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BANKS SOLELY TRUSTING RAILWAYS USED REVOLVER BUT CONCEALED TO CLOSE LABOR MAN

New York Financiers Spend Feverish Day But Conditions Are Greatly Improved.

NEW YORK, Oct. 25.—Another nerve racking day has passed, but the financial institutions of New York have shown extraordinary power of resistance to the pressure put upon them.

While it is true that several minor institutions have been forced to close their doors, two things should be said about them—first, that the amount involved was not so great as to exert any marked influence in the general conditions, as they were located in residential quarters and did not come into contact with the larger financial institutions of the metropolis, and, second, that there is every reason to believe that these banks and trust companies are entirely solvent and their difficulties will prove to be only temporary and due entirely to inability to secure ready cash on the gilt-edged securities in their vaults.

Of course, the cessation of business by these companies caused trouble to many people, but not as great as it might seem, as the deposits are in the most part located in the well-to-do quarters of the city, and many of them are people of wealth, who have suffered no great inconvenience.

Doors Were Closed.

The institutions which closed their doors to-day, with the sums due depositors, are:

The United States Exchange Bank, Harlem, \$600,000; International Trust Co., about \$100,000; the Borough Bank of Brooklyn, \$4,000,000; the Brooklyn Bank, \$2,800,000; Williamsburg Trust Co., Brooklyn, \$7,500,000, and the First National Bank of Brooklyn, \$3,500,000.

The First National Bank of Brooklyn, the Williamsburg Trust Co., and the International Trust Co. were all institutions. None of these companies had any important business connections with the larger banks, which are representatives of the city's financial affairs.

On the other hand a number of favorable features marked the day. The Trust Company of America and the Lincoln Trust Co., the two organizations, which have suffered most from runs, have been slowly paying out to their depositors and closed to-day with all demands having been met. In the case of the Trust Co. of America the run has well nigh spent its force, as the great bulk of depositors have been paid off.

At the close of business there were a good many in line at the Lincoln Trust Co., but there also was a marked reduction in the number of anxious depositors.

A Favorable Incident.

The most favorable incident of the day was that the stock exchange was provided with funds ample to meet its immediate necessities by a money pool headed by J. P. Morgan, which sent about \$15,000,000 to the exchange during the afternoon.

LONDON BY-ELECTION IS WARMING UP—BIG AND SUCCESSFUL MEETING FOR JACOBS.

LONDON, Oct. 25.—(Special).—The two significant things in this election are, first, that the Labor party is putting up and are forcing in absolutely clean fight, with an expenditure that will total for their whole campaign not \$400; and, second, that Major Beattie will not join on the platform, will not call a single meeting or say where he stands on any questions of the day.

The Labor party is forcing the fight and public ownership is the liveliest issue. They had two meetings to-night, one at the city hall in East London and the other at Cullis Hall on Wellington-street.

At the east end meeting there was a large crowd, all seats were taken and a number of people stood.

The Cullis Hall meeting was not so well attended. Both audiences were made up mainly of workmen, and former political differences seemed forgotten. J. G. O'Donoghue of Toronto returned this afternoon and spoke at both meetings.

The other speakers were W. F. Maclean, M.P., Allan Studholms and the candidate John D. Jacobs.

A Great Campaigner.

Jacobs is a great campaigner. He is canvassing all the time and the Labor vote is almost solidly aligned in his favor. Major Beattie, the Conservative candidate, got out this morning for the first time and commenced to hustle. He visited the car shops during the forenoon and this afternoon was on the street greeting the passing electors. He told the World reporter, however, he would not hold any meetings and would not appear on any platform during the campaign.

Both sides are making extravagant claims, but the general drift is towards the Liberals. Conservatives claim that the Liberals are pledged to unite with them against the Labor party, and it is a matter of comment that a number of Conservatives are being served just at this time in the London election area.

East London Meeting.

At the East London meeting to-night Dr. H. A. Stevenson presided. Mr. Jacobs was the first speaker. He began by saying that some trouble had been experienced about getting the hall and the obstacles thrown in the way of a meeting seemed to indicate a "skin game" to prevent the workingmen of London from exercising their political rights. He briefly explained the platform of the Canadian Labor party.

W. F. Maclean, M.P., was introduced as the "giant leader in the fight for public ownership." Mr. Maclean said that he had sat in the house of commons for 15 years and he was satisfied that the one thing needed for the improvement of the country was to have more independent members sent to parliament. There were big living twentieth century questions to be considered and they would never be considered until we had men in the house who were not bound hand and foot by the shackles of party politics. Mr. Jacobs was asked if he would have a big moral effect. It would result next summer in a number of independent members being sent to parliament. There should be a number of independent members from Toronto, Hamilton, London, Ottawa, and the west.

A Long Struggle.

Mr. Maclean briefly traced his struggles for railway regulation and public ownership. For years his doctrines had been received in the house with jeers, howls and verbal abuse. He had been called a blatherer and demagogue and everything else. But now the politicians of both parties were climbing into a meeting to discuss public ownership. From many it was mere lip service. He preferred a man who would do something, if only he favored public ownership. From many it was mere lip service. He preferred a man who would do something, if only he favored public ownership.

Mr. Maclean congratulated London upon having a clean campaign and a campaign devoted to a discussion of public ownership. It was true, Maj. Beattie was not discussing them, but the Labor party was holding meetings attended by both Conservatives and Liberals, and he was glad to know that they were sinking their old differences, which were, after all, of no importance and were discussing twentieth century questions.

"It is time," said Mr. Maclean, "for London to set all Canada a good example."

Mrs. Ida Swift Shot by Son-in-Law Who Paid Her to Hush Up Bigamy Charge Against Him.

That Jacob Soble, her son-in-law, refused to pay a note for \$100 given at the price of her silence as to his bigamous marriage with her daughter, Fanny, is the primary cause to which Mrs. Ida Swift attributes the shooting of herself and the breaking of the leg of Jacob Cohen, a boarder in her house at 42 Phoebe-street, at 8 o'clock last night.

"He would not pay the note, and so my mother's heart told me I should stand by my daughter," she said after the shooting.

Soble is lodged in St. Andrew's Market Police Station, charged with shooting with intent to kill Mrs. Swift, who is at her home with a bullet wound in her hand, from which she narrowly escaped death. Cohen is in the Western Hospital with a broken leg.

According to Mrs. Swift and inmates of the house, the trouble began about two months ago, when Soble, who has been married to Mrs. Swift's daughter for about a year, was found to have another wife by a previous marriage. He admitted it, but asked the family to say nothing about it. He gave Mrs. Swift a note for \$100, and she consented to keep quiet.

When this note became due, at the end of September, it was not paid, and Soble was ordered to leave the house, but didn't comply. About two weeks ago Soble broke into Mrs. Swift's room at night. She keeps a considerable sum of money secreted in her bed, and according to her idea, it was for this that he came. He was frightened away.

The room was entered again about 2 o'clock last Saturday morning and Mrs. Swift fled in terror. However, the money was there, so, borrowing a match from a boarder, she returned and found Soble hidden in a clothes press. He sidestepped.

Last night, after dinner, Soble was sitting in the kitchen. Mrs. Swift came in to see if he had any more to eat. She saw the revolver and became abusive. The argument continued and Soble drew a revolver and fired at Mrs. Swift. The bullet struck her in the right temple. The bullet passed around the head beneath the scalp and came out at the back without penetrating the skull. Then Soble began throwing crockery at the prostrate woman. He had dropped the revolver, a cheap \$3-calibre weapon, as soon as he had fired and had not again attempted to use it.

Cohen, who came from San Francisco yesterday, and had been drinking all day, was the first to enter the kitchen. He rushed to the woman's aid and was struck down by Soble, who kicked him, breaking his leg just above the ankle, then began pelting him with plates.

Considerable commotion had been caused and a neighbor went for the police. Cohen, who was in the kitchen, beat, went to the house, and patrol Umbach hurried to the scene and found the woman and Cohen lying where they had fallen with Soble standing over them. The tumult had subsided.

A boarder in the house and an old Polish maidservant, who were in the room when the shooting occurred, confirmed Mrs. Swift's account of the trouble, as did Mrs. Soble and others who were in the house at the time.

Soble is a tailor in the employ of Louis Smith, 37 Yonge-street. He is a powerful man of 37 years. Mrs. Swift is about 45 years of age. Cohen is 37 years old, and is tall and slight.

Even when in custody, Soble continued to argue with the family that it would be best not to have him arrested, but that the whole matter might be "fixed up in private." He made a statement to Inspector Dickson after his arrest in which he denied that he had shot the woman, but did not give any plausible account of the affair.

The revolver was found where he had dropped it with four loaded and one empty chamber. An ax was also found lying on the kitchen floor, which some of the inmates said had been used by Soble on Cohen, but there were no marks either on Cohen or the ax to bear out this story, which is not credited by the police. The bullet was not found.

Dr. J. F. Johnston, 25 Elm-street, who was summoned to attend the woman, said that she had been struck but an inch lower Soble would have been guilty of murder.

THE BALKY M. P. HORSE.



OLD MAN ONTARIO: I wouldn't be held up at the crossings so often if I hadn't such a slow and balky horse.

TORONTO WILL ASK ONTARIO GOVT. TO EXTEND T. & N. O. R. Y. TO CITY

Alderman Harrison's Committee Begins to Plan For the "Greater Toronto"—New Regulations For Radial Railways Also to Be Requested.

The civic "Greater Toronto" committee, at a meeting yesterday afternoon, discussed matters pertaining to the advancement of the city's interests, with the result that a number of important recommendations were made.

Chairman Controller Harrison presided, and there were present Ald. Church, Chisholm, McGhie, Adams and R. H. Graham.

Extend T. & N. O. to Toronto.

The sentiment that the more railways entering Toronto, the better it would be for the city, led to the unanimous adoption of a resolution to be forwarded to the Ontario Government asking that the Temiskaming and Northern Ontario Railway be extended from North Bay to Toronto.

Another recommendation which the committee proposes to send on to the Ontario Government, thru the board of control, is the framing of a general law which will settle such questions as arise from the refusal of radial railway companies to accept terms offered by a municipality for the entrance of the railway.

Ald. Adams' opinion was that the only solution of the city's difficulty with the York Radial was for the city to build lines and then invite the railway to make an agreement as to their use.

Protection for Harbor.

Ald. R. H. Graham made vigorous protest against the apathy that has been shown by the government and the city, in not providing a life-saving service for Toronto and Humber Bay. He stated that during the past summer so many lives had been lost thru the lack of such a service.

Ald. Adams delivered himself with equal warmth on the subject, and, on motion of Ald. Graham, it was agreed to ask the board of control to consult with the harbor commission with a view to having "ample provision" made.

To pour oil upon the waters is all very well in a figurative sense, but there are sometimes objections to a literal fulfillment. Ald. Church complained that the Consumers' Gas Co. emptied hundreds of barrels of oily refuse into the bay every day, to the detriment of the appearance of yachting and other craft, and the churning of their owners. Some action will be taken later.

Complaint Still is Received of Faults in Railway Services

Certainly The World has no reason to be disappointed at the response made to the call for complaints regarding the nature of the service rendered the public of Ontario by the railroad companies. That very great dissatisfaction rightly existed all over the province has always been known, but the campaign started by The World has afforded an opening for them, and has given them much-needed publicity. This is indeed the only effectual way to compel quick and effectual remedies, and, more than that, it may stir up some at least of the members of parliament and the legislature who have been neglectful of the transportation interests of their constituencies to get a move on and assist in procuring relief.

Ontario, more than other provinces, needs good and efficient railroad service for the rapid movement of freight and passenger traffic. It is the chief manufacturing and industrial district, and new factories and workshops are springing up and in prospect everywhere. Every expanding centre, every fresh industrial centre, means more population and better markets for the farmer and agriculturist. But trade is being strangled, especially in the country towns, by the disgraceful quality of the railroad service. This, as The World again repeats, is mainly due to the necessity of seeking relief hundreds of miles away, from officials who have no local knowledge and less interest in meeting the demands of traders, shippers and travelers for ordinary prompt transportation service.

Yesterday morning the C. P. R. train from the east was on its good behavior, arriving only ten minutes late. In consequence, passengers had the satisfaction of making good their connections for the west and south.

C. P. R. headquarters has taken notice of the complaints regarding the late arrival of this train at Toronto, and an official statement has been given out, explaining that the delays have not been due to the attachment of private cars. This, of course, is merely an expression of opinion, but it is evident enough that if additional work is asked from a locomotive, already hauling a full average load, the chances of running to time are rendered less favorable. It is admitted in the official statement that there have been delays in working the traffic on the Montreal-Toronto line, and this is ascribed to the doubling of the track now in progress between Stanes and Smith's Falls. The explanation is not quite satisfactory, since it is the duty of the company to give prompt service on the single line, and the train clearly can be run on time when efforts are made to do it. The doubling of the track, it is promised, will result in a

(Continued on Page 6.)

BOY WITH A COOL HEAD SAVED PETERBORO TRAIN

Bridge Caught Fire and Collapsed—Young Keegan Flagged the Express Just in Time.

BELLEVILLE, (Oct. 25.—(Special).—A calamity was narrowly averted close to this city this afternoon. But for the presence of mind and bravery of young Keegan, the Peterboro train, due in this city at 4:30 this afternoon, would have gone thru a burning bridge, and the loss of life could not help being large.

The facts of the case are that a railroad bridge on the Midland Railway, between Madoc Junction and Peterboro, known as Mosher's Bridge, was set on fire by sparks from a passing engine. After it had been burning some time the Peterboro train came along and was flagged by the lad Keegan. The bridge fell just as the train stopped, about ten yards from the burning structure.

A curve near by would have prevented the engineer seeing the bridge on fire till too late. The train was pretty well loaded with passengers, who were extremely thankful for their escape. Traffic will be delayed for some time.

Another Divorce Application.

OTTAWA, Oct. 25.—(Special).—Jas. Hurst Forester of Winnipeg will apply next session for a divorce from his wife, Nellie Jane Forester of Sioux Falls, S.D.

SERIOUS FIRE AT DOVERCOURT LUMBER YARDS AND HOUSES

Leader Planing Mill and a Number of Surrounding Buildings Destroyed by Fire Early This Morning.

Fire at 1 o'clock this morning broke out in the Leader planing mill and lumber yard, Bartlett-avenue, above the C.P.R. tracks, in Dovercourt Village, and in a few minutes the entire yard, which covers a block, and surrounding buildings were in the grip of the flames.

The firemen from Ossington-avenue station responded to an alarm, but owing to poor water supply little work could be done.

The fire cast a brilliant reflection and would have been seen from downtown. The planing mill was not a large building, but the yards contained a large supply of lumber, and the loss will be heavy.

The houses in the neighborhood are of light construction, many of them "home made," and were easy prey for the flames before the occupants, awakened from their slumbers, could remove much of their belongings.

Ten houses have been burned and the school is threatened. The loss to the lumber yards is placed at \$20,000.

BLOR-STREET VIADUCT.

The question of the extension of Bloor-street by means of a viaduct from the corner of Sherbourne and Bloor-streets, across the ravine to Danforth-avenue, is to be raised again. The committee voted to have the board of control confer further with representatives of York Township on the matter. The present proposition embraces the taking in of the north side of Danforth-avenue, so that land damages may be materially reduced.

Until the city takes steps to divert the Don into Ashbridge's Bay, thereby checking the emptying of the vast amount of silt into the bay, the Dominion Government will undertake no dredging, said Ald. Church.

Controller Harrison thought the government might do so, if the city would divert its sewage by means of a trunk sewer. He suggested that the government be communicated with as to its position in the matter, and the idea was adopted.

Must Protect Life.

It is open to a railway company absolutely to refuse to carry any goods which are dangerous in nature, or which require the same to be opened to ascertain the fact.

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WHERE TO GET YOURS.

Perhaps in your peregrinations you have noticed some other man wearing a hat you fancy. If it is a new style you can get one like it at Dineen's and can feel assured that your hat will be of the same quality as well as the style and the cost will be no more than anyone else charges. Dineen's specials in soft or hard felt sell at \$2.50 for a day. The bright store at Yonge and Temperance streets will be open till 10 o'clock to-night for the accommodation of customers.

THOSE FILLING POSITIONS OF TRUST.

Every clerk and official occupying a position of trust should seek the support and fidelity of one of our guarantee and fidelity bonds. They say the final word as to the trustworthiness of the person bonded and give the holder of the bond every assurance in him. We issue bonds covering the monetary responsibilities of secretaries, treasurers, cashiers, collectors and trusted clerks in general. London Guarantee & Accident Co., Confederation Life Building, corner Yonge and Richmond streets. Phone Main 1642.

Dr. White

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Ontario, Ontario.

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