

FOR SALE

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H. H. WILLIAMS & CO., 38 King St. E., Opp. King Edward Hotel.

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OFFICES FOR RENT

\$15 per month, Dineen Building, near York on Temperance, 1527 1/2, steam heated, electric lift, elevators.

H. H. WILLIAMS & CO., 38 King St. E., Opp. King Edward Hotel

The Toronto World

P.A.Y.E. SYSTEM BARRED EXCEPT FROM THE CARS WITH PROPER EQUIPMENT

Company Accedes to Suggestion of the Ontario Railway Board, Which is Good For a Month.

Abolition of the objectionable features of the P. A. Y. E. system was the result of yesterday's meeting of the Ontario Railway Board with representatives of the Toronto Railway Co. and the city.

The company also met with a reverse in the criminal courts when the grand jury of the sessions court returned an indictment charging neglect and maintaining a common nuisance, growing out of the killing of two small boys recently and the overcrowded cars generally.

Mr. Powers, master car builder for the Toronto Railway Co., was called by H. S. Osler, K.C., when the board convened in the city hall, to prove that the company had made arrangements to rapidly equip the system with proper cars.

Manager Fleming sauntered into the court-room at 2:55 and took a seat in the jury box. He appeared to enjoy a lull between Mr. Drayton and Mr. Powers respecting the object the latter had in going on a visit of inspection to Montreal.

Mr. Powers explained that there were 152 single truck cars to be altered. The company had 15 cars too short to change.

"How quickly can these cars be altered?" asked Mr. Osler. "Six cars a day," said the witness. He added, however, that this did not include adding the vestibules, or equipping the cars with P.A.Y.E. fixtures.

He thought the company put out about 200 fully equipped cars a week, while six or seven could be equipped with vestibules alone each day. The company had 25 of the No. 1200 type of cars with vestibules. It required about ten days to convert them into cars called for in another blue print plan filed as an exhibit.

Mr. Osler stated that he had a number of conductors to testify regarding the practical working of the P. A. Y. E. system in Toronto.

Chairman Letch said that the board was not inclined to hear any further evidence of that character. He would suggest an adjournment for a month for the purpose of the adoption of a standard car to meet with the suspension of the P.A.Y.E. bylaws, except in regard to the large new cars on Yonge and College-sts.

Mr. Osler said that the orders given for the alterations would have to be proceeded with, and Chairman Letch said this would be at the company's risk, as the board was determined to secure for Toronto the convenience of the public.

"The first thing to settle is the style of car. We don't want any more man-traps," he said. Mr. Drayton said the idea was to leave the design of a car suitable for Toronto to experts, and Mr. Osler, on behalf of the company, accepted the suggestion of the board, an understanding being arrived at that an engineer representing the board, city and company would endeavor to make a suitable car for the convenience of the public.

MEN STRANGELY MISSING IN THE GRAFT ENQUIRY

M. F. Buchanan Can't Tell a Great Deal About the Man From Whom He Says He Bought the Toll Road—Proves to Be an Elusive Witness.

WOODSTOCK, Dec. 19.—(Special.)—That Oxford County was saddled with the expense of buying out the Ingersoll, North Oxford, North Zorra and East Nisour gravel plank roadway at a cost of \$2007.50, when it should have come into possession of the Township of North Oxford thru default of the owners to keep it in proper repair, was brought out this afternoon by E. F. B. Johnston, K.C., who is prosecuting the Oxford County graft enquiry.

This, amongst about a dozen other charges, are held against M. T. Buchanan, who was chairman of the "toll roads" committee of the county council in 1904, for explanation. Altho the county valued the roadway at only \$500 and voted that sum towards its purchase Buchanan, it appears, brought the committee down to Toronto and closed a deal for \$200,750 with one Robert Tate, who was purported by documents of assignment to be the owner.

The existence of this man Tate, Mr. Johnston doubted, and finally told Buchanan so. Forgery and perjury by somebody is suspected by Mr. Johnston, and he has been informed by private detectives that a man can be produced from Chicago who will substantiate this belief.

The Branches. There is a missing link in the title this man Tate held to the road. A lady in England named Elizabeth Cartwright held a mortgage against the property. Isiah Danks of Chicago, claiming power of attorney for her, executed the sale of the mortgage to R. J. Bowman of Chicago, who again transferred to Robert Tate, "merchant" of Toronto. The one document of the whole outfit is missing, namely, that giving Danks the power of attorney for Mrs. Cartwright and the title to the land is incomplete without it. This, the senior counsel suspects, was a forgery.

"Who was Mr. Tate?" asked Mr. Johnston. "The owner of the road," "But who was he?" "Robert Tate." "How did you know he was Robert Tate?" "Only because I had business with him."

"What was he in Toronto?" "An accountant." "Where was his office?" "In Toronto." "Was the stubborn answer." Mysterious Mr. Mills. Mr. Johnston talked sharply to Buchanan, who finally slid into another groove that a man named Mills had informed him that Tate owned the road. He was just as vague about Mills; had

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FARMERS' BANK HAS SUSPENDED

Gen.-Mgr. Travers Believes Creditors Can Be Paid In Full

CURATOR WILL BE NAMED TO-DAY

Evidence and Comment of Judge at Lindsay Trial Caused "Run" on Deposits—Bankers Association Will Take Charge at Once—26 Branches Affected.

MANAGER CERTAIN BANK CAN BE PUT ON ITS FEET AGAIN

The Farmers' Bank of Canada, with head office in the Stair Building, corner of Adelaide and Bay-streets, this city, suspended payment at 3 o'clock yesterday afternoon.

At 3 p.m. yesterday W. R. Travers, general manager of the Farmers' Bank of Canada, notified the clearing house, in writing, that his bank would not be able to pay its liabilities, which was \$200,000. Hence the bank closed its doors.

As to the clearing house, its members will be called together to-day and all the items cleared from the Farmers' Bank of Canada yesterday will be sent back to the banks sending them in, and these banks will return them to their original holders. The situation will then be as if the clearing had not taken place.

To-day the Bankers' Association will appoint a curator for the Farmers' Bank of Canada, under the provision of the Banking Act, which reads: "The (bankers) association shall, if a bank suspends payment in specie or Dominion notes of any of its liabilities as they accrue, forthwith appoint a curator to supervise the affairs of such bank."

Duncan Coulson, vice-president of the Canadian Bankers' Association, Toronto, was notified of the suspension of the bank yesterday afternoon, speaking to The World last night, said: "The Bankers' Association will appoint a curator to-day." He could not say who the curator would be. The World heard elsewhere that a prominent member of the staff of the Bank of Commerce would be put in charge of the suspended bank. John Knight, secretary of the Bankers' Association, left Montreal last night for Toronto.

Cause of Suspension. Why did the bank suspend payment? "The World" was General Manager W. R. Travers at his beautiful home, 125 East Roxborough-street, last night, and asked him, "Why did your bank close its doors?" "Mr. Travers without heat, but with careful deliberation, replied, "The remarks of Judge Harding from the bench at Lindsay, where three ex-employees of the Farmers' Bank are on trial for conspiracy, were so damaging to the credit of the Farmers' Bank that confidence was lost, and through the province among our 26 branches, the notices of demand for funds on the part of depositors were so great that we saw that to be fair to all and to give preference to no creditors, it was necessary for us to suspend payment."

"Judge Harding, perhaps without knowing it, seemed to guide the Lindsay case so that it was not the defendants who were on trial, but rather the Farmers' Bank. Take for instance, the admission of the evidence relative to the large loan to the Keeley Mine. That may have been all right, but if it was not fair to exclude the evidence of reputable mining engineers like Frank C. Loring and Kenneth Rose as to the value of the Keeley Mine, and its stable security for the loan. Was it or was it not damaging to the credit of the bank to have Judge Harding describe the Keeley Mine as 'A hole in the ground'?"

THE FARMERS' BANK FAILURE

The Farmers' Bank of Canada began business Jan. 2, 1907. The authorized capital of the Farmers' Bank is \$1,000,000, of which \$554,500 has been subscribed and \$567,579 paid up. The directors are:

Table with columns: Name, Shares, Amt. paid. Includes: Lt.-Col. James Munro, Embro (president) 101 \$10,100; W. R. Travers, Toronto (vice-president) 82 8,200; Allan Eaton, Mt. Nemo, Ont. 118 11,800; Burge Gundy, Kilbride, Ont. 229 22,900; W. G. Sinclair, Zimmerman, Ont. 100 10,000; A. Grooves, M.D., Fergus 56 5,600; John F. Ford, Omagh, Ont. 50 5,000.

The above represents the holding of shares by the directors on Jan. 7, 1910, as per the government blue book. It was all returned as paid up. It represents nearly one-seventh of the capital stock.

There were in all about 700 shareholders on that date, most of them being for one share up to 10. They are scattered all over the country, mostly in Ontario.

The largest shareholder appears to be John Tevis, Louisville, Ky., 1120 shares, \$112,000, all paid up. Other stockholders owning 25 shares and over, are: A. W. Augustine, Birman, \$3500; R. L. Brown, Georgetown, \$3000; J. Hale Garland, Montreal, \$17,500; John A. Chapman, Sandwich, \$2500; John Coulson, Kilbride, \$2500; A. J. Downs, Drumquin, \$2500; E. W. Downs, Drumquin, \$2500; Ed Ford, Omagh, \$2500; John Gunby, Kilbride, \$6600; William Gunby, Kilbride, \$3000; G. H. Harbottle, Mt. Nemo, \$3000; E. H. Honeywell, Erin, \$2500; John Kerr, Milton, \$5000; Marshall McKerlie, Port Nelson, \$4000; F. D. McLennan, Cornwall (in trust), \$5000; W. Nesbitt, Toronto, \$10,000; Madeline Newman, Detroit, \$10,000; Robert Noble, Norval, \$3000; H. H. Powell, Lowville, \$3000; Mrs. Mary Scott, Milton (30 shares), \$2000; W. N. Scott, Milton, \$5000; W. G. Sinclair, Zimmerman, \$10,000; F. W. Stair, Toronto, \$5000; U. S. Fidelity & Guaranty Co., \$2500; M. D. Chapman, New York, \$3000.

These own the shares given, but are recorded as not having made payments: M. D. Chapman, New York (in trust), 3850 shares; Thomas Charlton, N. Tonawanda, N.Y., 30; Samuel Merner, Berlin, 50; Gordon Russell, Toronto, 70.

General Manager Travers says the remarks of Judge Harding during the trial at Lindsay were so prejudicial to the bank that they caused a "run" on the bank. He believes he could, if given the opportunity, in three months pay creditors 100 cents on the dollar, and have a profit besides.

The Canadian Bankers' Association will appoint a curator to-day, knowing it, seemed to guide the Lindsay case so that it was not the defendants who were on trial, but rather the Farmers' Bank. Take for instance, the admission of the evidence relative to the large loan to the Keeley Mine. That may have been all right, but if it was not fair to exclude the evidence of reputable mining engineers like Frank C. Loring and Kenneth Rose as to the value of the Keeley Mine, and its stable security for the loan. Was it or was it not damaging to the credit of the bank to have Judge Harding describe the Keeley Mine as 'A hole in the ground'?"

"Then in that incident where Judge Harding ruled out the evidence of Messrs. Loring and Rose, and said that the question for trial was not how valuable the Keeley Mine was, but rather the question of the sanity of a banker who would invest so much in a mine. Was that or was it not a statement uncalled for and having a tendency to shake public confidence in the Farmers' Bank of Canada? Could any bank stand such criticism of its business without having its credit impaired? Is there any charter bank in Canada that may not have had

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GOTHAM SHAKEN BY TERRIFIC EXPLOSION

Caused by Illuminating Gas, Touched Off by Electric Spark—Trolley Car Lifted Off Trucks and Dumped on Automobile—Ten Dead and 125 Injured.

NEW YORK, Dec. 19.—The very heart and backbone of Manhattan Island were shaken this morning by a terrific explosion of illuminating gas in the auxiliary power house of the Grand Central station. Ten persons, two of them women, were killed, 125 were injured, and property was damaged to the extent of \$200,000.

Four workmen, who are missing, are believed to have perished, and 98 of the 125 injured were removed to hospitals. Of these, eight may die.

Traffic on the New York Central Railroad ceased entirely for some hours and was discontinued for the rest of the day, but the new station itself, now in process of construction, was not damaged.

Dead: Nicolao Gistucel, laborer; Patrick Jordan, laborer; E. B. Livermore, Pullman car inspector; C. McMarrow, laborer; Edith Offner, stenographer; Mary B. Pope, Charles Roberts, expressman; Frank J. Williams; John Ryan, laborer; Gathair Johnston, electrician.

The injured include laborers and other employees of the railroad, pedestrians, bystanders and others in the vicinity of the accident. A passing surface car, carrying seven passengers, was lifted from its trucks and hurled into an automobile, which was overturned. Four of the seven passengers were killed outright, but the chauffeur of the motor car was only cut and bruised.

The property damage is estimated tonight at from \$200,000 to \$300,000.

Felt For Miles. The force of the explosion ran north and south for two miles along the rocky ridge that is the backbone of the island, and east and west for a mile. Foundations were jarred, walls were shaken out of plumb, windows were blown in by the thousand, ceilings came crashing down on the heads of those beneath, and a great mass of plaster, falling with pulverized glass that topped the shoe soles.

As nearly as can be determined, this was how the accident occurred. A train load of empty passenger cars, hauled by an electric motor, in charge of Albert Seagraves, got out of control of the brakes, crashed into a steel and concrete buffer, passed over the top of it, and rammed a pile of lumber being piled up in a yard, and one half inch of steel main, connecting the tape from which the trolley No. 2, direct-gear cars are charged at 250 pounds to the square inch.

When workmen set to clearing away the strewn lumber, it was assumed that one of them dropped a steel tool across the third rail, there was a flash of electricity and the great reservoir of accumulated gas exploded.

The roof of the house No. 2, directly across the street from the power-house, rose up in the air. A shower of glass, bricks, mortar and splintered timbers began to rain down on the pavements. In an instant the streets were filled with prostrate men and women, blown flat by the shock of the detonation.

COLLISION MAJORITY OVER UNIONISTS 123

Last Three Results Not Yet Made Known—Unionists Suffer Net Loss of One.

LONDON, Dec. 19.—With the final ballots to-day, the general elections have come to a close. To-day's results are not yet known, but these last three seats were formerly held by a Liberal, a Nationalist and an Independent Nationalist. The standing of the parties to-night is as follows:

Table with columns: Party, Seats. Includes: Government Coalition 270; Liberals 123; Labourers 107; Nationalists 72; Independent Nationalists 19; Opposition: Unionists 272; Coalition majority 123.

The return of the Nationalist and Independent Nationalist in the constituencies yesterday remaining to be heard from is considered certain, but there is a possibility of a change in Wick, Burgess, in Scotland, which was represented in the last parliament by a Liberal, M. Munro. The Liberal majority in this district in the January election was 28, and it is considered doubtful if the Unionists can overcome this.

The elections have been the most remarkable in the history of British politics, and have upset entirely the calculations of the Unionists, who had seriously expected to gain not less than twenty seats. On the contrary, the Unionists have not only gained nothing, but are likely in the end to suffer a net loss of one.

A brief period of quiescence is expected to follow the final announcement to-morrow, and after that the government leaders will endeavor to carry out their plans for curtailing the power of the lords, and carrying into effect other important measures in the new parliament.

Belated Results. ESSEX (Romford)—Sir J. H. Bethell (Lab.), 2119; T. W. Griggs (U.), 1830; Liberal majority, 289. Unchanged. Previous majority, 157. FALKIRK BURGHS—J. A. MacDonald (Lab.), 625; J. Young (U.), 625; Liberal majority, 203. Unchanged. Previous majority, 210. WILTSHIRE (Wilton)—C. Bathurst (U.), 454; F. E. N. Rogers (Lab.), 349; Unionist majority, 105. Unchanged. Previous majority, 97.

THE LITTLE NIP. Thos. T. Rolph, vice-president of the Little Nipissing Cobalt Mining Company, is at present in Europe, but it is understood that he has agreed to accept the presidency made vacant by the resignation of Reginald Eyre, barrister. The secretary of the Little Nipissing Cobalt Mining Company is W. S. Milne, who is prominent in many activities in the life of Toronto, and whose energy as secretary of this company is pre-eminent.

MR. FIELDING WORSE. An intimate friend of Hon. W. S. Fielding, minister of finance, said to The World to-day: "I am afraid Mr. Fielding will never appear in the house of commons again."

This is taken to mean that Mr. Fielding's physical condition is worse, not better, since his sojourn in the U. S.

"The Happiest Night of His Life." It is not an easy matter for one to call to mind the happiest night of his or her life, but those who were fortunate enough to be at the Princess Theatre last night when Victor Moore appeared in "The Happiest Night of His Life," certainly had one extremely happy night.

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