

DOCTORS

\$100 per foot; Bloor St. near Walmers Road; choice site for doctor's home.

PROBS: Fine and cold.

SEEK WISHART AND LINDSAY New York Broker and Toronto Stock Agent Accused. AMOUNT NAMED IS \$300,000

Further Conspiracy Charges Include Fugitive Doctor, Convicted Manager and Vendor of Keeley Mine Option—William J. Lindsay "and Others" Charged With Illegally Securing Charter.

Exposing the fact that the now dead Farmers' Bank was based upon a fraud even before the granting of its charter...

The "others" mentioned in the last-mentioned warrant is said to refer to Dr. Beattie Nesbitt and W. R. Travers.

This Lindsay warrant, following on the curator's application, was issued on the whole bank was founded upon fraud from its inception, was portentous.

Lindsay was the man who was the prime agent in the sale of the bank's stock. At the organization meeting of the bank...

To overcome this, says Curator Clarkson, "it is said that certain subscriptions were added to the list, particularly one of \$50,000 which was then used to make this subscription list appear regular and permit the obtaining of the certificate of incorporation."

The sum of \$211,000 was collected by subscriptions, \$41,000 was forthwith paid out for expenses, leaving just \$170,000. The sum of \$80,000 was then borrowed upon subscription notes handed to Travers, and the \$250,000 cash necessary was then completed.

There are three charges against the doctor, and one against Lindsay. A warrant is held for Wishart, who introduced the three elements, the Keeley mine, Dr. Nesbitt and the Farmers' Bank, which was the prime cause of the wreck.

It is said that the \$300,000 mentioned in the conspiracy to steal charge against Wishart, Nesbitt and Travers was a part of the money turned over by the bank to the Keeley Mines. Lindsay was not only wrecked, but was noted until its assets stand as a shivering dwarf before the towering giant of its debts.

Can't Locate Lindsay. It is known that Lindsay left his apartments in the Elliott House Annex and his office in the Canada Life Building very shortly after the suspension of the bank, and he was seen at first hotel to leave in western Canada.

Judge MacMahon Dead. Judge MacMahon died suddenly at 10 o'clock this morning of heart disease. The judge, who was 75 years of age, was in his seventy-fifth year.

Canada's Navy is Slow in Building

First of New Vessels Will Not Be Ready Before 1914, or Two Years After Australia's Fleet is in Commission.

OTTAWA, Jan. 17.—(Special.)—The January number of The Navy, an organ of the Navy League, assembles a considerable amount of information with regard to the naval projects of the several dominions of the British Empire.

First, it quotes the following paragraph from The Army and Navy Gazette: "The four new cruisers and six destroyers, which are to be built in the Dominion, i. e. Canada, are to be ordered by contract this month, and it is expected that Messrs. Vickers or Messrs. Harland and Wolff will tender."

A year is to be allowed for the establishment of shipyards, towards the construction of which a subsidy will be given, and the first ships are to be ready within three years, all ten being delivered within six years.

It will be seen, therefore, that while Australia by the middle of 1912 will have one battle cruiser, three protected cruisers and three destroyers available for service, Canada will only have the Niobe and Rainbow at that period, and it will be nearly two years later, or well in 1914, before the first of her new vessels can be ready.

Where Wishart Comes In. Wishart is the man who sold the original option on the Keeley, Jousley, Wood mines to Dr. Nesbitt, and who, when the reorganization proceedings were complete was given for nothing, one-fifth of the bank, or the mine, one-fifth of the stock.

Yesterday the four members of the board of directors of the bank, who are charged with conspiring to wrongfully obtain \$100,000 of the bank's funds, went to police headquarters and received their subpoenas for the provincial court.

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LOOKS LIKE INCENDIARY. Fire Started in Case Containing Rags, Saturated With Kerosene. HALIFAX, N. S., Jan. 17.—Yarmouth had a three-alarm fire to-night in the heart of the town, but it was reached in time and the damage will not amount to more than \$2000.

HYDRO POWER AT EASTER. Controller Church to Be Chairman of Civic Celebration Committee. Controller Church was yesterday appointed chairman of the committee of arrangements for the public celebration of hydro-electric power.

HEINZE GOES NORTH. Heinze, the Butte millionaire, was in the city yesterday and went north to Poughkeepsie last night under the tutelage of "Lucky" Scott, whose interests in the city are large.

Jules Massenet's Opera, "Manon." The local lovers of music will have a special opportunity of hearing one of the world's greatest sopranos, Frances Alda, at the Princess Theatre to-night in Jules Massenet's delightful opera, "Manon," which will be produced at the popular theatre.

WILL FLY TO CUBA

ATLANTA, Ga., Jan. 17.—J. A. D. McCurdy, the Canadian aviator, said this afternoon he would attempt an aeroplane flight from Key West, Fla., to Havana, Cuba, next Saturday or Sunday. If he succeeds, it will be the longest over-water flight ever made by aeroplane, as the distance will be about 100 miles. He intends to use the 60-horsepower Curtiss biplane, known as the Belmont racer.

LAURIER TO APPOINT GRAIN COMMISSION?

Report Has It That a Bill Will Be Introduced Either by Hon. Frank Oliver or Premier Himself.

OTTAWA, Jan. 17.—(Special.)—There is a well-defined rumor to-day that the government is about to introduce a bill covering certain of the demands made by the farmers who waited on Sir Wilfrid Laurier last month. The report, which can be traced to no authoritative source, but which persists, nevertheless, has it that the bill will be introduced by either Frank Oliver or the premier himself next week.

According to the report, Sir Richard Cartwright has submitted three bills for the approval of the government, and the bill providing for a commission has received sanction. The commission is to be clothed with quasi-judicial powers, the act, repealing existing elevator and inspection laws.

COACHES LEFT RAILS PASSENGERS SHAKEN UP

Mishap on C. P. R. Owen Sound Line, Near Bolton—Engine and Mail Car Kept Tracks.

Passengers aboard C.P.R. train No. 20 from Owen Sound, received a bad shaking up last night when the baggage car and two coaches left the rails between Mono Road and Bolton about 1:45 o'clock. Several received scratches on their faces, and one passenger, a woman, who was broken by the shock, but no broken bones or other serious injuries resulted from the accident.

The cause of the accident is not known as yet. It appears that the train was made up of a mail car, baggage car and two coaches, the latter three jumping the track when the train was running at a fair rate of speed, while by some freak of circumstance, the engine, tender and mail car kept the rails.

None of the section hands they got the cars on the track again in time to finish out their trip only 20 minutes late. The places where the accident occurred is about 27 miles from Toronto.

HURT IN BOLTON ACCIDENT. On the arrival of the C.P.R. train from Owen Sound last night two passengers were hurt in the derailment near Bolton. W. M. Griffith had a rib fractured, and Wm. Davie a scalp wound.

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HOW IT IS DONE



"It is not an uncommon sight in Canada to see a sportsman, while sheltered behind a stupid, trust-inspiring ox, approach within shooting distance of that shy bird, the Canada goose."—Vide London News.

STRONG PLEA FOR PUBLIC RIGHT TO REDUCED RATES

W. F. Maclean, M.P., Shows That the People of Canada Are Entitled to Share in the Enormous Profits of the C.P.R.—A Two-Fold Argument, But it Was a Turn of Stand-Patters.

OTTAWA, Jan. 17.—(Special.)—It was stand patters' turn in the house of commons to-day. Before the house went into committee of supply, W. F. Maclean (South York) raised the question that the time had arrived for a reduction of the rates of the Canadian Pacific Railway, on the ground that the company was earning the ten per cent. specified in the act of incorporation. It was the principle of the government enforcing federal legislation, and Mr. Maclean made his argument two fold. First, the company should reduce its rates under the provisions of the ten per cent. clause in the original act; and second, the company having submitted its rates to the jurisdiction of the railway commission, proceedings should be taken to enquire whether the rates were excessive, having regard to the fact that C. P. R. rates were based on the percentage of profits enjoyed.

In respect of the duty of the federal government to enforce federal legislation, Mr. Maclean secured the unqualified support of the opposition leader, Mr. Laurier, and the division was called the main motion, that steps should be taken to ascertain the rights of the public in the matter of rate reduction. Mr. Maclean had one supporter in Capt. Tom Wallace (C. York). The entire quota of western members were silent upon the subject, notwithstanding the fact that the recent western bodies had protested against the C. P. R. rates.

Mr. Maclean's Motion. On the motion to go into committee of supply, W. F. Maclean (South York) rose to move "That before the said motion do pass, this house do hereby declare that steps should be at once taken to ascertain the rights of the public using the Canadian Pacific Railway to a reduced tariff, because of provisions in that regard contained in the act of incorporation ratifying the agreement with that company or any other act."

At the outset Mr. Maclean declared his intention to deal with the question from a non-partisan standpoint. He hoped to approach it speaking for all the people of Canada who used that great railway, which he admitted was an immense asset. It was the greatest memorial Sir John Macdonald left after him. Of all the things in Canadian history that had been in the house of commons, it was the one that had vindicated itself. While admitting the greatness of the railway, he was not blind to the duties imposed by the act. Great franchises were accompanied by great responsibilities.

The Rights of the People. "To-day," said Mr. Maclean, "I am making my voice heard on behalf of those public rights which the people have in the original charter and subsequent laws by that railway, whether those charges be for fares, for sleepers on parlor cars or for meals in dining or refreshment rooms, or freights, for express, telegraph or telephone charges, even water charges in connection with steamers that may form a part of its railway system, so that, while I admit the greatness of the C.P.R. and its credit to Canada, I also raise my voice in the matter of the duties which that road owes to this country, and which it has a duty to discharge, and which it has a duty to discharge in the interests of the people who pay them."

One More Knock-out.

The member for South York met with little direct success in the commons yesterday when he brought up the rates of the Canadian Pacific. The original charter made the C. P. R. different from other roads, car-marked it, so to speak, and said that its net profits were to be a factor in the regulation of its rates.

Subsequently, when the accounting was to be entered on, to ascertain what its net profits were, a switch took place, and the company confessed that it was, for the time being, under the jurisdiction of the general railway act and under the railway commission. But the original act was never repealed, and its outstanding facts are that the C. P. R. is different from the other lines, and that its profits, which are now enormous, must be taken into account in regard to its tolls.

But the house clearly took the view that no case was made out that exorbitant profits must not count and that to proceed against one company and not against all would be a shame. Mr. Borden was strong on this point. But he was equally strong on another point, and that was that he agreed with Mr. Maclean that the enforcement of public rights, established by any federal law, was a duty incumbent on parliament and on the government, and that if no indication of a move to this end came from the government he would himself move this session.

Mr. Maclean at least accomplished something, he directed attention to the high finance that melons involved, and to the need there is for the enforcement of public rights. Mr. Maclean will continue his motions. The next one will turn on the control of the capitalization of railways by the railway commission.

South York. "It was the gift of parliament, taken from the assets of the people of Canada, and was given to the company for the benefit of the undertaking, and for the benefit of the people who use the undertaking and pay the freights. One would think it was some benevolent fund possessed by the shareholders, and that if the shareholders, or one would think that the company could take from these so-called extraneous assets any money they liked, and hand them over to the shareholders, and that there was no public duty in regard to the matter."

"Here, too, is a question and Mr. Creelman's answer," said Mr. Maclean. "And what is the amount expended in 'do no know,'" said Mr. Creelman. "Why does he not know? Why did not that great company set an example to the country by keeping its accounts in such a way as to show the actual cost of the railway, so that they could go into court at any time and put down in black and white what the road has cost? They avoided their duty in that case. In the United States there is a new law with regard to railways, and I hope we shall have it in this country soon. Under that law, there will be a very different method of bookkeeping in connection with railways from that used in the past. The indications were discouraging until after a depth of 300 feet had been reached. Yesterday a pocket of excellent water was reached at a depth of 375 feet.

Space For Rent

In new Standard Bank Building, King and Jordan Sts., excellent light, heat, equipped in the city. H. H. WILLIAMS & CO., 28 King St. E., Opposite King-Edward Hotel.

31ST YEAR.

A DISCUSSION IN SENATE ON DIVORCE

Senator Power Quotes Instances to Show That Divorce Courts Tend to Multiply Divorces—Senator Ross Says Senate Committee is a "Rich Man's Court."

OTTAWA, Jan. 17.—(Special.)—A discussion upon divorce was the feature of the sitting of the senate to-day. On a motion for returns respecting divorce Senator Power said everyone, no doubt, felt that the ideal state of society would be one where there was no divorce, and all would agree that the less divorce the better. Prince Edward Island had never had a divorce, and the reason was that the divorce court of that province was really the lieutenant-governor in council, and less accessible than the ordinary court, which some persons wished to have established through Canada.

Courts multiplied divorces. In England there had been great increase in divorce since 1857, when the divorce court was established. In the United States the increase had been phenomenal, and there was now one divorce for every 12 marriages, and at the present rate the proportion would soon be one to six. In France, since the establishment of divorce courts, the increase had been so rapid that it looked as though the record of the United States would be exceeded.

No one would want Canadians to travel the same road, and at the same speed as the United States and France, but that would follow the establishment of divorce courts through Canada. In provinces where there were no divorce courts, divorces were more numerous in proportion to the population on the whole than in provinces which had to resort to parliament for divorce.

Sober Second Thought. There was a certain amount of deliberation in regard to appropriating parliament for divorce which gave sober second thought an opportunity to assert itself with people who had not agreed with each other. Perhaps the expense had something to do with it, but the cost of presenting a case to the senate was not much more expensive than the process before the court. Senator Cloran commended the views expressed by Senator Power. No question more affected the welfare of a nation than this question of the separation of man and wife, the breaking up of home, and the making of children orphans before their time. In his opinion the more difficult divorces were made the better. He advocated an enactment which would prevent the remarriage of the offending one of a divorce pair.

A Question of Expense. Senator Ross of Halifax criticized the senate divorce committee as a rich man's court, where the cost of obtaining an act of parliament prohibited the poor man from seeking relief. In the first place, there was a fee of \$200, and that was only the beginning of the expense. The divorce judge of Nova Scotia had informed him that divorces had been obtained in that province at so low a cost as \$50, and the cost had never been over \$150.

Senator Wilson did not agree with Senator Ross, he did not think it a good policy to cheapen the process of obtaining divorce, and thereby make them more numerous.

TELEPHONES IN PEEL

Chinguacousy Township Has Four Hundred in Independent System.

James Lyons, William Henry and T. H. Elliott, three stalwarts from Chinguacousy, Peel County, called on The World yesterday. They are all interested in the Farmers' Bank and urge that a royal commission be appointed to investigate the whole matter.

Brother Elliott also said that he was interested in the telephone business, as were the rest. In his Township of Chinguacousy they have 400 subscribers in the independent line, which cost \$22,000. They have connection with the 800 subscribers of the Bell at Brampton and the consolidated 800 at Chinguacousy. They are reaching out for the other township.

TAP WATER AT 375 FT., DOWN

Big Departmental Store's Guest of Real Aqua Pura Succeeds. While the city is taking prolonged steps to procure a satisfactory supply of drinking water, the R. Simpson Co. have drilled a well and tapped an artesian supply of their own.

The enterprising company, dissatisfied with the chemically-treated city water, early in December decided to bore into the solid rock underlying James-street, just north of Richmond. The drill was started before Christmas, and has been kept going daily. The indications were discouraging until after a depth of 300 feet had been reached. Yesterday a pocket of excellent water was reached at a depth of 375 feet.

Dinen's January Fur Sale. The January sale of furs at Dinen's is turning out to be the most satisfactory ever held by that company. The sale has not been extensively advertised through the papers, the company relying almost entirely on the purchases of bargains, spreading reports. To-day and to-morrow there are offered for sale some splendid furs of ladies' fur-lined coats with sable or Isabella, even collars and trim with musical or hamster at \$25, other things up to \$57.50. Write for catalogue.