

T. EATON CO. LIMITED

Truthful Advertising.

Newspaper advertising is intended to give information. That is why nothing is printed haphazard in these columns. Our statements are made with an accurate knowledge of goods and prices—the simple story of plain facts. If anything you buy here is not exactly as represented, come back and we'll cheerfully refund your money. That's the test.

Ladies' Cloaks.

A short time ago we sold these Capes for \$12.50, and scores of them went at the price. But now, the balance, only 49 of them, are reduced to \$6.50.

Ladies' Heavy Double Capes, made of all-wool cloth, colors black, grey, brown and heather, with fancy plaid linings and storm collar, length 34 inches, formerly sold at \$12.50. On sale Saturday at.....

SIX DOLLARS AND FIFTY CENTS. One of the best sellers we had in Ladies' Cloaks was a line of Beaver Jackets at \$7.50, and excellent value they were for this money. Sixty of them still remain on hand. To make way for new goods, the price on them will be five dollars instead of seven-fifty. They are:

English Beaver Cloth, in brown, black, navy, green and fawn, double-breasted style, with fly front, and high storm collar, silk attached, our price has been \$7.50. Saturday reduced to.....

We have gathered together the small sizes in several lines of Misses' Jackets, which we'll clear on Saturday morning at \$3, instead of \$6.50 and \$7.50, the former prices.

45 only Misses' Jackets, in Beaver and cheviot cloth, double-breasted, high collar, colors black, brown and navy, sizes 12 and 14.

White Underwear. Plenty of enthusiasm in the White Goods Sale. Carefully made garments of reliable qualities, and no land of styles to choose from. And little prices, too. For example:

Ladies' White Cotton Skirts, 1 row insertion, 2 clusters tucks, fancy trim, deep full of embroidery. Special.....

Ladies' White Cotton Gowns, Russian style, empire front, of fine insertion and embroidery, also embroidery over shoulders. Special.....

Ladies' White Cotton Drawers, 1 cluster tuck, deep full of embroidery. Special.....

Dress Skirts. Some call them Separate Skirts—Ready-to-wear. Made by our own Skirtmakers with all the elegance and skill they command. Perfect-fitting as well. And the cost far less than you would expect by looking at the garments. You can choose from seven grades at prices ranging from \$3 to \$10.50 each. For the same money you'd hardly buy the material. If you are interested ask to see them in the Cloak Section on the first floor. No harm done if you don't buy.

Gloves and Hosiery. Some agreeable surprises in the Glove and Hosiery Section to-morrow. Look at these prices:

In Gloves. Ladies' Kid Gloves, four large pearl buttons, colors tan, brown and black, with colored stitching and wells, regular price \$1.25. On sale Saturday at.....

Men's One-Clasp Black Cloth Gloves, fleece lining, regular price 55c a pair. On sale Saturday at.....

Misses' Black and Fanny Ringwood Gloves, big variety of colors, regular price 20c a pair. On sale Saturday at.....

In Hosiery. 10 dozen only Boys' Extra Heavy All-Wool Hose, 4 1/2 ribbed, soft finish, regular 35c stock. On sale Saturday at.....

Ladies' Plain Black Cashmere Hose, full fashioned, high styled ankle, double heel and toe. Special, 3 pairs for.....

Ladies' 2 1/2 Ribbed Black Cashmere Hose, double heel and sole. Special value at.....

Children's Leggings. Children's Black Silk Leggings, with two straps at knee; also in corduroy, plain or 3-strip buckle; sizes 6 to 10. On sale Saturday at.....

With such values as these Saturday will be a busy day in the Shoe Department.

T. EATON CO. LIMITED
190 YONGE ST., TORONTO.

THE TORONTO WORLD

ONE CENT MORNING PAPER.
No. 85 YONGE-STREET, TORONTO.
TELEPHONES.
Business Office.....1734
Editorial Room.....1735

WHOLESALE AGENTS FOR CITY NEWSBOYS.
F. W. Beebe.....303 Spadina-avenue
R. W. Duggan.....882 King east.
H. Wille.....788 Yonge-street.
Mrs. Morfitt.....1246 Queen west.
H. Ebbage.....687 Dundas-street.
G. R. Eard.....707 Queen east.
Branch Office, 70 King-street east (next Postoffice), Hamilton. Telephone 364. H. B. Sayers, Agent.

THE WORLD IN THE UNITED STATES.
The Toronto World may be obtained at the following places in the United States:
New York—St. Denis Hotel News Stand
Broadway and 11th-street.
Detroit—Newspaper Agency, 130 Shelby-street.
Buffalo—Ingersoll Hotel News Stand.
Hartford—E. F. Sherman & Co., Main-st.
Montreal—St. Lawrence Hotel News Stand.

The World is delivered by our own carrier boys in any part of the City for 5c per month. Leave your order at office, or telephone 1734.

THE RAILWAY SITUATION.
Canada is entering upon a career of great and widespread development. We believe that in ten years our population will be doubled. We believe that the coming year will witness wonderful progress in the whole Northwest, in British Columbia and in the Yukon country. Upon this prospect of rapid development rises what The World has called the Transportation Problem. It is of paramount interest. For some time back The World has been directing public attention to this question and the best way of settling it, and we have stated our reputation on the establishment of a national road from Halifax to Winnipeg, with a prospect of extensions thereof and of the creation of a strong Railway Commission.

All sorts of railway projects are in the air to-day. But we do not quite see that the idea of national control is being maintained in the way it should be maintained by the Government at Ottawa. They are endorsing railroad schemes right and left. They have brought the Crown's Nest Pass project to a conclusion, and have given enormous subsidies and privileges to the C.P.R. They have done the same in regard to the Canadian road from the Stikine River to Teslin Lake. They are to-day negotiating with Mr. Greenway for the construction of a road between Port Arthur and Winnipeg through the Rainy River country. So much for what the Government is doing. On the other hand, we see Mr. McKenzie and his associates suddenly developing great railroad projects, details of which are set out in another column.

We also hear strange rumors of the Grand Trunk planning to get into Winnipeg. We ourselves are so confident of the future that we believe there is room for the Grand Trunk, the C.P.R. and a national railway in the Northwest, and all these things seem to have come to a head within the past few days.

We are not in a position at this moment to intelligently criticize these various projects, as we are not possessed of all the information. We are content for the present, and for most part, to collect such information as can be had and present it to our readers as accurately as possible. We believe that the information in The World of yesterday and to-day will throw a great deal of light on these various projects. Nevertheless, more information must be had before further comment can be made. In the meantime we can say that the Government will be utterly remiss in its duty to the people if it fails to protect the people's interest in the great projects to which it is to-day a party. The Government of Canada has already created one immense concern which almost overshadows the country, the Canadian Pacific Railway. If we can believe half of what we hear, it is about to make of William McKenzie and his associates another stupendous combination, out of which immense private fortunes will be made.

On one project we have very strong convictions, as pointed out in these columns on more than one occasion, and that is that a new road from Port Arthur to Winnipeg is the key to the railroad situation. Neither Mr. McKenzie nor anybody else should be allowed to monopolize it. It ought to be an exclusively national railroad, owned, maintained and run by the three Governments concerned. Let Mr. McKenzie's road have running powers over it, let the Grand Trunk have running powers over it, and, if necessary, work it as an extension of the Canadian Government Railroad system, but to let it pass out of Government control will be worse than a mistake, it will be a crime.

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The report of the commissioners appointed to investigate St. Vincent de Paul Penitentiary shows a most disgraceful state of affairs during the administration of Warden Oulmet. A summary of the report is published in another column. The World has not the slightest sympathy with any public official or any politician or member of any Ministry who is a party to such irregularities as are now disclosed. Public officials who plunder public stores, who rob the Government by indecent sales to it, who take commissions on purchases, who fleece prisoners, indeed, who are guilty of misconduct of any kind ought, in our judgment, to be publicly branded and immediately dismissed from the service. What has happened in St. Vincent de Paul, we are sorry to say, has happened in other institutions, and mainly as a result of political appointments and political influence. The administration of our prisons should be above party influence and no man should get an appointment through political pull. A system of promotions should be observed, the strictest discipline insisted on, and scheming politicians not allowed to enter within the gates. They do these things much better in England, and The World trusts that if any of the men who were in any way connected with the scandals disclosed by the report are still in the service, the Government will hustle them out of it at the earliest possible moment. There was much talk some time ago of irregularities of a similar kind in connection with the Kingston Penitentiary, and the impression got abroad that in some way political influence succeeded in hushing the scandal up. It is in fact the case that the Government not only removed men who have disgraced themselves, but it is also incumbent on them to do away with any vestige of partisan administration of the prisons of which the Federal Government has charge; and what applies to the Federal prisons applies with equal force to the prisons and charities maintained in the several provinces.

As to the immense grants of lands and other concessions made to the McKenzie combination we must withhold criticism for the present. If, however, the whole project is nothing less than a deal between the Government and the C.P.R., with Mr. McKenzie and his associates put up as a blind, and if it really means the transfer to the C.P.R. of another five millions of our best mining lands and the strengthening of the C.P.R.'s hold on the country by giving them the Rainy River Railway, then it means nothing but the utter demoralization of the Liberal party and especially of the Liberal Government. The country will not for a moment stand the further aggrandizement of the C.P.R. The Government is bound and its organs are bound to state forthwith what is the real relation between the McKenzie syndicate and the C.P.R. and the Canadian Government. The whole situation turns on this.

Things are whirling these days, and it will be hard for the public to keep its head.

THE SCOTIA JUNCTION DIFFICULTY.
The correspondence published in The World yesterday gave the version of each of the railways in regard to their failure to connect at Scotia Junction and thereby accommodate the public. Our own conclusion, after reading the correspondence, is that the Master of Railways, backed up by the Government, should give the two roads twenty-four hours to remedy the grievance complained of. Canada is big enough yet to compel the railways to do their duty towards the public. This city is laboring under very serious disadvantages through this difficulty between the two railroads, and Ottawa and Parry Sound are most anxious to deal with Toronto, but they are being forced to break their connection with Toronto and establish new relations with business houses in Ottawa and Montreal. The Toronto Board of Trade ought to be better itself, and use all its influence to straighten out this tangle.

GREAT BRITAIN'S CHINESE POLICY.
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