

Annual Stock-taking Sale of Used

Pianos and Player-Pianos

Owing to the great demand for Nordheimer "Human Touch" Player-Pianos and Grands during the past season, we have accumulated a splendid assortment of upright and square instruments by prominent makers. These have gone through our repair department and are in excellent order, every instrument being guaranteed.

Splendid Square Pianos for practice purposes, and which will be accepted any time in exchange on Uprights, are offered at \$50.00 and upwards.

Upright Pianos, which were exchanged on account of the owner wanting a Player or Grand, are offered from \$150.00 upwards.

Also a few splendid Player-Pianos ranging in price from \$350.00 to \$450.00.

Terms can be arranged to suit convenience.

Complete List Mailed on Application.

The NORDHEIMER PIANO & CO., Ltd.

Head Office: 15 King St. East, Toronto

Branches and Agencies Throughout the Dominion.

Amusements.

Amusements.

LAST GREAT MUSICAL EVENT OF THE SEASON

MASSEY HALL | Saturday APRIL 4th
Evening

The Philharmonic Society

ORCHESTRA OF NEW YORK

JOSEF STRANSKY Conductor

MADAME OTTILIE

METZGER

THE CELEBRATED CONTRALTO OF THE HAMBURG OPERA, GERMANY, AS SOLOIST.

PROGRAMME.

1. BEZET Suite No. 1, "L'Arlesienne"
I. Prelude—Allegro deciso (Tempo di marcia)
II. Minuetto—Allegro giocoso
III. Adagio
IV. Carillon—Allegretto moderato
2. WAGNER Aria, "Gerechter Gott," from "Rienzi"
MME. OTTILIE METZGER
3. STRAUSS Tone Poem, "Death and Transfiguration" Op. 24
JOSEF STRANSKY
4. SAINT-SAËNS Aria from "Samson and Delilah"
MME. OTTILIE METZGER
5. DUKAS "The Sorcerer's Apprentice"—Scherzo.
After a Ballad of Goethe
Intermission
6. TCHAIKOWSKY Symphony No. 4, in F Minor, Op. 36
I. Andante sostenuto—moderato con anima
II. Andantino in modo di canzona
III. Scherzo: Pizzicato ostinato
IV. Finale: Allegro con fuoco

PRICES \$1.00, \$1.50

1200 RESERVED SEATS \$1.00

AT BELL'S, 146 YONGE STREET, AND MASSEY HALL.

St. Andrew's College

Toronto, Ont.

Re-opens after Easter Vacation, April 15th, 1914.

Religious Services.

CHURCH OF ST. MARY MAGDALENE.

Manning and Ulster Streets

Monday, April 6th, 1914, at 8 p.m.

Stainer's Crucifixion.

Musical Choir of 55 voices. A. E. Roddall, organist and choirmaster.

Tenor Soloist: T. Harland Fudge.

Organ

77

FEDERALS SUMMONS

KILLIFER TO COURT.

WASHINGTON, March 26.—Wm. Killifer, catcher for the Philadelphia Nationals, was summoned to appear in the federal court at Grand Rapids, Mich.

to show cause why he should not be enjoined from playing with the National League.

The action was brought by the Federal League for alleged breach of contract.

On Parliament Hill

BY TOM KING

OTTAWA, Saturday.—The debate upon the National Transcontinental Railway has occupied practically the entire week. I say the debate upon the railway because the discussion has gone far beyond a review of the report filed by the investigating commission which is nominally the subject before the house. This has been unavoidable, if only because Messrs. Gutelius and Lynch-Staunton in their report discussed not only the mistakes and misdeeds of the old N.T.R. commission but reviewed the political and economic policies involved in the planning, construction, and future operation of the National Transcontinental Railway.

The debate has not been without interest even though it traversed ground already well worn by many a parliamentary conflict. Hon. George P. Graham made a really notable speech. It is to be doubted whether the case against the investigating commission and its report could have been presented more impressively. It has been objected that the speech was too long, but that objection applies to nearly every speech delivered in parliament. Its length is in a large part accounted for by the enormous mass of detail with which Mr. Graham made to deal, but lengthy as it may seem to those who have occasion to read it, it was to those who heard it neither tedious nor prolix.

Mr. Graham was, perhaps, over-trained. He had studied the report day and night for weeks, and was quite familiar from his long service as minister of railways and canals with many of the transactions of which he spoke, and of which indeed he had been a part. This led him to elaborate unduly. Then again, under the personal irritation at what he considered charges against himself Mr. Graham began his speech at almost a concert pitch. He started off almost at the key with which Cicero began his famous tirade:

"How long O Catiline wilt thou abuse our patience?"

Poor Dr. Reid, the acting minister of railways and canals, had to serve as Catiline, neither Mr. Gutelius nor Mr. Lynch-Staunton being there to be apostrophized. The doctor, it appeared, had made some trifling mistake of twenty or thirty million dollars in reckoning cost. The National Transcontinental, and it was upon this somewhat slender foundation that he was suddenly cast for the role of Catiline. He found it difficult to step down his flow of energy. That is one trouble with a long speech. If Patrick Henry kept on speaking for seven hours, after demanding either liberty or death, there might have been no American Revolution! Had Lincoln made 420 minutes instead of less than 20 minutes at Gettysburg, his speech would not have become a classic.

Hon. Arthur Meighen always speaks well, and by common consent was chosen to present the government's case. He worked most effectively in a crowded house, and perhaps the most intelligent gallery which ever greeted a parliamentary orator in Ottawa. The great Ontario Hydro-Electricity Commission, which has been in the chamber, representing beyond question the best public opinion of Canada. Yet Mr. Meighen must save even the heaviest of the great Mr. Jorjic who heard Mr. Meighen. He defended the Gutelius-Lynch-Staunton report with marked ability. He was more happy in attacking the Laurier transportation policy of the Laurier government.

Now what is the truth about the National Transcontinental? In the first place it may be as well for all hands around the subject to review a few elementary facts. The road, after all, is our property, we must try to make it efficient, and we must try, if possible, to make it so mild. It is absolutely harmless. Mary T. Goldman's Gray Hair Restorer is as clean and pure as water and contains no thick, heavy lead and mercury that must be shaken up. It is absolutely harmless. Mary T. Goldman's Gray Hair Restorer—BE SURE!

Mary T. Goldman's Gray Hair Restorer does not give the hair a "dyed" appearance because it is so mild. It makes the natural color come back in from four to eight days! Where the hair is just beginning to turn gray the grays will simply disappear with one or two applications. All good druggists sell it at \$1 per bottle. It is absolutely harmless. Mary T. Goldman, Goldman building, St. Paul, Minn. Moore's Limited druggists, selling agents, 280 Yonge street, corner Gerrard street.

But the pivotal fact is that the road will actually cost \$160,000,000, a large part of which has been paid out of current revenue. It is to be doubted whether the road as it stands represents an increase of more than \$75,000,000 in our national debt. I refer now to the government-owned road between Moncton and Winnipeg. On the whole, it is probably not more of a burden than the intercolonial, which is capitalized at \$100,000,000, and will have to be largely rebuilt if it is to be an up-to-date railway.

vested to, say, Jan. 1, 1915, which brings the total cost of the finished road up to \$180,000,000 or \$100,000,000. The western division of the National Transcontinental, constructed by the Grand Trunk Pacific, with the aid of the government, cost considerably less, the ferry construction being comparatively inexpensive, so that the road from sea to sea will be capitalized at \$85,000,000.

By compounding interest long enough and at a high enough rate, you can figure out that the road between Moncton and Winnipeg has cost, or at some time in the near future, will have cost \$234,000,000, or \$320,000,000, or any other amount that you choose to make it. By a similar device, the cost of the parliament buildings can be easily increased from \$5,000,000 to \$25,000,000.

As to the physical perfection of the National Transcontinental, there seems to be no dispute. Such a road, say, between New York and Chicago, would carry a much greater capitalization. The objection to the National Transcontinental is, that it runs thru a new country, almost a wilderness, unlikely to produce a business, yet it is probably as promising a proposition as was the Canadian Pacific at the time of its inception, and many of the arguments respecting the earning power of the National Transcontinental may go down to history in company with the unfortunate epigram of the late Mr. Blake respecting the inability of the Canadian Pacific to earn enough money to pay for the axle grease necessary for its operation.

No doubt the N. T. R. cost more than it should have. The Grand Trunk Pacific, which should have kept the cost down, seems to have been quite indifferent. The Grand Trunk people utterly failed to get behind the Conservative opposition either in the case of the Hodgins investigation or in the case of the Laurier investigation. There must have been some understanding with the Laurier government that only a moderate rental would be insisted upon, no matter what the road might cost. In the end will there not have to be some revision of the contract? We now own a transcontinental railway which almost doubles any competitor in potential efficiency. That efficiency must be made to serve the public welfare, and if the rental is fixed at a high figure, the company and the government destroys or unduly impairs that efficiency, then the rental must be reduced. To throw up such a large sum of money, we must always have high freight rates when we own a railway ourselves which can reduce them is to beg the question.

Mr. Graham's motion of censure against the government because it appointed a commission to investigate the construction of the National Transcontinental gave credence to the report of that commission will, of course, be voted down, and can scarcely merit serious consideration. From 1902 to 1911 the country rang with charges about the big railway, and the money that was being derived from it by the favored individuals and the party in power. Instead of appointing a commission at all comparable with the commission subsequently appointed to construct the Panama Canal, the Laurier government selected men without training or experience except in politics. It happened that Mr. S. N. Parent possessed administrative ability of a high order, and there was not the absolute breakdown which might have been anticipated. But we know that in 1904 during an ambitious man within the lines of both political parties schemed to seize upon this great national undertaking as a rich prize for plunder. In 1908 a contractor named Reynolds charged that a member of the National Transcontinental Railway Commission demanded a political contribution from him, and that when he refused to give up, he was driven off the work. Major Hodgins, a district engineer, in the following year charged, under oath, that the same commissioner had urged him to pass improper classification. The chief engineer, a year later, resigned because he said he had lost faith in his staff, and that over-classification was rampant in spite of his orders to the contrary. The Laurier government would have been derelict indeed had it failed to order an investigation.

If the tone of the report filed by the investigating commission is not judicial, it is only fair to remember that they were appointed to investigate proceedings, which would have given the men under indictment their day in court with counsel and witnesses. If the matter stops where it is we are quite likely to find that the Gutelius-Lynch-Staunton report is a mere campaign document, and that the effect upon the fortunes of either political party will be less than might have been anticipated.

The recent visit of Sir Richard McBride to the capital in British Columbia. Sir Richard has been supreme for a long time in his own country, where his personal popularity is beyond dispute. His government, however, has drawn heavily upon the resources of British Columbia and its financial commitments are exceedingly large. Beyond question the British Columbia premier has passed his zenith.

It is said that he would like to go to London as high commissioner, but that position, many believe, is reserved for Hon. Robert Rogers. He has no desire to come to Ottawa, and indeed his training and outlook has been purely provincial.

What then is likely to happen? About the only Liberal in British Columbia who is not in cold storage

Amusements

Amusements

Amusements

STRAND THEATRE

Yonge St., Near King
E. L. WEILL, Mgr.

Mon., Tues., Wed., Week of Mar. 30

The Management has secured for their patrons the opportunity of being the first to see the great historical Photoplay in four Reels

JUDITH OF BETHULIA

It is related in the apocrypha that Nebuchodonosor sent Holofernes, the chief captain of his army, with one hundred and twenty thousand men to conquer Judea. He met with unexpected defence at Bethulia, the strongest fortress of Judea, which after many heroic but unsuccessful assaults, he determined to starve into surrender. With all their provisions and water supply cut off, the Jews were in desperate straits. At this juncture, Judith, a devout and beautiful widow, determines to kill Holofernes. How she accomplishes her patriotic vow makes one of the most thrilling and beautiful films ever produced. The inspired Jews now attack the leaderless enemy and completely defeat them.

Among the striking scenes in this remarkable picture are those showing the battle outside the city, the assaults on the massive walls, the scenes of famine within, the unsuccessful attempt of the Jews to regain the walls, the tragic death of Holofernes at the hands of Judith, and the final destruction of the Assyrian camp.

Strictest attention to detail in costume, weapons and instruments of war, customs of the people, and correct scenic background are manifest throughout.

Mat. 5c, 10c--Box Seats 25c. Continuous 10 a.m. till 10.45 p.m. Eve., 5c, 10c, 20c. Box Seats 35c.

RIVERDALE ROLLER RINK

COR. BROADVIEW AVE. AND QUEEN E.

No dancing—whole floor for Roller Skating.
One of the few high-class rinks of the world.
Open every afternoon; also every evening, except Tuesday and Thursday.
Block Party and 17 Band numbers every Friday night.

Mr. William Sloan. Bob MacPherson is postmaster at Vancouver, Gairson and McInnis are judges, and Hon. William Templeman, twice beaten in Victoria, is out of the running. Duncan Ross, never a heavyweight, was defeated in Comox-Atlin two years ago, and the Liberal party generally is disorganized and discouraged.

Sloan, however, twice carried Comox-Atlin by acclamation and transferred his seat without difficulty to Mr. Templeman when a seat in the house had to be found for the latter in 1908. Not unnaturally the Liberals would like to build up an organization around Sloan, and he was aided by Sir Wilfrid Laurier and otherwise made much of during his recent visit to Ottawa.

The matter is complicated, however, by the fact that Sloan has avoided antagonizing the McBride Government, and the McBride Government has never put itself out to oppose Sloan, hence the suspicion that these two British Columbians have come to some understanding. Just what that understanding is, and what developments may follow, no one can tell. Perhaps an in-lane against Sir Richard may be forming within his own party, and some serious complications may follow. British Columbia will return thirteen members to the next house of commons, and their politics will depend almost entirely upon the fate of the McBride Government. The of the McBride Government at least the native sons—are little interested in the many political questions which have divided Eastern Canada for half a century.

Irrespective of party, the members of the house were glad to see Hon. William Fuglesy again in his seat. Mr. Fuglesy is able and adroit, and

MASSEY HALL Friday, April 3
MME.

CLARA BUTT

The World's Greatest Contralto
Mr. Kennerley RUMFORD
The Distinguished English Baritone
Reserved: 75c, \$1.00 and \$1.50; Balcony Front, \$2.00.
New Scale Williams Piano used.

FORESTERS' HALL

Tuesday, March 31, 1914

St. Andrew's Glee Club

E. R. Bowles, Conductor, assisted by H. Ruthven McDonald, Baritone, Toronto Male Quartette, in Maroharp sections. Ented Parker. Entertainment. 8.15 SHARP. TICKETS, 50c. ed7

Queen St. E. Presbyterian Church

COR. CARLAW AND QUEEN

Annual Choir Concert

will render Cantata

"Shepherd of Souls"

with four of Toronto's leading soloists.

THURSDAY EVE., APRIL 2, 1914

TICKETS 25 CENTS

EDOUARD HESSELBERG

Master Pianist

Accepts Students of All Grades.

Private and Class Lessons.

Technique, Interpretation, Ensemble

74 Homewood Ave. North 5350.

make them more daring and aggressive.