

THURSDAY MORNING

A BI-LINGUAL DEBATE ON TOBACCO GROWING

Member for South York Takes Up
the Cause of the Canadian
Growers.

OTTAWA, Jan. 8.—(Special).—The encouragement of the tobacco industry and the respective merits of the Canadian and foreign tobacco are the principal topics of discussion today. Several of the French-Canadian members spoke in their own tongue, complaining that the regulations of the department hampered the industry, and there was a consensus of opinion that the special stamp for Canadian leaf, generally considered the brand of inferiority, should not be employed.

Mr. Dubeau (Joliette) moved the return of documents received by the government since 1904 regarding amendments to be made to the inland revenue act for the purpose of encouraging and promoting still more the Canadian tobacco industry.

While he praised the government for its doing something to encourage the industry he found fault with the stamp system, and thought more experts should be appointed.

F. D. Monk (Jacques Cartier) suggested the establishment of experimental stations. The regulations were unfair to Canadian growers and should be amended.

Growers Have a Grievance.
W. F. Maclean (South York) said he had read some correspondence bearing on the tobacco industry, and he found that the growers had a substantial grievance. It was complained that the regulations of the inland revenue department were not fair to them, and that they could not continue in the business.

There was no reason, in Mr. Maclean's opinion, why Canada could not raise the great bulk of the tobacco consumed here. Hon. L. P. Brodeur asked whether the regulations to give greater encouragement to the growers were unfair, and Mr. Maclean promised to lay the correspondence before him.

Duncan Ross (Yale-Cardbo) speaking for tobacco growers in British Columbia, suggested a revision of the regulations to give greater encouragement to the growers.

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MANITOBA BOUNDARIES AND FOREIGN RELATIONS

Questions Discussed in House of
Commons—Trade With Japan
—Railway Subsidies.

OTTAWA, Jan. 8.—(Special).—In the house this afternoon R. L. Borden asked the first minister if any steps had been taken by the government to obtain the consent of the legislature of Manitoba to the proposed extension of that province. Had the nature of the extension been communicated to the legislature?

Sir Wilfrid replied that the government did not require to take any such steps. In introducing this legislation they were complying with the request of the Province of Manitoba and it would be for that province to say if it accepted the boundaries.

Two new members were introduced to-day, C. B. Major of Lethbridge and B. T. Caron of Regina. Sir Wilfrid introduced both amid government applause.

Hon. William Pugsley replied to Mr. Staples that \$25,000 had been spent on the St. Lawrence River. The contract was made with the Red River. The Polesons of Toronto had the contract for this amount. The boat was built for the reconstruction of the locks on the St. Lawrence River.

Hon. G. P. Graham said, in reply to Mr. Boyce, that 60 miles of the main line of the Algoma Central and Hudson Bay Railway had been completed, 20 miles of the branch lines and nine miles of side tracks, for which sub-sidies of \$411 had been paid. On the Manitoulin and North Shore Railway 14 miles had been completed, the subsidy being \$200 a mile.

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NET AVERAGE CIRCULATION FOR DECEMBER, 1907

DAILY - - - - 40055
SUNDAY - - - - 40048

TRANSPLANTED KIDNEYS RESULTS ARE NORMAL

Effects of Operations by Dr. Carrel
of the Rockefeller
Institute.

Transplantation of the kidneys from one animal into another without loss of function is the remarkable scientific achievement of Dr. Alexis Carrel of the Rockefeller Institute for Medical Research on which Dr. Simon Flexner, president of the institute, predicated his prophecy that it will soon be possible to cure the fatal disease of the lower animals to man.

Dr. Flexner's prediction and the facts that have been known concerning the series of experiments in vivisection conducted by Dr. Carrel have excited intense interest among surgeons. At the Rockefeller Institute, Dr. Carrel transplanted kidneys from another cat to a cat which had been operated on by Dr. Carrel.

Dr. Carrel's operation was successful. The cat which had been operated on by Dr. Carrel died in 1907. The cat which had been operated on by Dr. Carrel died in 1907.

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BOYD PAYS PENALTY FACES DEATH PENALTY

Execution at the Jail Viewed by
Only a Few—Took Place
Indoors.

"Ready? Yes, sir," these words uttered in answer to the greeting of his executioner were the last words uttered by John Boyd, who paid with his life at the jail yesterday morning for the murder of a woman.

Boyd was taken to the gallows at 10 o'clock, and five minutes later with a deafening clang of the falling trap, which drowned the closing words of the prayers of the attending clergyman, Boyd was shot downward into eternity.

He never moved after the fall. The neck pulse at the wrist was gone and in five minutes more the last waning beat of the heart was still. Boyd was hanged in the room on the north side of the east wing of the building. He had not more than 100 feet to walk from his cell and the warden had been the case with executions held heretofore. The procession to the gallows was led by Sheriff Mowat and followed by Rev. Frank Vipond and Rev. E. B. Thompson. There came Boyd, and followed by John R. Radcliffe.

As they came down the hall the clergymen repeated a psalm service. Boyd was apparently calm. His face was utterly devoid of expression, and he showed no sign of weakness, save for a slight shiver of the body.

Turning into the room in which the drop was arranged he was placed upon the trap door and the warden adjusted the black cap over his head. He bowed a strap securely about his neck and then, turning, he looked at the warden and said: "Lord's prayer, please."

The clergymen began that simple petition and as they read the warden shot with a loud clang and Boyd disappeared from view, dropping several feet into a like room in the corridor below. The rope, a three-quarter-inch manila cable, according to the hangman, had not been stretched previously. It slipped over the man's chin, but caught about the lower lip and the neck was broken.

Boyd, according to those who passed the last hours with him, was calm and resigned. He slept well and ate a good breakfast.

Coroner Elliott held an inquest at the jail.

The hanging was the most private yet performed in the city. Only about 15 persons were present.

MR. SHEA IN "THE BELLS."

As Mathias, in "The Bells," Mr. Thomas E. Shea gave another of those clever character interpretations that have made him famous. Last evening the Grand was taxed to capacity, and the Grand was obliged to step out of the character for a few moments and thank the audience for their kindly expression of appreciation of his and the company's efforts. To-night Mr. Shea will again be seen in his new role, that of a man who is a "bell-ringer."

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"CARS RUN," BOARD SAY

Continued From Page 1.

Devey. He knew the old construction. The ties were laid in three-foot centres, in old macadam, and the road was in bad repair. The new ties were laid in ten-foot centres in concrete six inches deep, but 12 inches deep under the rails. The rail concrete constituted longitudinal girders 20 inches by 12 inches, spiked every ten feet. The concrete formed a compact mass from curb to curb. Blue prints of the old and new constructions were submitted with plans of the road in dispute.

Chairman Leitch: "Is the road replaced substantially as well as before it was taken up?"

Mr. Abrey: "It is."

The chairman: "Is it safe for the Toronto Railway cars for the double track cars?"

Mr. Abrey: "It is."

Mr. Anderson: "How does it compare with the old construction?"

Mr. Abrey: "It is much better."

The chairman: "Have you any tie rods?"

Mr. Abrey: "Yes, the same as before."

Mr. Anderson: "What makes it a better road?"

Mr. Abrey: "It is of modern construction and is better in every way."

"Unsafe," Says Bicknell.

"I can show that this evidence is absolutely misleading," said Mr. Bicknell. "My instructions are very strong from competent engineers who have had experience in construction of railways, not engineers such as the witness who has just been heard."

"There is no justification for such language," objected Mr. Anderson. "It is absolutely unsafe to run heavy cars over that particular piece of road," said Mr. Bicknell. "The construction is fundamentally wrong. The witness himself declares that it is entirely different from that which took place before. The contract distinctly provides that the rails of the suburban should be replaced in the same condition. There is a great difference of opinion as to whether the road is safe or not, and I submit that your honor should not make any order without taking the evidence."

The chairman: "We will make an order."

Mr. Bicknell: "An interim order will not be of the slightest use, as the cars cannot run. With very light traffic on the 'Y' at Humberstone the track has already sunk. That would be with heavy traffic over five minutes."

The chairman: "Well, we will see how it will pan out."

Mr. Bicknell: "I respectfully say, I don't think you will."

Refusal to Run Cars.

The chairman: "You won't run the cars, then?"

Mr. Bicknell: "No, we will not. We are under no obligation to run them. We are not going to under any obligations not imposed by statute."

The chairman: "Well, we have the right to make the order and we will do so."

Mr. Bicknell: "We are not going to risk ourselves, the lives of our passengers (laughter), our rolling stock, or anything else."

The chairman: "