

ESTABLISHED 1864. JOHN CATTO & SON

Grand Augmentation of our European Model PLAIN and FANCY COATS and CLOAKS for LADIES, IN

Plain and Fancy Tweeds

Silks Satins Lace Effects Serge and Wale Novelties Smooth Clothes, etc.

We have just unpacked further shipments of the above direct from European Fashion Depots and are now making an unequalled display suitable both for ordinary and dress use.

New Suits Also

Arriving daily are some very natty models in LADIES' WOOL SUITS in a perfect range of shades and all the demanded weaves.

Wash Suits and Dresses

In a range of tasteful fabrics and models from very moderate to fairly costly, the price in all cases being in keeping with the quality and style of these pretty goods.

SUIT and COAT CATALOGUE TO OUT-OF-TOWN CUSTOMERS.

JOHN CATTO & SON 65 TO 61 KING STREET EAST, TORONTO.

CONDITIONS AT MIMICO

Continued From Page 1.

strip that was used on him," said he. "It was this long and this wide and was about as thick as one-third of my finger." His illustration was very vivid. He then spoke of "sparring the boys" who were spoiling the child, and of what good the strap must have done to the members of the house. He suggested that probably some of them might have been better had they been recipients of a few more whacks when children.

"Young Spain was not physically or mentally hurt," he went on. "How did he get away? Why, water for no bolts, no bars and no means of detection, and there was only a frail female officer looking after him."

"More Officers," he suggested, "to the necessity of a larger number of officers and a larger grant for the institution. Such would better conditions somewhat."

"When it was found that young Spain could not be locked in, bracelets were the next expedient. They were not the bracelets, big iron things, that have been pictured by the press. He was given bread and water for one day and a half. He was then given sweetmeats, and he had a rattling good time."

"He admitted that some other means should have been used. 'We do not approve of such methods. The government should do something to assist the city to better conditions. Segregate the boys or do something with those who are not fit to be there.'"

Again Dr. Godfrey impressed upon the members that young Spain was not hurt mentally or physically. He went to church the day after the bracelets were removed. "Give them some other methods out there if you wish to improve things," he said. "Boy after boy has been running away since the bracelets were dropped. They run away at all hours, principally during the night."

"Reserve your judgment carefully in regard to the conditions and to the superintendent. There is no more humane man. This is why I offer word for a man who has been maligned by the press of the province."

No other members mentioned the matter.

NEW ZEALAND'S CABINET AT ODDS.

WELLINGTON, N. Z., March 28.—(C.A.P.)—Thomas Mackenzie has succeeded Sir Joseph Ward as premier. There is no other ex-minister in the cabinet, which is fairly representative and includes two prohibitionists, one brewer and no Laborite. Owing to dissensions over the allocation of portfolios, brief life is prophesied for the government.

Harper, Customs Broker, McKinnon Building, 10 Jordan St., Toronto.

THE WEATHER

OBSERVATORY, Toronto, March 28.—Mild weather has prevailed during the past few days in the region to the Maritime Provinces, while in Saskatchewan and Manitoba it has been comparatively cool.

Minimum and maximum temperatures: Victoria, 44-52; Vancouver, 45-55; Kamloops, 35-43; Edmonton, 25-35; Prince Albert, 22-32; Calgary, 25-35; Moose Jaw, 21-31; Winnipeg, 22-31; Port Arthur, 44; Parrt Sound, 25-35; London, 25-35; Toronto, 30-40; Kingston, 24-30; Ottawa, 25-35; Montreal, 25-35; Quebec, 25-35; St. John, 25-35; Halifax, 25-35.

THE BAROMETER. Time. Ther. Bar. Wind. 3 a.m. 29.5 74.0 W. 3 p.m. 29.5 74.0 W. 9 p.m. 29.5 74.0 W. 4 p.m. 29.5 74.0 W. 8 p.m. 29.5 74.0 W. Mean of day, 29.5 74.0 S. E. Difference from average, 3 above; highest, 41; lowest, 21.

STEAMSHIP ARRIVALS. March 28. At From C.P. Teitjen... New York... Copenhagen... Kronland... New York... Antwerp... Canada... New York... Marcellus... Hamburg... New York... Genoa... Montserrat... London... St. John... Lithuania... Libau... New York... Rotterdam... New York... Philadelphia... Danica... Genoa... New York... Dux of Acadia... Genoa... New York

TO-DAY IN TORONTO. Friday, March 29. Royal Alexandra—"Hanky Panky," 8:15 p.m. Princess—"The Grain of Dust," 8:15. Grand—"A Kentucky Romance," 8:15. She's—Vaudette, 2:15 and 8:15. Star—Burlique, 2:15 and 8:15. Massey Hall—Dr. Wilfrid Grenfell. Toronto Hunt Club dinner, Walker House, 8. Miss Thomas' recital, Margaret Eaton Hall, 8:15.

Street Car Delays. Thursday, March 28th, 1912. 10:35 a.m.—Load of furniture stuck on track, Avenue-road, Hill; 5 minutes delay to south-bound Avenue-road cars. 2:30 p.m.—Meat wagon broke down on track, Conduit and Dundas; 40 minutes delay to Dundas cars, both ways.

BIRTHS. KENNEDY—On Wednesday, March 27, 1912 to Mr. and Mrs. J. Jarvis Kennedy, 233 Rushmore-road, a son (Jack Stanners).

DEATHS. COULTER—At Weston on Wednesday, March 27, after a long illness, Annie, beloved wife of Levi Coulter, in her 61st year. Funeral on Saturday, March 30, at 2 p.m. to Riverside Cemetery. Friends and acquaintances please accept this intimation.

HAWKINS—On March 27, Nelson Hawkins, in his 62nd year, at his late residence, Highland Creek. The funeral will take place from his home on Saturday, March 30, 1912, at 2 o'clock p.m., to the Methodist Cemetery, Highland Creek.

MURPHY—On March 27, 1912, at St. Michael's Hospital, Catherine, widow of the late James Murphy. Funeral from her late residence, 71 Louise-street, on Saturday, at 8:30 a.m., to St. Michael's Cathedral, thence to St. Michael's Cemetery.

SUTHERLAND—On Wednesday, March 27, 1912, at his home, 245 Mutual-street, John B., beloved husband of Margaret Sutherland, member of Odd-fent Lodge, A.F.A.M., and of York Pioneers, aged 71 years. Funeral on Friday, the 29th inst., at 2:30 p.m., to Mount Pleasant Cemetery. Friends will please omit flowers. 45

TEORBERN—On Tuesday, 24th inst., James D. Thorburn, M.B. Funeral from his late residence, 329 West-Bloor-street, at 2:30 p.m. on Friday next. 45

WALMSLEY—On Thursday, March 28, 1912, Thomas Walmsley, in his 67th year. Funeral from his late residence, "Walmsley Villa," Lawton-avenue, Deer Park, at 4 p.m., on Saturday next. 45

WEBB—On Thursday, March 28, 1912, at Toronto, Ella May, beloved wife of Walter J. Webb, aged 27 years. Funeral on Saturday at 2 p.m. from A. W. Miles' undertaking parlors, 306 College-street. Interment at Mt. Pleasant Cemetery. Drumhead, Nova Scotia, papers please copy. 45

IN MEMORIAM. ORMEROD—In memoriam of Thomas Ormerod, who died March 22, 1909. Just three years ago you left us. How we miss you, Father dear, And remember all your kindness As we drop a silent tear. —Martha.

DRIVE OVER BERD'S COACH

But Bill to Grant \$2,000,000 Went Thru — Hon. Mr. Cochrane's Strong Defence.

Mrs. Mary Hayden Was Run Over by a Motor Car in Charge of Joseph Radnor, Who Was Too Drunk to Appear in Police Court, But Will To-day.

Injured so badly that her recovery is very doubtful, Mrs. Mary Hayden, 16 Denison-avenue, lies in St. Michael's Hospital as the result of having been struck at the corner of Queen-street and University-avenue yesterday morning.

It is very possible that the motor car was driven by Joseph Radnor, a Cumberland-street, and occupied by four other men, who made their escape.

Radnor and his party had evidently been out for an all-night joy ride, and coming south on Spadina-street, they were stopped by a half-minute delay at a red light at the intersection of a street. The motor car was then driven in order to avert an accident. The street car was crowded and the motorist's senger remarked that the motorist must have been drunk or they would not have been driving in such a careless fashion.

Without slackening their speed, they made their way to the corner of Queen and University-avenue, where they were working people hurrying down town, and several of the crowd were struck and injured. The motor car was then driven in order to avert an accident. The street car was crowded and the motorist's senger remarked that the motorist must have been drunk or they would not have been driving in such a careless fashion.

Radnor had still a sense of decency about him, and pulled his car up at the corner of Simcoe-street. After several minutes of manoeuvring he turned around and conveyed the woman to St. Michael's Hospital, where at an early hour this morning it was feared she would succumb at the moment. The exact extent of her injuries is still unknown.

Radnor is being held in custody so much that he continued to do so even after disposing of his male passengers and taking on the woman whom he had injured. As he passed Queen and Yonge-streets, Mrs. Hayden regained consciousness for a half-minute, and screaming in a most frantic manner, attracted the attention of Constable Ericson, who was on duty at the corner. Seeing that the chauffeur was drunk and unable to manage the car, Constable Ericson took Mrs. Hayden inside and was taken to leave, he was placed in charge of a motor car while intoxicated.

He was unable to appear at the court yesterday morning, being still under the influence of liquor. When he appears this morning he will be remanded, possibly for a week. Should Mrs. Hayden die the charge will be changed to that of manslaughter.

Who the passengers of the car were the police are at a loss to know. Radnor positively refused to give the name of the man, and has also refused to say where they had been.

BARBERS PASS A RESOLUTION Condemning the Government for Failing to Adopt Sanitary Law for All Shops.

At the meeting of the Toronto union barbers in the Levee Temple last night a letter from Sir James Whitney was read, stating that the government would not do anything in regard to the sanitary regulations for barbers.

The members passed the following resolution protesting against the government's stand: "That owing to the need of provincial sanitary regulations for barber shops, and as the present system of 'tea-kettle' system of dipping towel after towel in the same water, and the fact that the government has been called to that fact. The government in its microscopic wisdom has seen fit to ignore the needs of the barbers of this province and this local most emphatically protests against the issue as the present sanitary laws are inadequate and not applicable to our needs, leaving the public unprotected against unsanitary barber shops."

A motion was carried endorsing a local bylaw for the closing of shops at 8 o'clock. A bar June no barber will work beyond that hour.

Grant to Rupert's Land Pioneers. WINNIPEG, March 28.—(C.A.P. Press).—The provincial legislature has decided to recommend to the Dominion Government a federal grant for the pioneer settlers of Rupert's Land, who for many years have fought in the Dominion and provincial houses for their rights. To-day Premier Roblin gave notice of motion that he would introduce the bill on Saturday, and after the session T. C. Morris, the opposition leader, stated that the opposition would endorse the bill.

MAY DROP HIGHWAY'S ACT OTTAWA, March 28.—(Special).—The bill to amend the Highway Act, which was passed by the Dominion House of Commons and the Senate over the Highway's Act, it is very possible that the bill will be dropped unless a conference of both parties from the two bodies. The Senate and to-day the government refused to accept the amendment, and the bill was sent back to the upper chamber. The Liberal senators say tonight they will not back down, and the measure, which is one of the most important and most popular of the session, will have to be dropped unless an agreement is reached. A million dollars has been placed in the estimates for the improvement of highways in Canada, and this item will have to be dropped unless the bill is passed.

RAILWAY BOARD SUBSIDY TOT. N.O.

But Bill to Grant \$2,000,000 Went Thru — Hon. Mr. Cochrane's Strong Defence.

OTTAWA, March 28.—(Special).—Ontario gets her \$2,000,000 subsidy from the Dominion Government for the Temiskaming and Northern Ontario Railway. The bill providing for this was given its final reading and passed this evening, after the opposition had vented their disapproval in a debate lasting three hours.

Their main line of argument was that it was inadvisable to grant a subsidy to a railway already constructed and paying its way, an argument which was punctured by the premier, who remarked that the road was not completed, and the line to Hudson Bay was not expected to be completed in five or six years at least. There was no reason, he said, why a subsidy should not be given to a government owned road that would have been given a private built road.

Oppose Public Ownership. Sir Wilfrid Laurier declared that the real reason for the objections of the Liberals was their opposition to anything saving of public ownership of railways. Sir Wilfrid Laurier argued that the provincial road had no right to a subsidy, the he admitted one would have been given a corporation road. The latter would have come under the jurisdiction of the Dominion Railway Board, but this was not the case with a provincial road.

The premier announced that the government proposed to confer with the government of Ontario about bringing the T. & N. O. under the railway board as regards thru tariff and intersections with other railways.

Hon. Frank Cochrane pointed out that the Ontario road had saved the province the cost of the proposed subsidy by being available for the transportation of material for the latter line.

Threatened Hon. Mr. Morine. In answer to a question by W. M. Martin (Regina) Rt. Hon. R. L. Borden said that he had received a letter reflecting on Hon. A. B. Morine, the civil service investigator, during the campaign of 1907, in which he had indicated against Hon. W. S. Fielding. The writer had refused to allow Mr. Morine to be shown the letter and had threatened to send a copy to Sir Wilfrid Laurier. He stated that he had replied that the writer could not send it to the present leader of the opposition any too quickly for him.

The Quebec amendment to the bill was read a third time and passed. Sir Wilfrid Laurier objected to a subsidy being given to the Canadian Northern Pacific Railway Company, N. P. R., but was making a gift of \$2,000,000 to Ontario.

Donald Sutherland (S. Oxford), re-stated the insinuation that the subsidy was a gift to Ontario. It was a mere matter of justice. The real reason for the attitude of hon gentlemen opposite, was their opposition to anything that saved of public ownership of railways in this country.

The T. and N. O. Railway, he added, had opened up a country that the late Dominion government had entirely overlooked in their colonialization policy.

"What about the National Transcontinental?" enquired E. B. Carvell. "It doesn't go near the Temiskaming district," answered Mr. Sutherland. Continuing, Mr. Sutherland declared that Ontario had been altogether too modest this, and other sessions in regard to railway subsidies. \$13,361,000 had been paid in railway subsidies last year by Ontario municipalities, as against \$4,660,000 by the municipalities of all the other provinces.

A Political Reward? Dr. Clark (Red Deer), thought that if Ontario had been modest in the past, it would soon get over it under the present minister of railways. There was something to be said for the Ontario view.

W. H. Bennett (E. Simcoe), "The majority they gave." "I did not think," Dr. Clark answered, "that my honorable friend from Simcoe would have so readily given me the ground on which to sow the argument I was about to make. Certainly if the principle, 'to the victors belong the spoils' were to obtain, Ontario should get the subsidy."

It was absolutely indefensible, however, argued, to grant a subsidy to a road already built, and paying proposition. The time was coming when the whole question of subsidies would have to be more carefully looked into.

What of Georgian Canal? E. B. Devlin (Wright) protested against the expenditure as an injustice to the other provinces, especially to his own Province of Quebec. The government were afflicted with a surplus of \$28,000,000 and were trying hard to get rid of it, but they had nothing for the building of the Georgian Bay Canal, which the late government was just on the point of building before Sept. 21, "After fifteen years in power," interjected a Conservative member, amid wild ministerial applause.

Mr. Devlin was again proceeding to say that the late government was about to build the Georgian Bay Canal, when Gerald White (N. Renfrew) raised a storm of Conservative applause by suggesting that the late government was voting thousands for the Newmarket Canal.



LOWTHER PARK

THE TALBOT ESTATE—JUST NORTH OF DANFORTH WITH A FRONTAGE ON WOODBINE

OUR FIRST SPRING OPENING begins on this choice eastern residential property on FRIDAY, MARCH 29TH. Sale commences at 9 a.m. and continues all day.

Come early and choose from splendid level lots, in a section soon to be served by the new civic cars on Danforth. Opening prices are low, and terms are easy.

TAKE a Parliament car to the end of the line, where our representatives will meet you and motor you over the property. Information can be secured at our head office, or at our branch office, Greenwood and Gerrard, where you alight from a Parliament car at the eastern terminus.

ROBINS LIMITED

22 ADELAIDE EAST, PHONE MAIN 7171

GOAL STRIKE IS BEARING FINISH

The coal situation shows a very decided improvement to-night. The minimum wage bill has passed all stages in both houses and only awaits the royal assent. Acting on the advice of Lord Lansdowne to accept the situation, painful and humiliating though it is, all the opposition amendments were either negatived or withdrawn, and the house of lords this evening passed the third reading of the bill without division.

By the unexpected rejection of the conciliation bill relating to the enfranchisement of women, the government retrieves at least a week of valuable time lost over the wage bill. The legislative machine is now clear for the budget and other important measures.

Altho resumption of work were less numerous than anticipated, notably in Warwickshire—the miners deciding after all to wait for the result of the ballot before returning to the collieries—reports from every district confirm their willingness to accept the wage bill and terminate the strike. The prompt despatch of troops to scenes of outbreaks, coupled with the advice of the leaders to refrain from violence, had a wholesome effect.

No Serious Riots. Riotous strikers were in small numbers and the day passed with no serious disturbances, except at the Cadeby colliery, near Scarborough, Yorkshire, where the police had to make baton charges to drive off the mob, which encouraged by hundreds of women, attacked a small body of men repulsing the colliery roadway. At the Brykett collieries those who wanted to resume work did so unopposed, as they were protected by a strong force of troops. The executive of the Miners' Association at Cramack, the scene of the most serious rioting yesterday, has decided to take a ballot of their men to-morrow.

Return in Lanarkshire. In Lanarkshire about 200 men descended into the pits, this being the most extensive resumption of work at any of the collieries. The North Wales Miners' Association has recommended that the men accept the terms of the new agreement of the Derbyshire Miners' Association, addressing a miners' meeting, said that they would gain nothing by remaining out, and that they had better utilize the machinery of the bill to secure their own scale of wages.

King George continues to take close interest in the situation. Premier Asquith had another audience to-day to acquaint his majesty with the progress of events.

Babies Have Itching Eczema

Itching, almost constant and well-nigh unbearable itching, is the marked symptom of eczema. The direct cause is usually friction or irritation of the skin. In babies the trouble often arises from infrequent changing of napkins.



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