

FOR EASTER WEEK



Superb Values in Dineen's Men's Hats

A man's hat is the least expensive and still the most important article of his dress. A cheap hat cannot be disguised, because cheapness invariably means poorness of the material of which the hat is made. To hold its shape, and color, a hard or soft felt hat must be made of fur felt. Felt made of wool or mixtures is brittle and loses its shape under the first fall of rain.

Popular Prices \$5.00, \$6.00, \$7.00 and \$8.00 Popular Prices

For the regular run of hat prices at Dineen's you get a hat of better quality than it is possible to buy elsewhere. Every hat is possibly worth 50 cents more in quality than the price we sell it for. We sell the hats of the best makers only. We import hats from the most exclusive makers in Great Britain, France, Italy and the United States. Some of these exclusive styles of hats cost as high as \$10.00, but we repeat that at the popular price that a man usually pays for a hat he will get better VALUE at Dineen's than it is possible to get elsewhere.

W. & D. DINEEN COMPANY LIMITED 140 Yonge St.
Also 20-22 King Street West, Hamilton

CHRISTIE EXTENSION
OUTSIDE FRANCHISE

R. J. Fleming Suggests City
Pay Mileage on the
Bathurst Cars.

In a letter to the mayor regarding the proposed extension of the Toronto Street Railway system on Christie street to a point opposite the entrance to the hospital, Manager R. J. Fleming points out that this extension would be in territory beyond the limits covered by the franchise of the company, but that if the city wishes to construct a line from the present terminal at Christie street north to the point desired, the company will operate the Bathurst cars over this line in consideration of the city paying the company at the rate of twenty-five cents per car mile.

Regarding the suggestion that the Dupont cars operate from their present terminus at Bathurst along Dupont to Christie street, Mr. Fleming states that it is not thought that there is any traffic requirement for this extension.

"Should the city build the extension up Christie street," says Mr. Fleming, "to the hospital, and should it prefer the Dupont line to operate from its present terminus at Bathurst street to the hospital, we would operate it at the rate quoted before."

BUTTER PRICES ARE
A FEDERAL MATTER

Says Mayor, who Considers Retailing
Oleo at 50 Cents to Be Profitable.

Mayor Church is of the opinion that any action regarding the prices of butter and oleomargarine is "a matter entirely for the federal government." A statement to this effect was made yesterday by the mayor, following a letter by Senator Robertson suggesting investigation by the city under the order-in-council passed by the Dominion government. In the course of his communication, Senator Robertson stated it was impossible for him to easily ascertain the rise in the cost of butter, because it is manufactured generally, instead of by a couple of concerns, as is the case with oleo. "It is, however, apparent," he says, "that if oleo is being sold in Toronto at 50 cents a pound, as my information indicates, the retailer is making a profit of about 14 cents a pound, or approximately 40 per cent, which is unreasonable and in violation of order-in-council 3069 of December 11 last."

STENOGRAPHERS ARE NEEDED.

From the Ontario Employment Bureau it is reported that there is a shortage of experienced stenographers. An appeal is being made to take girls fresh from school, who are applying. The total applications for positions in all lines during the week were 107, employers' orders 37, positions filled 33.

Out of 77 applications for help during the past week 11 were placed; 14 domestics applied for work.

Force Prisoners to Work
For Their Families

At a meeting of the Presbyterian Women's Social Service Association held at the Sherbourne House Club yesterday afternoon, three important resolutions were presented by Mrs. Howard Stowe. The first asked that a man condemned to prison be forced to work to maintain his family. A case was cited in which a man in jail and his wife forced to go out to work at the rate of nine dollars a week to maintain herself and three children.

The second resolution expressed disapproval of the movement to appoint matrons for the "movies," but asked for stricter censor and a woman appointed to the board. The third resolution asked that a woman physician be appointed to the medical board now being appointed by the government.

Miss Brooking, superintendent of the Alexandra School for Girls, gave a short talk on the work of the school.

United Women Voters Never
Stated Standard of Wages

The statement published in the press of the city that organized domestic workers are demanding a wage of \$15 per week is not advocated by the United Women Voters. This organization has never stated a standard of wages. The labor union, which has made this demand, has no connection, whatever, with the United Women Voters, or with the U.W.V.A., where their meetings are held. The work has from the beginning been that of fair adjustment rather than of demand for either employer or employee.

FIVE MILLION FOR
HIGHWAYS GRANT

After Much Discussion Hon.
F. C. Macdormid In-
troduces Bill.

PARTICULARS WANTED

U. F. O. Want Details—Claim
Big Proportion for
Back Country.

The government vote of \$5,000,000 to be spent on highways during the next three or four years went thru the legislature yesterday, and legislation was immediately introduced to give it effect. The feature of the debate was the volume of opposition that developed to the provincial highway without any data being available concerning the approximate distribution of its cost across the various counties. There was also strong objection taken to the neglect of the main roads in the county system, and Hon. Mr. Macdormid, as well as Hon. Mr. Herby, gave a half promise that the government will consider more generously the line of policy to the back townships.

The debate was projected by J. C. Elliott, West Middlesex, who moved an amendment at the close upon which the ayes and nays were not taken, or could not be recorded. The motion was as follows: That the sum of \$5,000,000 be hereby set apart out of the consolidated revenue fund to aid in the improvement of public highways, and for the payment of grants or expenditures for that purpose, as provided by the highway improvement act, the Ontario highways act, the provincial highways act, and any other act for the construction, acquisition or improvement of public highways.

More information. J. C. Elliott said there should be more information before the house. "What everyone is in favor of good roads there is a feeling widespread in the country that the expensive road is for pleasure. The highway movement is not being helped by those who are in a position to give information to the public. The general opinion is that the provincial road is to be of the type of the Toronto-Hamilton highway. The house at least should have the benefit of all the information the minister of labor has regarding the route, cost and type of road, as well as distribution of the cost among its different sections."

Hon. Mr. Macdormid: This resolution does not refer solely to the provincial highway. It includes appropriations under the highways improvement act. It is difficult to estimate what the different counties will spend this year. Some counties are setting aside \$250,000 and others \$100,000. But we do know that these will be a very substantial sum in all. Since 1901, the sum of \$4,032,548 has been spent by the provinces to assist the counties under the highways improvement act. This province must keep its promise that after the war we shall furnish reconstruction. The provincial highway undertaking will be proceeded with from now on. It is difficult to furnish detailed information, and particularly as to what any one mile of road will cost till that road is built. Cost varies from mile to mile, because of the different factors that come in. The route is determined by the government as a whole. The facts and data of the route have not all been collected, and it will take some time yet. The road will be of a type suitable for the traffic that will pass over it; not one type and not of the same width throughout. Of the provincial highway, according to my judgment, 200 miles should be cement; 175 of mac-

adam and the balance of gravel. The Dominion government, we expect, intends to pay a proportion in the neighborhood of forty per cent, and following on the footsteps of the United States, and if that grant is made it will reduce the proportion the counties will contribute by at least forty per cent. of what they would otherwise have to contribute. Now, then, is the sum of \$5,000,000 a large sum for the province of Ontario to set aside at the present time? The minister referred to the aggressive road policy of the United States for federal account and in the different states at some length.

County Roads. Mr. Elliott: Will you give us any idea of the proportion of this grant that will go to county roads?

Hon. Mr. Macdormid: There are thirty-seven counties on the scheme and putting them at an average of \$100,000 that would mean \$3,750,000 for the counties. Our contribution would amount to 50 per cent. of that.

Mr. Elliott: That is a more accurate statement of the expense was called for. If the two hundred miles of concrete or anything like the forty miles from Toronto to Hamilton per mile it was going to be a very formidable undertaking. If the Hamilton highway were to be built over again it would doubtless be wider. According to the minister's figures, the trunk line would account for over \$4,000,000 of the whole appropriation. I am presuming the whole amount will be expended this year. We are at least entitled to know what parts of the road are to be of cement, macadam and gravel respectively. We should know on what part of the road the heavy expense will be. The members going back to their various constituencies should be placed in possession of that kind of information.

Sam Carter went after the government for its respect of the back townships. He said it was very easy for the minister to tell the house how generous is the expenditure of the government of the United States in the building of good roads. But the government of the United States got \$3,500,000 taxes out of the nickel imported by one company from Canada, the Canada itself which produced the ore and the nickel matte got only \$600,000. The government of Ontario is not doing its duty by the back sections of the province or by northern Ontario.

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YOU don't know this girl perhaps. But suppose you did and she came to you for advice! What would you say?

Till yesterday her husband, young and vigorous, had lovingly encouraged her small extravagances and boasted laughingly that his income was ample and growing. He worked with might and main to "gather the fruits of success for his fair trinity at home"—and was succeeding.

But death, swift and relentless, had without warning cut down his guard, and the three he loved more than his own life were now at bay to the world—alone.

If she had come to you for advice—that, briefly, would have been her story.

Her faith was strong. Her husband, she knew, would not leave her with the children to face a financial situation for which there was no solution. Yet when she attempted to calculate

the income she would receive from the savings he had left, a panic of fear overcame her.

"The greatest and hardest of her duties now was the one she knew the least about."

Perhaps someone dependent and depending upon you, is destined some day to be left alone—at bay to the world. This is so serious, so appalling a situation that its very contemplation makes thinking men turn cold with apprehension.

That is why we have written "Her Way Out"—to make you realize how serious is the situation which may overtake those for whom you believe no sacrifice or effort is too great.

If, in addition—without the use of technical language or confusing terms—it provides a solution for the dilemma, surely that is another point in its favor, is it not?

We will be pleased to send you a copy of "Her Way Out," free. The coupon below is provided for your convenience. Fill it in and mail it to-day, or a note or postcard will do as well.

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Send me a copy of your
Booklet "Her Way Out"

DEPARTMENT OF THE NAVAL SERVICE
Royal Naval College of Canada

The next annual examination for entry of Naval Cadets into this College will be held on or about the 15th June 1919. Successful candidates joining the College at Equivalency, B.C., the last week of September, 1919.

Candidates must be between their fourteenth and sixteenth birthdays on 1st September following the examination.

Applications for entry should be made to the Secretary, Civil Service Commission, before the 24th May, 1919.

Further details may be obtained on application to the undersigned.

G. J. DESBARATS,
Deputy Minister of the Naval Service

Ottawa, December 6, 1918.

Unauthorized publication of this advertisement will not be paid for.

would end in failure if the government did not go fifty-fifty cost and maintenance of all roads with the counties.

U.F.O. Protest. I. W. Widdifield wished the house to understand that the U.F.O. deputation protested against the provincial highway. There was some difference of opinion as to the county roads. He supported the fifty-fifty idea of cost and maintenance.

Benjamin Bowman backed up the objections.

Hon. Mr. Henry replied that the government had never assumed any responsibility for the minor county roads. All the municipalities are in favor of the highway in spite of cost.

Hon. Mr. Macdormid felt that he and the U.F.O. deputation against the provincial highway had got a little nearer to an understanding by their interview.

J. C. Elliott suggested that the whole matter stand over for the present while the government is considering to assume a larger portion of the expense and maintenance of market roads. He moved an amendment which was lost on division.

Hon. Mr. Macdormid then introduced a bill in pursuance of the motion.

The total amount for salaries and expenses in 1920 is \$47,500, as against \$57,500 in 1919.

The house sat late to pass all the estimates.

Copyright Bill BEFORE SENATE

A new Canadian copyright bill, which if enacted in its present form will no longer entitle Canadian authors to the benefit of the convention existing between Great Britain and the United States and denying to citizens of the United States any copyright protection in Canada, is now before the Canadian senate.

In the event of the proposed measure becoming law, no United States publisher could afford to publish the works of a Canadian author on a royalty basis, owing to these works being unprotected in the United States, and no Canadian publisher could afford to export copies to the United States in the face of the customs duty, to say nothing of possible infringements.

Dear Sir—At our last regular meeting I was instructed to thank you, on behalf of the members of the above association, for your effort to re-investigate of the high price of butter and other foods.

We would ask you to insist upon a thorough probe into this matter, and can assure you of our heartiest support.

J. Moore, secretary.

The Danforth Park Ratepayers' Association has sent the following letter to W. F. Maclean, M.P. for South York:

Mr. W. F. Maclean, M.P.

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Somebody Is Always Taking the Joy Out of Life : : By BRIGGS

ACHES AND PAINS
QUICKLY RELIEVED

You'll find Sloan's Liniment softens the severe rheumatic ache

Put it on freely. Don't rub it in. Just let it penetrate naturally. What a sense of soothing relief soon follows! External aches, stiffness, soreness, cramped muscles, strained sinews, back "cricks"—those ailments can't fight off the relieving qualities of Sloan's Liniment. Clean, convenient, economical. Made in Canada. Ask any druggist for it.

Sloan's Liniment Kills Pain
30c, 60c, \$1.20.



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