

SENATOR G. A. COX DIED IN TORONTO IN EARLY MORNING

Was One of Canada's Outstanding Financial Giants for Nearly 40 Years.

HE ABHORRED GAMBLING

Held Most Important Position on the Directorate of Great Many Large Corporations.

Toronto, Jan. 15.—Hon. George A. Cox died at his home on Sherbourne street at 5:15 a.m. today. The senator had been for some days in a semi-conscious state. The day before yesterday he recovered consciousness sufficiently to recognize the members of his family, who were gathered about him, then he relapsed into unconsciousness and slept away.

Last night he became restless, and his physicians, Doctors Davidson, Anderson and Goldsmith were called. Recognizing the serious turn of the patient's condition, they remained in attendance, doing what they could, till the end came.

The whole family was gathered to the bedside at the moment of dissolution. There were present Mrs. Cox, and the senator's two sons, E. W. and H. C. Cox, with their wives, and the senator's daughters, Mrs. A. E. Ames and Mrs. A. L. Davis. A. E. Ames was also present.

The death of Senator George A. Cox this morning removes the most active and influential financial magnates in the Province of Ontario, and one of the outstanding financial giants of the Dominion of Canada. It is a difficult matter to estimate his wealth, owing to the vast number and complex character of the industries and the monetary institutions in which he was interested. His estate has been said to be anywhere from ten to eighteen millions.

FIRST BIG DEAL.
He was one of the incorporators of the \$15,000,000 Transcontinental Railway Company, and might have been its president had he so desired. His first big financial deal was carried out when he was 38. This was in 1878. At this time the Midland Railway was in financial difficulties, and, at the request of the creditors, he undertook to straighten matters out. He was associated with Senator Murray in the flotation of the company's bonds on the London market, and this was accomplished successfully after encountering considerable opposition. In five years Mr. Cox had amalgamated the road with others, and the steel was relaid throughout. The whole road was put in first-class shape, so that it was possible to turn it over to the Grand Trunk Railway as a large profit to the Midland shareholders.

ABHORRED GAMBLING.
Though a list of the companies with which Senator Cox has been associated would read like a blue book of the industrial and financial interests of the country, he has never bought a share of stock on a margin. He has always abhorred gambling of any kind, having an old-fashioned Methodist conscience.

(Continued on page 11.)

C. T. R. MEN PASSING EYE AND EAR TESTS

Special Inspector Here To Examine Middle Division Employees.

The Grand Trunk Railway system has sent a special car from Montreal to London equipped with an outfit for an eye and ear test of all the trainmen running on the middle division.

A number of the men were tested today, and successfully passed the examination. Men will be examined each day until all on the middle division have undergone the test.

J. Lavelle, a former passenger conductor running out of London and Toronto, has charge of the car, and is acting in the capacity of inspector.

WOMEN PURSUED BY BRUTE IN THE NORTH PART OF CITY

"Who Are You Chasing?" Asked One—"I'm Chasing You," Was Reply—Then Former Fled to Nearby House.

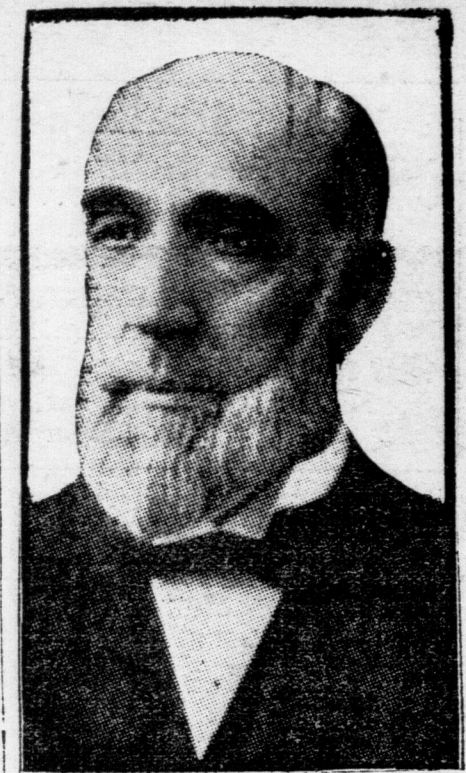
That debased type of humanity known as Jack, the Huggs, is abroad in the northern section of the city.

Several cases have come to light wherein women have been pursued, but fortunately, not attacked by this strange person.

Followed After Visit.
On Tuesday night, a well-known lady was returning to her home after calling at the residence of Chief of Police Williams. She noticed a strange man behind her, and when he followed her to a letter box, she turned around with the exclamation, "Who are you following?"

He Slunk Away.
With the reply, "You!" he started to remove his overcoat, and then the lady broke into a run, with the man following her. She turned into the entrance of a friend's house, with the stranger in hot pursuit, and hastily rang the doorbell. The man did not venture further, and when the owner of the house appeared, slunk away into the darkness. This happened about 10 o'clock at night.

Financial Giant Dies in Toronto in His 74th Year



SENATOR GEORGE A. COX.

COUNTERFEITERS GET 30 MONTHS IN PENITENTIARY

Magistrate Judd Passes Judgment On Convicted Coiners, Today.

SENTENCES CONCURRENT

Similar Punishment Meted Out on Both Counts of Making and Passing Spurious Coin.

Two years and six months in the Kingston Penitentiary was the sentence Magistrate J. C. Judd meted out this morning to Valentine Phillips and Frederick Sutherland, the two convicted counterfeiters, arrested here a week ago Monday.

The prisoners were charged with two offences,—making and passing counterfeit coins. They received the same sentence on each count but the two sentences will run concurrently.

In passing sentence the Magistrate said: "I have come to the conclusion that neither of you young men were members of an organized gang, and I believe that you were both led astray by the foolish idea that you could make easy money passing counterfeit pieces. I don't want to be too hard on prisoners, but the public must be protected."

Thanks Magistrate.
After sentence had been passed, Phillips thanked the magistrate for the lenient sentence. He declared that the counterfeiting cases had been the first criminal offence he had ever been connected with, and that on his release from the penitentiary he would endeavour to make amends.

Sutherland had little to say. He admitted that it was the second time he had been arrested and expressed the hope it would be the last.

The prisoners were nervous and haggard looking as sentence was passed.

May Be Arrested Again.
When Phillips ended his term for the present charge he may, on leaving Kingston, be rearrested. The London detectives have been in communication with the London, England, authorities, and the former today learned that a man answering Phillips' description was wanted by the authorities across the water. Phillips when questioned strenuously denied the charge and stated that this was the first time he had ever been arrested.

The prisoners will be taken to Kingston in the course of a few days.

VOLCANO STILL ACTIVE. [Canadian Press.]

Nikko, Island of Honko, Japan, Jan. 15.—All the mountains are covered with ashes from the volcano Asama-Yama, which is now active. Frequent earthquake rumblings are heard.

GREISOCH ARRIVES IN LONDON AFTER ARDUOUS VOYAGE

Young Jew, Detained at Halifax, Comes Safely to the City.

GREAT TRIP TO FREEDOM

A Youth Who Faced Death in Russia Tells of His Experience.

Frail looking, short in stature, but thrilled with hopeful, joyous buoyancy, young Benjamin Greisoch, who was detained by the Canadian immigration officials at Halifax, because of his affliction with endocarditis and who was wanted by the Russian authorities for army desertion, stepped from the 1128 Grand Trunk train this morning and warmly embraced his brother and two friends who awaited his coming here. He carried in his hand a curious looking Russian small wicker trunk which was hurried across the station platform to his brother's waiting sleigh and driven at once to his brother's home at 93 Maitland street, where a plump roasted fowl and other festive fare awaited his coming.

Safe it would be to say that few arrivals to London, have looked with more delight at the historic and dilapidated Grand Trunk station than Greisoch as he crossed the platform.

Brother Met All Trains.
Harry Grace met all the trains from the east Thursday and was overjoyed this morning to be reunited with his brother.

Young Greisoch told the Advertiser this morning that he was well treated by the Halifax immigration officials and received all the letters sent him by his brother. He was detained two weeks and two days.

Blase, slow-thrilling native Canadians, could hardly appreciate the feelings of the youthful refugee when he arrived in London. When he crossed the Russian boundary into Germany he thought he was free. Freedom was nearer still to him when he embarked on Tunisian at Antwerp for Canada.

But then at Halifax there came back to him visions of Russian prisons, Russian military barracks reeking with filth and vermin, day-long hours of drill, the brutality of Russian officers, the dark, dreary, hopeless picture of life-long exile in Siberia, perhaps, court-martial and death by shooting for desertion. At that his freedom was assured.

Glad Reunion Dinner.
Down at Harry Grace's home on Maitland street, his little children expectantly awaited the coming of the refugee from Russia. Mrs. Greisoch was busy preparing the reunion dinner. Friends and relatives were invited and this afternoon a large number are telling the story of his life in the Russian army and his escape and subsequent adventures, as thousands of other refugees from Russian tyranny have told their stories on arriving in America.

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NORTH ENDERS ASK IMPROVED STREET RAILWAY SERVICE

Desire Restoration of the Oxford Belt Line—Send Petition to Controllers.

A deputation of north end residents headed by Dr. J. E. Hodgins, waited on the board of control this morning, and asked for an improved street car service in the William and Cheapside streets district. A petition, along these lines, signed by 478 residents, was presented.

The petition asked for the restoration of the Oxford belt line, which the people in the district affected had prior to Dec. 1 last, by William and Cheapside streets. A place to cross at the corner of William and Cheapside streets was also asked.

"Your petitioners are concerned," read the petition, "only with the service on William and Cheapside streets. The present plan has been fully demonstrated and found to be totally inadequate, and of little value to the residents in the north end. The majority of the workmen who formerly took the belt line car, are now compelled to walk to Oxford street and take the car there, as they cannot depend on the William and Cheapside service.

The Ottawa cars, as they run, at the present time, are held up by one of the five street railway crossings on nearly every trip, which makes it impossible for them to maintain a service. The majority of the residents living in the north end, only use the car going the one way and that is going down town. Your petitioners suggest the return of the Oxford belt line around these streets which will give approximately a seven and a half minute service on Oxford, William and Cheapside."

Dr. Hodgins addressed the committee at some length and urged the necessity of securing an improved service in the north end.

The mayor promised that the petition would be given consideration when the controllers reach the discussion of street railway matters, and incidentally mentioned that the company was using fifteen cars too few.

(Continued on page 11.)

Counterfeiters Who Will Be Inmates of Kingston Penitentiary for the Next Two Years and a Half



VALENTINE PHILLIPS.



FREDERICK SUTHERLAND.

Storm Sewers Will Give Work To Unemployed

Colborne St. End of System to Be Commenced Early in February.

It is likely that work on the Colborne street section of the proposed storm sewer system will be commenced about Feb. 1, providing that the necessary pipe and other materials can be secured. Willis Chipman, of Toronto, the engineer in charge of the work, had a brief conference with the board of control this morning, and the project was discussed. The Colborne street end of the work has been estimated to cost \$34,700, and the idea is to do the work by departmental labor.

Mr. Chipman assured the controllers that providing the necessary material could be secured, the work could be done without delay, and would give employment to practically all the men who could be secured. This will go a long way towards solving the unemployed situation.

Mr. Chipman and his two assistants, Engineers McGregor and Smith, have been in conference with City Engineer W. X. Ashplant for the past few days, and the borings of the different sections are being taken preliminary to going ahead with the completion of the plans for the new system.

SUBMARINE AND CREW LOST OFF BRITISH COAST

"A-7" Failed to Come Up With the Others After Manoeuvres.

[Canadian Press.]
Plymouth, Eng., Jan. 16.—The British submarine "A-7" foundered off here today, and the authorities say there is little hope of her crew of 16 officers and men being saved.

The submarine was engaged in exercises in the Sound with a number of her sister vessels and she failed to come to the surface with the other boats when the manoeuvres were brought to an end.

The "A-7" is one of a class of nine boats numbered "A-3" to "A-12." British submarine "A-7" foundered off here today, and the authorities say there is little hope of her crew of 16 officers and men being saved.

She lies at the bottom of Cawsand Bay on the western shore of Plymouth Sound.

Two other vessels of exactly the same type have been lost with disaster. The "A-2" at Queenstown in 1905, with a loss of four lives and the "A-8" at Plymouth in 1906 with a death list of fifteen.

The British navy has also lost a number of other submarines within recent years.

ALIVE AT 5 O'CLOCK. [Canadian Press.]

Plymouth, Jan. 16.—At five o'clock this afternoon, all the crew of the British submarine "A-7" which stuck on the bottom of Plymouth Sound during manoeuvres today were still alive. The parent ship Onyx succeeded in getting into communication with them at that hour.

LONDONER LOST MONEY IN CHICAGO

Chicago, Ill., Jan. 16.—Alex. MacConachie, London, Ont., was yesterday standing on State street, when a stranger came along and engaged him in conversation. The stranger was en route to North Side and MacConachie said he would like to go along. In front of the Holy Name Cathedral, they met a third man, who exhibited a thick roll of yellow bills.

"Let's get that easy money," whispered MacConachie's new friend. The three began to match coins and when it was over MacConachie was shy \$65 and \$450 in checks.

Detectives obtained descriptions of the swindlers and arrested Michael Jordan, who was identified as one of them.

The name does not appear in the city directory.

JAMES MURRAY IS ELECTED PRESIDENT

Becomes Head of East Middlesex Agricultural Society for 1914.

The East Middlesex Agricultural Society held their annual meeting in the County buildings today and re-elected their entire list of officers and directors for the ensuing year as follows: President, Jas. M. Murray, vice-presidents, Wm. Moore, Edward Douglas, directors (Westminster) Dr. G. A. Routledge, Col. R. McEwen, London Township, W. H. K. Talbot, M. Dickie and R. Oke, Rochester, Jas. Crockett and D. McIntyre, Nissouri, T. H. Wheaton, and Geo. Sutherland; London West, Wm. Murray, J. H. Wheaton and D. McIntyre, Auditors, Dr. A. R. Routledge, and H. Tozer.

The newly elected directors elected Jas. Wheaton, secretary, and Richard Oke, treasurer. The financial statement showed \$310.89 receipts and \$150 disbursements. A motion was carried to ask the Dominion Government to divide the \$50,000 which is annually allotted to some one fair in the Dominion, among the leading fairs of the Dominion. The two representatives to the Fairs Association at Toronto are M. Dickie and W. H. K. Talbot.

'SAFETY FIRST' LECTURES FOR G. T. R. EMPLOYEES

London Men Will Be Called Together to Hear Addresses on Exercise of Proper Care.

London Grand Trunk Railway officials have received notice from the head office in Montreal that the first of a series of "Safety first" meetings will be held in the city within the course of a week or so.

It is the intention of the road to bring all its men running on the middle division of London to these meetings. The idea is to show the workers the great advantages to the road and themselves in being careful in the handling of passengers and themselves.

Chicago employees of the Grand Trunk had their inaugural "Safety first" meeting Thursday night when over 500 men listened to railway experts speak on the great need of employees exercising every care.

The programmes have been arranged in the Montreal office of the Grand Trunk and similar meetings will be held at all divisional points.

MAIL AND EMPIRE SUED

News and Its Editor Allege Libel in Allegation.

[Canadian Press.]
Toronto, Jan. 16.—Action for unstated damages for libel has been entered at Osgoode Hall by Sir John Willison and the News against the Mail and Empire. The alleged libel consisted of an allegation as to the authorship of a dispatch ten days ago, announcing the death of Sir James Whitney.

THE WEATHER.

LOCAL
TEMPERATURES
The following were the highest and the lowest temperatures recorded in London for the 12 hours preceding 8 a.m. today: Highest, 33; lowest, 31.

The official temperatures for the 12 hours previous to 8 p.m. Thursday were: Highest, 35; lowest, 27.

SATURDAY — STRONG NORTHWEST WINDS AND MILDER.

Forecast.
Southerly winds, cloudy and mild, light snow falls chiefly at night.

London, Jan. 16, 1914.

Stations.	High	Low	Weather
Victoria	44	40	Cloudy
Calgary	34	6	Clear
Winnipeg	26	10	Clear
Port Arthur	24	18	Cloudy
Parry Sound	20	22	Cloudy
Toronto	37	32	Cloudy
Ottawa	27	6	Cloudy
Montreal	19	8	Cloudy
Quebec	14	12	Cloudy
Father Point	19	8	Snow

Weather Notes.
A disturbance which was centred in the Western provinces yesterday is now passing eastward across the Great Lakes.

The weather has become much milder between Ontario and the Maritime provinces, but there are now some indications of a cold wave coming in from the northward of Manitoba.

JUDGE INDICATES 'TISER STORY OF FAKED ST. RY. ACCIDENT

In Assize Court This Morning Chief Justice Dismisses Nickle's Damage Suit Against Street Railway and Grand Trunk.

FINDS THAT HE WAS NOT ON CAR

Advertiser's Account of Fake, Published Last August, Beginning of Fiasco's Expose.

An investigation set on foot by a story published in the London Advertiser of August 15th, resulted in the action of William Charles Nickles against the London Street Railway, being dismissed with costs by Chief Justice Falconbridge at the assize court this morning.

Nickles claimed \$5,000 damages for injuries received while a passenger on the car which collided with a freight train at the Dundas street interlocking line on the night of July 24. After hearing the evidence, the presiding judge found that the plaintiff was not a passenger on the car in question, and consequently could not have received the injuries he claimed to have received. He dismissed the action with costs.

Spettigue's Story Similar.
The story told to the witness stand by Frank Spettigue, a dairyman living in Westminster Township, was exactly in line with the story published in the Advertiser to the effect that Nickles was not a passenger on the car, but drove to the scene of the wreck in a buggy with him. Arriving there, he jumped from the buggy, and disappeared, and Spettigue heard no more of him until he learned that he was in the hospital suffering from injuries supposed to have been received in the wreck. He could not quite reconcile the facts in the case, and commented upon the peculiar circumstances to several friends.

Word came to Spettigue that there was peculiar circumstances in Nickles' alleged injuries, a reporter investigated the affair. He interviewed Spettigue, and heard his story, afterwards going to the hospital where Nickles was being said. Nickles stuck to his story that he had boarded the car going east at Eva street, and was injured in the crash. He explained the instead of going to the direction of his home, by saying that he had become confused in the directions.

Created Sensation.
The result of the reporter's findings was published exclusively in The Advertiser of Aug. 15, and created a big sensation. An investigation was promptly set on foot by the London Street Railway company, and the result of this morning's trial fully vindicated The Advertiser and Frank Spettigue.

On the witness-stand yesterday, Nickles stuck to his story about boarding the car at Eva street, just before the crash occurred.

Was Returning With Spettigue.
Frank Spettigue swore that Nickles was returning with him in a buggy from the farm of Charles Talbot, nine miles east of the city, and did not arrive at the scene of the accident until several minutes after it occurred.

C. H. Ivey, counsel for the street railway company, called for the street car, who swore that no passenger boarded the car at Eva street that night, or at any point between the scene of the accident and the fair grounds.

Not Passenger, Says Conductor.
John Cooper, conductor on the ill-fated car, swore positively that no passenger got on at Eva street that night. He would certainly say that anybody did, and he was positive that nobody boarded the car from the time it left the fair grounds loop until it collided with the train.

Peter Adams, one of the passengers who stood in the aisle of the car, near the door, also swore that nobody could enter the car without brushing past him, and he saw no passenger get on from the time the car left Egerton street.

Wilfred Neely, who was a passenger on the back of the car, also bore out this testimony. He saw no one get on the car and was positive the plaintiff was not a passenger.

Found In Ditch.
P. C. Edgar Fowler told of finding Nickles groaning in the ditch and complaining of injuries to his back long after the accident. He had been cared for in a nearby house.

Thinking he was seriously injured, he summoned the ambulance and had him removed to Victoria Hospital where he remained nine days, apparently suffering great pain.

P. C. Malcolm McCrae bore out the testimony of P. C. Fowler in regard to the finding of the supposedly injured man.

Reporter On Stand.
Thomas E. Walsh, reporter for The Advertiser, was the last witness called for the defence. He related the circumstances attending his investigation in which interviews were published the day of the accident he had been an able-bodied man, above the average strength.

He told of his interview with Frank Spettigue and also with Nickles, both of which interviews were published the same day. Cross-examination by the plaintiff's counsel, J. M. McEvoy, failed to shake his testimony.

The defence called Charles Talbot, Oscar Cornish, William Talbot, and William England, all acquaintances of Nickles, to testify that up to the time of the accident he had been an able-bodied man, above the average strength.

Ran For Street Car.
Counsel for the plaintiff stated that there was no doubt that he was suffering from a weak back, but C. H. Ivey, a moment later, drew from the plaintiff an admission that he had only this morning jumped from a moving street car on Dundas street, and ran for some distance over to the sidewalk. This was at variance with his actions in the courtroom, where he appeared to have difficulty in moving about.

Denies Spettigue's Story.
Recalled to the witness stand, this morning, Nickles denied the story told by Spettigue, absolutely, contending that his own testimony was the truth.

Counsel for the plaintiff, then addressed the bench. He referred to the fact that all of the witnesses were positive in stating that no passengers got on the car and that Nickles was not there, as an unique circumstance. Memories were not usually good.

"From my own experience," Justice Falconbridge replied, "I find that events leading up to an accident photograph themselves indelibly upon the memory. I find nothing out of the ordinary in the testimony of these witnesses."

In dismissing the case Justice Falconbridge stated that while there were features which were hard to explain, no court would uphold him in accepting the uncorroborated evidence of the plaintiff as against the preponderance of evidence adduced by the defence. "The action is dismissed with costs," he said.

G.T.R. Case On Trial Afternoon.
Nickles also sue the Grand Trunk, and evidence in that branch of the suit will be heard this afternoon.

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