

## Crepe Kimonos

These display of handsome new styles in Crepe Kimonos, embroidered and ribbon-trimmed. The range of colors includes pink, rose, grey, delph, Copenhagen, white, etc.

We also show handsome styles in Silk Crepe in beautiful color range.

## Cotton Crepe Dressing Jackets

In best quality Crepe in big assortment of colors. All sizes up to 44.

## Silk Waists

We show a fine assortment of pretty styles in Ladies' Silk Crepe de Chine Waists. These are shown in all the new features for spring and summer and are displayed in good range of popular shades, including white and black.

## Wool Spencers

Single and double knit styles in the latest fine Wool Spencers. Just the garment you require for this season of the year. Shown in fine assortment of colors, including white and black.

## Sweater Coats

In good choice of up-to-date styles with belts, shawls and white trimmings. Shown in fine assortment of colors, including white, pink, blue, green, yellow, etc.

See our special value at \$9.95 each.

Mail Orders Promptly Filled.

## JOHN CATTO &amp; SON

TORONTO

## BOARDS ADVOCATE MANY REFORMS

(Continued From Page 1).

Ontario's proportion of the cost would be sixty per cent. and the local legislature would apportion the division of the amount between the province and the municipalities. The exact route of the Windsor-Ottawa highway had not yet been determined by the cabinet. But at two points, Windsor and Sarnia, the provincial highways would top the great road systems of the United States.

## Develop Provinces.

Some cheap criticism, said the minister, had been directed at the highway scheme, in a resolution passed by the United Farmers, who argued that it was legislation for the owners of expensive automobiles. This he thought was the opinion of men who did not realize the influence that good highways would have on the development of the country. Other associations, however, had endorsed the scheme, notably the Eastern Ontario Good Roads Association, Fruit Growers of Niagara, etc.

Among others who delivered addresses were: Hon. Dr. Jamieson, Lt.-Col. Peden, A. J. Young, of the North Ontario, and C. J. Marriott, last vice-president of the Toronto board of trade.

## Uniform Rates.

Possibly, one of the most interesting resolutions dealt with at the afternoon session was that proposed by J. P. Hume, of Goderich, to the effect that the Hydro-Electric Power Commission of Ontario should establish uniform rates for hydro-electric power delivered to municipalities throughout the province.

Mr. Hume argued that the principal of uniform rates was the rule in other utilities operated for the general public, such as city street cars, sewerage, the postal system, etc. He claimed that as the great sources of power, such as the Niagara, the Trent valley system and St. Lawrence were the heritage of the whole province, the power generated there should be distributed at a uniform rate. On the 1918 basis the rate would work out at \$18.50. Some municipalities from the south end of supply were paying as high as \$78. This condition he thought would result in cities being developed at the expense of other parts of the province.

It was argued by one delegate that the proposal was similar to suggesting that government railways charge the same price for carrying a ton of freight two miles as two hundred.

Mr. Hannigan of Guelph opposed the resolution, vigorously on the ground that contracts had been made which could not be repudiated. He said that the Hydro belonged to the municipalities who had taken all the risk. A large percentage of the rate in some municipalities was operating expenses, maintenance and sinking fund charges, due to the construction of transmission lines.

The resolution was finally referred to the executive.

## Bill Boards.

The gist of resolutions adopted was as follows:

That legislation be introduced prohibiting unsightly bill boards.

That the Dominion and provincial governments be urged to encourage the development of aviation for commercial and postal purposes.

That the 11th of November in each year be set apart as the day of national thanksgiving.

That the provincial governments be urged to make liberal appropriations for technical education.

That the board go on record as urging the Ontario government to make the extension of the Timiskaming and Northern Ontario Railway from Coburne to James Bay part of the program of economic and industrial adjustment after the war so that part of the railway corps now in France could continue mobilized after their return, thus allowing for gradual absorption.

That the associated boards make representation to the proper authorities to prevent the use of importation of cheap goods originating in enemy countries.

That the government order a more strict censorship of moving pictures shown in Ontario.

That the associated boards urge the railway commission to re-establish the privilege of stopover on car loads of a reasonable shunting charge.

That steps be taken to secure some modification of the automobile speed limits as controlled by provincial legislation.

## Change Name.

That the Dominion statute be amended by changing the name, "Boards of trade," to "Boards of trade and chambers of commerce."

That the associated boards desire to reaffirm the endorsement of daylight saving as a Dominion-wide measure to become operative concurrent with the dates adopted in the United States.

## ARMY AND NAVY CONCERT.

Army and navy veterans last night thoroughly enjoyed a concert held under the auspices of the association at the Central "Y".

Sgt. James W. A. Atkinson, R. G. F. Dalton, Miss Maguire, Mrs. Blinn, Lieut.-Col. McQueen, J. E. Bailey, Mrs. Freeman Wright, F. Aldridge, R.A.F., and others assisted in giving the boys a splendid evening's entertainment.

## THE WEATHER

Meteorological Office, Toronto, March 27.—(Continued from page 1.)

Low pressure has moved eastward, causing showers in many parts of Ontario and Quebec. The weather is moderately cold in the western provinces and has turned colder in Ontario.

Minimum and maximum temperatures:

Prince Rupert 32, 44; Victoria 40, 52; Vancouver 35, 53; Calgary 24, 34; Medicine Hat 22, 34; Edmonton 24, 34; Battleford 10, 30; Saskatoon 9, 32; Moose Jaw 12, 30; Regina 1, 29; Winnipeg 14, 30; Port Arthur 2, 31; Sault Ste. Marie 10, 30; Toronto 25, 41; Kingston 29, 39; Ottawa 20, 43; Montreal 40, 53; Quebec 48, 49; St. John 30, 48; Halifax 25, 42.

—Probabilities—

Lower Lakes and Georgian Bay—Northwest winds; fair, and moderately cold.

Ottawa Valley and Upper St. Lawrence—Northwest winds; mostly fair and cold.

Lower St. Lawrence—Strong winds; rains at first, then clearing and colder.

Gulf and North Shore—Strong easterly to southerly winds with rain.

Maritime—Southeast to southwest sales with rain.

Le Lake Superior—Fair; not much change in temperature.

Manitoba and Saskatchewan—Fair and moderately cold.

THE BAROMETER.

Time. Ther. Bar. Wind.

8 a.m. 41 30.51 13 W.

10 a.m. 41 30.51 13 W.

2 p.m. 41 30.51 13 W.

4 p.m. 41 30.51 13 W.

6 p.m. 41 30.51 13 W.

8 p.m. 41 30.51 13 W.

Mean at 8 a.m. 41; difference from average, 1 above; highest, 41; lowest, 35; rainfall, .05; snowfall, .01.

## STREET CAR DELAYS

Thursday, March 27, 1919.

King and Broadview west-bound cars delayed 5 minutes at 10.30 a.m. on Don Bridge, by wagon stuck on track.

King cars, eastbound, delayed 5 minutes at 10.09 a.m. at Bathurst and Peter streets, by wagon dumped on track.

Bathurst cars delayed 5 minutes at 5.30 p.m. at Front and John, by train.

Bathurst cars delayed 7 minutes at 7.30 p.m. at Front and John, by train.

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## SCHOOL CONDITIONS ARE INTOLERABLE

Earlscourt Deputation Com- plains of Serious Lack of Accommodation.

Hot indignation was poured on the building policy of the board of education, both by a deputation and Trustees Bell at the property committee meeting yesterday afternoon.

J. R. MacNicol stated in behalf of the deputation that the Earlscourt conditions had become intolerable owing to insufficient school accommodation.

The deputation asked that instead of letting contracts for a complete new school in Glenholme avenue, half a mile north of the city limits, a portion of the money should be immediately devoted to the erection of an annex at the Earlscourt School.

Dr. Noble asserted that the arrangements with the township and the city council precluded "one dollar being expended in Earlscourt this year to add to the school accommodation."

Piercy adjetives then began to fly. Trustees Bell asserted that it was "perfectly ridiculous" for the Toronto board of education to go outside the city limits to build schools for union schools, and refuse to give precedence to an annex such as is so urgently needed at Earlscourt.

Mrs. Sauter, representing the Earlscourt Home and School Club, made an earnest appeal for an annex. The members of the deputation offered to go with representatives of the board of trustees to ask the board of control to agree to a portion of the building appropriation being expended for the Earlscourt annex.

After more cross firing Trustee Bell addressing the deputation, exclaimed: "Dr. Noble does not speak for the school board. He is merely chairman of the property committee."

Dr. Hunter said that the deputation's proposal would, he believed, satisfy a majority of the board.

As the deputation withdrew, Mrs. Sauter said that if no action were taken they would appear again.

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