

The Toronto World

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KEEP TO THE ISSUE.

In this provincial election the paramount issue is the Whitney-Beck power policy. It is the premier's policy more than anything else that has riveted public attention and secured for him public confidence. To sustain him means the advent of cheap power. But no one knows where Mr. MacKay stands and his silence is ominous.

As the World pointed out when the city council passed the bylaw reducing the number of licensed premises in the city its object was to sidetrack the great question before the citizens, namely, cheap power. License reduction was introduced as a public supply of electric power, and, knowingly or not, the majority of the council played the game of the enemies of public rights. Fortunately the courts saved the situation for the people.

And now again the same old game is being played by Donald C. Hosack. Mr. Hosack is no doubt personally sincere in his advocacy of the abolition of the bars, but the men behind the game are only using him to embarrass Premier Whitney and turn his public power policy. Innovation of political methods may be Mr. Hosack's excuse for allowing himself to be used as a counter by the electrical manipulators who hate Premier Whitney because of his determination to give the people cheap power. But no plea of innocence will save Mr. Hosack from estranging worthy citizens, just as sincere as he is, but who find in existing legislation all the machinery necessary for securing license reduction, and even the abolition of the bars. Local option involves prohibition and any less drastic reform can come just as easily by the vote of the people.

Sooner or later the abolition of the bars will be left to the municipalities and Premier Whitney has already provided for it. This is the proper course to follow and Mr. Hosack is sadly devoid of a sense of political proportion if he cannot perceive that he is creating an abortive interest in a great moral question, at a moment when it is not the real issue in this campaign. More than that, he colors it with the cosmetics of politics. But worst of all, it is being used as a blind to obscure the paramount issue—cheap power.

Clouding an issue by the introduction of irrelevant questions is part of the familiar tactics of astute politicians. This Mr. Hosack is lending himself to do. Citizens of North Toronto will not go wrong if they persist in declaring for cheap power and put aside other questions to be dealt with in due time and in proper order. Abolition of the bars is a catch phrase attractive to many licensing reformers and for that reason has been annexed by those who expect to smother the Whitney-Beck power policy thru the victory of an opposition that has no sympathy with it. It is that so good a man as Mr. Hosack permits himself to act as a cat's paw to pull the political chestnuts of the electric ring out of the fire.

THE CASE FOR THE VIADUCT.

What the City of Toronto is endeavoring to establish before the board of railway commissioners is that a viaduct affords the only permanent and proper solution of the lake shore problem. All that the city council should be expected or required to demonstrate is its feasibility and advisability and that it will offer no hindrance to the efficient working of the railroads. Towards the demonstration of these points it is important and strictly relevant to urge that in various United States cities whose situation closely resembles that of Toronto viaducts have been accepted and have been found advantageous and beneficial to all the interests concerned.

At the request of the board the council has submitted plans of a viaduct and these are now being taken into consideration by the commissioners. But care must be taken that the discussion does not resolve itself into a call upon the city to justify all the details of this particular design. The only purpose these plans serve is to show that a viaduct is a feasible proposition—in other words that the principle for which the city is contending should be adopted. Strictly speaking the city ought not to have been called on to prepare plans nor, supposing the viaduct scheme to be preferred, would the railways be bound to accept them. If the city can establish its case on the general principle to be for the railways to say how they propose to carry out the order.

As an abstract proposition a viaduct carries its own justification. It alone does away once and for all with level crossings and it avoids the obstacles which bridge place in the way of handling water borne traffic. It leaves the city in full control of the waterfront and gives the citizens free access to the lake. And it is for

the railways to prove that the circumstances of Toronto render the viaduct impossible or inexpedient with due regard to transportation necessities. If this is the true position the city representatives at the hearing must be careful not to allow the main issue to be obscured by minute criticism of the present plans. The viaduct is not dependent on any particular plan, but on its general advantages, and this should be pressed upon the notice of the commissioners.

BRITISH LICENSING REFORM.

Some idea of the nature of the task the British Government has undertaken in taking up the question of licensing reform can be gathered from a meeting of the representative Church of England Council, which took place early this month. Dr. Wm. W. Ingram, Bishop of London, introduced a resolution to the effect that the licensing bill, the requiring amendments in many important particulars, deserves, in its main outline, the support of the church. His speech was strong and effective, and he specified the reduction of public houses, the time limit and the volume of reforms as three great principles on which the church could support the bill. The amendments he suggested were all in the direction of strengthening the bill as an engine of reform, to be indicated by a longer time limit for the extinction of vested interests might be given. He also referred to the marked contrast between Canada and England as regards what he termed their national disease.

The bishop's resolution met with strong opposition in the council, and was ultimately rejected by 49 votes to 48. The analysis of the voting is interesting as revealing that the leaders of the church are in the matter in advance of the clergy and the lay representatives. For the resolution there voted 11 bishops, 15 clergy and 22 laymen; against, five bishops, 22 clergy and 67 laymen. Looking back on the history of the drink traffic in Britain, it is not difficult to perceive that licensing reform has been delayed too long. Had it been seriously tackled before the flotation of breweries and distilleries as limited companies, and the consequent extraordinary development of the tied-house system, which tremendously increased the value of licensed premises, the problem would have been easier of solution, and the extinction of vested interests more readily accomplished.

HAVE NOT EQUIPMENT.

Editor World: You hit the nail on the head to-day: the railways have not the equipment, track or cars, to give a suburban service, and they will not incur a dollar in that respect. All their money is for extension in the west. Did you ever see the kind of cars out of the Union Station each evening at 6 o'clock for the Grand Trunk accommodation trains? As for the Canadian Pacific, Mr. Osborne would improve its service, but head office holds him back. Why does the board of trade sit mum when this question is up?

WORTH A TRIAL.

Under the heading "Suburban Service Worth a Trial," The Toronto Telegram gives editorial support to The World's campaign as follows: "Whitby and Brantford are the destined eastern and western outposts of Toronto's growth. A suburban service on the main line of the G.T.R. between Brantford and Whitby, is bound to come. Of course, the Grand Trunk Railway lost much money years ago in operating a suburban service that unduly impeded the growth of the city. The agitation in The Toronto World should induce the Grand Trunk management to wake up and wonder whether the growth of Toronto is not already sufficient to pay dividends on a high-grade but low-price train service between such suburbs as Brantford and Whitby."

Worst Treated Section. Editor World: The worst-treated section of Ontario as far as railways are concerned is the main line of the Grand Trunk east of Toronto where there is no competition. In consequence, we have few trains, few stops, poor cars, no commutation tickets, no ten-trip tickets, and until Mr. Maclean made his light in parliament we were charged one-third of a cent a mile more for our transportation. Port Hope.

In Cobalt. Robert Rae, whose wife from Detroit is here looking for him, is said to be in Cobalt.

To Suffer From Headaches Makes Life Miserable.

It takes a person that has had and is subject to headaches to describe the suffering which attends them.

The majority of cases are caused by constipation and dyspepsia. The dull throbbings, the intense pain, sometimes in one part, sometimes in another, and then over the whole head, varying in its severity by the cause which brings it on, purely indicates that there is something the matter with the stomach or bowels. To the fact that Burdock Blood Bitters reaches every part of the system is due its success in relieving and permanently curing headache. It has proven a specific for the malady in all its forms.

Mr. Wm. R. Gilchrist, New Mills, N.B., writes: "I was troubled for years with constipation and headache, but after using four bottles of Burdock Blood Bitters I am completely cured."

Mr. John T. Kidner, Red Deer, Alta., writes: "I was troubled for several years with headache. I tried a number of remedies but they did me no good. I tried a bottle of Burdock Blood Bitters and it cured me completely."

For sale at all Druggists and Dealers.

Building a Plunger Elevator System

It takes a long time for inventors in some cases to realize the full value of their own inventions. Take, for instance, the "plunger" elevator, of which the second system in Toronto is now being constructed in the new building of the Robert Simpson Company, Limited.

This kind of elevator came into general use on tall buildings and skyscrapers in America only within the last seven or eight years. Yet in the Grand Hotel, Paris, there is a plunger elevator which has been in use more than thirty years. But in those days elevators were used only for short "lifts," and so the idea became prevalent that the plunger elevator would not be available for very high buildings.

The difficulty in constructing the plunger elevator also made against its general use, and anyone who sees it being constructed will realize that only the invention of special machinery to do the work the plunger would still be "out of commission."

Thus the courtesy of the Robert Simpson Company, Limited, a representative of The World was able yesterday to see the most interesting part of the boring process. This was a hole into the solid rock in which the plunger rises and sinks. A steel cylinder casing is driven down thru the earth till it reaches rock bottom. This is done in order to prevent the earth on the sides falling back into the hole. Then what is called a "core-barrel" is inserted into the casing; and this tube, driven by special machinery on the floor above, drills out the rock by a most unusual process. The cutting of the rock is done by a hard steel shot, similar in style to Mr. shot. It is poured down thru the centre of the core-barrel, at the lower end of which are slots 1-4 inches wide and 6 inches deep, and thru which the shot is fed under the end of the tube (core-barrel).

The tube in turning rolls the shot around and out a cylindrical groove in the rock, leaving a core of stone about 11 inches in diameter in the centre of the boring barrel. This core barrel, at the seams in the rock, in sections that run from 2 to 10 feet in length. Under the shot, a cylinder is pumped into the core, and there freed from the rock. This process is repeated until a hole is bored into the solid rock to the depth of 110 feet.

When the boring is completed, the casing is removed and a 10-inch pipe, called the cylinder, is lowered into the hole and set to the required height under the elevator car. On the upper end of this cylinder is fitted a "stuffing-box," connected with the elevator car, and thru which the plunger runs. The stuffing-box is only a device to prevent the water which raises the plunger and car from splashing the shaft and wetting the passengers.

This box also has pipe connections leading from the controlling valves in the elevator car and pumping plant in the engine-room. The plunger system of the plunger system is ready for operation the deep hole in the rock that has been bored. The cylinder is raised to raise the plunger and car by its own pressure as soon as the operator opens the controlling valve in the elevator car.

It is the water pressure that lifts the car upwards; but the downward course is a matter of gravity. Jamieson Stubblings, an employee of the company. The claimants have settled for \$100,000. In addition to \$300 insurance in the Grand Trunk Insurance and Provident Society.

The court of appeal has quashed the verdict in the trial in the case of John Wolf, who was charged with running a lottery place named "The Wagon Club," at the Fort Erie Hotel. The judge, Mr. Justice MacKay, had wrongfully denied him a jury trial.

Week-End Trips.

After your week's work and worry is over there is nothing more refreshing to both mind and body than a little change of scene. In consideration of this, the Grand Trunk Railway System have made arrangements to issue return tickets to a great many points in Ontario at single fare, with the cents added, good going Saturday or Sunday, returning any train Monday.

For a list of the points, and the time of departure, call on the ticket agent, corner King and Yonge streets.

"Hivathia." The Daily Astor World is now being delivered at this popular summer resort. By telephoning your order to Main 252 or leaving same at 83 Yonge street, you will receive The World before breakfast.

TOBACCO AND LIQUOR HABITS.

Dr. McTaggart's Tobacco Remedy removes all desire for the weed in a few days. A vegetable medicine and only requires a glass of water to take it occasionally. Price \$2.00.

Truly marvelous are the results from taking this remedy for the liquor habit. A safe and inexpensive home treatment; no hypodermic injections, no publicity, no loss of time from business and a certain cure. Address or consult Dr. McTaggart, 43 Yonge St., Toronto, Canada.

NOT COMING TO CANADA.

U. S. Cruisers on Pacific Coast Not to Visit Victoria.

WASHINGTON, May 20.—It is announced at the navy department that the visit of the Pacific fleet's armored cruisers to Victoria, B.C., has been postponed, perhaps indefinitely. The first invitation from the British ambassador being for battleships to visit Victoria. It is believed not that the fact that the navy department was unable to comply with this request was considered as cancelling all arrangements for the visit. It is explained today that the state department feels no great surprise over the failure of the British ambassador to extend the invitation for the battleship visit to the armored cruisers which have been on the Pacific coast for some time.

Goes to Court of Appeal. The statement was contemplated by the government when the clause inserted in the Dog Lake bill in the legislature, delaying the issue of a patent to Port Arthur for the proposed dam, was submitted, leave having been obtained from the court of appeal. The hydro-electric power commission will build a dam for water storage purposes, at a cost of \$20,000, for the benefit of users who will meet the charges, provided no existing rights are interfered with, and this will be determined by the present action.

AT OSGOODE HALL

ANNOUNCEMENTS FOR TO-DAY.

Chambers.
Cartwright, master, at 11 a.m.
Single Court.

The Hon. Mr. Justice Clute at 11 a.m.
Cases set down for hearing:
1. Hunter v. Stephen.
2. Quebec Bank v. Sovereign Bank.
3. Martin v. Fish.
4. Ducey v. Ducey.
5. Re Solicitor.
6. McKinley v. Black.

Toronto Non-Jury Sittings.
Peremptory list for 10.30 a.m.
Berkinkshaw v. Henderson.
Blaisey v. Foley.
Switzer (2) v. Brant.

Divisional Court.
Peremptory list for 11 a.m.:
1. Black v. C.P.R. Co.
2. Garrett v. Ross.
3. Rex v. Spittal.
4. Rex v. Henderson.
5. McAllister v. McAllister.
6. McLachlan v. Dymont.

Court of Appeal.
Peremptory list for 11 a.m.:
1. Stated case re Assessment Act.

Ten thousand dollars damages is what Charles P. Charlebois is claiming in the process of a writ of summons issued against Harry Giddings of Oakville.

The Toronto Railway Co. is being sued by Eugene J. Crutchank for damages for injuries received thru the alleged negligence of the company's employees.

Hyman Silverman was convicted and sentenced to three months in jail by Police Magistrate Brodie of Sudbury in February last for endeavoring to get a witness at a trial to give different evidence from that given at the preliminary hearing. A stated case was submitted to the court of appeal as to the legality of the conviction. Judgment was reserved.

Samuel Catherine Locke of Toronto have an action pending against the Toronto General Trusts Corporation as executor of the estate of Sarah Jane Hewitt to recover \$908 for board and services rendered Miss Hewitt for six years prior to her death.

The trusts company moved before Master-in-Chambers, Cartwright for an order directing that particulars of the claim be given. Judgment was reserved.

Six promissory notes amounting in all to \$210,050 are now the subject of an action brought by Hunter, Rose & Co. Limited, against R. J. Laughlin of Toronto.

A writ of summons has been issued by P. F. Collier & Son of New York against the Employers' Liability Assurance Corporation, claiming \$500 on a guarantee policy given by the company whereby they agreed to reimburse the plaintiffs for pecuniary loss sustained by reason of fraud or dishonesty of Andrew W. Long, a collector in their employ.

Judge Morgan in October last granted a winding up order in the county court winding up the Canada Mail Orders, Limited. Application was made before Mr. Justice Teetzel for an order transferring the matter to the county court.

After the transfer the matter was assigned to the county court judge. His lordship has now decided that there is no authority for such a proceeding.

A settlement has been effected by the Grand Trunk in the action brought against it by the widow and three children of Frederick James Stubblings, an employee of the company. The claimants have settled for \$100,000. In addition to \$300 insurance in the Grand Trunk Insurance and Provident Society.

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Political Gossip

Canvassers for some of the candidates in Toronto are meeting with considerable difficulty in convincing a good many of the new arrivals—principally Britishers—that they should register for elections. They feared that to register would result in a poll tax being demanded. This is quite a wrong idea. There is no poll tax and to register or to vote exacts no penalties.

At Kingston the registration for two days was 700. It is probable about 1400 names will go on the list in that city.

John A. Auld and Dr. C. N. Anderson, rival candidates for the legislature in the south riding of Essex, have opened a series of joint meetings.

P. H. Bowyer is making the question of railway taxation the chief feature of his campaign in East Kent. What Mr. Bowyer has said on this subject has created a profound impression on the electors, and local opponents are making extraordinary statements in the hope of discrediting Mr. Bowyer and the cause for which he stands.

The most extraordinary of the many statements made with this object in view are those credited by the local press to H. S. Stevens, president of the Canada Flour Mills Company, Chatham, says The Weekly Sun. Mr. Stevens is reported to have declared that as soon as the taxation of railways increased, the companies promptly retaliated by an infinitely greater increase in the rate charged for transporting farm products. In one of his speeches he is reported to have made the statement that while the township of Dover received \$212 from the township of Dover, as the township's share of the increase in railway taxation, farmers in the same township were compelled to pay, at the very lowest estimate, \$10,000, in increased freight rates on products carried for them by the railways.

The Sun denies that the railroads can raise the rates, the commission having absolute control, and says that the threat of retaliation has no basis.

After Hon. Mr. MacKay has concluded his address at Lindsay a clergyman present asked: "Are we to have a radio? I have heard you say, as Premier Whitney has done with this three-fifths clause? There are hundreds of people here who would like to hear a program on that." Hon. Mr. MacKay again came forward and said: "The Liberal position is absolute. There will be no radio, and whatever we stated our position three years ago, two sessions ago, and last session. We believe in the majority of the people and not the three-fifths of the people, or any other fraction."

"Will you repeat it?" came another voice.

"We are elected we will repeat it and put it to a majority vote," answered the leader.

A despatch from Winnipeg says: Two hundred and three names were added to the voters' lists in the first of the four orders transferring the matter to the provincial election. The district court papers of about three hundred foreign applicants were read.

A. W. Wright, the public ownership candidate in West Toronto, will open his active campaigning at a meeting in Northcote's Hall at Queen-street and Northcote-avenue, to-night. W. F. Maclean, M.P., will be among the speakers. Other meetings will be held in Brockton, to-morrow night, and in Euclid-avenue Orange Hall on Saturday night.

An Ottawa despatch says: The Conservatives claim that in one part of the Ottawa division many "Polacks" are being registered who are not British subjects. They have wired the attorney-general at Toronto as to this, and prosecutions are threatened. It is claimed that at the last election 500 Indians voted when but 160 of that nation are naturalized here.

West Toronto is to have an Independent Liberal candidate in the person of Dr. Hunter. The doctor will run in Class A, in opposition to George G. Miles. His platform will be based on the abolition of the bar, the reform of our educational system, public ownership, the removal of the civil service from party politics, and a liberal coinage policy for New Ontario.

W. J. Wilson, ex-mayor of Gananoque, will be the Liberal candidate in Leeds.

Premier Whitney was at his office after lunch yesterday and stayed all afternoon. His foot, which had been very painful from rheumatism, was much better.

Hon. A. G. MacKay will speak at Ajmer, May 23.

The new election law for Saskatchewan provides for registration in towns of 100 and above, and in the rural districts. Manitoba suffrage law, given, and residence qualifications are a year in the province and three months in the electoral division. Chinese will not be allowed to vote.

Return Tickets at Single Fare. On account of Victoria Day the Grand Trunk Railway System will issue return tickets at single fare, between all stations in Canada; also to Detroit and Port Huron, Mich., Buffalo, Black Rock and Suspension Bridge, N.Y., good going May 23, 24, 25, return limit May 28, 1908.

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Take advantage of Friday's Bargains in wearables. Get ready and in doing so save money.

Men's Clothing

SUITS, medium and light grey checked and striped worsteds, single breasted, Italian lining. Sizes 36 to 44. Regularly 11.00 and 12.50, for..... 6.95

RAINCOATS, olive and grey imported cravenette cloth, some lined all through with Italian cloth. Sizes 34 to 46. Regularly 10.50 to 15.00, for..... 7.00

TROUSERS, dark shades worsteds, side and hip pockets. Sizes 32 to 42. Regularly 2.50, for..... 1.49

Boys' Clothing

SUITS, medium grey and dark all wool tweeds, Norfolk style, box pleats and belt. Italian lining, knee pants. Sizes 24 to 28. Regularly 3.50 to 4.00, for..... 2.00

SUITS, Russian style, imported corduroy, in brown, drab and navy blue. Sailor collar, elastic bloomer knickers. Sizes 22 to 25. Regularly 7.50, for..... 4.95

WASH SUITS, American galatea and percale, Russian blouse style with collars, separate fronts. Sizes 3 to 7 years. Regularly 1.00 and 1.25, for..... .59

Men's & Boys' Headwear

MEN'S felt hats, fedora, alpine and soft shapes. Silk bands, calf and Russia leather sweats. Black, brown, fawn and pearl grey. Regularly 1.50 to 2.50, for..... .75

BOYS' Varsity caps, navy blue serge, satin lined, also fancy felt. Regularly .25 and .35, for..... .15

CHILDREN'S straw sailors, plain and fancy braids, bound or unbound edges, navy and sky blue trimmings. Regularly .35 to .65, for..... .25

Men's Furnishings

NECKWEAR—Silk four in hands, neat fancy patterns, French seam. Regularly .35 and .50, for..... .17

BELTS, black, grey and assorted tan shades of leather. Narrow, medium and wide, straight, plain and perforated and with ring sides. Regularly .35 and .50, for..... .19

SHIRTS, fancy colored, negligee or pleated, separate or attached cuffs. Sizes 14 to 18. Regular .75 to 1.25, for..... .50

UNDERWEAR, summer weight, ribbed cotton; white and natural colored, some sizes in merino. Sizes 34 to 42. Regularly .25 and .35, for..... .19

Women's Wear

COATS—Black French broadcloth and grey and tan covert cloth, in plain and shadowed stripes. Silk or satin lined. Prince Chap, in short, fitted, and semi-fitted, three-quarter and seven-eighths, in fitted and semi-fitted. All sizes. Regularly \$12.00 to \$15.00, for..... 7.50

WAISTS, all-over embroidered white lawn, yoke of Valenciennes insertion and embroidered medallions. Three-quarter sleeves, with trimmed cuffs and collar. Buttoned back. Sizes 32 to 42. Regularly \$3.50, for..... 1.59

WAISTS, all-over lace. Some with square yoke with silk piping. Three-quarter sleeves. Buttoned back. Sizes 32 to 42. Regularly \$5.00 and \$6.50, for..... 3.59

WOMEN'S GLOVES, French kid, odd range of shades, black and tan included. Odd sizes. Regularly \$1.00, for..... .59

CHILDREN'S COATS, serge and fancy cloth, with silk braid or velvet, one style, with fancy collar, braid trimmed, navy, red, brown, Copenhagen blue. Sizes 2, 3 and 4 years. Regularly \$3.50 to \$9.00, for..... ALF PRICE

THE T. EATON CO. LIMITED
190 YONGE STREET, TORONTO