

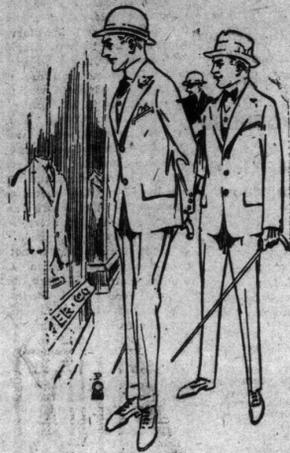
To Stimulate Trade TODAY, SATURDAY AND MONDAY

We Offer the Following Specials

- Men's Pants**
 One hundred pairs of our regular \$1.50 lines. All sizes **98c**
 Our \$1.75 range for **\$1.19**
 Our \$2.00 range for **\$1.49**
 These are a mixed lot of patterns in good tweeds and worsteds:
 \$5.00 English Serge Trousers for. **\$3.50**
 \$3.50 English Serge Trousers for. **\$2.50**
 One hundred pairs of the best Worsteds Pants ever sold for \$2.75; all sizes. To go for **\$1.98**
- Boys' Suit Bargains**
 \$10.00 All-wool Blue Cheviot Suits for \$4.98. Sizes 25 to 28; double-breasted Norfolk style, with belt **\$4.98**

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 We will clear out all our stock of Fast Mail and Feabody's Overalls for One Dollar a pair. Jackets to match, same price.

Men's and Young Men's Suits



We find our stock of Suits much too heavy and have picked out about three hundred Suits of fine English worsteds, in fancy patterns, plaids, checks, and stripes—Suits that we have been selling for \$25.00, \$30.00 and \$32.00. To clear, we have marked them at \$15.00 and \$18.00. They are all suitable for the coming spring, and the finest materials you can imagine. Other snaps through the stock in odd Suits as low as \$6.50, \$7.50, \$10.00 to \$12.00 that you save from \$4.00 to \$8.00 on each suit.

EXTRA SPECIAL

NORFOLK SUITS, with Two Pair of Pants \$5.00, \$6.50 and \$10.00

We Expect Two Busy Days

Oak Hall Clothiers

Cor. Yonge and Adelaide Sts.

J. C. COOMBES, Manager

ATROCITIES WORSE THAN CAN BE TOLD

S. W. Dancy of Picton Has Returned From Europe With Many Impressions.

(Continued From Page 1.)
 massed them before their forces as a shield between them and the British forces. On another occasion was present at Breda in Holland. A woman was carried into the hospital with both feet cut off and the hands of her 4-years-old child hacked away. In Namur I witnessed seventeen wounded men carried from the hospital to the street and there shot before the eyes of the head surgeon and his wife. Violation and mutilation of young Belgian girls is perhaps the commonest of the German crimes. "According to the official report of the Belgian Government—over 10,000

young girls have suffered at the hands of the German troops. On many occasions have seen the bodies of girls and old women who had been murdered in cold blood, with mutilated bodies and throats cut, lying on the open roadside.

Was Near Berlin.
 "Last month I was able to make a trip almost as far as Berlin, protected by a passport from Brussels, and had every opportunity of finding out the attitude of the German people, both civilian and military, toward the ultimate outcome of the war. The spirit of boastful certainty in success of German arms has given place to a spirit of serious doubt. In fact, German officers have admitted to me that it is now impossible for former plans to succeed. The temper of the civilian population in Germany is becoming a matter of serious concern to the authorities. They cannot understand how it is that if official reports from Berlin are true, scores of trains of wounded should be passing their doors every day, and hundreds of thousands of reinforcements must needs be rushed to the firing line, with alarming frequency, and that not alone are Calais, London, Paris and Warsaw now placed permanently in the category of forbidden fruit, but their forces

are gradually being pushed further back. "The Socialist element is also very restless, and this, taken in conjunction with the fact that the price of food in Germany is three times that of London, and food is actually scarce, must shortly force an internal crisis. In Austria this reaction has already come. In the large cities where the people are actually starving for food, they are clamoring in the streets against the tyranny of German militarism."

In the opinion of Mr. Dancy, the war must end before September. The general turning movement will come sometime in March or April, when the allies will throw into the fight new armies which will aggregate upwards of eight million men. Rumania and Italy are ready to strike, and with them included the total forces thrown against Germany will amount to ten millions. Germany cannot produce more than three and a half million men, mostly raw recruits. These figures have been gathered by Mr. Dancy from an authentic official source in Germany. "Certain it is," said he, "that the Kaiser has spent his maximum and failed, and he can never win with the minimum."

PROPOSES CURB ON RAILWAY FINANCING

Maclean Bill to Regulate Issues Was Given Second Reading.

CO-OPERATIVE BRIDGES

Plan Would Benefit Municipalities—Regulation of Water Freight Discussed.

By a Staff Reporter.
 OTTAWA, Feb. 18.—The bill introduced at the opening of the session by W. F. Maclean (South York) to place stock issues under the supervision and control of the Dominion Board of Railway Commissioners was given its second reading tonight after an interesting discussion in which Hon. Geo. F. Graham, J. G. Turriff and the prime minister participated. The bill also contains a clause by which a municipality may associate itself with a railway company on the cost and construction of bridges so as to insure that railway bridge include provisions for vehicular and pedestrian traffic.

In moving the second reading in the house tonight, Mr. Maclean said that the government had introduced a bill a year ago to revise and amend the Railway Act containing the clauses of the pending bill. In his opinion those clauses should be crystallized into legislation at the present session.

Many of the railway companies, including the Canadian Pacific, had been raising capital in an extravagant and improvident manner, and there was a general public demand for government control of railway capitalization. A great deal of money had been raised by the companies which did not go into the enterprises and it was already being expended in such a manner that the Canadian Pacific was about to make another big stock issue. If the government were prepared to say that the railway companies would not be allowed to make further issues until the government bill of last session was enacted into law, well and good, but otherwise there was grave danger that before the government moved in the matter there would be more improvident and extravagant capitalization. In the past companies had raised money on 10 per cent stock which could have been raised on a 5 per cent basis. If they had been compelled to come before the railway commission, that body would have compelled them to raise what money they needed in the least expensive way and would have seen to it that all the money so provided went into the enterprises and not being devoted to melon cuttings for the personal profit of the shareholders.

Evils of Mergers.
 Not only had our railway companies been addicted to high finance, but the country was strewn with financial failures, chiefly due to extravagant mergers and over-capitalization. Henry Ford had demonstrated how profits could be made available for the benefit of labor by avoiding watered stock. As to the other clause of the bill, Mr. Maclean referred to conditions in the Township of York and the City of Toronto, where the railway had been anxious to cooperate in building bridges, but had been unable to come to terms with the railway companies.

Mr. Turriff, in seconding the bill, said the railway companies would not have to come to Ottawa asking for credit to be brought against their capitalization represented the money actually invested in their properties, and Mr. Graham pointed out that the railway credit was greatly injured by gigantic mergers and over-capitalization.

Premier Impressed.
 Sir Robert Borden observed that the question involved in the bill was worthy of careful study. He did not believe that the charge of watered stock could be brought against the Canadian Pacific, and if it were to attract foreign capital to railway investment, the investor must be assured of reasonable profits. He thought the bill should be carefully considered by a committee of the house.

Control of Water Rates.

Mr. Armstrong, in moving the second reading of his bill to place inland navigation, passenger and freight rates under the control of the railway commission, said that no less than \$500,000 had been expended by the people of Canada since Confederation in improving the navigable waterways of this country.

The completion of the Welland Canal would cheapen the cost of moving wheat from the head of the Great Lakes to tide water least one bushel, and it was important that this reduction should inure to the benefit of the western farmers. Unfortunately as the cost of transportation decreased upon our inland waterways, the steamship rates went up. He could see no reason why the railway commission which regulated transportation rates on land should not also regulate them on water.

Railways to Blame.
 J. G. Turriff (Assiniboia) supported the bill. From 1911 to 1914 the cost of transporting wheat from Saskatchewan

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Ladies' Patent Colt Button, cravenette top (choose your colors), stage vamp, welt and hand turned soles. All sizes, B and C widths. Reg. \$6.00, save \$2.55 **3.45**
 Nurses' glass kid, button and lace heels, perfectly smooth cushion innersole, rubber heels, all sizes, C, D and E widths. Regular \$5.00. Save \$2.55 **3.45**
 Ladies' gunmetal calf walking boot, lace bal. Goodyear welt soles, all sizes, D widths. Regular \$7.00. Save \$3.55. This is a special snap! Madam **3.45**
 Ladies' Patent Colt Button, fawn and gray cravenette top, spool heels. All sizes, D width. Regular \$4.50. Save \$1.95 **2.95**
 Who would be without the latest style shoes at these prices?—not you, surely!

Here's the Reason For These Ridiculously Low Prices:

Our lease is up and our new store is being prepared for occupation. We want to clear out our whole \$30,000 stock before we move. We need the money!!

TORONTONIANS, 310 Yonge is almost opposite Wilton Avenue. ONTARIANS, send in your orders by mail; a tracing of your stockinged foot will help us fit you better.

Men's Values!

Men's Patent Colt, Button and Lace Bals, Dress Shoes. Goodyear welt, single soles, recede toes, all sizes. Regular \$8 and \$9. Sale price **4.95**
 Men's Winter Calf, Lace Bal, recede toe. Goodyear welt, slip sole, all sizes. Regular \$6.50 and \$8.00. Sale price **3.95**
 Men's Patent Colt and Velour Button, cravenette tops. Goodyear welt soles, all sizes and widths. Regular \$6.00. Sale price **3.95**
 Men's Patent Bluchers and Lace Bals, single welt soles, recede and medium toes. All sizes. Regular \$6.00. Sale price **3.45**
 Men's Gaudinet Calf Button and Lace Bals, welt sole, nature shape last, all sizes. Regular \$5.00. Sale price **2.95**

Open Evenings
The Sample Shoe Store
 310 Yonge Street

to Liverpool had increased seven cents a bushel (Regina) while favoring the bill he said he was by no means certain that the increased cost of transporting grain from the Canadian west to Europe was due to unfair exaction by the lake stevedores. He rather inclined to the belief that the fault lay with the railway companies and the ocean combine.

Edmund Bristol (Centre Toronto) vigorously opposed the bill. He held that water rates were always lower than rates by rail, so that the railway commission by regulating transportation on land virtually regulated them on the inland waterways of Canada. American competition also kept down the rates charged by Canadian vessels. If we made our inland steamship lines charge less, the North Atlantic combine would charge all the more, and we had no power to regulate ocean freight rates.

W. F. Maclean (South York): "We do not admit by any means that the Armstrong bill does not aim to regulate ocean freight rates. During the past season, he said, grain had been transported from Port William to Montreal at three and a half cents a bushel or about half the former rate. The Canada Steamship Company had been compelled to pass its dividend to the benefit of any industry in transportation rates was to be found in canalizing the River St. Lawrence so that it would have a twenty-six foot channel. Otherwise, when the Welland Canal was finished we would find a great deal of our Canadian grain diverted at Oswego to New York."

Plan for Small Owners.
 Mr. Carroll (Cape Breton) opposed the bill, as also did Mr. Hepburn (Prince Edward County). The latter said that the bill was impracticable, because many small boat-owners would go out of business if the railway commission attempted to regulate them. On the Bay of Quinte, for example, there were many small vessels which could not comply with the orders of the commission. He could not see why a steamship company should not be allowed to charge as much as a railway company for the same service.

Germany Big Buyer.
 W. H. Bennett (Elmora) said that last fall wheat had been carried from Port William to Midland at one cent a bushel. It was true that the export from Montreal had suddenly increased from forty million to nearly seventy million bushels of grain but this was, in his opinion, due to the heavy buying of grain by the German Government and German importers. The Canadian vessels had all their cargoes to compete with the larger American vessels which carried large quantities of ore during the slack season.

It was worse than useless to keep on expending huge sums of public money in improving our waterways and harbors if all the profit was to be absorbed by the carrier.

Just now wheat commanded a high price, but the high price will not be a permanent one, and he reminded the house that best transportation rates were so high that the western farmer could no longer profitably raise wheat. Some of the inland water rates were now under the control of the railway commission to the extent that some lake vessels were railway-owned, but it had been announced that the Canadian Pacific Railway Company proposed to constitute a new company to take over its vessels and thus free them from the control of the railway commission.

Speedy Action Imperative.
 Mr. Maclean asked why the government was not going ahead with the bill to revise and amend the Railway Act, which was given the second reading at the last session. The dislocation of business due to the war made it more than ever important that the transportation problem be speedily dealt with. "We must get our great west settled, and there was no other way to hold out the lamp of hope to the settlers and the incoming immigrants except by guaranteeing them reasonable freight rates upon whatever they produced. If the Canada Steamship Company had been unable to pay a dividend it was probably because parliament had not safeguarded the company and the public as well against the evils of over-capitalization."

Mr. Armstrong's bill was then given a second reading and referred to the select standing committee on railways, canals and telegraph lines.

DUNNING'S

Sea foods—Lobsters, soft shell crabs, scollips, fresh caught fish. 27-28 King street west, 25 Melinda street.

UNITED STATES "STANDING PAT"

Special to The Toronto World.
 WASHINGTON, Feb. 18.—There will be no recession from nor modification of the position enunciated by the United States in the note sent to Germany protesting against the suspected menace to American commerce from the operation of submarines within the prescribed war zone areas surrounding the British Isles. It was said at the state department today.

HAMILTON HOTELS

HOTEL ROYAL
 Every room furnished with new beds, new carpets and thoroughly redecorated during 1914.
 BEST SAMPLE ROOMS IN CANADA.
 \$3.00 and up—American Plan. 447

Traveled in War Area.



S. W. Dancy, of Picton, Ont., who arrived in Toronto yesterday, has been in Europe since before the war began. He says starvation faces Germany and Austria.

The suggestion advanced in the German note of co-operation and furthering to provisions for the safety of our merchant craft, cargoes, and passengers will result in a polite but firm refusal to Germany that the responsibility for Germany's own and not to be shared by the United States, for the reason that the intention to hold Germany responsible for losses of lives or property of Americans is a fixed and determinate thing in the policy of the United States.

KAISER BACK IN BERLIN.

LONDON, Feb. 18.—A Reuter dispatch from Berlin says Emperor William has returned to Berlin from the East Prussian war theatre.

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