

Smart and Exclusive
Styles in

Ladies' Spring Suits

Fashion's decree is well illustrated from our fine display of new Spring suits, which we show in beautiful collection of choice models, in both style and fabric, and displayed in all the fashionable colors for spring wear. Our present showing provides a splendid opportunity for our patrons to make their selections early.

Ladies' Coats

Attractive display of newest models in view in plain cloths and fancy tweed mixtures, and shown in all the principal shades, including black.

Serge Dresses

We are showing a beautiful assortment of Ladies' and Misses' Serge Dresses in splendid variety of smart spring styles, showing trimmings of braid and buttons, some being hand-embroidered, and others with contrasting colors. Good choice of colors, including black.

Petticoats

We have just received a big shipment of Petticoats in taffetas and silk, in beautiful range of spring colors in plain and fancy styles. Also Satin Petticoats of splendid wearing quality in good range of colors and in all sizes.

MAIL ORDERS RECEIVE CAREFUL ATTENTION.

JOHN CATTO & SON
TORONTOGOVERNMENT 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. Here the Speaker called Mr. Maclean to order. "The honorable gentleman," he said, "is going far beyond the question before the house, and it is not competent for him, neither is it desirable, that he should enter into the discussion as to the legislative functions of another chamber." Mr. Maclean added that when he saw this question raised, he was going to put in his protest. The motion was carried.

S. W. Jacobs, of Etienne-Carter, introduced a bill to amend the house of commons act. The bill compels the issue of new writs sixty days after a seat has been officially declared vacant. Another provision of the bill is that no member can sit for more than one seat.

Before the orders of the day Hon. Charles Murphy drew the attention of the government to a newspaper interview given by Lieut.-Col. Pratt at Halifax, in which that officer passed severe strictures on the government, and especially on the high commissioner, Sir George Perley. He asked if the acting prime minister had seen the interview, and also whether it was a rumor that Sir George Perley is to resign, was founded on fact.

Perley Not to Resign. Sir Thomas White replied that he had not seen the interview with Lieut.-Col. Pratt, but he felt that he could assure the house that Sir George Perley was not to resign from the high commissioner's position.

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. It was alleged, he said, that the government of the day had not complied with the agreement entered into in 1904, and made it impossible for the company to carry on its end of the enterprise. There should be a clear statement of the financial standing of the company on March 10 last. He said he did not at all agree with the steps taken by the government in this connection.

Case of G. T. P. Railway. The war measures act was never intended to be used in matters of this kind. Mr. McKenzie said that now

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Magic! Just drop a little Freezone on that touchy corn instantly it stops itching, then you lift the corn off with the fingers. Truly! No humbug! Try Freezone! Your druggist sells a tiny bottle for a few cents. sufficient to rid your feet of every hard corn, sore, or corn between the toes, and calluses, without one particle of pain, soreness or irritation. Freezone is the discovery of a noted Cincinnati genius.

THE WEATHER

Meteorological Office, Toronto, March 20.—(8 p.m.)—The weather has been fair in nearly all parts of the Dominion, mild from Ontario eastward, and cold in Alberta and Saskatchewan. Minimum and maximum temperatures: Dawson, 10 below, 14; Prince Rupert, 34, 42; Victoria, 26, 48; Kamloops, 24, 44; Calgary, 0, 38; Edmonton, 2, below, 38; Prince Albert, 25, below, 44; Medicine Hat, 2, below, 40; Regina, 23, below, 15; Saskatoon, 25, below, 17; Port Arthur, 26, 40; Parry Sound, 24, 50; London, 27, 58; Toronto, 30, 48; Kingston, 32, 50; Ottawa, 24, 44; Montreal, 34, 42; Quebec, 32, 36; St. John, 22, 48; Halifax, 20, 48.

—Probabilities.—Lower Lakes and Georgian Bay—Moderate north and northwest winds; fairly a little lower temperature at night.

THE BAROMETER.

Time. Ther. Bar. Wind.

8 a.m. 38 30.06 7 N.E.

Noon 45 30.06 10 N.E.

2 p.m. 45 30.06 10 N.E.

8 p.m. 40 30.00 3 N.E.

Mean of day, 39; difference from average, 10 above; highest, 48; lowest, 30.

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. Kingston cars, eastbound, delayed 12 minutes at 5:30 p.m. at King street subway by wagon broken down on track. Bathurst cars, delayed 5 minutes at 7:24 p.m. at Front and John by train. Bathurst cars delayed 7 minutes at 7:47 p.m. at Front and John by train. Bathurst cars delayed 5 minutes at 8:28 p.m. at Front and John by train. Bathurst cars delayed 5 minutes at 8:38 p.m. at Front and John by train.

RATES FOR NOTICES

Notice of Births, Marriages and Deaths, not over 50 words, \$1.00. Additional words, each 2c. No Lodge Notices are included in Funeral Announcements. Memorial Notices up to 4 lines, additional 4 lines, 50c. For each additional 4 lines, 50c. Fraction of 4 lines, 50c. Cards of Thanks (Bereavements), 1.00.

BIRTHS.

POYNTEZ—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.

Funeral from above address Saturday, 3 p.m. Interment St. James' Cemetery.

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

Funeral from his late residence, 49 Highlands Avenue, to Mount Pleasant Mausoleum, Friday, March 21, at 2 p.m.

MEEHAN—At his late residence, 159 Gerrard street east, on Wednesday, March 19, 1919, George T. Meehan, age 69 years.

Funeral Saturday, 8:30 a.m., to St. Michael's Cathedral. Interment St. Michael's Cemetery. Belleville papers please copy.

WADDELL—On Wednesday, March 19, 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. It would lead to entanglements and difficulties of a very serious nature. Parliament, he asserted, was not the proper body to usurp the functions of a judge of a court. In this case the company had not had an opportunity of being heard.

The house went into committee on the resolution and Sir Thomas White said that the request of Mr. McKenzie for correspondence and other information was reasonable. He gave a brief resume of the transaction between the government and the Grand Trunk Pacific, showing that the Grand Trunk Railway owned all the stock and does own it.

Mr. Lemieux asked if the interest on the loans had always been paid. The interest was always 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-Acworta 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-Acworta report toward Canadian railways.

Government's Interest. Sir Thomas White went on to say that he believed that the shareholders of the G. T. P. 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 \$34,000,000. 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 Dominion government as guarantor of the Grand Trunk Railway Co., was interested in the Grand Trunk Pacific to the extent of about one hundred and forty five millions. In addition to this, securities amounting to \$97,000,000 had been guaranteed by the Grand Trunk Railway Co. The total of Grand Trunk Pacific securities guaranteed by the Dominion government, and the G. T. P. Co., would amount to about \$320,000,000.

Offer To Buy G. T. R. 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. P. 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, although 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.

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. ACKNOWLEDGED BY ALL WHO HAVE SEEN IT TO BE ONE OF THE BIGGEST THINGS OF THE SCREEN.

PREMIERE SHOWING IN CANADA AT THE

ALLEN

COMMENCING MONDAY, MAR. 31st

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

AUGMENTED ORCHES-
TRA OF 30 PIECES.
DIRECTION, LUIGI ROMANELLI.

worth report toward Canadian railways.

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Maclean Favors Ownership. W. F. Maclean, South York, declared that ever since entering public life he had advocated the public ownership of railways. The principle of public ownership grew every day more in favor of the people of Ontario by the wonderful success of the Hydro-Electric Commission. State ownership of railways prevailed all over continental Europe, in Australia, New Zealand, India and the British possessions in Africa. Nowhere did anyone propose exchanging public ownership for private ownership of railways. On the other hand, the British government had taken over the railways of the United Kingdom at the outbreak of the war, and they would never pass back to private control. The United States government had taken possession of the railways of the United States, and their nationalization would follow. Only the other day the national council of agriculture, in speaking for the farmers of the United States, had informed

congress that farmers wanted government ownership of railways, as the only sure relief for many grievances under which they were laboring. The farmers of western Canada would find that the high prices of which they complain were due, not to defects in the tariff, but to private corporation control of transportation on land and sea.

"I am glad," said Mr. Maclean, "to see the government winding up the Grand Trunk Pacific, and I hope it is the forerunner of their speedily winding up the old Grand Trunk. We do not want public ownership loaded up with pieces of system and ends of roads that cannot earn their fixed charges or even operating expenses. We have had the National Transcontinental dumped upon us, and now the Grand Trunk Pacific, but we must without delay acquire the old Grand Trunk, which serves the well-settled portions of Ontario and Quebec, and will fit in with the Intercolonial and the Canadian Northern, to make a great national railway from sea to sea. And we must have a national express, a national telegraph, a real parcel-post, all giving good service at moderate rates to the people."

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

Amusements.



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ARTHUR

"THE
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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.

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NEXT WEEK

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At the Afternoon and Evening
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ALL THIS WEEK
THE REGENT
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HENRY B. WALTHALL
"THE FALSE FACES"
Further Adventures of The Lone Wolf.
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BILLIE RHODES
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Next Thursday
Management - J. E. Suckling
"One Heifera in a Century."
Violin JASCHA Recital.

HEIFETZ
Sale at Massey Hall on Monday.
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shareholders and the public alike. He did not believe the shareholders of the Grand Trunk knew of the obligations to which they had been committed by their directors. 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 despatch 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 move was made the better, and a strong national railway system organized, which in his opinion it knew it was unable to carry out.

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 1903, which it was impossible to carry out. This country had been singularly generous to 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 C.P.R. should be taken over, efficient men should be placed in charge, and public ownership given a fair show.

Geo. B. Nicholson emphasized the point that the Canadian people were held responsible for money thrown away on the Transcontinental Railway east of 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, 39 West Wellington street, corner Bay, Adelaide 4822.

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 DELIGHTFUL
ELLIOTT, COMSTOCK & GEST
MUSICAL COMEDY

SEE YOU LATER

The Best Laughing Show of the
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NEXT WEEK—SEATS SELLING.

DAVID BELASCO

Will present
Willard Mack's
Great Melodrama
of the Canadian
Northwest, with
LENORE ROSE

and BEST PLAY OF
ULRIC Original Cast THE SEASON

GRAND OPERA MATINEE

BRINGING UP FATHER

AT HOME See "Jiggs," and
Have a Real Laugh.

NEXT WEEK SEATS NOW

Special Prices Melodrama

THE 13th CHAIR

Heien Van Hoose—Jos. B. Garry.

LOEW'S

ALL WEEK PRICES: 15c & 25c

CHAS. RAY "THE GIRL
DODGER"

Jarvis Footlight Review; Hal Stephens & Co.;
De Witt & Gunther; Geo. A. Mack; Curry &
Grabham; Three Hisses; Loew's; British-Canadian
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 distin-
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Loew's Theatre
and Winter Garden

SHEA'S ALL WEEK

"NOT YET MARIE."

JANET ADAIR.

WALTER C. KELLY.

Stephens and Hollister; Martello; Melodrama
Duo; Film's Mules; British-Canadian Photo
Review.

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ALL WEEK William Fox Presents

THE BARA in "The Light"

Fern, Bigelow and King; 4—Sterling 50c
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oon Co.; "Three Hisses"; The Railway; British-Canadian
Weekly; Mutt & Jeff Cartoons.

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HARRY HASTINGS'

BIG SHOW

WITH DAN COLEMAN

STAR MAT. DAILY

BURLESQUE

THE PIRATES

With Harry Bentley.

Next Week—Grown Up Babies.

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Entertaining

LIEUT.-COL. RAYMOND COLLISHAW,
R.A.F., D.S.O., D.S.C., D.F.C.,
will be given by

THE AERO CLUB OF CANADA

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Fish and Chicken Dinners.

Geo. B. Nicholson emphasized the point

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sponsible for money thrown away on the

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