

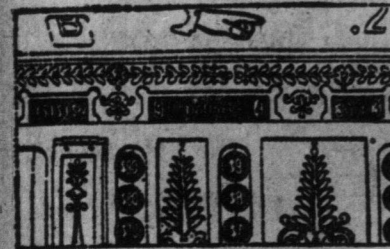
FIVE PARTS of a National Cash Register which benefit Merchants.

The Indicators



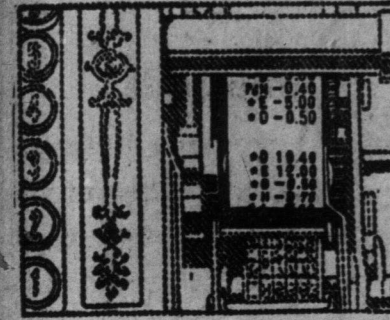
When a sale is recorded a bell rings. This draws the attention of everyone to the amount which the figures at the top of the register show. The publicity of each record helps enforce the correct handling of your money and accounts.

The Adding Counters



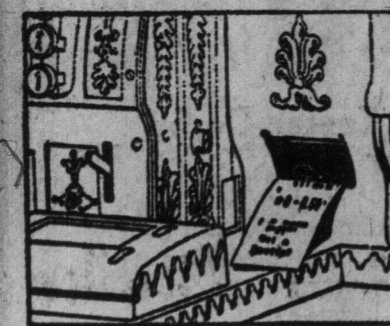
The same amount, which the indicators show, is added on total-adding wheels inside the register. This added record enables you to prevent losses.

The Sales-Strip



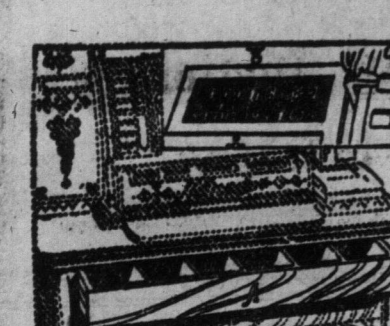
The register prints on the sales-strip the same figures which the indicators show. From it you can know every transaction occurring in your store regardless of where you may be. This printed record enables you to settle disputes and trace sales.

The Printed Receipt



This printed receipt, showing the amount of sale, goes to the customer when the sale is recorded. The receipt, in connection with the added and printed records, enables you to get all your money, therefore all your profits.

Clerks' Individual Counters and Cash Drawers



The individual counters tell how much each clerk sells. In connection with the separate cash drawers, they make each clerk responsible for his own transactions. You can judge the value of each clerk in your employ, because you have accurate records to measure each one's ability, honesty, accuracy and industry.

A modern National Cash Register is easy to operate, does so much and costs so little.

It will pay you to investigate how a National will benefit your business. Send for booklet.

The National Cash Register Co.
Toronto Office, 285 Yonge St.

ACTION WAS DISMISSED

Albert Burnett Admitted That He Had Magnified His Injuries.

A peculiar damage case was disposed of by Judge Morgan in the county court yesterday which at the discretion of the crown attorney may continue further.

Alfred Burnett appeared as plaintiff against the street railway company, claiming \$500 damages for alleged injuries sustained by being thrown from a moving car on College-street some months ago. Burnett said that the car started as he was boarding it. Dr. Garrett testified to the finding of a number of severe bruises on the plaintiff's body as a result of the accident. A number of other physicians testified in rebuttal that the man was in no way seriously injured. Under cross-examination Burnett gradually admitted that he had magnified his own hurts unnecessarily, whereupon the trial judge took the case from the jury and dismissed the action.

ELECTRICAL HAZARDS.

"A Talk on Electrical Hazards" was the subject of Inspector Bristow's Canadian Underwriters at a meeting of the Insurance Institute at McConkey's last night.

Doc Miller will hold down right field for the Boston Pilgrims. Miller is a Canadian and a full fledged medical doctor, a graduate of Toronto University.

Joe Tinker, of the Cubs, is furnished with a motor in each of the cities on the plaintiff's body as a result of the accident. A number of other physicians testified in rebuttal that the man was in no way seriously injured.

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Sole Distributors for Toronto.

URBANA WINE CO.
URBANA, N. Y.

GOVERNMENT NOT READY TO ADOPT MARRIAGE ACT

Dr. Forbes Godfrey's Bill Aiming at Prevention of Marrying Idiots Was Withdrawn Last Night at Request of Provincial Secretary—Much Important Legislation was Ground Out Yesterday.

Two physicians occupied the spotlight in the legislature last night. Dr. Forbes Godfrey, West York, introduced two bills aimed at the prevention of the marriage of idiots and procreants of idiots and insane persons and he had a noble supporter in Dr. McQueen, Liberal member for North Wentworth. Both stated they would stand or fall together with the proposed legislation. They fell.

Hon. W. J. Hanna and Sir James Whitney were present in the presentation of bouquets to the physician members, but the provincial secretary explained that such legislation could not possibly be adopted this session. The government was not in readiness to adopt the measures provided in the bills. Dr. Godfrey and his supporters, however, withdrew both bills.

His amendment to the Marriage Act was intended to prevent insane persons from marrying and to compel a certificate from a qualified physician as to the sanity of the parties to a marriage. He also believed that tuberculosis was a factor in the act should be amended in such a way as to prevent tuberculous people from marrying. Another good thing to do was to compel three weeks' residence by the parties in the municipality where the license was applied for.

A Commendable Feature. There was one commendable feature in connection with the Marriage Act. This was the fact that a contract of marriage was practically indissoluble. "There is a great need in the law," that is, when anyone has enough money to buy a license a person is always ready to do it. During the past session a bill was passed with regard to the breaking of a certain class of horses. It is necessary to have a stock it is more necessary to enact legislation to protect and develop human life.

Hon. Mr. Hanna spoke of the seriousness of the problem facing the government. He agreed with a provision making it necessary for the contracting parties to live three weeks in the municipality where the license was applied for prior to its issuance.

In his second bill, designed to prevent procreation of idiots and insane persons, Dr. Godfrey provided for showing that insanity in the province was on the increase. During the past three years there had been 1624 maniacs and 17 insane persons admitted to the provincial asylum. The number discharged were 932 males and 370 females. In 1909, 1910 and 1911, there had improved, while a great number were unimproved and were bound to be public charges. He doubted if insanity was ever curable.

W. Proudfoot, Centre Huron, had great praise for the capacity of the Ontario Railway Board and its unceremonious reading of his bill to place the construction of bridges under the supervision of that body. But, on the request of Hon. Dr. Reaume, he withdrew his bill.

Mr. Proudfoot proposed to amend the Municipal Act and thereby better the construction of bridges within the province. His proposal was a highway or railway bridge with a greater span than 20 feet, erected by a municipal corporation. The Ontario Railway Board is a very good business institution, despite opposition to the contrary. He was thoroughly competent and capable, and he believed that there was no justification for the attack upon it. He placed the construction of bridges under the supervision of the board and the authority of the public works department. He agreed with Mr. Proudfoot that the board was useful, had done good work, but the original idea in creating it was more along judicial purposes than administrative power. The bill was withdrawn.

Didn't Go Thru. The bill to regulate the death of tires on wagons and other vehicles, introduced by A. M. Rankin, Frontenac, was side-tracked thru the efforts of the province. Mr. Rankin ordered to protect the highways, Mr. Rankin urged the government to act immediately. There had been many complaints about the narrow widths of tires causing considerable damage. The provincial convention had adopted resolutions to the effect that there should be a quick remedy to the present state of affairs.

Hon. W. J. Hanna declared that the bill should not be given its second reading, because it had been in the session. And those affected by the proposed legislation wanted to state their views. The bill was presented to the house, and already manufacturers and dealers were preparing to have their say before the bill was withdrawn until next session. Mr. Rankin acquiesced.

Inspectors Get Raise. That public school inspectors will receive an increase of remuneration from \$2000 to \$2200 per annum was the gist of an amendment to the Public School Act. The raise of salary will run over three years with an additional \$100 each year. The bill, which was introduced by Hon. Dr. Pyne, also provided for vacation schools during the summer if school boards desire to establish them.

Makes Law Clear. Hon. W. H. Hearst presented a bill to amend the Land Titles Act, affecting owners of mineral lands. Under an Act passed in 1908 minerals reserved to the crown under patent, therefore granted for farm lands, were released, so that the settler became the owner of the minerals. In some cases, as well as the surface. In some cases these lands had changed hands, subsequently to the date of the release, and the passing of the Act. The bill provides that the owners of the minerals must be registered under the provisions of the Land Titles Act. It only relates to lands registered under that Act, and is for the purpose of making the duties of local masters of titles clear.

Toll Gates Disgrace. It is a perfect disgrace that we should have toll roads in the Province of Ontario, declared Sir James Whitney, Northumberland, when the bill of Hon. Dr. Reaume respecting them was being considered in committee. The minister of public works was asked by Mr. Clarke as to the number of toll gates in the province, to which he replied that he couldn't give a definite number, but there were only a few. "They should be stamped out," quoth Mr. Clarke.

vided in the bill that if the two corporations are unable to agree as to the nature of the facilities and the interchange of traffic to be afforded the matter should be determined by the railway board. The bill goes to the railway committee for further consideration.

People Have the Say. Hereafter no telephone company, Bell or independent will be able to get an exclusive franchise without the consent of the people. This is the effect of a bill introduced by Hon. I. B. Lucas, which was considered in committee. The proposed legislation had been before the house for some considerable time, but it was acting provincial treatment brought out an amendment regarding "exclusive franchises" yesterday. One purpose of the bill is to give publicity to the nature of the contract being entered into by the company and the municipality. A franchise may be granted with the approval of the municipal board, but it shall not be exclusive unless endorsed by the voters.

For its first reading the provincial secretary introduced a bill respecting the partitioning of municipalities into unorganized sections in the north country.

CAN'T ROB PUBLIC TO RAISE WAGES

Chairman of Interstate Commerce Commission Replies to Claim of Locomotive Engineers.

PITTSBURGH, March 28.—(Can. Press).—Six hundred railroad officials from the principal transportation centres of the country, attended the annual dinner of the Traffic Club of Pittsburgh here tonight. The principal address of the evening was made by Charles A. Frouthy, chairman of the Interstate Commerce Commission, who in discussing the relation of the commission to the railroads and the public said:

"Suppose organized railway labor makes a further demand for increased wages and that the railways accede to this demand. The railroad commission for leave to advance its rates on this account. What now is to be the answer of the commission? If this increase in wages is unjustifiable, and if on that account an increase in rate is allowed, it results that the general public, including all other forms of labor, is required to pay what is unjust and unreasonable. Must the government not therefore be satisfied, not only that the added wages are paid by the railroads, but that they are necessary and properly paid?"

The speaker expressed the opinion that it should be impossible for a strike to be declared by organized labor upon any inter-state railroad until the question had been submitted to arbitration.

Railroads Make Denial. NEW YORK, March 28.—(Can. Press).—The conference committee of the managers of fifty eastern railroads issued a statement tonight denying that their refusal to grant the demands of their locomotive engineers for an increase in wages was due to the inability of the roads to obtain an advance in freight rates.

The statement followed a declaration of Warren Stone, grand chief of the Brotherhood of Locomotive Engineers, published today, attributing to the roads that reason for their position in the wage controversy, and stating that "the public needs an object lesson to convince them that the roads are entitled to more pay for the freight they carry."

Germany Negotiating. Continued From Page 1.

Place Canada on the same basis as the rest of the empire. It is understood that no definite answer has yet been given to the proposals, which are under consideration and whose importance is not disguised.

Trade Relations With Germany. The Canadian Government imposed a surtax of 8 1/2 per cent upon imports from Germany on Nov. 28, 1903. This remained in force until March 1, 1910, when it was rescinded by an order in council as a result of negotiations carried on between Dr. Karl Lang, Imperial German consul for Canada, and Hon. W. S. Fielding, minister of finance.

The convention by which the agreement to rescind the surtax was effected contains these clauses: "(1) This agreement is a provisional one, and the question of a general convention for the regulation of commercial relations between Germany and Canada shall be deferred for consideration at a time that may be found mutually convenient.

"(2) After a reasonable time, a commercial convention such as is contemplated by the next preceding clause has not been entered into, then either of the principals herein represented may terminate or cancel the respective concessions granted in pursuance hereof on giving to the other two months' notice of intention so to terminate or cancel."

A Quid Pro Quo. By terms of this convention, Germany granted to certain Canadian products admission into Germany at the conventional tariff rates of duty on the Canadian channels, building up Canadian ports and enriching Canadian communities.

"And whereas, a reconstructed Welland Canal would greatly facilitate trade between the east and west, and by water competition materially reduce the charges for transportation of products from the west to the ultimate markets and the rates on manufactures and merchandise for the western population.

Partially Opened Door. The Canadian products admissible into Germany at conventional tariff rates are restricted to those mentioned in the schedule attached to the temporary convention of 1910 and consist of animals, calcium carbide, fish, fruits (fresh) at certain seasons, grain, meal of grain (excepting oatmeal), leather, leatherwares, meats, condensed milk, and clover seeds, wood, spirits (wood spirits only). It will be seen therefore, that there is a great range of Canadian products not entitled to entry into Germany at conventional tariff rates, including practically all manufactures.

Germany's trade with Canada immediately increased after the abolition of Canada's surlax.

In the year ended March 31, 1911, Canada imported from Germany goods valued at \$10,987,199, an increase of \$2,100,000 over the previous year and of four millions over the year before that when the surtax was in force. Canada got a very small increase of export trade with Germany under the new arrangement, however, our exports to Germany in the year ended March 31, 1911, being only \$2,663,017, an increase of only \$162,000 over the previous year.

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This Classy Gunmetal Calf Boot, \$5

Here's an admirable boot to wear to business. Note its good points—the shape, stylish, yet not extreme, the new Rhino full raised toe, giving ample space for the toes to lie flat in a natural position, the medium heel, the neat toe cap, the short camp, the nice dull gunmetal finish. And—what one cannot tell from the illustration—it's of a very desirable Spring weight; sizes 5 1/2 to 11, in popular widths. Price \$5.00

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T. EATON CO. LIMITED

TORONTO BOARD OF TRADE WANTS NEW WELLAND CANAL

Not Satisfied With Appropriation Voted By Dominion Government, and Passed Strong Resolution Asking For a Definite Policy.

Urging the government to announce a definite policy and reconsider the present appropriation regarding the proposed reconstruction work on the Welland Canal, the Toronto Board of Trade at their meeting yesterday afternoon unanimously passed a resolution, copies of which were sent to Right Hon. R. L. Borden, the Hon. F. Oochrane, Hon. A. E. Kemp, Hon. George Foster, Sir Edmund Osler, E. Bristol and Claude Macdonnell.

The members were of the opinion that as yet this problem had not received the serious consideration which it merited from the present government, and it was advocated that a substantial beginning be made with the work this coming summer. The resolution is as follows: "Whereas, regretting that the government came into office only six months ago, and that during the interval ministers have had to become familiar with the work of the departments, settle many difficult and perplexing problems, and deal with a session of parliament, and whereas, we still have to express our profound regret that no serious appropriation has been made, nor any definite or comprehensive measures taken for reconstructing the Welland Canal.

"And whereas, every year of delay means probably a permanent settling of trade in other channels and diversion from the natural waterway across the continent of traffic which should pass thru Canadian channels, building up Canadian ports and enriching Canadian communities.

"And whereas, a reconstructed Welland Canal would greatly facilitate trade between the east and west, and by water competition materially reduce the charges for transportation of products from the west to the ultimate markets and the rates on manufactures and merchandise for the western population.

"Therefore, be it resolved, that we respectfully request the prime minister, the minister of railways and canals and the cabinet to reconsider the present appropriation and at this session to definitely announce the policy of a Welland canal, and to secure a vote of a sum sufficient to guarantee a substantial beginning of the work this summer.

"And further be it resolved, that we respectfully state that in our opinion no inconclusive action on the part of the government in this direction will meet the hopes of the overwhelming majority of the people of the Province of Ontario.

"F. E. Morley, Secretary."

Are You Going to Buffalo?

If so, remember the C. F. R. excursion from Toronto, Saturday, March 30. Only \$2.75 return. Tickets valid leaving via 8:30 a.m. train, and good returning from Buffalo until Monday, April 1. Fastest time to Buffalo. Finest equipment, including parlor car, up-to-date coaches, and the popular chair-seated smoking car. See that your ticket reads C. F. R. Toronto city office, 16 King-street east.

MEIGHEN SPEAKS AT BERLIN.

BERLIN, March 28.—(Special).—Arthur Meighen, M.P. of Portage la Prairie, delivered before the Waterloo County Canadian Club here to-night an able address on "The Younger Pitt." The stirring times of the early part of the eighteenth century were to be repeated, he declared. In this hour, Britain was facing a social revolution, and recent developments showed hope of the coming of a new era. The mighty dollar was playing this time a very important part, and England was facing a dark hour. Capital and labor were antagonistic and the results would shake the United Kingdom.

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