

Smart and Exclusive Styles in Ladies' Spring Suits

Fashion's decree is well illustrated from our display of new Spring Suits...

Ladies' Coats

Attractive display of newest models is now on view in plain cloths and fancy tweed mixtures...

Serge Dresses

We are showing a beautiful assortment of Ladies' and Misses' Serge Dresses...

Petticoats

We have just received a big shipment of Petticoats in taffetas and silk jerseys...

MAIL ORDERS RECEIVE CAREFUL ATTENTION.

JOHN CATTO & SON TORONTO

GOVERNMENT OFFER TO TAKE OVER G.T.R.

(Continued From Page 1)

rights of the house. The contention had been put forward that the senate chamber was the custodian of vested interests in the country.

Mr. Maclean added that when he saw this question raised, he was going to put in his protest. The motion was carried.

Mr. D. D. McKenzie said it was proper that the people should have the fullest possible information regarding the condition of the railway, and all documents and correspondence which had passed between the present and the previous government should be put in possession of the members.

Mr. D. D. McKenzie said it was proper that the people should have the fullest possible information regarding the condition of the railway, and all documents and correspondence which had passed between the present and the previous government should be put in possession of the members.

Mr. D. D. McKenzie said it was proper that the people should have the fullest possible information regarding the condition of the railway, and all documents and correspondence which had passed between the present and the previous government should be put in possession of the members.

Mr. D. D. McKenzie said it was proper that the people should have the fullest possible information regarding the condition of the railway, and all documents and correspondence which had passed between the present and the previous government should be put in possession of the members.

Mr. D. D. McKenzie said it was proper that the people should have the fullest possible information regarding the condition of the railway, and all documents and correspondence which had passed between the present and the previous government should be put in possession of the members.

Mr. D. D. McKenzie said it was proper that the people should have the fullest possible information regarding the condition of the railway, and all documents and correspondence which had passed between the present and the previous government should be put in possession of the members.

Mr. D. D. McKenzie said it was proper that the people should have the fullest possible information regarding the condition of the railway, and all documents and correspondence which had passed between the present and the previous government should be put in possession of the members.

Mr. D. D. McKenzie said it was proper that the people should have the fullest possible information regarding the condition of the railway, and all documents and correspondence which had passed between the present and the previous government should be put in possession of the members.

Mr. D. D. McKenzie said it was proper that the people should have the fullest possible information regarding the condition of the railway, and all documents and correspondence which had passed between the present and the previous government should be put in possession of the members.

THE WEATHER

Metropolitan Office, Toronto, March 20.—(8 p.m.)—The weather has been fair in nearly all parts of the Dominion...

Table with columns: Time, Ther., Bar., Wind. Rows for 8 a.m., Noon, 2 p.m., 8 p.m.

STREET CAR DELAYS

Thursday, March 20, 1919. Yonge cars, both ways, delayed 20 minutes at 11:35 a.m. at Yonge and Scollard by fire.

RATES FOR NOTICES

Notices of Births, Marriages and Deaths, not over 50 words... \$1.00

BIRTHS

POYNTZ—At their residence, 219 Roxton road, on Thursday, March 20, to Mr. and Mrs. Jack M. Poyntz, a son (Stewart John).

DEATHS

FARRINGER—At his late residence, 56 Sussex avenue, on Wednesday, March 13, 1919, Edward Emil Farringer, in his 56th year.

KEMP—Suddenly on Monday, March 17, 1919, at Somerville, S. C., William Arthur Kemp, beloved husband of Margaret Van Vleet.

MEEHAN—At his late residence, 159 Gerrard street east, on Wednesday, March 13, 1919, George T. Meehan, age 69 years.

WADDELL—On Wednesday, March 13, at his late residence, 5 Lakeview Avenue, Toronto, Robert Waddell, in his 71st year, beloved husband of Jane Elizabeth Lindsay Waddell.

Funeral from above address on Friday at 2:30 p.m. Interment in Park Lawn Cemetery.

Irish papers please copy.

Established 1892.

FRED W. MATTHEWS CO.

FUNERAL DIRECTORS 665 SPADINA AVE. TELEPHONE COLLEGE 791.

No connection with any other firm using the Matthews name.

The war was over and there was no emergency in connection with the measure and when there was not only a statute but a well established practice in dealing with cases of this kind, it was an innovation of a most undesirable character to start proceedings of this character.

Mr. Lemieux asked if the interest on the loans had always been paid. Sir Thomas replied, because parliament had voted the money for the purpose.

G.T.R. Not Responsible. Sir Thomas referred to evidence given before the Drayton-Acwortia commission in 1916. This clearly showed, Sir Thomas went on, that the Grand Trunk had come to the conclusion that they would not continue to be responsible for the payment of interest on the Grand Trunk Pacific securities, nor would they be responsible for deficits in its operation, but would cast the entire burden of the G.T.P. upon the government of Canada.

Put itself on Record. As long as the Dominion government would continue to introduce measures providing for seven and a half millions or eight millions a year, the Grand Trunk would not be obliged to find any money in respect of its subsidiary undertakings. The point I make is that the Grand Trunk had put itself on record as washing its hands of the Grand Trunk Pacific and intending to cast the burden of its operation and its financing upon the government of Canada.

Frank S. Cahill asked whether the government was going to adopt the policy laid down in the Drayton-Acwortia report toward Canadian railways.

Government's Interest. Sir Thomas White went on to say that he believed that the shareholders of the G. T. R. Co. did not understand the liability of that company to the G. T. P. The G. T. P. Co., he said, had outstanding securities guaranteed by the Dominion government of \$84,000,000. Of these securities \$32,000,000 were held by the Dominion government, the balance being in the hands of bond holders, the majority of whom were in Great Britain.

The acting prime minister then went on to state that an offer had been made by Sir Robert Borden, on behalf of the government, to the G. T. R. Co., for the purchase of the G. T. P. This had been done when the prime minister and his colleagues were in England last summer. The proposal of the government was that it should take over the G. T. P. Railway and branch lines and the Grand Trunk Railway Company; to acquire all assets and to assume all obligations of both companies. The government to make annual payments of \$2,500,000 for the first three years, \$3,000,000 for the succeeding five years, and \$3,600,000 annually thereafter; such sums to be distributed by the Grand Trunk management as they might determine among holders of four per cent guaranteed and other stocks. The government also offered an alternative, namely, to submit the entire question to a board of arbitration.

At the evening sitting, discussion, in committee of the whole, of the resolution to confirm the order-in-council relating to the G. T. P. was continued, Frank S. Cahill said that the point he was particularly interested in was the policy of the government in regard to the management of the road. He was not, he said, opposed to public ownership, altho it had not met with much success up to the present time in Canada.

Mr. Cahill expressed the opinion that the industrial situation would be better if the present government lines were properly operated, to let the C.P.R. go on as at present, and to adopt some system of co-operation between the Grand Trunk lines and the national railways. The C.P.R. needed a western outlet. It would be no advantage to take over the G.T.P. if it was going to cost more to run it under government ownership than before. The people of Canada had to pay the bill in the long run.

Mr. Maclean, South York, declared that ever since entering public life he had advocated the public ownership of railways. The principle of public ownership was properly operated, to let the C.P.R. go on as at present, and to adopt some system of co-operation between the Grand Trunk lines and the national railways.

Mr. Maclean said that private ownership had wrecked nearly every road on this continent. It had wrecked every road in Canada except the Canadian Pacific. Could anyone imagine a more horrible mess than private ownership had made of the Grand Trunk and the Grand Trunk Pacific? The trouble was that the executive of these roads exploited their shareholders and the public alike.

He did not believe the shareholders of the Grand Trunk knew of the obligations to which they had entered into as a result of the order-in-council. He believed they would take a reasonable view of the situation when they knew the true facts and suggested that a copy of today's debate be sent to every shareholder of the Grand Trunk. The stock of the Grand Trunk had really no value, and the offer made for it by the government was extremely generous. The people of Canada must manage their own roads, and not have any of them run by executives three thousand miles away.

C. P. R. is Opposed. Mr. Maclean had no hesitation in saying that the Canadian Pacific had tried to acquire control of the Grand Trunk and was trying to prevent its nationalization. He wanted the government to move quickly in acquiring possession of the Grand Trunk. The Grand Trunk Company was in default, it had broken its contract with the government, it had led the government into an expenditure of half a billion dollars in the construction of the line between Sarnia, N.B., and Prince Rupert, including the Quebec bridge. The sooner the news was cleared up the better, and a strong national railway system organized, which in his opinion should include not only the Grand Trunk, and the Grand Trunk Pacific, but the Canadian Pacific Railway Company as well (Applause).

W. F. Nickle Approves. W. F. Nickle of Kingston thoroughly approved of the resolution. He said the Grand Trunk had entered into an agreement with the government in 1908, which it was impossible to carry out. This country had been a subsidiary of the Grand Trunk, which today, he declared to be hopelessly insolvent, and had no way of saving itself unless the government came to its assistance. Mr. Nickle expressed the belief that there were men willing and able to give efficient service to the country in running these railways. The G.T.P. and G.T.R. should be placed in charge, and public ownership given a fair show.

Amusements.

JULE and J. J. ALLEN IN ASSOCIATION WITH HARRY GARSON Present

"THE UNPARDONABLE SIN"

A SOUL STIRRING PRODUCTION OF RUPERT HUGHES' TREMENDOUS NOVEL STAGED AND PERSONALLY DIRECTED BY MARSHALL NEILAN, WITH BLANCHE SWEET AND AN ALL-STAR CAST.

PREMIERE SHOWING IN CANADA AT THE ALLEN COMMENCING MONDAY, MAR. 31st

ALLEN

ON ACCOUNT OF THE TREMENDOUS COST PRICES WILL BE SLIGHTLY RAISED.

AUGMENTED ORCHESTRA OF 30 PIECES. DIRECTION, LUIGI ROMANELLI.

Miss Arthur Will Appear in Person At the Afternoon and Evening Performances on Monday Only.

ALL THIS WEEK REGENT NAZIMOVA FAMOUS REGENT ORCHESTRA

BEST FIRST AT CONTINUOUS NOON TO 11 p.m.

ADAMIC REGENT QUARTET

"THE FALSE FACES" Further Adventures of The Lone Wolf. LOVE—MYSTERY—THRILLS.

MADISON BLOOR AT BATHURST BILLIE RHODES IN "HOOP-LA."

Next Thursday Management - - - J. E. Suckling "One Heifer in a Century."

Violin JASCHA Recital.

HEIFETZ Sale at Massey Hall on Monday. \$1.00, \$1.50, \$2.00—Stetway Piano.

TENTS We have a large number in stock, small and large sizes. Order for exhibition now.

THE D. PIKE CO., LIMITED Sporting Goods House. 123 King Street East, Toronto.

shareholders and the public alike. He did not believe the shareholders of the Grand Trunk knew of the obligations to which they had entered into as a result of the order-in-council.

He believed they would take a reasonable view of the situation when they knew the true facts and suggested that a copy of today's debate be sent to every shareholder of the Grand Trunk.

The stock of the Grand Trunk had really no value, and the offer made for it by the government was extremely generous. The people of Canada must manage their own roads, and not have any of them run by executives three thousand miles away.

C. P. R. is Opposed. Mr. Maclean had no hesitation in saying that the Canadian Pacific had tried to acquire control of the Grand Trunk and was trying to prevent its nationalization.

He wanted the government to move quickly in acquiring possession of the Grand Trunk. The Grand Trunk Company was in default, it had broken its contract with the government, it had led the government into an expenditure of half a billion dollars in the construction of the line between Sarnia, N.B., and Prince Rupert, including the Quebec bridge.

The sooner the news was cleared up the better, and a strong national railway system organized, which in his opinion should include not only the Grand Trunk, and the Grand Trunk Pacific, but the Canadian Pacific Railway Company as well (Applause).

W. F. Nickle Approves. W. F. Nickle of Kingston thoroughly approved of the resolution. He said the Grand Trunk had entered into an agreement with the government in 1908, which it was impossible to carry out.

This country had been a subsidiary of the Grand Trunk, which today, he declared to be hopelessly insolvent, and had no way of saving itself unless the government came to its assistance.

Mr. Nickle expressed the belief that there were men willing and able to give efficient service to the country in running these railways. The G.T.P. and G.T.R. should be placed in charge, and public ownership given a fair show.

Under the Distinguished Patronage of His Excellency the Duke of Devonshire, Lady Hendrie, Lady Head, Mrs. Wm. Proudfoot, Miss Church.

Send Contributions to SIR EDMUND WALKER, HONORARY TREASURER, 40 King St. East. Phone Main 442-443

Amusements.

CANADA'S GREATEST STAGE CELEBRITY

JULIA ARTHUR IN

"THE CAVELL CASE"

THE TRAGEDY THAT INFLAMED THE WORLD IS TOLD IN ALL ITS DRAMATIC REALISM WITH MISS ARTHUR IN THE ROLE OF ENGLAND'S GREATEST MARTYR.

Showing at the ALLEN NEXT WEEK

Miss Arthur Will Appear in Person At the Afternoon and Evening Performances on Monday Only.

ALL THIS WEEK REGENT NAZIMOVA FAMOUS REGENT ORCHESTRA

BEST FIRST AT CONTINUOUS NOON TO 11 p.m.

ADAMIC REGENT QUARTET

"THE FALSE FACES" Further Adventures of The Lone Wolf. LOVE—MYSTERY—THRILLS.

MADISON BLOOR AT BATHURST BILLIE RHODES IN "HOOP-LA."

Next Thursday Management - - - J. E. Suckling "One Heifer in a Century."

Violin JASCHA Recital.

HEIFETZ Sale at Massey Hall on Monday. \$1.00, \$1.50, \$2.00—Stetway Piano.

TENTS We have a large number in stock, small and large sizes. Order for exhibition now.

THE D. PIKE CO., LIMITED Sporting Goods House. 123 King Street East, Toronto.

shareholders and the public alike. He did not believe the shareholders of the Grand Trunk knew of the obligations to which they had entered into as a result of the order-in-council.

He believed they would take a reasonable view of the situation when they knew the true facts and suggested that a copy of today's debate be sent to every shareholder of the Grand Trunk.

The stock of the Grand Trunk had really no value, and the offer made for it by the government was extremely generous. The people of Canada must manage their own roads, and not have any of them run by executives three thousand miles away.

C. P. R. is Opposed. Mr. Maclean had no hesitation in saying that the Canadian Pacific had tried to acquire control of the Grand Trunk and was trying to prevent its nationalization.

He wanted the government to move quickly in acquiring possession of the Grand Trunk. The Grand Trunk Company was in default, it had broken its contract with the government, it had led the government into an expenditure of half a billion dollars in the construction of the line between Sarnia, N.B., and Prince Rupert, including the Quebec bridge.

The sooner the news was cleared up the better, and a strong national railway system organized, which in his opinion should include not only the Grand Trunk, and the Grand Trunk Pacific, but the Canadian Pacific Railway Company as well (Applause).

W. F. Nickle Approves. W. F. Nickle of Kingston thoroughly approved of the resolution. He said the Grand Trunk had entered into an agreement with the government in 1908, which it was impossible to carry out.

This country had been a subsidiary of the Grand Trunk, which today, he declared to be hopelessly insolvent, and had no way of saving itself unless the government came to its assistance.

Mr. Nickle expressed the belief that there were men willing and able to give efficient service to the country in running these railways. The G.T.P. and G.T.R. should be placed in charge, and public ownership given a fair show.

Under the Distinguished Patronage of His Excellency the Duke of Devonshire, Lady Hendrie, Lady Head, Mrs. Wm. Proudfoot, Miss Church.

Send Contributions to SIR EDMUND WALKER, HONORARY TREASURER, 40 King St. East. Phone Main 442-443

Amusements.

ALEXANDRA I MAT. SAT. Elliott, Comstock & Gest Present America's Best Musical Comedy

LEAVE IT TO JANE With the Original New York Cast NEXT WEEK - SEATS NOW ANOTHER DELICIOUS ELLIOTT, COMSTOCK & GEST MUSICAL COMEDY SEE YOU LATER The Best Laughing Show of the Entire Year.

PRINCESS MAT. TOMORROW POLLY WITH A PAST Best Seats \$1.50 DAVID BELASCO Charming Comedy, With Original Cast

NEXT WEEK - SEATS SELLING. "TIGER" DAVID BELASCO Will present Willard Mack's Great Melodrama of the Canadian Northwest, with ULRIC and BEST PLAY OF THE SEASON

GRAND OPERA MATINEE HOUSE SATURDAY Evens. 2.30 to 5.00. Mats. 2.30 and 5.00. BRINGING UP FATHER AT HOME See "Jiggs" and Have a Real Laugh. NEXT WEEK SEATS NOW First Time at Special Prices Melodrama THE 13th CHAIR Helen Van Hoose-Jos. B. Garry.

LOEW'S ALL WEEK PRICES: 15c & 25c CHAS. RAY "THE GIRL DOGGER" Jarvis Footlight Revue; Hal. Stephens & Co.; De Witt & Gunther; Geo. A. Mack; Curry & Graham; Three Hisses; Loew's; Burs-Candian Weekly; Mutt & Jeff Cartoons. Winter Garden Show Same as Loew's.

ENGAGEMENT EXTRAORDINARY MADGE EVANS Famous "MOVIE" Star Will appear at these popular theatres this evening in a programme of dainty song and dance numbers. Loew's Theatre and Winter Garden

SHEA'S ALL "NOT YET MARIE" JANET ADAIR. WALTER C. KELLY. Stephens and Hollister; Martello; Melodite Duo; Flin's Mules; British-Canadian Pathé Revue.

HIPPODROME WILLIAM FOX Presents THEA BARA IN "The Light" Fern, Bigelow and King; 4-Sterling Soap-Phone-4; Smith and Garfield; Gillen Carlton & Co.; "Five Minutes of the Talking Tom"; The Roy Sisters; Pathé News and Comedy.

GAYETY TWICE TO-DAY HARRY HASTINGS' BIG SHOW WITH DAN COLEMAN

STAR MAT. DAILY BURLESQUE THE PIRATES With Harry Bentley. Next Week—Grown Up Babies.

A DINNER Entertaining LIEUT.-COL. RAYMOND COLLISHAW, R.A.F., D.S.O., D.F.C., will be given by THE AERO CLUB OF CANADA at KING EDWARD HOTEL

on MONDAY, MARCH 24th, 1919, AT 7 p.m. Tickets at \$2.50 each may be had on application to the Aero Club of Canada, 17 Sun Life Building, Toronto. As only a limited number of tickets will be disposed of, early application should be made to avoid disappointment. Informal.

TEA DANCE Saturday Afternoon From 4 to 6 o'clock. ORCHESTRA. HUMBER BEACH INN Fish and Chicken Dinners.

Geo. B. Nicholson emphasized the point that the Canadian people were held responsible for money thrown away on the Transcontinental Railway east of Winnipeg, but the G. T. was responsible for money spent in the western section from Winnipeg to the coast. He advocated coordinating all Canadian railways other than the C.P.R., under government control, and in charge of a capable management.

Harper, customs broker, 29 West Wellington street, corner Bay, Adelaide 4822.