PRICE TWO CENTS.

cean Steamers Collide-Toll of Death Is 51st Year, No.

Sticks Revolver in Face of Major Beattie's Son, But Arrival of Officer Sends Him in Hot Flight for Liberty-Police Bullets Fail to Check Headlong Dash.

Hinley Beattle, son of Major Thomas Company's right of way, where he ran Beattle, M.P., was held up at the point of south again, with the officer in hot pursuit.

a revolver on Richmond street, near Hor-

suit. Fires at Fleeing Man.

Seeing that it was impossible to overtake the hold-up artist, McRae fired several shows to frighten him to a stop. The pursued, however, exhibited considerable daring and took chances on the police bullets rather than submit to arrest.

A friend of Beattie's, who heard his cries ran to the London and Lake Erie of the hold-up to assist McRae, who have patrolling near the Grand Trunk tracks on Richmond street, heard the shouts and ran to the scene of the hold-up. Before he reached there, the would-be assailant, seeing the patrolman compling, had taken to his heels and run south to Horton street, turning east as far as the London and Lake Erie Transportation

Seeing that it was impossible to overtake the hold-up artist, McRae fired several shots to frighten him to a stop. The pursued, however, exhibited considerable daring and took chances on the police rather than submit to arrest.

A friend of Beattie's, who heard his cries ran to the London and Lake Erie offices and sent in a telephone call to the police. Several officers were sent to the scene of the hold-up to assist McRae, who was searching along the right of way of the traction company. No sign of Beattie's assailant was discovered, however, the hold-up to assist McRae fired several shots to frighten him to a stop. The pursued, however, exhibited considerable daring and took chances on the polices ran to the London and Lake Erie offices and sent in a telephone call to the police. Several officers were sent to the scene of the hold-up to assist McRae, who was searching along the right of way of the traction company. No sign of the traction company. No sign of the traction company. The pursued, however, exhibited considerable daring and took chances on the police are sent to the pursued, however, exhibited considerable daring and took chances on the police are sent to the pursued, however, exhibited considerable to the pursued, however, exhibited considerable to the pursued, however, exhibited considerable to the pursued, however,

ADDITION TO INDUSTRIES

Ante-Fired Clay Products Co.

Has Great Prospects of

Enormous Growth.

An Ontario charter has been granted

The Ante-Fired Clay Products Com

pany, Limited. Prospects are bright for the company, which has as its

provisional directors Messrs. L. E. Tillson, C. S. Parker, Edward Wright,

John W. McCall and Stanley Wright,

all of this city. Patents on the ante-

manufacture, invented by Prof. Edward Wright, F. I. A. S., Ceramic En-

A number of other prominent busi-

nessmen are interested in the com-

pany, including Mr. C. H. Ivey, bar-

rister; Mr. G. G. Steele, fruit broker,

and Mr. John W. Caurse, brick manu-

Weather Has No Effect The London Pressed Brick and Tile Company, Limited, of this city, which

recently established a plant on Brick

street, is now operating, and has pro-

duced and marketed its first products,

architects as the finest available. The

promises of the inventors were fully

while the thermometer stood at 16 de-

Other Licenses Given

Company has also granted Licenses

application for right has been receiv-

ed from the Great West Pressed

Clays taken from various other

cess plant, and upon these results

will depend whether or not licenses

will be issued to several other new

Knollwood Park Man Knocked

Down-William Street Resi-

dent Wanders Away.

James Reardon, of Oxford street,

Knollwood Park, was assaulted in the

roadway near the Military School on

Oxford street, Thursday night by a

man whose actions seemed to indicate

Reardon was passing Gammage's

hot house, when he was approached by

the man who, without any provocation,

struck him in the face and knocked him down. The man then wandered

was taken into Gammages hot house,

where a couple of cuts he received

towards Knollwood Park.

that he was insane.

The Ante-Fired Clay

Brick Company, Limited,

ASSULTED BY MAN

now under way.

Products

of the company is \$250,000.

BIG BRICK FIRM ALMOST TOGETHER

Lookouts, Prevented by Qen-Local Industry, Now in Opersity of Fog, Did Not Discover ation, Has Capitalization Proximity of Boats. \$250,000.

ONLY FEW FEET AWAY

The Nantucket's Bow Almost Shearing Monroe's Side Before Warning Sounded.

Special to The Advertiser from the New York Times.]

New York, Jan. 30.— This morning's ocean tragedy off the Virginia coest. when the Morroe was rammed and sunk by the Nantucket, is one of those inexplicable incidents in the lives of those "who go down to the sea in ships." So far as advices, received here, would indicate, it was but another example of nature once more asserting her supremacy over the puny efforts of man to combat the elements. There was apparently no performed on the part of the arrows of the elements. There was apparently no negligence on the part of the crews of fired clay process of brick and tile

either vessel.

There was not a soul on board either ship who saw the other vessel until the Nantucket's bow was within a few feet of the Monroe's side, Both ships been sounding their fog horns, but this seems not to have indicated their distance apart.

tance apart.
Shouted a Warning. As the lookout on the Monroe saw the dim outlines of the Nantucket he shouted a warning and the next moment the bow of the Nantucket rammed the Monroe midships. A great hole, through which amidships. A great hole, through which the water poured, was forn in the Monroe's side, and the Nantucket recoiled from the collision with her bow shattered. The passengers on board both steamers were asieep. Many were thrown from their berths and as the Monroe began to the deck. roll over her passengers ran to the decks in a panic. Some jumped overboard without waiting for lifebelts, other seized the who remained on board were carried down oy the suction from the sinking vessel.

sides, according to reports. She listed plant was operated without trouble so sharply and sank so quickly after the collision that the crew had no time to grees below zero, or fifty degrees belaunch the boats. It is believed that low freezing point. many of the drowned were in the engine room and could not reach the decks before the Monroe went down. Captain Johnson, of the Monroe, was to the Ontario Pressed Brick Comamong those saved. He sent a wireless pany, Limited, at Sudbury, where a

had boarded the Nantucket. Hampered by Fog. The dense fog, which was responsible for the collision, also greatly hampered the work of rescue. The searchlights on the Nantucket could penetrate it only for a few feet, and it was difficult see persons floating on the water. Less than two hours after the collision Nantucket reported that she had picked up all the survivors to be found.

THE WEATHER.



LOCAL TEMPERATURES The following were the highest and lowest temperatures re corded in London for the 12 hours preced. Highest, 54; lowest

The official tem perature for today: Highest, 51; lowest,

TOMORROW-COLD. Forecasts. Northwest winds, fair and

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

Stations

High Low Weather
Pain

Duebec 28 26 Cloudy

(--) Minus, below zero.

Weather Notes.

The disturbance which was centred near ake Superior yesterday has passed to be Gulf of St. Lawrence and high presure is now spreading over the Great akes and Middle States. The unusually lid weather which prevailed yesterday.

Ontario and Quebec has extended into the Maritime provinces.

Further Complaints Are Laid Against Missing Real Estate Man.

PAPER RETURNS

Significant "No Funds" Was Stamped Across Face of a Dozen of Bates' Checks.

Charges of issuing fraudulent checks, totalling more than \$3,000 in the aggregate, have been laid against I. W. Bates, a London real estate man, who suddenly disappeared a little over

week ago. Yesterday afternoon more than dozen checks issued by Bates were returned from one of the local banks They ranged in value from \$100 to \$1,200, and all had the significant "No funds" stamped across their face. Since Bates' sudden disappearance, the charges have been piling up

against him. A writ for non-payment has been issued by the McLaughlin Motor Car Company, to recover the balance due on the purchase of a car some time ago. Other writs for the recovery of money invested in real estate handled by Bates have been issued, while the complaints of the worthless checks are the latest to come to light.

The police are working on the case, and a telegraphed description of the missing agent has been sent broadcast, with orders to hold the man till a Lon don officer can be sent to bring him back for trial here.

Company Objects, However, to Ordinary Fare in Event of Annexation.

CONFERENCE ON MONDAY

City and Company Not a Unit on Several Points in the Proposed Agreement.

The controllers will give a conference on Monday morning with Manabelts and leaped into the water, and those which are recognized by builders and ger C. B. King and C. H. Ivey, solici-who remained on board were carried down tor for the London Street Railway Company, regarding the proposed Not a lifeboat was lowered from her justified some days ago when the Sunday car agreement, and the pro-In a letter to the board of control this morning, Mr. Iyey stated that there were several points in the agreement drawn up by City Solicitor T. G. Meredith with which the company was not satisfied. He intimated that in the event of Springbank being annexed, the company was not desirous of the accident as soon as he plant is already being erected, and of running cars to that point on Sunthat the present ten cent round Regina, trip ticket would be acceptable. It Sask, the organization of which is seems practically certain that the company will not consent to the proposed agreement if it has the effect of compelling operation to Springparts of the country are being tested bank on a straight five cent fare in order to determine their suitability for the purposes of an ente-fired pro-

basis if the park is annexed.

More Cars Wanted.

discussed at this morning's meeting of the board of control, and the epinion was expressed that in the event of Springbank being annexed and straight five-cent fare to that point demanded, just that much mileage would be cut from the mileage due the city from the street railway company. On the other hand, if the park is not annexed, the present ten-cent roundtrip ticket will prevail, and unless special legislation can be secured, it is doubtful if the cars can be run to

where a couple of cuts he received were bandaged up.

At the police station late last night the officers were asked to look for a William street man, who was supposed to have suddenly gone insane while in the house, and ran out of doors. The police searched but failed to find him.

Friends found him late in the night wandering on Oxford street east, and with much difficulty persuaded him to return home.

Springbank.

Other bodies than the controllers and the city council are looking into the question. At the meeting of the board of trade tonight, this matter will be taken up. Secretary Gordon Philip has received several communications urging the necessity of a longer service than at present provided, and asking that the board of trade take the question up with the proper authorities. It is suggested that the cars should be run one hour later at night and one hour return home.

(Continued on page 11.) (Continued on page 11.)

CHARGE BATES WITH IN HEAVY FOG OLD DOMIN ONROE IS RAMMED BY

PASSENGERS

Another Ocean Tragedy Occurs Off Winter Quarter Lightship Early This Morning---Steamers Were Groping Way Through Fog When They Came Together.

THE SEA LIFEBOATS SCOUR

Norfolk, Va., Jan. 30 .- Forty-nine persons went down to death today when the Merchants' and Miners' liner Nantucket sunk the Old Dominion liner Monroe after a collision in the dense fog.

The lost included 25 passengers and 24 of the crew. Thirty passengers and 55 of the crew were saved. Forty-seven were lost, in all 85 were rescued. The latter included Captain Johnson and all the officers of the Monroe except Second Engineer Dately.

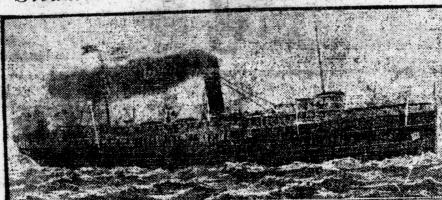
James O'Connell, vice-president of the American Federation of Labor, and a member of the new federal industrials relations commission, was a passenger on the Monroe.

ORDERS STEAMBOAT COMMISSION TO MAKE INVESTIGATION.

Washington, Jan. 30.—A thorough investigation of the causes and circumstances resulting in the collision between the Merchants' and Miners' liner Nantucket and the Old Dominion liner Monroe, with its death list of 49, was ordered today by the Department of Commerce.

Assistant Secretary Sweet instructed the steamboat inspection commission to make an exhaustive inquiry. [Canadian Press.] Norfolk, Va., Jan. 30.-Fifty lives, possibly less, were lost

Steamer That Rammed The Monroe



Merchants' and Miners' Liner "Nantucket."

NEED OF FIELDING IN OTTAWA HOUSE

Ex-Minister of Finance Would Be of Considerable Help.

PROVIDE A

He Could Give Valuable Assistance in Revision of the Tariff.

basis if the park is annexed.

More Cars Wanted.

The annual meeting of the directors of the company is to be held here next to the company is to be held here next that a number of matters pertaining to the system will be taken up. Some time ago City Engineer W. N. Ashplant prepared a schedule of speed and service, but it is not yet in complete operation, but it is not yet in complete operation. It is contended by the civic authorities that contended by the civic authorities that twelve or fifteen additional cars are necessary in order to provide an adequate service and comply with the provisions service and comply with the provisions of the schedule drawn up by the city engineer, but it is felt that the company will offer a very decided opposition to such an expensive proposition. Another matter to be taken up sooner or later is the proposed installation of airbrakes on the proposed installation of airbrakes on all cars to replace the old-fashioned hand brakes at present in use.

Would Lose Mileage.

Street railway matters were briefly discussed at this morning's meeting of the board of control, and the epinion [Canadian Press.]

FAVORS RATIFICATION

Senate Committee Advises the Immediate Passing of

INSPECTOR SNYDER DID VISIT CLINTON

License Man Said To Have Been on Redistribution Business-Is It Likely?

[Special to The Advertiser.] Clinton, Jan. 30.—The fake license inspector story has caused considerable talk in Clinton, and in conversation with License Inspector Oliver oJhnston, Government's business of redistribution. Mr. Hanna should say whether Inspector Snider had any business in Clinton this conection, and if Inspector Johnston was taken in by this fake he no doubt would look the fellow up. The query is, what will be done about it %

HEBERT MARRIAGE CASE

Decision Civil

Rendered Questions Unanswered.

Montreal, Jan. 30.-Judgment in lebert marriage annulment case, setting aside as unnecessary that of Judge Charbonneau, was delivered by the review of appeal court of the Province of Quebec here today, composed of Justices Tellier, Delorimier and Greenshields. The Heberts are thus legally married once again. The present judgment, given on the petition of the husband, decides that as Hebert has dropped out of the case, Judge Charbonneau's decision was unnecessary, and that the desistment automatically quashed the Laurendeau finding. The parties are thus left civilly in exactly the the fog and mist. Captain Johnson same position as they were before the same position as they were before the case came before Judge Laurendeau, and after the Catholic Church had pronounced their marriage as null and vold.

Mrs. Hebert is not satisfied with the judgment, as she would like a clear decision on her marriage, and not a technical remarriage, as she got today.

The review court's judgment does not pass on the vital question as to whether Protestant ministers can legally marry Catholics in Quebec at all.

Had Scarcely a Chance.

rest, thrown from their berths by the force of the collision, heavy with sleep, had barely time to struggle the deck of the sinking vessel before they were plunged into the water. Floated Ten Minutes.

Not ten minutes intervened between the time the blunt bow of the lumbering Nantucket crashed its way into the side of the Dominion liner and the time the latter slid under the waves. The 86 rescued huddled on the Nantucket today were lifted from the icy water after their vessel had gone

Both vessels had quieted down for the night, hours before the collision. Captain Berry, on the bridge of the Nantucket, and the slowly-pacing lookouts, had the deck to themselves as the vessel slowly plowed through kept the bridge of the Monroe. Thus with sleep spreading a mantle of silence over all, and the dense fog enfolding the heaving sea, the two vessels collided.

Begins Rescue Work. Nantucket staggered mately \$500,000 after the crunch of steel more, making back on steel, Captain Berry swung out his searchlight, and dimly the bulk swung of lives, ab

First news of the collision trickled in here through the wireless operator at Virginia Beach. WAS SEVEN HOURS OUT. The Monroe, a passenger liner which also carried freight,

put out of here at 7 o'clock last night on a regular trip to New York. The lane of the coastal steamers between those two ports is comparatively close to shore and on a clear night they never are out of sight of land. The Nantucket, from Boston to Norfolk with freight, would ordinarily have been running to seaward of the Monroe, but no early reports indicated the position of VESSEL SANK RAPIDLY.

when the Old Dominion Liner Monroe was sunk off Winter

Quarters Lightship just before 2 o'clock this morning by the

PICKED UP EIGHTY-FIVE.

The Nantucket's boats scoured the waters and are said to have

Merchants' and Miners' Liner Nantucket.

picked up 85 survivors.

A dense fog enveloped the entire coast, and mariners here do not doubt that the two liners met in a head-on collision. The position of the ships, which was reported about 45 miles southwest of the Winter Quarters Lightship, would place them near Hog Island. The passengers of the Monroe roused in the dead of night by the shock of a collision. had little time to prepare for leaving a ship rapidly sinking in icy waters. The Nantucket, a much lighter ship than the Monroe, about half her tonnage, probably rammed a hole in the passenger liner's iron hull that flooded her lower compartments and sent her down by the head in much less than an hour.

DISTRESS CALL HEARD IN BOSTON. The Old Dominion Liner Hamilton, bound down from New York to Norfolk, could not have been far from the scene when that the real inspector, Snider, came to the operators of the Nantucket and the Monroe began sending S. SEAT Clinton on Saturday evening last and Mr. Johnston drove him to Goderich on also were relayed up and down the coast by the stations. Almost Mr. Johnston drove him to Goderich on Sunday. It is claimed that Snider was also were relayed up and down the coast by the stations. Almost here on b usiness connected with redistribution, and it is a fair question to set in motion. Within a half hour the revenue cutter Onondaga ask why a provincial license inspector woul be giving his time to the Dominion was pointed toward the Capes, but as the collision occurred fully five hours' run away for her, she could hope to do little more than aid the Nantucket or stand by for the fog to lift with daylight in the hope that more of the Monroe's passengers or crew might have got away in boats and were missed in the night,

of the settling Monroe loomed up The lost had scarcely a chance to through the drifting fog. Uncertain as realize that death was upon them be- to the fate of his own ship, he orfore they were struggling in the water. dered out the lifeboats. Lost from The doomed passengers of the Monroe, view in the fog, they began the work fast asleep in their cabins when the of rescue. Guided only by the shrieks two vessels came together, went down of the drowning, the boats picked up to death with only time for a shrick the survivors. When the searchlight's of despair. Only those kept awake faint glow brought to view no more by the snorting sirens that wailed struggling figures, and when the shouts their useless warnings through the fog, of the lifeboat crew brought no anknew when the vessels struck. The swering shouts from the sea, the task was given up.

Hamilton To Rescue. With her saloon crowded with drenched and suffering men and women, the Nantucket turned her gaping prow southward. Soon she fell in with the Dominion liner Hamilton, answering the cry of distress. Convoyed by the Hamilton, the Nantucket was making her way slowly to Norfolk. She will be met by the revenue cutter Onondaga and was expected in port late today. Captain Johnson, aboard the Nantucket, began making up a list of the

Monroe's rescued to be sent by wireless to Norfolk. Suffering From Shock.

The shock—ten minutes from sleep to struggle in the cold sea—and the exposure proved a grave trial to many of those saved. Wireless messages report a number in serious condi-A Million Los

The Monroe is the by the Old Dominio The steamer w