

T. EATON CO. LIMITED

Men's Fine Soft Pearl Hats.

For summer wear the Soft Pearl Hat finds high favor. It is stylish, dressy, always in good taste, and looks cool and comfortable. We have a fine assortment of the best Pearl Hats in stock. They are light weights, made of fine fur felt and come in the leading English and American blocks. You can choose them in high, narrow or medium crown, with roll, curl or flat-set brims. All have silk bands, in black or self colors. The cheapest Pearl Hat is \$1.00, and then \$1.50, \$2.00, up to our best quality at \$3.00. If you want one for the holiday wear be pleased to show you our styles. No harm done if you don't buy. Come and see, but come before one o'clock on Saturday.

Men's Holiday Dress Needs.

We have about everything a man or boy could desire in the way of dress needs for the holiday or an outing. We have it good, stylish, up-to-date and reasonably priced. We have it with enough variety to please most every taste or fancy. You'll have plenty of time on Saturday morning to come and see what we can do for you. As an inducement for you to come we mention these attractive offerings:

Men's Bicycle Suits, with caps to match, all-wool, fawn and grey worsted tweeds, neat patterns; also a few navy blue worsteds, single-breasted, saque shape, with patch pockets, double-seated, short pants, loops for belt, strap and buckle at knee, sizes 34 to 44 inch chest, regular price \$7.50. Saturday **4.95**

Men's Bicycle Pants, in a medium dark mixed Canadian twill, loops for belt, side and hip pockets, double-seated, strap and buckle at knee, sizes 30 to 40, regular price \$1.25. Saturday **.95**

Men's Tennis Suits, coat and pants only, single and double breasted, saque shape, three patch pockets on coat, inside breast pocket, pants with straps for belt, side and hip pockets, medium light and dark grey and fawn, all-wool, herringbone striped tweeds, sizes 34 to 44, regular price \$8.00. Saturday **5.00**

Men's Furnishings.

Men's Fine Neckwear, in the new bow shape, made upon the covered shield to match, may be worn with high, turn-down collar, newest, broadest, fancy patterns, black silk and satin **.25**

Men's Fine Neckwear, "The Kerchief," newest fancy bordered goods, with large soft ends, best English folds, in latest brocades and brocade stripes, of light and deep blue, black and grey mixture **.50**

Men's Fine Imported All-wool Sweaters, with deep roll collar, close ribbed cuffs and skirt, pure wool, cardinal, navy, white and black, with fancy stripes around body, neck and cuffs, all sizes **1.00**

Men's Leather Boots, 2 1/2 inches wide, light and dark shades, all sizes **.50**

Men's Fine Imported Wool Jerseys, in plain navy and cardinal, long sleeves, in assorted colors, narrow collar, long sleeves, close ribbed cuffs, all sizes **1.25**

Men's Fine Imported Bicycle Hose, with fancy turn-over tops, legs heavily ribbed, in brown and heather mixture, lightweight feet, all sizes **.50**

Men's Fine Cashmere Gaiter Socks, with collar attached, pearl buttons, pocket, cream ground, with neat silk stripes, in blue, navy and pink, all sizes **.75**

Men's and Boys' Shirts, made of fine imported zephyrs, cambric, Madras, cashmeres and flannels, in up-to-date styles, with laundered and negligee bosoms, and some with colored fronts and cross-stitch bosoms, some have collars and others are without, many have two collars, some have cuffs attached, while with others you get detached cuffs, the newest patterns in blue, mauve and pink stripes, checks and plaids, in a full range of sizes from 12 1/2 to 17 1/2, shirts that were made to sell up to \$1.50 apiece. Your choice for **.47**

Then the special sale of Summer Shirts at 47c. Did you get your share of them yesterday? If not be sure and come to-day or Saturday morning. Such shirt bargains do not come your way very often, and you can well afford to take time to come and buy.

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THE PROPOSED CHANGES IN THE STREET CAR ROUTES.

The City Engineer has recommended the following changes in the car service to and from the East End: The Queen-street cars to continue along that street to the terminal at Munro Park, instead of stopping at St. Lawrence Market; the King-street cars to run up Broadview-avenue, instead of continuing along Queen-street to Munro Park; the existing Broadview-avenue service to be discontinued. Aid. Frame stated at the Board of Control yesterday that there would be a rebellion in the East End if the King-street cars were run up Broadview-avenue. There is no doubt that the construction of the East End car would work for the benefit of that portion of the city. The people interested in the service ought not to fight the fact that they are the final arbiters of the shape the re-arrangement should take. There is no room to doubt that a third route from the extreme end of Queen-street to the terminus at the East End would tend to simplify the service, and at the same time add greatly to the convenience of passengers. Such a service would take off of Queen-street the Queen-street cars, and would to that extent relieve the congestion at the King-street terminus. We imagine there will be little or no objection to the proposed new Queen-street route. There will, however, be serious complaint if the King and Broadview lines are amalgamated, as proposed. We do not see how South Parkdale and Broadview-avenue can be hitched satisfactorily together in the same service. The Broadview line need not be interfered with, except, perhaps, that it would accommodate a greater number of cars than along King-street instead of Queen-street. As for the King-street line, that should not be broadened. There can be no room for a third route to the extreme East End, as at present. If any change is made, it should be by making the village of East Toronto the terminus of the King-street route, instead of Munro Park. According to the changes above recommended, we would have a third route from Broadview-avenue to end, and a third service along King-street from Broadview-avenue to East Toronto village, via the Kingston-road. The traffic east and west along the front of the city is enormous, and it is growing more rapidly than in any other direction. What is required is not a shortening of routes, but an increase in their number. These two routes along the front of the city are absolutely necessary. While the Engineer is right in recommending the change in the Queen-street service, he should not consent to the proposal to run the Kingston-road cars up Broadview-avenue. They must go to the eastern terminus, either at Munro Park or East Toronto. During the Kingston weeks there should be an alternative route to the grounds by way of Queen-street. Kingston-street is unable to bear the whole of the traffic. A special service should be run to the grounds, and down Dufferin to the grounds.

Some Properties-Mining Issues.

Mr. T. G. Blackstock, vice-president of the War Eagle and Centre Star Gold Mining Companies, will, in a few days, leave the city for Rossland, to look after the interests of the two corporations, in company with President George Gooderman. Mr. Blackstock recently returned from Europe, and he is looking hale and hearty. In view of his pending trip to the west, the World yesterday interviewed him regarding certain rumors that have been abroad of late.

In the first place, Mr. Blackstock denied the report that negotiations were on foot for a sale of the War Eagle and Centre Star mines to the British American Corporation, which already owns the Le Roi and other Mountain properties in Rossland Camp. He had heard of no such deal, and, anyway, War Eagle and Centre Star shareholders would never think of such a transaction.

Mr. Blackstock also denied the report that he had been asked if there was any likelihood of the War Eagle and Centre Star being amalgamated.

Mr. Blackstock replied that he would like to see such a union, but it would certainly be to the best interests of the two properties. He was quite sure, however, that for treatment such an attempt would never see it that way. The War Eagle shareholder, who had paid \$3.75 for his shares, would not be asked to contribute to the amalgamation.

A Rossland advice says that the War Eagle management is about to re-commence work upon the old abandoned Crown Point property, which was the first stock, which already owns the Le Roi and other Mountain properties in Rossland Camp. He had heard of no such deal, and, anyway, War Eagle and Centre Star shareholders would never think of such a transaction.

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