

## CROWDED P. & O. BOAT RAMMED AND SINKS IN ENGLISH CHANNEL

Sides of the Big Liner Oceana Torn Out By Collision With Bark, and Four of the Passengers Are Believed to Have Perished—Bark in Sinking Condition.

[Canadian Press.]

Newhaven, England, March 16.—Four passengers and several sailors are believed to have been drowned this morning as a result of a collision between the Peninsular and Oriental liner Oceana and the German bark Pisagua, off Beachy Head, in the English Channel.

The Oceana was hit broadside, and had her side practically torn out.

### ALMOST CATASTROPHE.

For some time the lives of the liner's 47 passengers and of the 280 men of her crew, were placed in jeopardy. The courage of the officers and the speedy arrival of assistance, however, prevented a terrible catastrophe.

### BOAT CAPSIZED.

Twenty-eight of the passengers were landed here, and nine at Eastbourne, in small boats, but it is feared that the other four have been drowned, together with some members of the Lascar crew, by the capsizing of a boat, which was transferring them to a cross-channel steamer standing by.

It was thought at first that there were 430 passengers on board, but the company says that most of them were to join her at Marseilles.

### CREW IN PANIC.

The passengers and the steamer's officers behaved with great calmness, but the crew, which was composed of Lascars, was panic-stricken, and delayed the lowering of the boats.

Many of the passengers were landed here and at Eastbourne, while boats were lowered from a cross-channel steamer, and picked up a large number of others. Lifeboats were also sent out from shore, in reply to signals of distress.

### OCEANA SANK.

An attempt was first made to beach the Oceana, but she sank quickly. The collision occurred in the early hours of the morning, while all the passengers were asleep in their berths. When they dashed out of their cabins, on feeling the shock of the collision, and hearing the crash of timbers, the water rushed in so quickly, that the lower decks were awash in a few moments.

The passengers, trying to make their way to the upper decks, dressed in their night attire, had to wade through water up to their waists.

### LIFEBOAT SWAMPED.

The first boat lowered was swamped and the passengers thrown into the water, but they were all picked up. The second boat was just sinking, when a lifeboat from shore reached it.

One of the cross-channel mail steamers running between Dieppe and Newhaven saw the signals of distress, and immediately hove to and lowered her boats, on which many of the passengers were taken off. It was during this transfer that one of the small boats was reported to have capsized, and that a score of ladies were drowned.

The bark Pisagua proceeded on her way, with most of her headgear carried away.

### MUCH BULLION LOST.

The Oceana had on board nearly \$5,000,000 in bullion. She is one of the oldest of the Peninsular and Oriental liners, and this was to have been her last voyage. She has been running continuously since 1888.

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## MILLIONS ARE OUT OF WORK BY BRITAIN'S BIG COAL STRIKE

The Railways Are Discharging Thousands of Skilled Mechanics.

[Canadian Press.]

London, March 16.—The failure of the conferences between the striking British miners and the coal owners, which have been proceeding for several days under the presidency of Premier Asquith, to reach a settlement of the coal strike, has brought Great Britain to the realization of the serious position of other industries besides the one directly affected. In many places manufacturing concerns have only kept their works going by means of extraordinary efforts. They will now no longer be able to do this, and within a few days hundreds of thousands more men and women will be added to the two million and over already out of work.

The Great Western Railway Company shut down its construction works at Swindon, throwing out of employment ten thousand skilled mechanics. The London and North-Western Railway has given notice that after Monday a large number of cars will cease running, while many other railroad lines and factories have been compelled to give their men notice to leave.

## "JIMMY" MALIN SENT FOR TRIAL

John Berry Claims He Was Flimflammed In a Horse Deal.

## A DAVID HARUM TRADE

According to the Story Told by the Complainant, He Gave a Good Horse for a Bad One.

James Malin, a well-known hack driver and jockey, of London, was committed for trial by jury at the next court of competent jurisdiction by Police Magistrate Judd this morning, when it was decided that Malin should explain the circumstances of a horse trade with John Berry, a driver of a local bakery wagon.

From the evidence of the complainant it would appear that the deal was another of those David Harum affairs. The charge is that Malin made the trade by false pretences, out this will have to be proved.

The court decided to allow the prisoner his freedom, but took his personal recognizances for \$200, and those of a friend, Thomas H. Carter, for \$100.

### The Deal.

According to the story, Berry first met Malin at New Year's and placed considerable confidence in him as a horseman. As a result when he was considering the purchase of a horse on March 5, he asked Malin to accompany him to pass upon the merits of the equine. On the road Malin explained that he had a horse with which he was willing to part, and the pair start-

ed to look over the latest proposition.

Berry noted that the horse stumbled occasionally and wobbled in his path. He, therefore, asked Malin for an explanation, and was informed that the front feet had been improperly shod, and that further the horse was not used to going in single harness.

Berry gave his mare in a trade—an animal which he valued at \$140—and upon payment of \$10 boot, secured Malin's horse. A veterinary this morning testified that the animal had defective eyesight, being, in fact, almost blind, that it was knock-kneed and mulefooted, and that because of these and other troubles it was unable to go about among rigs or over the average road.

### Sent for Trial.

Malin had told Berry that the horse was sound, it is alleged, and the court considered this to be sufficient to warrant sending the case for trial on a charge of false pretences. Malin was represented by Mr. Marshall Graham, while Mr. W. R. Meredith acted for Berry.

## "FOREST CITY" HAS AGAIN BEEN SOLD

Steamer Bought From Mr. R. C. Eckert and Others by Mr. A. E. Thompson.

The steamer, "Forest City," which was recently purchased by Mr. R. C. Eckert, of this city, from a syndicate has been sold to Mr. A. E. Thompson, of Cleveland, who was formerly interested in the boat, and a number of the latter's associates. The consideration has not been made public.

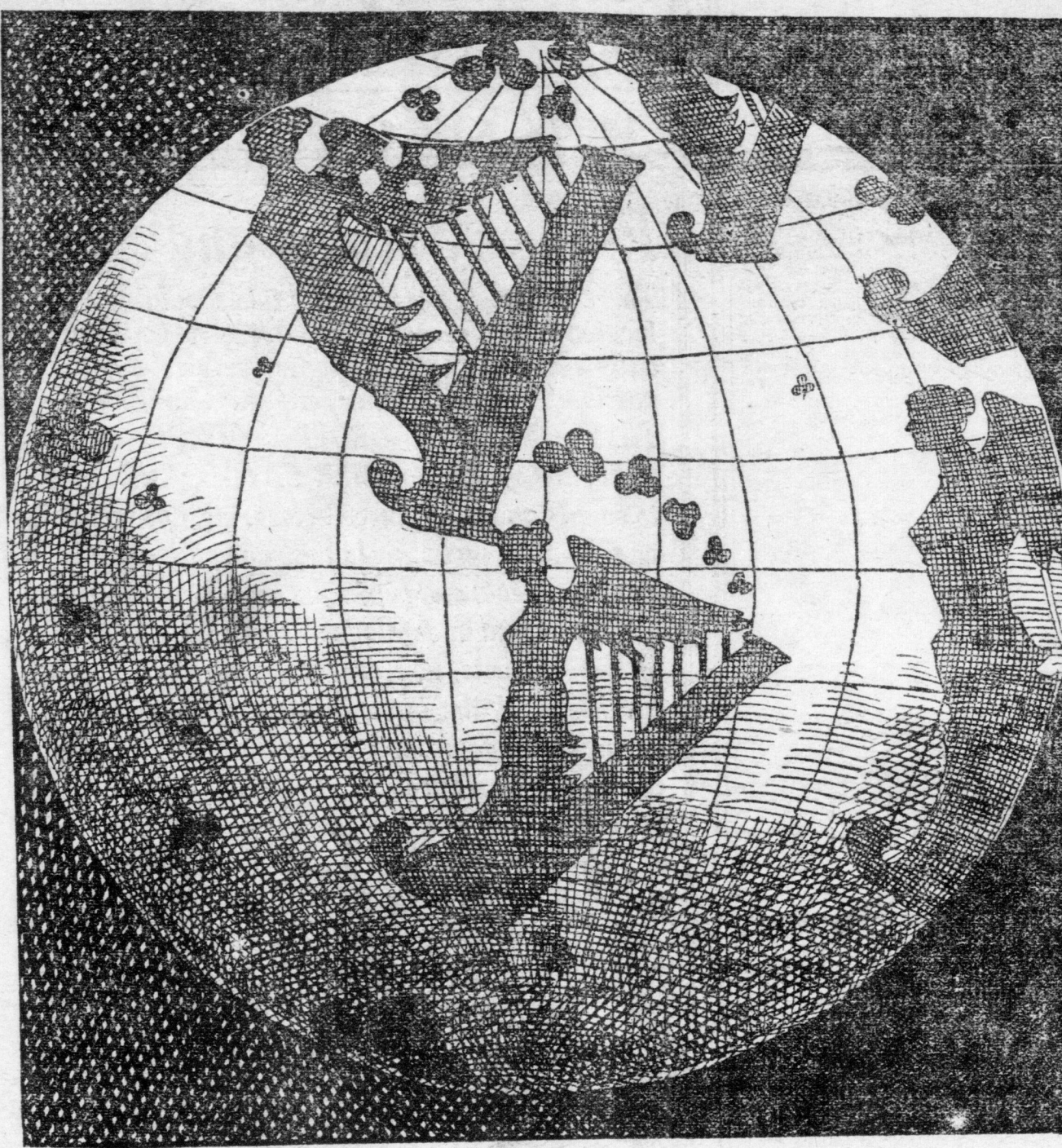
The boat will be operated this season on a system which will permit it, as believed, of a daily trip to Cleveland. There will be numerous moonlight excursions as well.

Mr. Thompson was the manager of the boat for the company last year.

## MAP OF THE WORLD—REVISED IN HONOR OF ST. PATRICK'S DAY.

By John T. McCutcheon.

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## VAST MINE ARMY MAY QUIT WORK

One Hundred and Eighty Thousand and Anthracite Miners Are Involved.

## NEITHER SIDE YIELDING

Compromise Alone Can Prevent a Serious Tie-Up on the 31st of March.

[Canadian Press.]

New York, March 16.—A suspension of work of 180,000 miners in the anthracite coal regions, on April 1, can only be prevented by a compromise, but neither the coal operators nor the miners gave the slightest indication today of yielding from their positions.

The miners have declined to modify their demands for a 20 per cent increase in wages, an eight-hour working day, recognition of the union, and other conditions, and the operators made no counter-proposal that might pave the way for a compromise.

Members of the anthracite miners' committee conferred this morning on a statement given out by the operators that it was impossible to advance wages unless they could in some manner realize from the sale of coal produced a sum equal to the increase in wages.

The miners decided to wait here most of the day to receive any proposition should one be made by the operators. They will depart for their homes tonight, while President White and some of the members will journey on to Cleveland, where the bituminous miners and the operators meet on the 20th of March. Should neither side retreat from its present position, the mine workers in the hard coal region will, on the expiration of the present working agreement on March 31, lay down their tools and suspend work until an agreement is reached. It is with- in the power of the policy committee at their meeting on March 26 in Cleveland, to call a strike in both the hard and soft coal regions, should the bituminous men and their employees fail to reach an agreement at the Cleveland conference.

## THE WEATHER.

TOMORROW—MILDER.

Toronto, March 16—8 a.m.

Today—Fine. Sunday—Southerly winds, with a little higher temperature.

The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:

Stations.	High.	Low.	Weather.
LONDON	35.5	2	Clear
Victoria	50	34	Cloudy
Calgary	30	8	Cloudy
Winnipeg	28	8	Cloudy
Port Arthur	18	2	Cloudy
Perry Sound	36	4	Clear
Toronto	32	19	Clear
Ottawa	32	8	Clear
Montreal	32	20	Clear
Quebec	30	20	Clear
Father Point	26	20	Fair

Minus (—) means below zero.

Weather Notes.—At 8 o'clock this morning the thermometer registered 12 degrees above zero, the lowest registration being 2 above during the night. Seven and a half inches of snow fell in the blizzard. The disturbance which was in the Middle States yesterday has passed quickly eastward to the Gulf of St. Lawrence. A heavy snowfall has occurred in Ontario and Quebec, and rain has fallen throughout the Maritime Provinces.

The temperature continues low in the Western Provinces.

## DEMAND FOR RECIPROCITY FROM SASKATCHEWAN HOUSE

A Bill of Rights Is To Be Laid at the Foot of the Throne.

[Canadian Press.]

Regina, Sask., March 16.—The Legislature of Saskatchewan was prorogued last night by Lieutenant-Governor Brown.

The final feature of the fourth session of the second Parliament of Saskatchewan was the adoption in the House of what might be termed the bill of rights of the province, which will be laid at the foot of the throne through a petition to the Lieutenant-Governor.

The petition is the summary of the demands that have been made at Ottawa on the unanimous vote of the Legislature as well as a request for reciprocity with the United States. Removal of the exemption from taxation now enjoyed by the Canadian Pacific Railway Company; access for Saskatchewan to a port on Hudson Bay, granting to the province of the public domain within its limits, free access to the markets of the United States for the grain products of Saskatchewan; new outlets for our farm products and more particularly a speedy completion of the Hudson Bay Railway with a line of steamers from the bay to Great Britain.

I can tell you that all coal that is above-ground now is on cars. That is, all with the exception of the coal that is stored in the huge warehouses of the Eastern States to supply only that part of the country. It is a known fact that Greater New York and Greater Philadelphia consume more coal in a year than the whole of Canada, and being close to the mines, they stand a better chance of securing supplies than the widely-scattered populations of Canada.

"Should the miners and their men fail to reach an agreement before April 1st, all mining will be stopped until such time as an agreement is arrived at. It is owing to the fact that the operators dare not sell coal without knowing the price at which it has been selling, coal at a price which would mean financial loss when the wages which were decided upon were taken into consideration. I can tell you that the operators only receive about an average of \$2.30 a ton for the coal at the mines, the remainder of the price per ton being eaten up by railway charges for hauling, and at that the railroad freight rates are lower per ton than on any other bulky commodity. You must remember that London is over 450 miles from the mines, while the situation looks dark now, it may be that something will turn up which will put an end to the difficulty within a reasonable time.

"The agreements with both the anthracite and bituminous miners expire on the 31st of March," he stated to the reporter, "and as you already know by the dispatches, the outlook is very dark."

"Personally, I do not believe it is possible for the mine owners to grant the request of the men, and in case the unions win, there is no doubt that the increase in wages will be borne by the consumers of domestic coal in the United States and Canada."

Sold at a Loss.—This is owing to the fact that 25 to 40 per cent of all the coal mined, is smaller than domestic sizes, that is, it is known as buckwheat, rice, haley and screenings. This coal is sold at a loss now, as it has to compete with soft coal for steam trade, and it cannot be depended upon to help the operators out in case they have to pay more money to the men. Of late years the companies have been reclaiming much of the smaller coal that formerly went into the culm heaps or waste dumps, but still they are selling vast quantities for manufacturing purposes at a loss, simply to get it out of the way.

"Consequently, if any increase in the cost of mining is made, it will be the consumer of domestic sizes that will pay the shot. The price of winter coal may not be affected at once, but summer prices will go up."

If There Is a Tie-Up.—"Should there be a tie-up in April, much will depend upon the weather in the West. If it is a dry spring, the demand for anthracite, and of course as far as users of soft coal are concerned, their position would be equally bad, summer or winter."

"Canada's supplies are always limited."

## ALL HOPE IS NOW ABANDONED FOR JOINT MUNICIPAL BUILDINGS

FOUR SITES FOR NEW CITY HALL

City Representatives Met County Today To No Avail.

The Committee Held a Private Session and Boiled the Possibilities Down.

TIME IS PAST SAYS COUNTY

MANY WERE ELIMINATED

Mayor Says Only Thing Left City Is To Go Ahead With Its Own Plans.

Placing of Hall on King Street, Across From the Market Has Many Friends in Council.

MOST FAVORED SITES. King street, on so-called "Whiskey Row." Victoria Park. Dr. Eccles' property, Wellington and Queen's. Property occupied by Merchants' Bank and Bank of Montreal.

The first conference on possible locations for the new city hall was held by the special city hall committee on Friday night. Of course, it was a secret session, no notice of such a meeting being sent to the press. However, at this minute it is certainly in the hands of the committee, and all the possible locations were discussed at some length. Every one was considered, and objections were registered.

From the general tenor of the debate the committee apparently favored a downtown site. It will be noticed by scanning the four locations classed as favorable, that all but one are down in the business district, as at present constituted. Victoria Park is not exactly downtown, but it has the attribute of being cheap, at least it looks so on the surface.

The Eccles Property.—The prominence given the property owned by Dr. Eccles on Queen's and Wellington is rather surprising. It was reckoned as one of the possibilities, but was not classed as among the first half dozen most apt to be chosen. However, at this minute it is certainly in the hands of the committee, and all the possible locations were discussed at some length. Every one was considered, and objections were registered.

The purchase of the King street property, known as "Whiskey Row," has a large following, and it is expected that something definite will be done. It will require quite a large sum of money to finance this proposition, and some fear that the citizens generally would not back it up.

Any attempt to place the hall in Victoria Park will create much discussion. It is absolutely certain that objections will be raised. However, it is a safe venture that no construction work will be undertaken in the city until the committee has recommended it to the council as the location.

The members of the committee are silent about the meeting last night. They have been busy in the few days, when the matter will be again gone into. A definite decision is anticipated in a few days.

There have been conferences between the two interests before, but a satisfactory arrangement has not come to it. It is possible that the radial line directors and the power officials will be able to agree upon a price, in which event the transportation company would be the largest customer of the commission.

It is understood that the commission is anxious to bring about an arrangement, and that there is a strong probability that the company will be operating its cars by means of the Falls current this summer.

The transportation company this week decided upon the erection of a new car barn to replace the present building on St. George's. The cost will be more than \$10,000, and there will be provision for in the neighborhood of 20 cars.

The present barns were recently condemned by the city of St. Thomas, and with the raising of them one of the Railroad City's oldest landmarks will disappear. The barns were formerly the Hutchinson House, the first hotel built in St. Thomas.

The new cars will have a department for repairs.

Mr. Joseph Bailey, foreman of McClary's art department, learned the business from Mr. Ralph, and the card found in the room of the deceased and signed "Joe" was from him.

Mr. Bailey has resigned his position at McClary's, and is leaving for Calgary, where he has accepted a position as advertising card and sign writer for a big departmental store.

OWNERS AND MINERS TO HELP WITH BILL.—London, March 16.—The British coal owners and miners, at the request of Premier Asquith, today appointed representatives to confer with the Government during the preparation of the forthcoming minimum wage bill for underground workers.

Mayor Graham. negotiations would result in anything definite.

The city architect was instructed to prepare plans for a jailer's house to be erected on the site on King street, at present occupied by the board of works sheds.

The meeting was to finish up the business of the evening before, when after a long discussion no decision was arrived at. When the committee assembled, Mayor Graham asked what the committee thought about joint buildings.

Unless to Discuss Matter.—"Unless there is a big change in the opinion of the county councilors since January last," observed Reeve Murdy, one of the county representatives, "it would be useless to discuss the question at all."

Reeve Beach, who was a member of the county council of 1911, gave a short account of the negotiations of last year.

"Had the council submitted a definite proposition at that time, it would have been received, and I am persuaded an arrangement would have been made," he declared. "We simply refused to abandon the court house site, and we were told that the city did not want that location. Your own council were far from being unanimous and I do not see how you could expect the county to be convinced when that was the state of things."

"So far as I can see, your site is the only one that would lend us in to opening negotiations," added Mayor Graham.

Time Is Past.—"I think the time is past for negotiations," continued Mr. Beach. "That is the opinion of the majority of the county councilors, and since we have expended so much money on repairing the old buildings."

"I think it was a great mistake, in spending any money on the old court house," said Reeve. "I thought so at the time. It would be better to correct it and lose the money, than allow matters to go on as they are now. I think the county would be willing to give you a site, provided office room for the county were provided in the buildings."

"Your proposition is then to give the ground for office room for the county officials," his worship pointed out. "I want to say that there is some doubt as to your ownership of the land. I think that you are only trustees, and that we have a part ownership in the property."

"There is no room for argument as to who owns the land," declared Councilor Beach. "According to the deed made out in 1868, when the city was incorporated, the land was made over to the county of Middlesex. You have no claim on it whatever."

City Has Share in Land.—"We are a portion of the county of Middlesex for judicial purposes, and we have our share in the land, answered Mayor Graham. "However, there is no need for us to discuss that proposition now. Do you think it would be wise to call a special meeting of the council to consider joint buildings?"

"We did call a special meeting last year at considerable expense," retorted Councilor Beach. "We did not get anywhere then."

Mr. St. Frank Glass, a former county councillor, was present, and he thought it would be most unwise if the county did not get together with the city and discuss joint buildings.

"We can correct the mistake now," he said. "Let us do it."

"We will hear you in June, when the question of a jailer's residence is settled," said Councilor Beach.

At this juncture Councilor Bonstead presented a motion instructing the city architect to prepare plans for a jailer's residence, to be built on King street, at a cost not to exceed \$2,000, the county and the city to pay equal shares of the cost.

This motion carried unanimously.

A Delay Till June.—"It simply means that if we desire to delay the construction of the city jail until June, we can only do so by the county council and talk joint buildings?" asked his worship.

"That is the proposition exactly," answered Reeve Jackson, the chairman.

Mayor Graham, at the adjournment, declared that the decision of the committee left the city council nothing else to do but go ahead with a city hall, and drop all thought of joint buildings.

"We would have to wait until June to open negotiations," he said. "It would take a great deal of time after