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**PROBS**—Milder to-day, with some light snow  
falls; turning colder again Wednesday.

## COUNCIL ORDER LICENSE REDUCTION AFTER AN EXCITING DEBATE OF FIVE HOURS REFUSE REFERENDUM VOTE 13 TO 10

**Council Chamber Crowded With Pro and Con Deputations and "Doubtful" Aldermen Were Evidently Carried Away by a Temperance Tide—Ald. McMurrich Fails on Compromise Amendment.**

**FINAL VOTE ON THIRD READING  
IS CARRIED BY 15 TO 8 MAJORITY**

### How Council Voted.

On Ald. Lytle's amendment to the bylaw, to provide for submission to the people:

**FOR**—Controller Ward, Ald. Lytle, Chisholm, Stewart, Sanderson, Church, McBride, McMurrich, Whytock and McGhie—10.

**AGAINST**—Mayor Oliver, Controllers Hocken, Spence and Harrison, Ald. Foster, Hales, Bredin, Bengough, Vaughan, R. H. Graham, Keeler, J. J. Graham and Adams—13.

On Ald. Keeler's motion to suspend rules to allow third reading: Ald. Chisholm, McGhie, Whytock and Lytle joined the reductionists, making the vote 17-6 in favor.

For final reading: Ald. McGhie and Chisholm moved for bylaw, which was carried, 15-8.

Ald. McMurrich's motions (1) to reduce number by 9 only, and (2) by 24, were defeated on same vote as on Ald. Lytle's amendment.

There will be only 110 hotels in Toronto privileged to sell liquor after May 1 of the present year, the city council last night, after a discussion of more than five hours' duration, deciding to order the board of commissioners to strike off 34 of the 144 licenses at present held. It is now for the commissioners to proceed with the preparation of a list of those hotels which they may consider to serve the public least in the matter of guest accommodation, and to refuse them licenses in May, the period of annual renewal.

The test vote, which really showed the strength of the opposing forces, was on Ald. Lytle's motion to defer the third reading of the proposed bylaw until the electors had had the question submitted to them. The line-up was:

**FOR**—Controller Ward, Ald. Stewart, Chisholm, Sanderson, Church, McBride, Lytle, McMurrich, Whytock and McGhie—10.

**AGAINST**—Mayor Oliver, Controllers Spence, Harrison and Hocken, Ald. Foster, Hales, Bredin, Bengough, Vaughan, Keeler, R. H. Graham, J. J. Graham and Adams—13.

**Council Chambers Crowded.**  
While the final reading might have been deferred until the next meeting of the council, two weeks hence, the struggle really ended with the above vote, Ald. McGhie, Chisholm, Lytle and Whytock voting with the majority, which permitted the introduction of the bylaw for its final reading. This ceremony, performed by Mayor Oliver, was accompanied by a burst of enthusiasm from the assembled band of temperance workers.

The council chamber during the afternoon was crowded to its utmost capacity, the available floor space and the galleries being closely packed with a demonstrative and intensely interested audience. A large deputations of ladies, actively interested in the temperance cause, occupied seats on the east side, while there was on hand a small army of clerical men and prominent blue-ribboners. There were also present many scores of citizens opposed to reduction, and the sentiments of the speakers were cheered to the echo, Mayor Oliver making little attempt to preserve the customary staid decorum of the chamber.

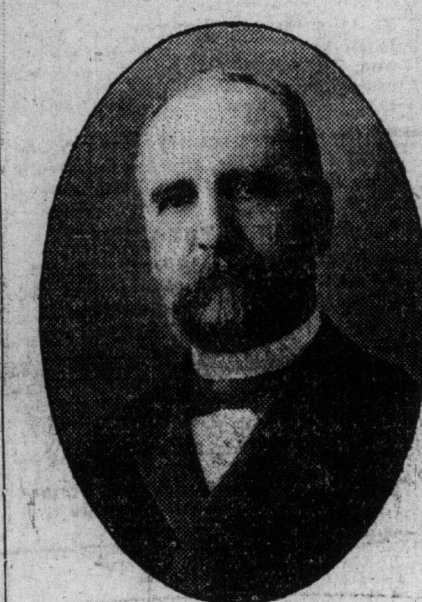
The attendance at the night session, while not so overwhelmingly large, was nevertheless sufficient to overtake the seating accommodation.  
**The Silent Vote Did It.**  
It was the vote given by Ald. Foster and Ald. Adams, neither of whom had previously committed himself for reduction, which turned the scale. Neither apparently thought it politic to say a word, and allowed the long debate to wind thru its weary course in silence.

After Ald. Lytle's amendment had been voted down, there came a warm discussion as to the rules of procedure. Controller Ward moved that the bylaw be not read a third time, but he was till next meeting. Controller Spence held that the motion was out of order, and was supported by the mayor, whose ideas did not appear to be of the clearest. Ald. McMurrich's view was that, unless the rules were suspended, the third reading must stand over, and this the mayor, after consulting his manual, confirmed.

**Bad Tactics.**  
It was in vain that Controller Ward declared, amid general hubbub, that to vote to suspend the rules by a two-thirds vote meant paying the way for the passage of the final reading on a simple majority. The supporters of Ald. Lytle's amendment were either inclined to throw the sponge or confused as to the real meaning of the vote. Anyway, the two-thirds vote necessary was obtained on the following division, on motion Ald. Keeler:

**FOR**—Mayor Oliver, Controllers Hocken, Harrison and Spence, Ald. McGhie, Chisholm, Vaughan, R. H. Graham, R. H. Graham, Hales, Bredin, Bengough, Lytle, Whytock, Foster, Keeler and Adams—17.

**AGAINST**—Controller Ward, Ald.



**ALD. LYTLE**  
Who Moved to Refer the Question to the Electors.

Church, Stewart, McMurrich, Sanderson and McBride—8.  
The battle was now practically over, and on the third reading Ald. Chisholm and McGhie climbed on the band wagon, so that the bylaw became fixed and irrevocable on the following line-up:  
**FOR**—Mayor Oliver, Controllers Hocken, Harrison and Spence, Ald. Adams, McGhie, Chisholm, Vaughan, J. J. Graham, R. H. Graham, Hales, Bengough, Bredin, Foster, Keeler—15.  
**AGAINST**—Controller Ward, Ald. Church, Stewart, McBride, Sanderson, Lytle, Whytock still stuck to his guns and moved that the number of licenses be limited to 135. The vote was the same as on Ald. Lytle's amendment to reduce the number of licenses to 110. The result was the same.

"Same old crowd," commented a temperance enthusiast, whose remark was warmly resented by Ald. Sanderson, who elicited a round of applause by the heated declaration that those who voted against reduction were as worthy citizens as anyone else.

It was the board of control that really turned the trick. Two of the board members had privately declared their belief that it wasn't a fair deal to order the reduction without a reference to the people voted against Ald. Lytle's amendment.

**Draft Bylaw Submitted.**  
The proceedings opened with the submitting by Ald. Keeler, seconded by Ald. Hales, of a draft bylaw providing for the cutting off of forty-four licenses in hotels. The first and second readings were then carried with little dissent, only Controller Ward and Ald. McMurrich, Stewart and McBride dissenting. It was realized that the fight would be in considering the matter in committee of the whole, as a preliminary to presenting the bylaw for its third and final reading.

A deputations consisting of Rev. J. A. Turnbull, Rev. Dr. Sowerby, I. F. Hellmuth, K.C., and A. R. Boswell, K.C., was then introduced. Rev. Mr. Turnbull said that he and Rev. Dr. Sowerby represented the General Ministerial Association, comprising all the principal religious denominations of the city, who were united together in support of the motion. He declared that two-thirds of the men paying for aid in the city had been brought to a condition of want thru intemperance, and that as the council had authority from the government to cut off licenses it was invested with full responsibility.

**Hotelmen's Case.**  
Mr. Hellmuth said he represented the hotel-keepers whose livelihood was threatened. As to the city's population had doubled in 20 years, the number of licenses remained the same. There was reason to be proud of Toronto, which was one of the most moral and sober cities on the continent. (Applause.) Mr. Hellmuth quoted Controller Spence to this effect. He referred to the emphatic decision of the people, and said that \$1,000,000 had since been spent in intemperance.

## WALTER CAMPBELL DEAD IN RAILROAD COLLISION

**Primary Cause of Wreck Was Broken Axle—Freight Crashed Into and Disabled Train.**

(ST. CATHARINES, Jan. 27.—(Special).—The periodical train wreck on the Grand Trunk Railway at Merrittville occurred at a spot known as McKenzie's Crossing, only a few hundred yards distant on the easterly side of the station to-night, whereby Walter Campbell, whose home is in Mimico, lost his life, and two freight trains were badly demolished.  
The accident was of a most peculiar nature. A heavy thru freight train was coming down the grade on the Welland division at a fair rate of speed and had just approached the junction with the main line when the axle on one of the centre-cars suddenly snapped. As a result a portion of the body was thrown into a shallow ditch, and a portion fell over on to the main line. A fast freight, due from Niagara Falls, approached the station simultaneously, and ran head-on into the wreckage from the other train. The mixup was quite serious and traffic was blocked till after midnight the auxiliary crew from Niagara Falls being almost an hour in arriving.

Campbell was a brakeman on the Welland division train. He is thought to have been on the top of one of the cars and to have been thrown beneath the wreckage when the axle broke. When the body was removed from the wreckage life was extinct. Death apparently having been instantaneous. One leg was completely severed from the body, the right arm was frantically crushed, the head was bruised, face cut and bruised, and the ankle and right foot was smashed.

When Coroner Merritt was notified he hurried to the scene of disaster, and after giving orders to remove the body to the morgue, he had been made arrangements for holding an inquest to-morrow.

**REFERRED CAR LINE BACK.**  
City Council Decides to Forward Plan of Route to Minister of Militia.

The routine business of the city council was rushed thru in short order, following the vote on reduction.

The board of control's recommendation, that the proposed eastern entrance into the exhibition be laid over, so that a plan of the proposed route might be laid before the minister of militia, was approved.

Controller Harrison, replying to Ald. Church's query, said the city's legal department had taken no steps as yet to re-route the Hamilton Radial Railway.

**Running Full Time Again.**  
ST. THOMAS, Jan. 27.—(Special).—The Per Marquette shops resumed full time here to-day with the full staff of 290 men. It is stated that the staff will be shortly increased by 100 men.

**Rates Lower; Profits Larger**

PETERBORO, Jan. 27.—(Special).—Peterboro waterworks system during 1907 yielded the city a surplus of \$7500, the largest on record. The total receipts exceeded \$34,000. The system now has over 2400 consumers, and has netted a surplus every year since purchased by the city six years ago, while the rates have been reduced about forty per cent from low-set charge when the plant was under private ownership.

MR. BORDEN: Come 'way from there. Don't you see it's dangerous?  
WILF.: I don't see it's any more dangerous here than there.

## Documents Produced Show a Suspicious Tender for Limits

**Question for Hand Writing Experts is Involved—Premier's Explanation in Delivering the Papers.**

OTTAWA, Jan. 27.—(Special).—The moon came down. At the same moment the original documents in respect to the granting of certain timber limits in the northwest were laid on the table of the house this afternoon.

After routine proceedings, Sir Wilfrid rose to make the statement he promised he would give "after the house shall have cooled down." The prime minister said:

"I stated the other day that I would make to-day a statement to the house with regard to the question which occupied its attention for some time last week. I have not to go back upon the position which has been taken by the government with regard to members of the house obtaining original documents."

"The motion of the hon. member for St. Antoine (Mr. Ames) having been disposed of, it has been observed that the hon. member could not renew his motion except by unanimous consent of the house. Perhaps the point of order is not yet taken, but I think it is better always to adhere to the rules of the house, and under the circumstances I have asked the minister of the interior to place upon the table of the house the originals sought for."

"It has been represented to me that it would be inconvenient to break up the day, therefore, I now lay it on the table of the house for inspection by the honorable member, or other members, to be returned by the clerk of the house to the department of the interior as soon as it is disposed of."

The announcement of the premier was greeted with opposition applause, and the incident was then closed.

**What Documents Disclosed.**  
The examination of the originals by Mr. Ames disclosed some important information. Two of three tenders for one million dollars are unmistakably in the same handwriting. The lowest in the same handwriting is a tender of \$100,000. The price named is \$1000. The second tender is for \$5000. The third is for \$1000, and is signed by W. H. Nolan, a broker of Montreal. The two tenders of Fraser and Nolan are in the same handwriting. The supposition is that the individual in whose interest the lowest tender was put in, protected himself by also putting in a second with the amount to be filled in by someone in collusion in the department of the interior, who was instructed to fill in the blank with an amount slightly in excess of the bona fide tender, so that the individual would be sure to fill to the party who had offered a sum less than one of the tenders.

It was also discovered in a cursory examination of the papers that the timber limit was transferred by Nolan to the Imperial Pulp Company.

Sir Daniel McMillan, present lieutenant-governor of Manitoba, in the head and front of the Imperial Pulp Company, and his initials are affixed under the signature of the company.

It is a curious fact, however, that the

AS IT LOOKS TO HIM.



## CANNERS FORM NEW COMBINE

**About 40 Companies  
Interested in New  
Association.**

The Independent Cannery Association has stepped forward to take its part in the industrial affairs of Canada. Its existence dates from yesterday, when it was formed at a meeting in the King Edward, at which were represented all the canning companies left outside of the Canners, Limited, formed a couple of years ago by the amalgamation of thirty-three canning companies.

Its avowed object is to fight the big trust, but it is no doubt calculated to strengthen the independent men in competing with the larger concern. As stated in the resolution the object of the association is "to meet from time to time to discuss all matters relative to the interests of canners for their mutual benefit, advantage and protection. About forty companies are interested in the new association."

E. D. Smith, M.P., Winona, presided, and was elected president of the new association. The other officers are as follows: Vice-president, A. Baker, The Old Homestead, Pictou; secretary-treasurer, R. W. Ball, Essex Canning Company, Toronto; executive committee, F. G. Lowe of J. H. Withey & Co. of St. Catharines, W. Eckhardt of Gorman, Eckhardt & Co. of London, S. E. Macpherson of the Farmers Canning Company, Ltd. of the Burlington Canning Company, Burlington; legislative committee, M. F. Smith of the Oshawa Canning Company, W. A. Carson of the Napanee Canning Company, and H. T. Reason of the St. Thomas Canning Company.

One resolution passed yesterday related to government inspection of canning factories. The meeting approved the strictest inspection, but urged that the inspector should name the places he found fault with and not speak generally and throw suspicion on a whole district, as at present.

**F. B. Lord is Dead.**  
NEW YORK, Jan. 27.—F. B. Lord, a well-known lawyer, died to-day.

## City's Population 355,726.

The 1908 directories will be ready on Friday for distribution. According to the estimate of the publishers, the population of the city is now 355,726. This figure is arrived at by multiplying the individual names by 2.34, as a probable average of family representation. There are 11,609 more names than in last year's book, which estimated the population at 323,801.

That there are numerous changes recorded is shown by reproductions of canvassers' sheets, in which, on East Adelaide-street, out of 41 names, 27 are changed; on Dundas-street, 28 changes in 42 names, and on Balmoral-avenue, 14 in 27.

By the use of better display type, it will be easier hereafter to locate the streets in the classified list, and a system of underlines improves the classified list of firms, etc.

**Central Store for Rent**  
For years occupied by W. H. Clubb.  
Possession about April 1st.  
**H. H. WILLIAMS & CO.,**  
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28TH YEAR

## THE BENEFIT OF THE GEORGIAN BAY CANAL

**McCool, M.P., Presents  
Strong Argument on  
the Possibilities  
Waterway  
Affords**

OTTAWA, Jan. 27.—(Special).—The Georgian Bay Canal project was discussed in the house this afternoon, on motion of Mr. McCool (Nipissing) asking for papers. Mr. McCool began by giving an interesting history of Upper Ottawa, from the time of Champlain. The routes used by the early voyagers of the Hudson Bay Co. and similar concerns had in most cases turned out to be the ones suitable for commercial purposes. Proceeding, he recited a record of previous surveys of the Georgian Bay Canal route, including the surveys of Smith, McLeod, Coulter, Fraser and Wisner, the latter estimating the cost of a 20-foot waterway at \$30,000,000, and strongly urged the commercial possibilities of the undertaking.

In 1894 the government instituted the survey of a portion of the route, the result of which was that referring to the French River section had just been laid before the house. Among the eminent men who had given support to the scheme were: Sir William Van Horne, J. J. Hill, Hon. John Haggart, Hon. N. A. Belcourt and Mr. Poupore, ex-M.P.

**Mostly Open Navigation.**

Mr. McCool gave figures derived from the report already published showing that the canal from Georgian Bay to Montreal, 440 miles, was made up of 37 miles of open navigation, 55 miles of improved channel and 27 miles of canal. As far as saving in time in the Georgian Bay route over the present St. Lawrence, it was calculated that a vessel using the former route could make the round trip from Port William to Montreal, discharge, reload and return in 12 days. The actual time of the voyage each way would be five days, with one day each for discharging and loading return cargo. Against this the round trip via St. Lawrence takes 21 days, with similar despatch of loading and unloading. The intention was to have a canal 22 feet deep, with locks capable of passing vessels 650 feet long, 60 feet beam and drawing 21 feet. As for safety of route, it was incomparably greater than the present route of navigation from the head of Lake Superior to the head of ocean navigation.

Such was the progress of development in Manitoba and the Northwest that in ten years, notwithstanding the existence of three transcontinental railways and a possible railway from Winnipeg to Hudson Bay, the quantity of grain and other farm products to be carried would overtax the transportation facilities of the country. The Grand Trunk Pacific would open up in Ontario alone, he said, sixteen million acres of excellent wheat lands. The Township of Nekebec, which at the last census contained 13,000 souls, had a population to-day of 30,000; nor was this altogether due to mining development, but to the increasing space. The fact that Sir Thomas Shaughnessy and Sir William Van

Continued on Page 6.

## NO MINISTER DELEGATED TO CONFER ON RADIALS

**C. H. Ritchie, K.C., and James  
Leitch Go to Ottawa to Meet  
Hon. G. P. Graham.**

OTTAWA, Jan. 27.—(Special).—Hon. G. P. Graham to-night received a telegram from Attorney-General Foy thanking him for his acceptance of the suggestion for a conference on the Hamilton Radial Bill and stating that C. H. Ritchie, K.C., and James Leitch, chairman of the Ontario Railway and Municipal Board, would come to Ottawa to-morrow.

Considerable comment is heard in the lobbies to-night over the proposed conference. In government circles there is a feeling of disappointment that a member of the Ontario Government was not delegated to confer with the federal authorities on the important matter of the jurisdiction of the two governments over electric railways, and it is suggested that the conference may not effect any result, particularly as questions of policy would require to be discussed and representatives of the province may not possess the authority to deal with them.

**POLITICAL DEADLOCK.**

BRANTFORD, Jan. 27.—(Special).—The political deadlock in the council was unbroken to-night after four hours session. The vote stands Conservatives 8, Liberals 8.

**Blenheim Widow Found Dead.**  
BLENHEIM, Jan. 27.—(Special).—Mrs. Robert Hennes, a widow, was found dead on the floor of her home by neighbors to-day. She was subject to epileptic fits.