

Friday Morning

ESTABLISHED 1826

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.

(All singly produced)

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 88 TO 91 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 dog" and spilling 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, there were no bolts, no bars and no means of detention, and there was only a frail female officer looking after him."

More Officers, "I would suggest to the government 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. They were given bread and water for just 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, ed

THE WEATHER

OBSERVATORY, Toronto, March 28.—Mild weather has prevailed since the arrival of the cold front from the Maritime Provinces, while in Saskatchewan and Manitoba it has been comparatively cool.

Minimum and maximum temperatures: Victoria, 44-52; Vancouver, 44-50; Kamloops, 32-40; Edmonton, 28-36; Prince Albert, 22-32; Calgary, 25-30; Moose Jaw, 21-31; Winnipeg, 22-31; Port Arthur, 24-34; Sarnia, 22-31; London, 24-32; Toronto, 20-30; Kingston, 24-30; Ottawa, 24-30; Montreal, 20-30; Quebec, 25-35; St. John, 22-31; Halifax, 24-32.

Probabilities—Lower Lakes, Georgian Bay, Ottawa Valley and Upper St. Lawrence: Mild, with showers.

THE BAROMETER.

Time	Ther.	Bar.	Wind.
8 a.m.	25.4	30.0	W.
10 a.m.	25.5	30.0	W.
12 m.	25.6	30.0	W.
2 p.m.	25.7	30.0	W.
4 p.m.	25.8	30.0	W.
6 p.m.	25.9	30.0	W.
8 p.m.	26.0	30.0	W.
Mean of day	25.7	30.0	W.
Range of day	1.6		
Above; highest, 41; lowest, 31.			

STEAMSHIP ARRIVALS.

March 28	At	From
C.P. Teitlen	New York	Copenhagen
Kronland	New York	Antwerp
Canada	New York	Marseilles
Hamburg	New York	Boston
Megantic	Liverpool	Genoa
Montezuma	London	St. John
Lithuania	Libau	New York
Rotterdam	Rotterdam	New York
Antwerp	Antwerp	Philadelphia
Duca d'Aosta	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 p.m.  
Grand—"A Kentucky Romance," 8:15 p.m.  
Shes's—Vaudeville, 2:15 and 8:15 p.m.  
Gaiety—Burlesque, 2:15 and 8:15 p.m.  
Star—Burlesque, 2:15 and 8:15 p.m.  
Massey Hall—Dr. Wilfrid Grenfell, 8:15 p.m.  
Toronto Hunt Club dinner, Walker House, 8 p.m.  
Miss Thomas' recital, Margaret Eaton Hall, 8:15 p.m.

Street Car Delays.

Thursday, March 28th, 1912.  
10:25 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, 113 Rushmore-road, a son (Jack Standen).

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, 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 2:30 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-fellow Lodge, A.F.A.M., and of York Pioneers, aged 49 years.

Funeral on Friday, the 29th inst., at 2:30 p.m., to Mount Pleasant Cemetery. Friends will please omit flowers.

TEOBURN—On Tuesday, 26th inst., James D. Teoburn, M.B.

Funeral from his late residence, 329 West-Bloor-street, at 2:30 p.m., on Friday next.

WALMSLEY—On Thursday, March 28, 1912, Thomas Walmsley, in his 74th year.

Funeral from his late residence, "Walmsley Villa," Lawton-avenue, Deer Park, at 4 p.m. on Saturday next.

WEBB—On Thursday, March 28, 1912, at Toronto, Ella May, beloved wife of Walter J. Webb, aged 77 years.

Funeral on Saturday at 2 p.m. from A. W. Miles' undertaking parlors, 36 College-street, Interment at Mt. Pleasant Cemetery. Drummhead, Nova Scotia, papers please copy.

IN MEMORIAM.

ORMEROD—In memoriam of Thomas Ormerod, who died March 25, 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.

STRUCK BY CAR

John Kilday Will Probably Die as Result of Injuries.

John Kilday, 284 St. Helen's-avenue, was probably fatally injured by a street car yesterday afternoon at the white bridge on Dundas-street. The old gentleman, 70 years of age, attempted to cross the road in front of a Dundas-street car which was climbing the bridge grade at a low speed. He became confused when directly in front of the car and went back and forward, not knowing which way to go. He was thrown to the ground and picked up unconscious and taken to the Western Hospital, where he was still in a very critical condition this morning.

THE BURNS SOCIETY.

Chief Inspector James L. Hughes addressed a gathering at the Robert Burns Society at 224 Walker House last night. In his remarks the speaker advocated a closer study of the famous poet's character along the lines of his evolution as a thinker and a poet living many years in advance of his time.

Fire Broke Out Again.

After smoldering since Monday afternoon, some of the ruins at the car barn in King street broke out into a blaze at 1 o'clock this morning. Fire wagons from Lombard street station responded to a telephone message. No further damage was done.

DRUNK ORDER BEER'S LICENSE SUBSIDY TO T.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 third reading and passed this evening, after the opposition had vented their disapprobation 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 could not be expected to pay for some 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. Donald Sutherland (St. Oxford) declared that the real reason for the opposition to the bill was their objection 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 T. & N. O. 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. He was a candidate 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 correspondent of 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, incorporated by the Province of British Columbia, for a line from the Yellow Head Pass to Vancouver, unless the railway came under the jurisdiction of the Dominion railway commission.

Mr. F. H. Bennett, the amendment to this effect when the bill was in committee, but it was lost on division.

The bill to aid the construction of the Canadian Northern Alberta Railway was read a third time and passed, as was the general railway subsidies bill.

Rejected Senate's Amendments.

The accepted five technical amendments made by the senate to the good roads bill but rejected the only two of importance. These amendments set forth that the aid to highways should be given in proportion to the population of the various provinces, and would have struck out clause 6, which permits the Dominion to build good roads and not see fit in this case to adopt similar amendments. He hoped, however, to be able to reach an agreement if Sir Wilfrid did not visit the senate too often in the meantime.

What claimed that these two bills were not parallel cases.

The good roads bill now goes back to the senate.

Unpopular T. N. O.

When the house went into committee on the bill to grant a subsidy of \$2,000,000 to the Ontario Government for the T. & N. O. Railway, Hon. Mr. Cochrane declared that the opinion of the chairman of the Dominion Railway Commission, there was no better constructed roadbed in America than the Ontario Government line. He had been of great benefit in the building of the National Transcontinental, said Mr. Cochrane, and he was certain that the amount saved to the T. & N. O. by being able to use it in getting in supplies, would equal nearly half the subsidy to be granted.

If any province should undertake to build a road to open up its territory, he added, the policy of the government was to grant it financial aid in such construction.

Can Pay Its Way.

F. B. Carvell (Carleton, N.B.) argued that if the road were paying running expenses and interest on its bonds and, moreover, were now getting \$300,000 or \$400,000 a year additional from the Grand Trunk for running rights over the line, there was no justification for the proposed subsidy.

Hugh Clark (N. Bruce) declared that the T. & N. O. was a paying venture, but difficult to maintain in the position that the subsidies should not be granted to private companies. If the history of railway subsidies for the past 20 years were scrutinized, he thought they would find that subsidies had been granted for roads already constructed.

An application had been made by the Province of Ontario at the time the T. & N. O. was being constructed, but had been refused. Why should

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Safe and Profitable

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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.

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the Province of Ontario, he asked, be placed in a worse position because this principle of aid to government-built railways was not recognised when the road was built?

The result of the principle advocated by the opposition, he added, would mean that every subsidy granted by the Dominion should be given back if the road proved a success.

Called it a Gift.

E. M. MacDonald (Picton), claimed that the premier was penurious to Nova Scotia, but was making a gift of \$2,000,000 to Ontario.

Donald Sutherland (St. Oxford), represented 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 colonial 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 \$4,680,000 by the municipalities of all the other provinces.

A Political Reward?

Dr. Clark (Red Deer), thought that if Ontario had been over it under the present minister of railways, there was something to be said for the Ontario view.

Mr. 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 the ground on which to sow the seeds of a political reward."

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 Bay?

E. B. Devlin (Wright) protested against the expenditure as an injustice to the other provinces, especially to his own Province of Quebec. The government was afflicted with a surplus of \$38,000,000 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.

E. D. McKenzie (N. Cape Breton) argued that a private owned railway would be compelled to carry the mails free. There was no provision that the T. & N. O. Railway should do so.

Ontario the Favored.

Sir Wilfrid Laurier defended his own refusal to subsidize the T. & N. O. when the original application was made. He had been compelled to refuse it (his own party was in power in Ontario at the time) because it would have been an injustice to the other provinces. Ontario, he said, had always had the lion's share of the regular provincial subsidies.

Hon. Frank Cochrane: "Did the right hon. gentleman object to a federal grant in 1884 to a provincial line from Quebec to Montreal?"

This road, said Sir Wilfrid, was a

COAL 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 tho 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' respite of work was 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 disturbance, except at the Cadeby colliery, near Northborough, 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 Brykennall 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 Cannock, the scene of the most serious rioting yesterday, has decided to take a ballot of their men to-morrow.

Return in Lankashire.

In Lankashire 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 their men accept the bill. Fred Hall, treasurer 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.

Until you have used Dr. Chase's Ointment in a case of eczema you can scarcely realize the relief which this treatment affords. Gradually the sores are cleaned up and healed, and a new, smooth skin replaces that which has been irritated and diseased.

By keeping Dr. Chase's Ointment at hand along with the bath soap and using it whenever chafing or irritation appears you can keep baby's skin in perfect condition, save him much suffering and yourself much anxiety.