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Charming display of new Autumn and Winter Trimmed Millinery now on view. Customers who wish to secure distinctive and exclusive styles will do well to pay a visit to this department. Shown in all the beautiful fall shades and introducing the very latest in the way of trimmings.

Ladies' Underwear

We show a most complete variety of winter weights in Ladies' Wool Underwear in vests and drawers and combinations. Also a full range of Scotch Merino Unshrinkable Underwear in every weight and size.

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Special showing of Ladies' Underskirts made from heavy quality Skirt material in black and assorted colors. Also fine showing of Silk Taffeta of good wearing quality, in full range of plain colors and shot effects in all sizes.

Vivella Flannels

Vivellas are unequalled for their durable qualities, are guaranteed absolutely unshrinkable and will always retain their same beautiful soft finish. Shown in splendid range of colors, in plain and fancy designs. Vivellas are adaptable for all kinds of ladies' and gents' day and night wear. Samples sent on request.

Letter Orders Carefully Filled.

JOHN CATTO & SON

TORONTO

FORGOT "SAFETY FIRST."

When he fell attempting to board a moving car at King and Spadina avenue last evening, William Farrow, 77 Bolton avenue, fractured his arm. Farrow was taken to the Western Hospital.

PUTTING ONE OVER

Teacher: "And what is your name?" First Pupil: "Julius, sir." Teacher: "Don't say 'Julius,' say 'Julius.' And what is your name?" Second Pupil: "Billous, teacher."

RATES FOR NOTICES

Notice of Birth, Marriage and Death, not over 50 words, \$1.00. Additional words, each 5c. No Lodge Notices. Funeral Announcements: 1c. Memorial Notices: 5c. Poetry and quotations up to 10 lines, additional 5c. For each additional 4 lines or fraction of 4 lines, 5c. Cards of Thanks (Bereavements): 1.00.

BIRTHS

BOOTH—On Monday, October 27, 1919, at the Women's College Hospital, to Mr. and Mrs. J. M. Booth of 4 Hlawatha avenue, Toronto, a daughter. Both very well.

PEPALL—On Tuesday, October 28, 1919, at the Women's College Hospital, to the wife of Harry G. Pepall, 145 Grenadier road, Toronto, a son.

SINGLAI—At the Private Pavilion, Toronto General Hospital, on Sunday, October 26, to Dr. and Mrs. W. E. Singlaid, a son.

TOKIN—At the Toronto General Hospital, Saturday, October 25, to Mr. and Mrs. C. Cecil Tokin of 215 Balliol street, a daughter.

DEATHS

DELANEY—At Toronto, on Tuesday, October 28, 1919, James Delaney, 21, funeral from the residence of his son, John Delaney, 14 Sanford avenue, Thursday, October 30, at 8.30 a.m., to St. Joseph's Church. Interment in St. Michael's Cemetery.

MURRELL—At 1017 Bloor street west, on Tuesday, October 28, 1919, Donald George Murrell, aged 6 months, beloved twin son of Mrs. G. F. Murrell. Funeral on Thursday, October 30, at 3 p.m. Friends please accept this intimation. Interment in St. James' Cemetery.

MCAY—Accidentally, at Akron, Ohio, on Saturday, Oct. 25, 1919, Patrick J. McAvay, aged 65 years.

Funeral Wednesday at 8.30 a.m., from his brother's residence, 34 Ridley Garden to Holy Family Church, interment Mount Hope Cemetery.

SULLIVAN—On Monday, Oct. 27, 1919, Daniel Sullivan, beloved husband of Catherine Quinn, in his 58th year. Funeral Wednesday, at 8.30 a.m., from his late residence, 109 Simpson avenue, to St. Ann's Church. Interment Mount Hope Cemetery. Please omit flowers.

TREBLE—At Grace Hospital, Toronto, Tuesday, October 28, 1919, suddenly, while on duty, Charles Edward Treble, M.D., M.R.C.S. and L.R.C.P., beloved husband of Violet Patterson, and elder son of the late John M. Treble, in his 42nd year.

Funeral at 3 o'clock Thursday afternoon, from his late residence, 229 Russell Hill road.

IN MEMORIAM

CARTER—In ever loving memory of Edward Charles, second and dearly beloved son of Mr. and Mrs. Charles Carter, who passed away, October 29, 1918. One year has passed, our hearts are sore.

As time rolls on we miss him more. Thy will be done—'tis hard to say. When those who love are called away.

—Father, Mother, Brothers and Sisters.

JACKSON—In loving memory of Robert Moore Jackson, sergeant 35th Battalion, C.E.F., transferred to Machine Gun section 39th Battalion, elder son of Mr. and Mrs. W. R. Jackson, who died at the 3rd Canadian General Hospital, Bonaventure, France, October 29th, 1918, of wounds received at Courcellette, aged 35 years.

Sleep free from care and sorrow.—Dad, Mother, Alan, and Audrey.

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 WEATHER

Meteorological Office, Toronto, Oct. 28.—(3 p.m.)—The disturbance which was centred last night near Lake Michigan has moved eastward to the Gulf of St. Lawrence, with increasing intensity. Showers have occurred from eastern Ontario to the Maritime Provinces, while over the greater part of the west the weather has been fair.

Minimum and maximum temperatures: Dawson, 16-30; Prince Rupert, 12-46; Vancouver, 22-31; Victoria, 40-46; Kamloops, 28-36; Calgary, 38-44; Edmonton, 10-34; Saskatoon, 6-29; Battleford, 8-30; Medicine Hat, 20-40; Moose Jaw, 10-32; Winnipeg, 8-24; Port Arthur, 16-28; London, 38-44; Toronto, 38-52; Kingston, 38-44; Ottawa, 32-40; Montreal, 34-55; Quebec, 30-48; St. John, 40-54; Halifax, 40-55.

—Probabilities—Lower Lakes and Georgian Bay—Moderate, variable winds; fair and cool. Ottawa Valley and Upper St. Lawrence—Moderate northwest and west winds; fair and cool.

Lower St. Lawrence, Gulf and North Shore—Decreasing northerly to westerly winds; fair and cool.

Maritime—Strong winds or gales, decreasing by night; fair and cool.

Lake Superior—Moderate to fresh winds; mostly fair and cool in east; light local snow in western districts.

Manitoba and Saskatchewan—Light local snow or rain, but mostly fair and comparatively mild.

Alberta—Light local snow, but mostly fair, stationary, or lower temperature.

THE BAROMETER

Time	Ther.	Bar.	Wind
8 a.m.	55	29.20	44 W.
Noon	47	29.41	—
2 p.m.	48	29.45	—
4 p.m.	46	29.46	—
8 p.m.	39	29.76	16 N.W.

Mean day, 40; difference, 8 above, 8 below; average, 8 above; highest, 62; lowest, 38; rainfall, .17.

STEAMSHIP ARRIVALS

Steamer	At	From
Bergensfjord	New York	Christiania
Edelby	New York	Brest

STREET CAR DELAYS

Tuesday, October 28, 1919.

Bathurst, King and Belt Line cars, both ways, delayed 12 minutes at 7.08 a.m., by fire at King and John streets.

College cars, southbound, delayed 11 minutes at 2.35 p.m. at Gerrard and Teravay by wagon broken down on track.

Yonge cars, northbound, delayed 7 minutes at Grosvenor and Yonge, at 2.05 p.m., by auto stuck on track.

King, 4.52 p.m., G.T.R. crossing, both ways, 5 minutes, by train.

King, 5.13 p.m., G.T.R. crossing, both ways, 5 minutes by train.

Bathurst, 6.41 p.m., Front and John streets, both ways, 7 minutes, by train.

Yonge, Avenue Road, Dupont, 2.05 p.m., Grosvenor street, northbound, 7 minutes, auto stuck on track.

College, 4.00 p.m., Teravay street, westbound, 6 minutes, auto stuck on track.

Harper, customs broker, 9 West Wellington street, corner B.Y. Adelaide 4682

"LOVE FOR SALE."

Seat sales start at the Royal Alexandra Theatre tomorrow (Thursday) for the new musical comedy, "Love for Sale," featuring the international beauty Kitty Gordon in the leading role.

DASHED ON PIERS, VESSEL GOES DOWN

(Continued From Page 1.)

disaster and loss of lives, declared the undertow swung his ship after she struck the bar.

"I told the cabin boys to waken the passengers and ordered a crowd, and I did the work," he said. "Those who moved quickly were saved. The ones who held back lost their lives."

To R. Kakanborsky, a coast-guard, many of those saved owe their lives, according to survivors. Approaching as closely as possible to the steamer, Kakanborsky, while others of the coast-guard struggled to free men and women from the tangle of wreckage, held a flash light, directing the way to safety.

"It seemed that the ship was lifted out of the water, striking with terrific force," said Kakanborsky. Then the lights went out and the boat was pounded to kindling.

"I used a flash light and it was by this means that many of the passengers were able to jump to the piers. It seemed to me that those on deck escaped. I heard a few screams, but it was all very sudden and quickly over."

George Watson, a passenger, who found his way from the darkness of the steamship deck, assisted a woman to escape. Knowing that the ship was in the darkness, climbing the steeply inclined decks to an outer door. He saw a woman crying and assisted her to safety down a line from the house over one of the wheels. Watson said the heroism and quickness of coast-guard and crew did much to quiet the panic resulting from the crash. He escaped with the screams of the unfortunate in his ears.

Harry Reis, second engineer, was found dead on the beach. He had been washed overboard, others of the crew saved after being caught in the live stream of burning pipes in the engine room, where he had remained as long as possible. Apparently he reached the shore safely and crawled some distance from the water. Exhaustion and injuries inflicted by pieces of the wreckage are believed to have caused his death.

To the cabin boys and stewards, Mrs. Jessie Hopkins of Muskogee, who gave her life, is given credit for wakening and thereby saving many of those who escaped. Knowing themselves imperilled, these members of the boat's complement made their way to the lifeboats along the ship's darkened passages, pounding on the doors and arousing the few who slept despite the storm.

MAT HINKLE STOPPED THE BOUT.

Akron, Ohio, Oct. 28.—Bob Martin of Akron, heavyweight champion of the American expatriate and allied forces, his first professional bout from Joe Bonzo of New York at the end of the tenth round of a scheduled 15-round contest.

Hinkle stopped the bout. Martin administered severe punishment to his opponent who wanted to knock him down in the sixth round for the count of three. At the end of the eighth round Bonzo's seconds wanted the bout to continue into the ring, but Bonzo refused to quit.

CHICAGOANS WEAR SHOES OF WOOD.



Cutting down the high cost of living. In Chicago the cost of leather forces people to seek relief, therefore, they have resorted to wearing wooden shoes. Leather shoes cost from \$15.00 to \$25.00 a pair and wooden shoes cost \$1.25 a pair and are a big saving to those who wear them. Even the mail man, as well as the housewife, is wearing wooden shoes.

WORLD'S DAILY BRAIN TESTS

By SAM LOYD

Two Minutes to Answer This.

No. 24.

Spell out the names of the little objects. Then add the numbers as indicated by the signs and the resulting letters will spell the name of a foreign city.

ANSWER TO NO. 23.

11 plus 1 plus 1 equals 14.

14, 9, 9, 3 equals 35.

The nine figures turned upside down are then arranged to equal 14 as follows:

1-6 plus 1-6 plus 1-6 plus 11

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CANADA'S DELEGATES WATCHFULLY WAITING

(Continued From Page 1.)

determined on any settled policy. They are following a policy of watchful waiting. They will be guided by events. The two groups are on friendly relations and will occupy the same room in an office in the new railway building. As next door neighbors they will have representatives from the new nation of Czechoslovakia.

It is quite likely, however, that tomorrow's proceedings may not be so brief as was at first anticipated. Word came on the way as aroused keen discussion whether or not they shall be admitted to the conference until they are admitted to the league.

This matter was before the organizing committee today, tomorrow it will be for the conference to determine.

Knowing that the league's delegation especially, feeling is running high that the Germans and Austrians should not be permitted to join the conference on a par with other delegates.

Canada's Representation

Canada is to be represented at the opening session by Hon. N. W. Rowell, president of the privy council, and P. A. Acland, deputy minister of labor, who is substituting for Senator Roberson. They will represent the Dominion government. Canadian employers will be represented by S. R. Parsons of the British-American Oil Company, Toronto; Canadian labor by P. M. Draper, secretary of the Trades and Labor Congress of Canada.

To save time in interpreting the nations' tongues of so many peoples discussion will be permitted in two languages only, English and French. Following the practice of the Dominions parliament the stenographic notes will be taken in the language in which the speech is made. To this end the French speeches will be officially reported by the Ottawa French Hansard staff which has been specially engaged for the work.

Labor Men of Winnipeg To Resurrect Strike Issue

Winnipeg, Oct. 28.—It is labor's avowed intention in the municipal election contest to resurrect the recent strike issue and compel the city to take back every man who was dismissed thru participation in the walk-out. E. J. Dixon, M.L.A., chairman of the labor election committee, announced.

DECIDE NO CHANGE IN G. T. AGREEMENT CONTRARY TO ACT

Unionists Make Concessions to Liberals, Who Wanted "Ratification" Clause.

Canadian Press Despatch.

Ottawa, Oct. 28.—The Grand Trunk bill again occupied the attention of parliament today to the exclusion of all other business. Discussion was resumed in committee on clause 3 of the bill, which makes provision that the agreement to be entered into between the government and Grand Trunk shall provide for the defining of the company's properties and interests comprised in the system, and such other terms and conditions as the government and the company may agree upon.

The opposition made its chief fight against the bill today on the point that the government's course should be submitted to parliament for ratification. Hon. W. L. Mackenzie King, Hon. W. J. Fielding and other Liberal speakers asserted that it was unwise to give the Grand Trunk shareholders opportunity to ratify this agreement, and to deny the right to the company's shareholders to ratify the course proposed was contrary to the principles of constitutional government.

Hon. Arthur Meighen, in reply, said that the government's course was in accordance with the best precedent, because parliament was now in reality deciding the terms of the agreement. In 1903, he said, the Liberals when dealing with the Grand Trunk had brought down a hard and fast agreement which the house had no choice but to ratify. In this case it was open to parliament to alter the essential terms of the proposed agreement as set forth in the bill.

It was finally agreed, on motion of Hon. J. D. Reid, that the bill should be provided that no change should be made in the agreement "inconsistent with the provisions of this act."

No Agreement Drafted.

At the evening sitting before clause three was adopted, Mr. Meighen stated that the agreement between the government and the company had not been drafted, but if it was ready before prorogation they would be able to bring it before parliament. Referring to a demand that the government should fix a definite date for the surrender of the bill, Mr. Meighen said that the agreement would not go into force until the voting power of the stocks had been surrendered.

Deputy Speaker Bolvin threatened to name Mr. Arthur Trahan for persisting in asking questions which did not relate to the clause under consideration and another incident of the evening session was a protest by Mr. Gauvreau, a Liberal member, because members were asking questions which in his opinion had been answered twenty times.

An amendment by J. H. Sinclair to clause four, which would strike out the guarantee provisions, was defeated and the clause carried before the house rose.

King Albert Not Coming.

In the house of commons this afternoon, Sir George Foster stated that the king and queen of Belgium had found themselves unable to accept the invitation of the Canadian government to visit Canada. They regretted their inability very much.

Further consideration of the Grand Trunk bill in committee was then given. Hon. J. D. Reid read a statement of the locomotives and cars owned by the Grand Trunk system. The statement showed that the Grand Trunk roster had 27,158 freight cars, 1,007 passenger cars and 2,201 working cars. The total number of freight cars owned and leased by the Grand Trunk and subsidiary lines was 45,205. Passenger cars totaled 1,107 and working cars 2,377. The Grand Trunk Railway Company and subsidiary lines had 1,803 locomotives. The minister of railways placed the value of the equipment at approximately \$180,000,000. Against this there was an issue of approximately \$4,800,000 in equipment bonds.

Matter of G.T.R. Equipment.

T. A. Vien (L'Orbiniere) said the statements of the minister of railways and minister of finance on Grand Trunk equipment did not harmonize very well. The former had said the equipment was good; the latter, as a member of the Drayton-Acworth committee, had said that an expenditure of \$35,000,000 was necessary to put the road in working condition. Grand Trunk officials had estimated that \$51,000,000 should be laid out before the road was in good condition to compete for business.

The minister of railways replied that Sir Henry Drayton as minister of finance was more than ever in favor of taking over the Grand Trunk system and making it part of the Canadian National Railways system. The Grand Trunk had spent much money on equipment since the Drayton-Acworth report was drawn up.

Mr. McKenzie asked if the government intended taking over all the stock of the Grand Trunk except the debenture stock. He thought the directors should have been paid a lump sum and the division of the proceeds left to them. Instead of this, the government had set aside certain stock and would arbitrate on the balance. Hon. Arthur Meighen replied that the government was carrying out the Drayton-Acworth recommendations.

Present Is Toronto?

Mr. D. D. McKenzie asked what was the municipal assessed value of the Grand Trunk Railway. He also wished to know what the Grand Trunk railway had paid in taxes during the past year. Since the government was going to acquire this road, and yet, in defiance of the British North America act, proposed to pay taxes upon it, it would be interesting to know what those taxes would amount to. What would be the present which the federal government would pay to wealthy municipalities like Montreal and Toronto along the route of the railway?

Dr. Reid replied that it was absurd to talk of the government making presents. The Grand Trunk Railway had always paid its taxes. Would it be fair for it to stop now? He thought that the undertaking of the Grand Trunk railway company with the municipalities should be carried out even though the government acquired the road. The taxes collected, he gave as follows: Grand Trunk, \$739,377; Grand Trunk Pacific, \$43,902; Grand Trunk Pacific branch lines, \$23,784.

The minister of railways said the opposition advised delay, which would mean that the C. P. R. would be able to grab the road. The contention of the C. P. R. could not acquire the Grand Trunk without coming to terms with the government. The C. P. R. could by devious ways get control of the stock of the road. He argued that, given a good board of management which would be subject to no interference, the Grand Trunk would make money.

New Board of Management.

W. D. Euler wanted to know whether the government would appoint a new board of management for the Canadian National Railways when the Grand Trunk was taken over. Would it be entirely different from the present one?

The minister of railways could make no definite statement on this subject. It would be composed of capable and efficient railwaymen, the best the government could find.

Mr. McKenzie said that when the Tory party was in a tight corner it called on Sir Thomas White to come forward and say the country had no choice. He had told the soldiers' committee that, and then he came before the house and said the same thing. If the government would agree to submit the Grand Trunk purchase to the people before it was tied up there would be no opposition to the bill. As it was, Mr. McKenzie declared, the minister of railways was seeking to create one huge railway monopoly, with himself at the head of it, for political purposes.

Speaker Intervenes.

Now it was proposed, while government-owned railways paid no taxes in the maritime provinces, to make the people of those provinces responsible for taxes on government roads elsewhere.

Deputy Speaker Bolvin, who was in the chair, requested that the members of the committee hold their remarks to the clause then being discussed. Mr. Robb said the minister of railways had departed from the rule and had said there was an agreement with the league of the opposition for open discussion here. The chairman held to his ground.

Finally the minister introduced an amendment to clause three of the bill which was under discussion providing that only such changes could be made in the agreement with the company as are not inconsistent with the provisions of this act. In answer to Mr. King, Mr. Meighen stated that the agreement between the Grand Trunk Railway Company and the government had not been drafted. He did not know when it would be ready, but if it was ready before the house rose, he had no objection to its coming before parliament. He rejected the change in the clause which would preclude the governor-in-council from embodying the provisions of the agreement which would be safeguards to the Canadian people.

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When the needles and pins from rusting.

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HELEN STANLEY

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