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J. C. Coombes
MANAGER

THE DAY AT OTTAWA
By TOM KING

Ottawa, March 20.—The long expected Unionist caucus on the tariff question occurred this morning, and tho it lasted a long time and called forth a good many speeches, the waiting newspapermen were told at its close that an enjoyable time was had and that the best of good feeling prevailed. The acting premier frankly stated that no general revision of the tariff could be attempted until times became normal, but he also intimated that some adjustments and changes might be made if, after hearing from all sides, they appeared to be in the public interest. The government has no intention of shifting its responsibility to a caucus or caucus committee, from all sides, they appeared to be in a mood of anxious and willing to hear the views of all its supporters and is confident that its decision will be satisfactory to all who take a reasonable view of the situation. That decision when reached will be announced in the budget speech which Sir Thomas White will deliver within the next three or four weeks.

The caucus probably cleared the air to some extent. High tariff and low tariff men, it is understood, freely expressed their views, but there was an under current that made for harmony within the ranks. It is not generally believed here today any more than it was yesterday that much tariff tinkering will be indulged in at the present season. The western members are doing their best to look pleasant and the Ontario members seem to be pretty well satisfied.

At any rate the members forgot their varying views on the tariff sufficiently to become engrossed at today's sitting of the house in the railway question. That question came before them shortly after the house convened this afternoon, when Sir Thomas White moved the preliminary resolution upon which a bill will be founded to validate the recent action of the government in appointing a receiver for the Grand Trunk Pacific under the war measures act. In the nature of things the debate arising thereon could not be limited to the affairs of the Grand Trunk Pacific, but widened to such an extent as to involve more or less discussion of the entire railway situation. Judge McKenzie, the new Liberal leader, felt his way cautiously, and asked for more information. Mr. Robt. the chief Liberal whip, frankly declared himself to be an opponent of public ownership, and argued that state ownership of the Intercolonial had lighted the maritime provinces and discouraged private enterprises. Mr. Cadogan, Liberal member for Pontiac, and railway critic for the opposition, argued that the government had either gone too far or not far enough in taking over the Grand Trunk Pacific. They had the road on their hands, but what would they do with it? If under private ownership it could not pay operating expenses, would it be anything more than added expense to the government when operated by a receiver?

W. F. Maclean, Unionist member for

South York, believed the government had made a move in the right direction, but wanted to see it lose no time in also taking over the Grand Trunk. W. F. Cockburn, Unionist member for Brantford, thought the government should have grasped with the Grand Trunk situation long ago instead of handing out annual dotes to the Grand Trunk Pacific. The one strong point in the government's possession which no one could assail was the necessity for keeping the road running. The Grand Trunk Pacific had given notice that it would cease operating the road on March 10, and thus inflict untold injury upon the vast territory served by the G.T.P. and its branch lines. What else could the government do but appoint a receiver to operate the road?

The story of the Grand Trunk Pacific, as unfolded to the house by Sir Thomas White this afternoon, reads like a weird romance. That same business men should construct a railway at a cost of two hundred million dollars which cannot even pay operating expenses seems incredible, yet the old Grand Trunk had commitments in respect to the Grand Trunk Pacific which aggregate the principal sum of ninety-seven million dollars, and weigh down that road with a staggering interest charge of five million dollars a year. The Dominion government guaranteed bonds to the extent of eighty-four million dollars, for which, however, it is secured by first mortgages on the road. It also loaned twenty-five million dollars directly to the Grand Trunk Pacific upon the guarantee of the old Grand Trunk. Not content with this, it loaned the Grand Trunk Pacific, with practically no security at all, sixteen million dollars in 1914, eight million dollars in 1915, seven million five hundred thousand dollars in 1916, and another seven million five hundred thousand dollars in 1918. In 1919 this Oliver Twist of railway companies was back for "more," and when the government refused to again unbet, the officials announced that they would cease operations.

On top of this, the government, upon the face of a contract it made with the Grand Trunk Pacific, expended two hundred million dollars in the construction of a railway between Moncton and Winnipeg. The entire system from Moncton to Prince Rupert represents an investment approximating half a billion dollars, and there is no present outlook for the system being able to earn operating expenses for a long time to come.

The government is now willing to take over, by perpetual lease or purchase, the old Grand Trunk and the Grand Trunk Pacific, assume all their obligations, and pay what is really a gratuity to the stockholders of the Grand Trunk at the rate of two million five hundred thousand dollars a year for the first three years, three million dollars for the next five years, and three million six hundred thousand dollars per year after that in perpetuity. Unless these stockholders are entirely out of their senses they will jump at the proposition.

**DENISON BIASED,
SAYS ELLIS' CLAIM**

Counsel for Ex-Constable Says Colonel Self-Convicted of Prejudice.

That Gordon Ellis was wrongfully dismissed from the police force; that he was marked for dismissal and condemned in Col. Denison's mind before the riots took place because of his activity regarding the union, and that at no time during the hearing of the royal commission had it been shown that his manner of giving evidence was such as to justify his dismissal from the force; that, in part, was the plea of B. W. Essery in summing up the case for the defence before the royal commission yesterday afternoon. Proof of Col. Denison's bias, said Mr. Essery, was the magistrate's statement that nothing that could be said would change his opinion. Admitting the value of over 40 years on the bench, that could not be considered a reasonable or judicial attitude. Judge Winchester on the other hand admitted that he might make a mistake, because he was only human. Mr. Essery claimed that Col. Denison's own evidence before the royal commission had been hesitating, and pointed out that Judge Winchester admitted that it was an everyday affair in his court for witnesses to hesitate. But apart from these facts, if "hesitating evidence" was something Ellis could be dismissed for, it was proved that he was not in condition to give evidence at the time. Dr. Norman Allen had testified that the day before the investigation Ellis had a temperature of 104 degrees and was taking influenza.

That the activity of Ellis regarding the union had influenced the judgment of his superiors was, Mr. Essery thought, proven beyond a shadow of doubt. Ellis had been thoroughly marked as the first link between the union and the "outside influence" talked about. Col. Grassie had stated that he gave no order to any one to get information about the union, but he had stated in the presence of men looking for his favor and anxious to please him that he would like to have some information about it; further, that a list of 25 names was submitted to him.

Criticizing the evidence given before the royal commission, Mr. Essery said that he thought many constables did not tell all they knew. Some of their statements made there had not been verified. If what they said were true, then they had not told the truth on other occasions. Sir William Meredith objected to that statement, and counsel withdrew it.

In view of the previous good record of Ellis for four and a half years, unblemished except that he had been late for court once, Mr. Essery submitted that, having the foregoing argument in view, there was nothing to justify the forced resignation or the dismissal of Gordon Ellis from the police force. He asked that the commission decide that Gordon Ellis had been wrongfully dismissed, even although he could not now be reinstated on the police force even for twenty-four hours.

Replying as counsel for the police commissioners, Mr. Robertson simply stated that the commissioners had acted within their rights as employers, in discharging Ellis. Sir William Meredith thanked counsel for the assistance, and said that the press might announce that the commission would be glad to receive suggestions from anyone regarding police affairs.

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**WANT TO BE FAIR
TO NORTH TORONTO**

But Metropolitan Deal Involves Many Issues, Says Mayor.

Upon the requests from stock raisers and owners of light horses it was decided at a meeting of the directors of the National Exhibition to allow racing this year. There will be four days of it. The first on Saturday afternoon preceding the formal opening, and on the afternoons of the following Monday, Tuesday and Wednesday. A motion by Cont. McBride, requiring that, hereafter, voting in executive should be open instead of secret, was defeated. The estimates of the Exhibition this year are \$363,285. Those who receive increases in salary are: H. W. Waters, superintendent of manufactures, \$300; H. V. Cummings, superintendent of agriculture, \$200; J. Hay, press agent, \$400; D. C. Ross, superintendent of midway, \$400. W. N. Tilley's report on the purchase of the Metropolitan Railway from the point of view of the city, will be ready Friday morning, announced Mayor Church yesterday. It will be considered at the board of control on Monday, and if approved, a special meeting of the council will be called for Wednesday. "We want to be fair with them," said his worship, referring to the Metropolitan people, "and give them a definite answer, but we do not want to go into the thing with our eyes shut." He said that he wanted to do everything possible for the people of North Toronto, but a lot of things had to be considered. There is the matter of a Hydro and radial line. The Hydro line may become a belt line, and there may be something in the agreement which would be opposed to the general bylaw.

**SCORE'S WEEK-END EXTRAS IN
PIM'S IRISH POPLIN
NECKWEAR.**

In these early spring days almost anything a man has on he imagines looks a little threadbare, and he begins to brighten up a bit, and strange as it may seem he likely begins the brightening with an assortment of new neckwear. A fifty dozen special week-end introduction lot of Pim's Irish poplin neckwear—in rich new color assortments—regular \$1.75 for \$1.19—ought to be some incentive. R. Score & Son, Limited, tailors and haberdashers, 77 West King street.

**"UNPARDONABLE SIN"
IS COMING TO ALLEN**

Harry Garson's extraordinary screen production, "The Unpardonable Sin," starring Blanche Sweet, under the personal direction of Marshall Neilan, begins an engagement at the Allen Theatre Monday, March 31. "The Unpardonable Sin" will unquestionably attract to the Allen Theatre a class of patrons which have heretofore been inclined to scoff at the moving picture as a means of telling a dramatic story. The film was completed on the Pacific coast only a few weeks ago, after having been in the process of production for many months. It is from the book by the same title, written by Major Rupert Hughes. Supporting Blanche Sweet, the star, whose return to the screen will be welcomed by myriads of admirers throughout the world, are Matt Moore, Wallace Beary, Mary Alden and other well known photo players, who combine to make a company of unusual excellence.

ONE MORE DAY TO HELP HELPING HAND FUND There remains but one day for To-



**LARGEST PURCHASE OF
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The W. & D. Dineen Co. closed yesterday from one of the largest importers of Men's Hats in Toronto over twelve hundred hats in all the prevailing shapes. The styles are all good and every hat this spring style. The hats were bought by the Dineen Co. at a big discount for cash. The lot of twelve hundred will be placed on sale Friday and Saturday next at the remarkably low price of \$3.75. See Window Display.

The soft hats are in greys, greens, browns and blacks. The stiff hats are in black only.

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toronto to boost the Helping Hand fund to its objective. Altho progress yesterday was more encouraging than on days previous, Mrs. J. J. Allen stated, this city has still much to do before it can maintain the enviable record it established for itself in other campaigns.

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