Montreal Electors, Irrespec-

tive of Race and Creed,

Unite to Clean Up

tics.

MONTREAL, Feb. 1 .- (Special.) -

ne Montreal civic electorate, irre-

pective of race and creed, have em-

natically repeated thir splendid ver-

lict of September, when a board of

ontrol was voted for, by a magnin-

The grafters, however, died hard, yet to-day finished their career as civic administrators. In the first

lace, Hon. J. P. B. Casgrain, altho rsonally a good man, was condemned

or the company he kept, and Dr. J. J.

Looks Bad for License Holders.

The stiffest fight was, however, in

the west ward, where the liquor peo-ple endeavored to defeat Alderman

ahead of his eppenent,

Fraser, looked upon as a very strong

Ex-Mayor Payette as a candidate

The following gentlemen compose the

Ann-O'Connell; St. Joseph-Dan-

n; St. Mary's-Dr. Doux; Hochelaga

Carceau; St. Jean Baptiste-Leclair; Duvernay-Clement; Gabriel-Mona-

then; St. Denis-Tetrau; S. Henri-

Letourneau; St. Cunigonde-N. La-

pointe; Mt. Royal-Proudhomme; De-

imier-Mayrand; Laurier-Turcot.

Of these, Proudhomme is the only one on the reform "Blacklist" to be

re-elected. His offence was in voting with the rest of the infamous "23" for

high contracts, in which it was believ-

Trouble Makers Beaten.

"graft" to the contractors largely

Probably the most crestfallen men in

coffrion and Ecrement, M.P.'s for

Chambly-Vercheres and Berthier,

in the race campaign put up by Senator Casgrain and his friends. They made

he most violent and offensive speeches,

trying to incite their compatriots

against the idea of electing an Ling-

lish-speaking mayor, yet they are met with the fact of every French ward in

the city giving great majorities for

ority, with 130 polls yet to be reported.

e is strongly endorsed, among his kers being the Manitoba Grain-Grow-Association, the Live Stock Associa-several other associations, municipal nells at

Majority Over 9000. At midnight the doctor has 9054 ma-

cent majority.

- Civic Poli-

2 | - 38 | THE

y 1, 1910.

finish.

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DISEASES,

RAHAM

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Meat.

30TH YEAR.

PROBS: Southerly winds; milder; fair at first,

11may10-15344 WILL TORONTO

FOR Y.M.C.A.?

Local Institution Needs Four New Buildings for Work Among the Boys.

RAISE \$600,000

"Boys will be boys" was a saying of past generations, but the new age understands that "boys will be

This is why the Y. M. C. A. idea takes hold of people with a firmer force and a more thoro realization of its practical character than any other that claims the attention of the public.

other that claims the attention of the public.

The undenominational atmosphere of the Y. M. C. A. is perhaps the finest product of our civilization, and the fact that boys of all shades of thought and feeling and family connection can mingle together under its auspices and imbibe the moral strength and the manly habits of its traditions appeals to parents who are unable to choose companions for their boys, and who are happy to know that they will get no harm in the good company of the Y. M. C. A. crowd.

Toronto has entered upon a Y. M. C. A. campaign with the object of getting a fund for the erection of four adequate buildings in different quarters of the city. In several large cities in the United States in recent months similar campaigns have been carried on, and everywhere with distinguished success. New Haven raised \$180,000 without a wink. In Boston they gathered \$500,000 in two weeks without any apparent effort. Even Victoria, B. C., was able to raise upwards of \$100,000 with the slightest amount of trouble. Hamilton recently had a smaller campaign and the citizens responded well.

Toronto has to get busy and put up this \$600,000 in record time. What has anyone got to recommend? What will anyone do to help? What will anybody give? G. A. Warburton is the secretary, 415 Yonge-street.

personally a good man, was condemned for the company he kept, and Dr. J. J. Guerin, ex-minister in the Quebec cabinet, and ex-M.L.A. for St. Anns. is mayor of Montreal by many thousands majority, receiving a majority in Almost every ward in the city. In fact, the majorities in the French wards, where the proprietors voted against their compatriots in order to emphasize their desire for clean government at the city hall, were splendid. The English and Irish sections of the metropolis also went to a man for the successful candidate, and for the first time since the palmy days of James McShane, the Irish-Canadians have a representative of their race at the head of civic government.

Reform Board of Control.

The electors also did nobly in the way of reaffirming their verdilet on the question of a board of control. The entire slate of the citizens' committee for the controllers are elected by a good majority, one feature being the handsome manner in which the French districts voted for F. L. Wandlyn, the English-speaking representative on the board.

H. Mercler, M.L.A., and a son of the late Premier Mcrcler, also policed a strong vote, and ft looked at one time as if he would defeat Dr. Lachapelle, who was on the so-called official slate. As a matter of fact, almost every slatermanic candidate endorsed by the citizens committee was returned today, mostly by large majorities. The lamous Ald. Proulx, chalrman of the Cost \$1,400,000.

police committee, went down in St. Jean Baptiste and loses his deposit, while Giroux, of roads fame, was likewise defeated in St. James. work of abolishing grade crossings the early closing of hotels, was run down by a new man in St. George's vard, and Alderman Joe Ward, who had supported the Carter bylaw, was re-elected in St. Andrew's by over 500. St. Ann's also rejected Ald. Dan Gal-lery, ex-M.P., electing O'Connell by million dollars.

This was decided to-day as the result of a conference between representatives of the City of Toronto, the board of railway commissioners and the G. T. R. The amount of the cost apportioned to the city is \$400,000. The most important part of the order concerns the Sunnyside crossing. Carter, but the latter came out six While the city will have the right to pass upon the methods adopted, the G. T. R. Co. will undertake the work. All the tracks from the Humber to the Sunnyside crossing will be raised upon an embankment which will exmade a very pood showing for the board of control, and most people are glad of his civic downfall. from Sunnyside crossing to Bathurst-street the tracks will be lowered and the streets will be carried over the

tracks by bridges.
This pian has been rendered possible Resther, acclamation; West-Carter; by the fact that the land from the Humber to Sunnyside lies low, while durand; St. Andrew-Ward; St. George -Boyd; St. Louis-Lamereux; St. Lawfrom Sunnyside to Bathurst it rises Jan. 5. Lafontaine-Dubcau: Papineau-Gau-

higher.

If, later on, it is deemed advisable to construct a viaduct, this can be done easily, for the work when completed will be level from Sunnyside to Bathward and the same than th urst and these can be connected by a

city will pay one-third of the cost of elevating two tracks, the railway bearing the cost of the rest. The C. P. R. only possesses running rights over the cost of the readway too hard. Men had been leaving after about two weeks' work, and he had notified the roadmaster that he

THREE HURT ON SLIDE Arm Broken and Two Are

Badly Shaken Up. injured in a sleighing accident on the Riverdale Hill at 8.30 last night. Two young ladies and a young man were the hill on a bob-sleigh when they struck a broken sleigh in the track. arrive?" All were thrown upon the ice injured.

The young people were reluctant to give any information regarding them-selves and two gave the police wrong addresses. One young lady, about 19 "They were all moved on the north years of age, had her right arm broken. She gave her name as Florence Flannagan and her address as 75

It is believed he will carry every ward. FOR RAILWAY BOARD VACANCY Broadview-avenue, set the bone. The young man gave his name as Oliver Flannagan, and said he was her bro-ther. He was taken to the General Hospital with a broken arm. He is a TTAWA, Feb. 1.—(Special.)—A return bled in the commons to-day shows that blications have been made to fill the cancy on the Railway, Commission used by Mr. Greenway's death. The student at the school of science, and from Webbwood and testified as to lives in residence.

led by Mr. Greenway's death. The serious candidate is Andrew Grafarmer and stock-raiser of Pomeroy, itoba, a cousin of the minister of rail-street. She was taken home in a cab.

THE FINAL POLLINGS.

LONDON, Feb. 1.-(C. A. P. Cable.)-Remaining constituencies to poll num ber three, viz., Glasgow and Aberdeen Universities, Edinburgh and St. An-Remains of the Montreal Street Winnipeg; Matthew Neilson, consengineer of the Montreal Street Winder Strang, Winnipeg; John ord, ex-M.P., Portage la Prairie; n.C. Ross, ex-M.P., Vancouver, and drew's Universities, and Orkney and

FOURTEEN PAGES-WEDNESDAY MORNING FEBRUARY 2 1910-FOURTEEN PAGES

Latest Theory to Account for Spanish River Tragedy -Section Foreman's Evidence Strengthens It.

SUDBURY, Feb. 1.-(Special.)-Evi lence as to gaps between the ends of the rails, where they are joined by fish plates, occupied the bulk of to-day's enquiry into the cause of the Spanish River wreck, in which 43 lives were

The newest theory is that a car wheel, or perhaps the engine, striking one of these openings, broke the connection, and each succeeding wheel pushed rails ahead far enough to cause densityment.

derailment.

J. J. McCabe of Sudbury was called by Crown Attorney Clary to tell of having been startled by two severe joits while traveling over the Soo line a week before the disaster. He was riding in the smoker and between the rock cut and the bridge experienced such a joit that he remarked about it to the other passengers. He had at so gone to tell Roadmaster Conway about it, but did not find him, aand the matter slipped his mind.

To W. H. Williams, K.C., counsel for the C.P.R., witness said it was not like a lurch one would get in striking a curve, but straight up and down, as if a piece of iron had been placed on the rail.

the rail.

Section Foreman's Evidence.

It was from Section Foreman James Boyce that Crown Counsel Drayton drew the information about the wide spaces between the rail ends. Boyce had arrived on the scene about three-quarters of an hour after the accident. About 5 o'clock he and his man started fixing up the track.

About 5 o'clock he and his man started fixing up the track.

The first rail from the place of derailment on the north side he found had been shoved ahead four inches, but was not out of line. The second rail was shoved about six inches ahead and at the far end was skewed at trifle to the north. The third rail was also/pushed ahead and was turned north clear of the ties. The balance of the rails to the bridge were over the embankment. The south rails were all tight.

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were all broken up. At the end of the second rail, he saw a mark on the out- in Glace Bay where Mayor Douglas,

Patching Up the Track.
Mr. Drayton asked about rails creeping. "How much of an opening do you

"Oh, just a little bit." "Do you allow an inch?"
"No, we don't let it go to inches at

Why we saw spaces more than an inch long when we were over the tracks What should you do in a case

"Drive it up."
"But if it goes back and the space

Witness was asked if there hadn't Witness was asked if there hadn't been considerable "shimming up" done on his section. "Shims" are used to level up the rails on account of differences occasioned by frost. He did not think so. Later, however, he admitted that he had used three or four thousand since he had taken charge

Only One Helper.

Generally he had two men helping The Grand Trunk Railway has decided to elevate four tracks and the occurred. He found difficulty in getting will pay one-third of the cost of ting men. They seemed to think the

was short handed. Geo. Thurnow, the only assisting section man, who had been working five days before the wreck, said they had done some shimming for a rail and a half at the east approach to the bridge, and also between the rock cut bridge, and also between the rock cut and where the train left the track. "Well isn't pretty nearly all of this

"No. I don't think this is a bad sec-"How soon after the wreck did you

"About forty minutes."
"When you left your hand-car, did side and one on the south near the

bridge." Here he corroborated the evidence of Queen's Park. She is staying on Broad- the foreman as to the condition of the view-avenue. Dr. C. R. Sneath, 335 roadbed after the wreck. The first one Broadylew-avenue, sof the bone. The displaced he said was shoved about

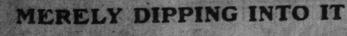
May Never Be Solved. The other witnesses were some of the first to arrive with the relief train Mr. Drayton has little hope of reaching the real solution of the wreck.

The C. P. R. officials seem as anxious as he is to assertion the factors. as he is to ascertain the facts and are giving him every assitance. The enquiry resumes at 10 o'c'ock to-morrow.

GIVES BIRTH TO 26th CHILD.

NIAGARA FALLS, N.Y., Feb. 1.—Mrs. Philip W. Webster, 42 years old, to-day gave birth to her 26th child. She married at the age of 16.

Five pairs of twins and one set of triplets were included in the number, but none of them lived.





JACK CANUCK: "What is needed there, my friend, is a spade."

wheel. There were some bolts broken on the south track, at the point of derailment. The track was all repaired ed the calling of the troops, was opby 9 o'clock, only two new rails being posed by Henry MacDonald, representing the P.W.A., and backed by the Do-

Last week, Mayor Douglas had the town clerk arrested for putting names in the voters list of persons whom the mayor alleged were not entitled to the franchise. The clerk was released on bail, broke into his office, and eliminated from the voters list sor names of persons regarded as Douglas supporters. He defended his course by pleading that their taxes were not paid up, and that they were ineligible.

Douglas yesterday appealed to the
supreme court to have the names re-"Then we put in a small piece of stored, but no action was taken, and despite the handicap, however, he was re-elected to-day with a majority of

HONORS PAST COUNTY MASTER sented to Frank Somers.

trait. in oils, of Past County Master feature of last night's well-attended meeting of the County Orange Lodge in Victoria Hall. The painting, which is the work of F. M. Bell-Smith, was presented by W. D. McPherson, M.L. A., while a fine cabinet of silver was given Mrs. Somers by Bro. Harry Lovelock, on behalf of the lodge. Mr. Somers replied appreciatively.

William Bush was re-elected county master; William Crawford, deputy county master, and Rev. H. C. Dixon, chaplain. Other officers elected were William Lee, recording secretary; A. A. Gray, financial secretary; T. W. Self, treasurer; W. H. Harper, director of ceremonies: S. Steen, lecturer; R. C. Jack and John Winnett, deputy lecturers; H. M. Graham, Burnham Winnett and James Mayer, auditors. Among the visitors present were. George Boyce, P.G.M. Ontare East; Ald. Baird, county master West York; Bro. Macdonald, county master Mus-koka, and Bro. Cudmore, Saskatche-

Douglas of Glace Bay Triumphs If It Was Worth Fighting For 200 Rev. Thomas Nicholsen is Probable Years Age It is Worth Looking After New, They Agree.

> superintendence of Arctic lands and odist Church, is being s islands, upon which the Canadian flag sidered by the trustees of Boston Uni-

Sir Richard Cartwright said the Canadian government was not blind to the possible importance of asserting jurisdiction in the north of Canada, and had despatched two expeditions for that purpose, and was about to send a third. In addition, two or three permanent posts had been established. The question of appointing a superintendent was junder consideration.

C.P.R. PROGRAM IN WEST Will Spend \$30,000,000 on Improve-

in the west this year.

These will include double tracking the road from Port Arthur to Winnipeg and Brandon, a prelude, it is believed, to the double tracking of the firm's secured obligations will amount to approximately \$5,000,000, and the outless of the wassevered debts to more than \$1. entire system.

A link road between Edmonton and 000,000. Moose Jaw, 213 miles, will also be constructed.

OBITUARY.

At-Kingston-Rev. Father McGowan, fermerly of Pakenham, unexpectedly, ag-ed 29 At London, Ont.-Chas, Taylor At London, Ont.—Chas. Taylor, alderman and former chairman of beard of health,

Choice For President-Educated at Toronto Normal School.

OTTAWA. Feb. 1.—(Special).—In the senate to-day, Senator Porier asked if the government proposed to appoint a commission charged with solution of the Methodist Church is being seniously con-

has recently been planted. He attached great importance to the continued possession of all parts of British North America, by the British Crown. British had the pre-eminent right of passession in northern North America, for Cabot, as the representative of Henry VII., was the first European to set foot on the continent, and the following year had lost his life in the northern waters, seeking the northwest passage.

There had been hard fighting for possesion of the northern lands, which had been ceded by power of treaty to Great Britain. If the lands had been worth fighting for 200 years ago, they were worth looking after now.

Sir Richard Cartwright said the Canadian government was not blind to the possible importance of asserting.

MILLION DOLLAR FAILURE

on Railway Securities.

NEW YORK, Feb. 1.-Fisk and Robinson, bond dealers and members of the New York Stock Exchange, failed Senator Lougheed expressed regret that officers whom Canada sends on such expeditions to declare jurisdiction should destroy the value of their work by making it public.

Sir Richard Cartwright said he largely agreed with Senator Lougheed as to the desirability of secreecy in such matters. Officers despatched by Canada on such missions should not speak without due warrant from the government. are concerned, but in view of the im-

portance of the firm, which has branches in Chicago, Boston and Worcester, Mass. The firm was founded in 1899, by Harvey Edward Fisk, the will Spend \$30,000,000 on Improvements This Year.

WINNIPEG. Feb. 1.—(Special.)—It
is announced to-day that the C. P. R.
will spend \$30,000,000 for improvements
in the west this year.

When the west this year.

the unsecured debts to more than \$1,-

TEN DEAD, 17 MISSING

LONDON, Feb. 1.-(C. A. P.)-The Leader declares that it is a matter of history that the king was opposed to the lords' rejection of the budget.

The monthly meeting of the Horti-cultural Society was held last night in St. George's Hall with President Charles Chambers presiding. The so-ciety will wait on Mayor Geary to en-deayor to obtain the use of the

Minister of Railways Presents Report for 9 Months of Fiscal Year-Hudson Bay Railway Pro-

gram.

OTTAWA. Feb. 1.—(Special.)—The record of the I. C. R. for the nine months of the fiscal year up to Dec. 31, 1909, shows a net surplus of \$662.-288. The gross receipts were \$7,773,300, a gain of \$442,154, and working expenses \$6,410,912, were a reduction of \$757,087. Expenditures on capital account, Mr. Graham estimated at \$1.-280,000, as against \$3,867,232 the previous year.

280,000, as against \$3,867,232 the previous year.

The average number of employes per month on the I. C. R. was \$853, and the average payment for wages \$427,470. Contracts have been let for new rolling stock worth \$445,924, including 11 locomotives, 30 50-ton all-steel coal cars, 6 baggage cars for express trains, 2 first-class sleeping cars, 5 first-class passenger cars. 3 mail cars, 2 baggage cars and 3 colonist cars.

Maintenance of equipment for the period cost \$432,362, and ordinary repairs \$1,189,200, including over half a million for locomotives, and \$444,900 for freight cars; \$221,507 was spent on the maintenance of way and works, 52 1-2 miles of track were ballasted. 574,237 new ties were laid, 11 1-2 miles of track were relaid with 80 pound steel and 5 1-3 miles of track were relaid with 80 pound steel and 5 1-3 miles of track were relaid with 67 pound relaying steel.

The above are the main financial features of the I. C. R. annual statement made to-day in the commons by Hon. George P. Graham, who expressed regret at the resignation of M. J. Buitler, A. W. Campbell, deputy min-

ed regret at the resignation of M. J.
Butler. A. W. Campbell, deputy minister of public works for Ontario, will succeed him as deputy minister, but a new chief engineer of the department will be named.

Canada Leads,

Canada Leads.
Canada, said Mr. Graham, had shown greater courage in facing transportation problems than any other country in the world, but would have to do even more. He expected the day would come when Canada would control the largest portion of the carrying trade of the continent. He had been impressed with the necessity of building another lock at the Soo of from 25 to 27 feet, which would cost from eight to ten million dollars. The tonnage thru Canadian canals during the nage thru Canadian canals during to past season exceeded 33 million ton an increase of 99 per cent.

To Build Hudson Bay Railway. As regards the Hudson Bay Railway, Mr. Graham said the government was committed to the work, and intended

In the report of Mr. Armstrong, the engineer, the mouth of the Nelson River was preferred as the harbor of the bay. This would make the rail-

Continued on Page 7.

T. N. O. CAFE CARS

Commission Will Equip More Trains

The Timiskaming and Northern Ontario Railway Commission has just ordered three new parlor-cafe-cars from the Canadian Car and Foundry Company of Montreal. This is a progressive step for the company as the cafe car of the Grand Trunk had been attached only to the "Cobalt Special" and taken off at Englehart. The T. & N. O. will now start its own cafe service at North Bay, and more of the trains will be equipped than under the arrangement with the Grand Trunk Railway.

Railway Loses. James Young, of 150 Kendall-avenue, sued the Toronto Rallway Company for \$2000 in the jury assizes yesterday, and was awarded \$500 and costs. On March 1, 1909. Young drove his milk wagon in front of a car at Bloor-street and Howland-avenue. In the smash he was headly out about the face and was hadly cut about the face and

otherwise injured.

Bank of Hamilton Building Burned.

SWAN LAKE, Man., Feb. 1.—The
Bank of Hamilton building here was
burned to the ground this morning
about 4 o'clock. Everything was burned.

The bank clerks had barely time The bank clerks had barely time to escape.

CANADA'S GREAT FUTURE

Explosion Blots Out Another Batch Development is to Most Remarkable in Modern History.

LONDON, Feb. 1.—A. W. Smithera, chairman of the Grand Trunk Railway, presiding at the Canada Club banquet, declared that Canada is not over-advertised. He advocated the state system of emigration.
Sir E. Cheyer remarked that Can-

There were 100 men in the mine at the line of the explosion.

KING FAVORED THE BUDGET.

LONDON Feb. 1—(C. A. P.)—The Canada's warm-hearted, optimistic

and proud citizens alone assured her

Big Advance in Price of Furs. cultural Society was held last night in St. George's Hall with President Charles Chambers presiding. The society will wait on Mayor Geary to endeavor to obtain the use of the assembly hall of the city hall for the purpose of holding an exhibition.

For French Relief Fund.

The firm of Massey-Harris Co. yesterday cabled to their French branch a contribution of 15,000 francs towards the flood relief fund.

parently going to be forced to pay some pretty steep prices next winter for our wearing apparel made of fur. The London, England, market, which dieuates the world's prices has added in most cases some eighty per cent. to the selling price of even our Canadian furs. There is a sale at Dineen's which should appeal to almost anyone and it was brought about by that firm being overstocked. Prices on every line are away down and the stock embraces every wearable fur in all the latest garments.



H. M. S. "RAINBOW." Cruiser bought by the Dominion Government from Imperial Government.