONSTIPATION AND PILES CURED'. Features an illustration of a man in a lab coat and a bottle of Bileans.