

**T. EATON CO.**  
LIMITED  
190 Yonge St. Canada's Greatest Store. Toronto.  
190 Yonge Street, May 3, 1897.

## Summer Millinery.



We have been doing a magnificent trade in Spring Millinery. The best of the trade seemed to be coming here. Now we are ready with Summer Millinery, the first glimpse of which may be seen to-morrow morning. The attractive display comprises all the latest Parisian ideas, together with the dainty creations by the expert milliners in our own workrooms. We invite every woman in Toronto to visit the department on Tuesday or any day this week and see the superior assortment of trimmed hats, including the latest productions direct from Paris. Near by is an immense variety of untrimmed hats, where you are sure to find all the popular shapes and colors. These prices will give an idea of our preparations:—

### Trimmed Hats.

Pattern Hats, direct from Paris, the very latest productions, 25.00  
Handsome and Stylish Trimmed Hats, an elegant assortment, from 35 to 40.00

### Untrimmed Hats.

Short Back Sallors, plain straw, fine quality, in black, brown and navy, 1.00  
Short Back Sallors, fancy braids, all the popular shades, 1.50  
Sallors, fine quality, natural shades, 2.00

Ladies' Untrimmed Sallors, in medium quality, colors white, black, brown, navy, 1.00  
Ladies' Untrimmed Sallors, in white, black and navy, extra fine quality, 1.50  
Trimmed Sallors and Walking Hats, in all the latest New York styles, from 1.00 to 2.00  
Ladies' Dress Hats, in all the up-to-date shapes and colorings, from 1.00 to 2.00  
Children's Hats, 50 different styles to choose from, from 1.00 to 2.00

### Flowers.

Foliage, large bunches, from 1.00 to 2.00  
Violets, natural shades, from 1.00 to 2.00  
Lilies, in fine quality, white and natural shades, from 1.00 to 2.00  
Rose Foliage, with buds, hand-some bunches, 1.00 to 2.00  
Violet Foliage, from 1.00 to 2.00  
Rose Piquette, from 1.00 to 2.00  
Black Satin Violets (3 dozen), 2.00  
Wreaths for Children's Hats, from 1.00 to 2.00  
Forget-Me-Not, in blue and white, from 1.00 to 2.00  
Hyacinths, white assorted colors, 1.00 to 2.00  
Wings, pairs, in black, white and assorted colors, 1.00 to 2.00  
Quills, all colors, 1.00 to 2.00

Any person who has a thought as to the prevailing styles should not miss this opportunity to visit the store. A cordial invitation is extended to every one to the freest inspection of everything in the department without the slightest suggestion to buy. Look around and make comparisons. If you consider your own interests there'll be no doubt whatever as to where to buy.

**Leghorn Hats.**  
No. 1251 Child's Mustela Felt Bonnet, with full lace edge, 37.50  
No. 725 Child's Embroidered Cream Silk Hood, with lace trim and rosette, 25.00  
No. 3110 Child's Striped Muslin Hat, blue and white or pink, white trim, 27.50

### Children's Headwear.

1251 Child's Mustela Felt Bonnet, with full lace edge, 37.50  
725 Child's Embroidered Cream Silk Hood, with lace trim and rosette, 25.00  
3110 Child's Striped Muslin Hat, blue and white or pink, white trim, 27.50

### Trimnings.

Shot Taffeta Ribbon, wide widths in all the leading shades, from 1.00 to 2.00  
Soleil Ribbons, latest Parisian novelty, 6 inches wide, all colors, special, 1.00 to 2.00  
Wide Moire Ribbons, seasonable shades, special, 1.00 to 2.00  
Chiffons, pure silk, 6 inches wide, in black and colors, 1.25 to 2.00  
Fancy Striped Chiffons, 4 1/2 inches wide, 1.50 to 2.00  
Millinery Chiffons, 4 1/2 inches wide, not pure silk, sherry and useful, in black and colors, 27.50  
Millinery Chiffons, pure silk, 4 1/2 inches wide, full range of colors, and black, white and cream, 55.00  
Straw Braids, in all the scarlet colors, from 1.00 to 2.00  
Silk Tulle, in all the art shades of the season, 25.00  
Quilted Chiffons, 23 inches wide, in black, white, cream and leading shades, special, 55.00  
White Cream, black single ostrich mounts, grand value, 1.00 to 2.00  
Black, White, Cream and Colored Ostrich Plumes, 3 in a bunch, special, 25.00  
Black and White, real ostriches, 25.00

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**Blankets and Quilts.**  
To show that we have not lost sight of the home needs we merely make mention of five special items picked up in the Blanket section:—

10-4 size Heavy American Swansdowne or Cotton Blankets, deep red and blue borders, fast colors, extra soft finish, regular price 75c pair, for 58.00  
Canadian and American makes, special soft-finished White Cotton Blankets, size 11-4, with solid red blue and fancy striped borders, fast colors, regular \$1 pair, for 75.00  
Superior Quality Genuine American White Crochet Quilts, hemmed ready for use, new spring patterns, size 11-4, regular \$1.25 each, for 87.00  
Hemmed Sheets of extra heavy Hockelshausen Bleached plain sheeting, torn ends, size 72 x 90 inches, regular \$1.00 pair, for 78.00  
Pillow Cases, with 24-inch plain hem, special heavy bleached cotton, pure finish, sizes 40 to 44 x 36 inches, regular 20c pair, for 15.00

Mail orders for any of the above lines will receive careful and prompt attention. Send in your order and see how satisfactory it will be.

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(4) The crowds who use the bicycle on Sunday are proof that a Sunday car service would be extensively used.

(5) A Sunday car service will be of more benefit to the very old, the very young, and generally those who are unable to go out on their own feet than to the rest of the community, who for six or seven months in the year can use the wheel to get about with on Sunday.

(6) The permission of Sunday cars is consistent with the principle of personal liberty. "We must be equally on our guard against any attempt to incorporate the religious views of one part of the community into the laws of the land and so enforce them upon those to whom these views are repugnant."

(7) There is no need that Sunday cars will make the Sunday theatre and beer garden. On the contrary, the experience of the cities of Great Britain and Canada where Sunday cars are in operation goes to prove that the cars have not been the cause of beer gardens or theatres, or general dissipation.

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(1) "The fear that a street car service on seven days of the week would be a retrograde step in lengthening the hours of labor cannot be regarded as groundless."

(2) The elaborate safeguards that have been devised to prevent seven days a week a "practically worthless."

(3) It is not unreasonable to infer that seven days' continuous street car service per week would mean seven days' work per week.

(4) The introduction of Sunday cars would mean the introduction of more "necessary" work.

On the whole The Globe admits that a Sunday street car service would be a great public benefit. It has only one serious objection to urge against it, which is the possibility or probability that the employees of the company would have to work seven days a week. The Globe does not come to any definite decision on the point whether the advantages of a Sunday service would be more than compensated for the disadvantages incidental to the service. The facts of the case merely are stated, and the reader is allowed to draw his own conclusion. The benefits of the proposed Sunday service are fairly well summarized by The Globe, but the objections are magnified and made to appear far more serious than they really are. Let us examine the labor problem.

The main and apparently the only objection to Sunday car service, according to The Globe, is the probability of the men being obliged to work seven days a week. In considering the alleged probability we ought to bear in mind, first, that the men are engaged by the hour, secondly, that the employment is such as readily permits of the exchange of one man for another. In some occupations it might be difficult to obtain a substitute so as to relieve the men from working seven days a week, but there is no such difficulty in the operation of street cars. It does not require a schedule so that the men shall not work more than six days a week, it is less difficult than the arrangement of a schedule that they shall not work more than 10 hours a day. According to The Globe's line of reasoning, the street car system should not be maintained for 10 hours a day because of the probability that the men would be compelled to work more than that number of hours per day. We know for a fact, however, that there is no complaint against the men working more than 10 hours on week days. It is impossible for a daily schedule to be drawn up so as to give every man 10 hours, and only 10 hours' employment, but nothing is simpler than the regulation of the schedule so that no man shall work more than 10 hours. Some men would be satisfied with less than 10 hours' work, but none must get more than ten. It is easier to arrange the weekly schedule than the daily one, and yet the latter is effected without complaint from any quarter. Add one-sixth to the present force and we have enough of men to operate the system so as to allow each man a continuous 24 hours to himself. If the company would gain anything by working the men seven days a week there might be some ground for The Globe's objection. But it really is in the company's interest to limit the men's work so that the men will be mentally and physically best qualified to perform their duties. The men are paid by the hour, and it is a proven fact of the agreement. The company could not make a man work 70 hours a week without paying him 70 hours' wages. So that, peculiarly, the company has nothing to gain, and can gain nothing, even if it should break the agreement by Sunday day labor. Why, then, should we anticipate a violation of the agreement by the company when the latter has nothing to gain but much to lose by such a course? The company would be foolish, indeed, to excite the antipathy of public opinion when it has nothing to gain thereby. In virtue of the agreement that has been entered into between the city and the company, we think the interests of

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