

NO CROSSING OVER THE C. P. R. UNLESS THE CITY PAYS FOR IT

London Street Railway Co. Laid Down Law to City Today.

CITY DEMANDS BETTER SERVICE

Mgr. King Submits a Schedule Which Changes Time on Most Lines.

At a conference between Manager King and Solicitor C. H. Ivey of the London Street Railway Company, and Mayor Graham and other civic representatives at noon today in the city hall, the city was informed that the company would not agree to the expense of providing a crossing on the C. P. R. to give street railway accommodation to the north end. They refused to be saddled with any expense what-soever in connection with it, but declared that they would be willing to operate a line there, if the city gave them a free crossing over the steam line and maintained it. It was also intimated that the city would be asked to undertake the cost of the crossing if the city endeavored to compel the company to build and maintain the crossing.

City Is Firm.

The company were at once informed that the city would enforce the bylaw particularly as it referred to the schedule.

Mayor Graham insisted that the company have made an effort to give proper service, particularly on the Oxford street line. This would be insisted on in the future.

City Solicitor Meredith was present at the interview, and later gave some private instruction to Mayor Graham and Ald. Randford regarding the proper manner of proceeding against the company.

A special meeting of the council will be called soon. It was stated, in which a proper notice will be served on the company to compel them to maintain the schedule as laid down in the bylaw.

Mr. King's Schedule.

Mr. King then presented a tentative schedule to provide a service for the north end, in case the city's proposal to run the line on Cheapside to William and down William to Oxford, and then to Adelaide, down this street to Central avenue, and thence to Dundas street, was enforced.

To provide a satisfactory schedule, Manager King explained, it would be necessary to revise the whole system. He proposed to run the Ottawa street line up to Richmond, and around the proposed loop. The cars would run both ways, and would bring the workmen of the entire district close to their employment.

South London Belt.

A two-way service would be provided on the South London Belt lines. The cars would run both ways. There would be practically a seven and a half-minute service on these lines.

Belts would run both ways on Dundas street as well as the Richmond cars would run north on Richmond, then east on Central avenue to Adelaide, where they would "Y" and run south. The Wellington line would remain practically as it is at the present time.

Looks Good to Manager.

"This is the best schedule we possibly can give," said Mr. King. "It would mean that in the re-arrangement Dundas street would have a 2 1/2 minute service, while the north and south portions of the city would have a 7 1/2 minute service. The difficulty is that all the lines are better. They are much more difficult of operation than a line like the Wellington or Oxford. However, we have made the best possible arrangement of the cars."

In discussing the schedule it must be remembered that we make over 2,000 crossings a day over steam railway tracks," explained Mr. C. H. Ivey. "Two of our cars a minute pass through the crossings, and you can readily see how the service could be seriously interfered with at any time."

Level Crossings.

"That shows that level crossings are not so dangerous as it was thought," interjected Mr. Meredith. "Other than disturbing the service sometimes they have little difficulty and few accidents."

"The public never hear of all the accidents," retorted Mr. Ivey.

"Well, what has that got to do with the question of extension?" asked Mr. Graham. "That schedule is all right in its way, but that is a matter for the future to deal with."

The discussion of extensions followed, together with rather a pointed argument of the merits and demerits of the company.

"Have you made any allowance for extension in the vicinity of Quebec street?" asked Mr. Ivey. "That is a popular portion, and it should have car service."

Off Their Own Bat.

"You can chop them off your own bat," advised Mr. Meredith.

The company took the position that they would do only what they were compelled to do," interjected Mayor Graham. "You have done nothing unless you were forced to do so. Mr. King threw the matter down to us, and now we are going to make you live up to the law."

\$115,000 INSURANCE ON THE COMPANY

Death of Charles M. Hays Struck Insurance People a Heavy Blow.

Some of the insurance companies suffered heavy losses by the destruction of the Titanic. The death of Mr. Charles M. Hays cost one company alone \$115,000. He carried \$25,000 life insurance, and in addition \$15,000 accident, double liability. As he was killed in a ship, the policy will pay his heirs, \$90,000. This company also had \$50,000 insurance on Mr. Mark Fortune, of Winnipeg, also one of the victims. Over \$1,000,000 was being distributed among the beneficiaries by the firm.

NO WAY TO AROUSE THE OPERATORS

Lack of an Alarm System in Wireless Equipment Costly to Life.

MARCONI ON THE STAND

Tells Titanic Probers That Messages at Night Could Carry Thousand Miles.

[Canadian Press.]

Washington, D. C., April 25.—Guglielmo Marconi, head of the Marconi Company, who testified at the hearing in New York, came to Washington today at the request of Chairman Smith, and was the first witness. Before taking the stand, Mr. Marconi, frankly discussed the message sent from New York to the wireless operators on the Carpathia by Chief Engineer Sammis, of the Marconi Company, asking them to hold out their news when they reached port for "four figures."

"Yes, that message was sent by Sammis," said Mr. Marconi. "But I knew nothing about the message until after the fact. There is this about it: I want to say: The message was not sent while the Carpathia was at sea. It was not sent until the Carpathia had passed Sandy Hook, and was nearing port."

Mount Temple Deposition.

When Senator Smith reached the committee-room messages from Toronto awaited him containing the information that depositions of the officers and crew of the steamer Mount Temple, which sighted the Titanic, would be taken today by Canadian authorities at St. John, N. B., and would be forwarded to Washington.

Representatives of the White Star Line said they would try to have Fourth Officer Boxhall before the committee tomorrow. He has been ill.

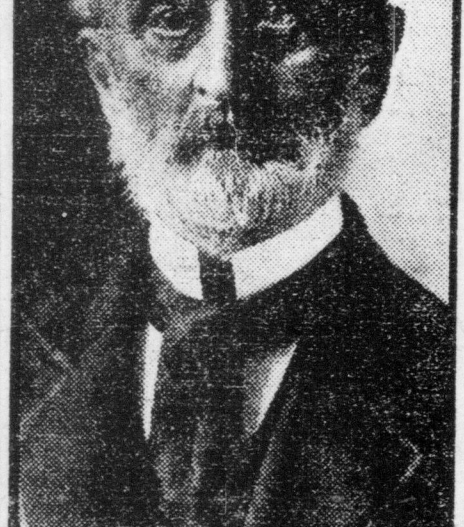
Senator Smith asked Mr. Marconi what he had to do with the wireless apparatus, ashore and aloft, and whether he selected the operators.

"I am consulted as to the installation of the apparatus," he said. "I do not dictate the style of apparatus, but I am on call to advise. I travel around the world a good bit on just this work."

What is your official connection with the British Government?

"I have no official connection, except for consultation. Our company has a contract with the Government for the extension of wireless in the British Empire. The work will take us at least eighteen years."

The contract, the witness said, was (Continued on Page Eleven.)



LATE W. H. NILES. He was for many years a justice of the peace in Dorchester, and Niles town was named for him.

THE WEATHER.

TOMORROW—SHOWERY.

Today—Southerly winds; fine. Friday—Increasing southeast winds, becoming showery.

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

Stations.	High.	Low.	Weather.
LONDON	60	30	Fine
Calgary	60	30	Fine
Winnipeg	62	42	Cloudy
Port Arthur	56	34	Rain
Barry Sound	44	28	Clear
Toronto	58	34	Clear
Ottawa	48	34	Clear
Montreal	46	34	Clear
Quebec	44	38	Clear
Father Point	40	28	Clear

Weather Notes.

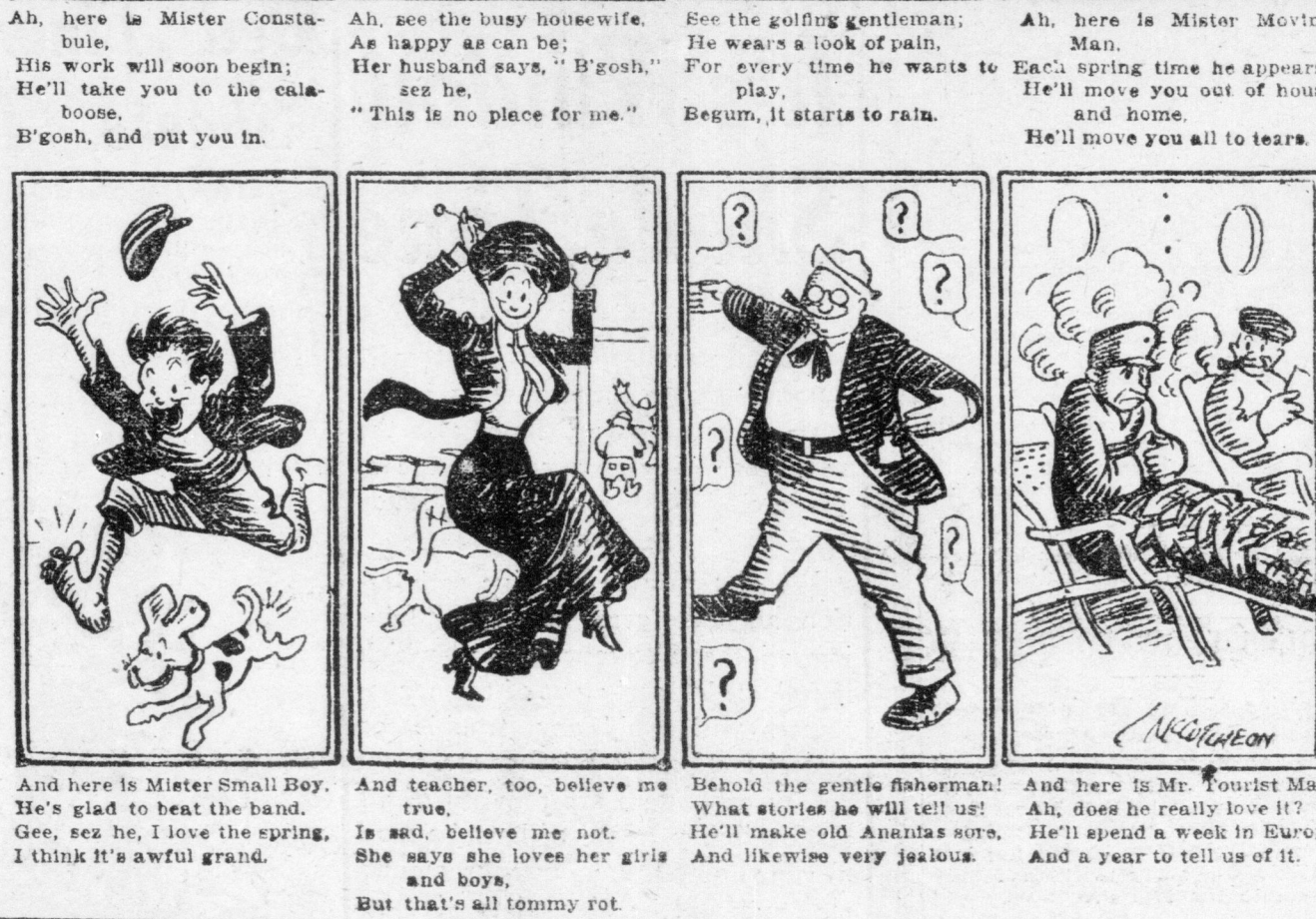
The eastern storm has entirely disappeared and an important disturbance is now developing over the Northwestern States.

The weather is warm and showery in the Western Provinces, and fine, with a tendency towards higher temperature from Ontario to the Maritime Provinces.

SIGNS OF WARM WEATHER.

By John T. McCutcheon.

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TITANIC VICTIMS HAD SWIFT DEATH

Most of Them Probably Killed Instantaneously By Pressure of Vortex.

205 BODIES RECOVERED

Captain of Funeral Ships Says Corpses Were Found Many Miles From the Scene.

[Canadian Press.]

New York, April 25.—Two hundred and five bodies of the victims of the Titanic disaster have been picked up at sea by the cable steamer Mackay-Bennett, and are being brought to Halifax. The captain of the Mackay-Bennett confirms the identification of George D. Widener, son of P. A. B. Widener, of Philadelphia, in a wireless dispatch today to the White Star Line, and gives the further information that the majority of the bodies will never come to the surface of the sea.

Capt. Larnder, of the Mackay-Bennett, sends word through the Cape Race (Nfld.) wireless station that the steamer has been drifting in a fog since noon yesterday. He does not indicate when he will reach Halifax. Bodies are floating upon the sea many miles east and west in latitude 47.35 north and longitude 48.37 west, says the wireless from the "death ship."

The following dispatch was received today by the White Star Line through the Cape Race (Nfld.) wireless station:

"Drifting in dense fog since noon yesterday. Total picked up, 205. We brought away all embalming fluid to be had in Halifax, enough for 70."

"With a week's fine weather I think we would pretty well clean up relics of the disaster. It is my opinion that the majority will never come to the surface."

Another wireless dispatch from the Mackay-Bennett received today stated:

"Bodies are in latitude 47.35 north, longitude 48.37 west, extending many miles east and west. Mail ships should give this a wide berth. Medical opinion is that death has been instantaneous in all cases owing to pressure when bodies were drawn in vortex."

The fact that the Mackay-Bennett has been able to communicate by wireless with the Cape Race, Nfld., station, shows that she is laying her course towards Halifax, as she was without the zone of Cape Race station for several days, and was only able to get in touch with land through other steamers relaying her messages.

MENTALLY DERANGED.

Welland, Ont., April 25.—B. E. Tanner, a prominent Fonthill man, who was accused of threatening to kill his wife, has been adjudged as mentally deranged, and will be removed to an asylum. His wife yesterday was granted \$75 a month alimony.

IMPRESSIVE SOLEMNITY MARKS MEMORIAL SERVICE TO HAYS

All Important Officials of Grand Trunk and Representatives of Transportation Companies Attend Service in Late President's Church at Montreal—Operations Close for Five Minutes.

[Canadian Press.]

Montreal, April 25.—Impressive solemnity marked the memorial service to the late Charles M. Hays, president of the Grand Trunk Railway, who was drowned by the sinking of the Titanic.

The service was held in the American Presbyterian Church, and was attended by practically all the important officials of the Grand Trunk and Grand Trunk Pacific, and by representatives of all the steamship and transportation companies, and of the commercial and charitable organizations with which Mr. Hays was connected.

Exactly at 11:25 the doors of the church were closed till 11:33 to allow the congregation five minutes' silent meditation.

Silent at Toronto.

Toronto, April 25.—There was a deathly stillness around the Union depot and G. T. R. terminals this morning from 11:30 to 11:35, when every wheel on the system and all the employees ceased work for five minutes, as a silent tribute to the late C. M. Hays. Forty passenger trains en route to Toronto were halted wherever they happened to be at the moment, and fifteen freights between Mimico and York were held up at the same time. The suspension of all work was most noticeable even to the most casual observer.

The Chateau Draped.

Ottawa, April 25.—The five-minute period of mourning for the late President Charles M. Hays was observed on the G. T. R. in Ottawa today in common with all other portions of the system. From 11:30 to 11:35 every operation was stilled.

A Touching Ceremony.

Montreal, April 25.—A touching ceremony took place this morning in the superior court when Mr. Gonsalves Desaulniers, on behalf of the bar of Montreal, extended Judge Davidson the heartfelt sympathy of all the members of the bench and bar on the loss of his son, Mr. Thornton Davidson, drowned on the Titanic wreck.

Hamilton, April 24.—The Grand Trunk station and ticket offices were draped in mourning today, and the traffic public busy freight yards stopped for five minutes at 11:30 this morning out of respect to the late Charles M. Hays.

OPERATORS AND THE MINERS HAVE REACHED AGREEMENT

Differences in the American Anthracite Field Amicably Settled.

[Canadian Press.]

Philadelphia, April 25.—Confirmation of the report that the anthracite miners and operators had reached an agreement in settlement of their dispute as to wages and hours of labor was had today when the office of President Baer in this city gave out the following:

"Mr. George F. Baer, the chairman of the operators' committee, has issued a call for a meeting of the general committee of operators' and miners' representatives in New York on Thursday, May 2, at 2 p.m., to receive and set up on the report of the sub-committee appointed by the general committee to suggest a method of settlement of the differences; the sub-committee have unanimously submitted a recommendation of terms and conditions looking to an adjustment of all differences."

"The terms and conditions of this report, however, will not be made public until after the meeting of the general committee on the second of May."

NOT A WHEEL TURNED ON G. T. R. SILENT TRIBUTE TO HONORED DEAD

From the Atlantic to the Westerly Limits of the Gigantic Line the Thousands of Employees Left Off Their Work and Many Stood Bareheaded During Five Minute Period.

A silent tribute to the late president of the Grand Trunk Railway System of Canada, Charles M. Hays, who, with sixteen hundred others perished in the graveyard of the Atlantic, off the dreaded banks of Newfoundland, in the foundering of the great White Star liner Titanic, on her maiden voyage to America, was paid this morning by the thousands of employees of the road, who, ceasing their work at exactly 11:30, stood bareheaded in honor of the dead.

Only to rulers of the world have such tributes been paid in the past, and the scene today was especially impressive. Hundreds of travellers and citizens going about beneath the sombre purple and black drapings, fell in readily with the memorial to Mr. Hays when the hour for the services conducted in the American Presbyterian Church at Montreal arrived.

Silence For the Dead.

The scene at the Grand Trunk city depot today was especially impressive. Hundreds of travellers and citizens going about beneath the sombre purple and black drapings, fell in readily with the memorial to Mr. Hays when the hour for the services conducted in the American Presbyterian Church at Montreal arrived.

Express No. 3 about to pull out of the station as the train arrived, delayed; No. 11 rolled into the station and stood motionless; No. 63 reached the city limits and thundered down through the yards to stop a couple of hundred yards from the depot. No. 1, one of the fastest trains on the road, that waits for no man, halted, although another minute or so would have brought it to its destination. Scattered about on all parts of the country other freights and passenger trains were in accord.

At the time of the death of His Majesty King Edward VII., the railway companies suspended operations in a similar manner, while American roads followed the same order when E. H. Harriman, the American railroad king, succumbed.

Officials from all corners of the Grand Trunk were in attendance at the memorial service at Montreal today.

Trains on the road, whether a city

REV. JAMES LIVINGSTONE DEAD; A FORMER LONDON MINISTER

Pastor of the Methodist Church at Mitchell Died in Stratford Hospital After a Long Illness—Was a Popular Clergyman and Had Many Friends.

Stratford, April 25.—Rev. Jas. Livingstone, pastor of the Methodist Church at Mitchell, died in the General Hospital here at 7:35 this morning after an illness extending over many months. For some weeks past he had been in a very critical condition, and death was not unexpected. Last summer while in Windsor, Mr. Livingstone was taken ill with what was believed to be pneumonia poisoning, and later typhoid fever developed. At the time he was in such a critical condition that little hope was held out for his recovery. Later, however, he rallied, and apparently was in his usual excellent health.

Some weeks ago he was again taken ill with an internal trouble, and grew rapidly worse. He was removed to Stratford Hospital some days ago and an operation was contemplated, but the patient's strength was not sufficient and it was abandoned.

62 Years of Age.

Mr. Livingstone was 62 years old. He was born at Tara and graduated from the Wesleyan College at Montreal 40 years ago. His work had been throughout his career in Western Ontario, and he had held pastorates as follows: Kippen, Bayfield, Florence, Blenheim, Clinton, Listowel, Kincardine, Aylmer, Windsor, Petrolia, London and Mitchell. Only recently Mr. Livingstone had received and accepted a call to a

large church in Winnipeg and expected to leave for that city in a few months. He was one of the best-known Methodist pastors in the country, and had had every honor bestowed upon



REV. JAMES LIVINGSTONE.

him that it was possible for his brother ministers to bestow. In 1901 Continued on Page Four.

OLYMPIC'S STRIKING FIREMEN DEMAND MATES' DISMISSAL

Titanic's Sister Ship Unable to Sail for New York.

[Canadian Press.]

Southampton, April 25.—The situation in connection with the White Star liner Olympic was seriously complicated today by the sudden demand of the British Seafarers' Union that the White Star Company dismiss 18 of the firemen belonging to the union, who remained on the Olympic yesterday. Otherwise the Seafarers' Union declares the firemen and the others who left the ship will not return.

The demand was made by a deputation of strikers and other members of the Seafarers' Union, who proceeded on board the liner this morning to test the new collapsible lifeboats, which have been installed on the liner since the disaster to the Titanic.

The company has absolutely refused to consider the men's demand, and declares that it prefers to take the liner back to Southampton and lay her up.

Matters appear thus to have reached a complete deadlock. The 300 striking engine-room hands are now on the quayside with their kit bags, awaiting the return of the deputation, in readiness to embark, if the dispute is arranged.

KIT CARSON'S SON.

Hamilton, April 25.—James Carson, a medicine man, well known throughout Ontario, claimed today to have succeeded in establishing his identity as the son of Kit Carson, the famous scout. Carson is now worth \$25,000, and has a 1,200-acre farm in California. He said he was received recently by President Taft as Kit Carson's son, and that George ("Honey Boy") Evans, of New York, is the man who got the evidence that established identity.

The Alexandria School will be opened on May 15th, it is expected. It was thought that it would be ready at Easter time, but the interior has not been finished as yet. The board of education will take this question up at its next regular meeting.

A NEW CHURCH.

Niagara Falls, Ont., April 25.—Morrison Methodist Church congregation has outgrown the size of the present building, and will erect a new church at a cost of \$30,000.

PECULIAR ACCIDENT TO A LITTLE CHILD

Babe of Two Years Had Eye Hurt When Knife Blade Was Shattered.

[Special To The Advertiser.]

Port Barwell, April 24.—Lawrence Williams, the two-year-old son of Mr. and Mrs. George Williams, was horribly injured here today when as he was playing in the kitchen with a knife the blade