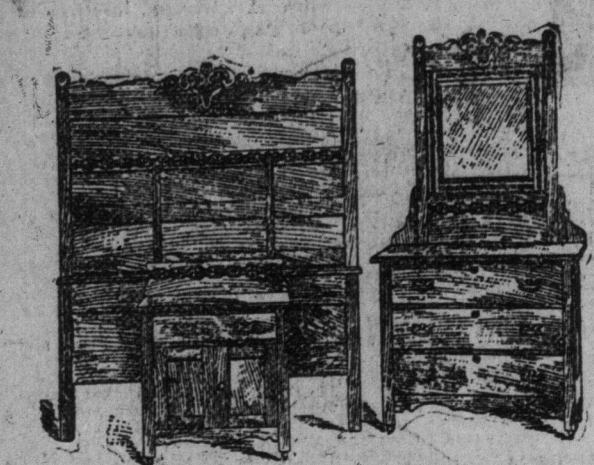


T. EATON CO. CANADA'S GREATEST STORE

FURNITURE SALE FOR FEBRUARY.

Our January White Goods Sale will be succeeded by a Furniture Sale for February. So much has been said and done by us on similar occasions in the past that no emphasis is needed for this important event. These illustrations and prices representing many others of equal goodness show the thoroughly good values you may share during this sale. Come for first choice on Wednesday morning.

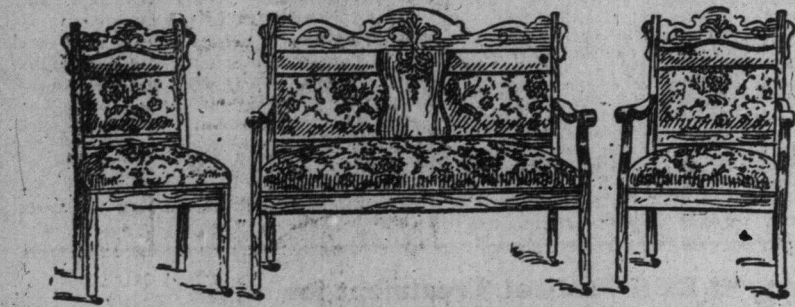


No. 83. Bedroom Suite, hardwood, antique finish, bedstead 70 inches high, 50 inches wide, bureau 50 inches wide, fitted with 10 x 20 inch level plate mirror, well made and finished. Regular price, \$6.75. February sale price, \$5.00.

No. 84. Bedroom Suite, hardwood, antique finish, neatly carved, bureau 50 inches wide, fitted with 10 x 20 inch level plate mirror, well made and finished. Regular price, \$6.75. February sale price, \$5.00.

No. 85. Bedroom Suite, hardwood, antique finish, bedstead 4 feet 3 inches wide, chest of drawers, fitted with 10 x 20 inch level plate mirror, well made and finished. Regular price, \$11.50. February sale price, \$9.95.

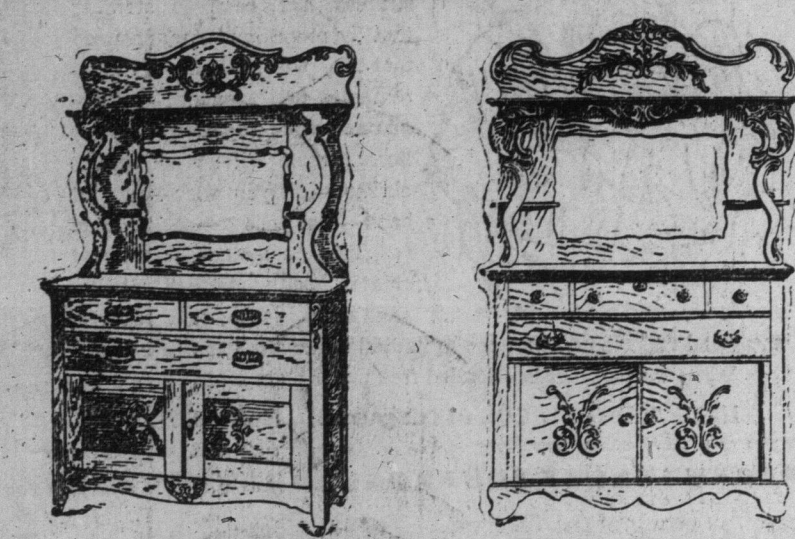
No. 86. Bedroom Suite, hardwood, antique finish, bedstead 4 feet 3 inches wide, chest of drawers, fitted with 10 x 20 inch level plate mirror, well made and finished. Regular price, \$11.50. February sale price, \$9.95.



No. 17. Parlor Suite, made in solid oak or walnut frames, neatly carved and well finished, shaped arms, 5 pieces (sofa, arm chair, arm rocker and two reception chairs), upholstered in satin russe covering, silk plush fringe. February sale price, extra special, \$12.90.

No. 18. Parlor Suite, solid quarter-cut oak frames, hand carved and polished, 5 pieces (sofa, arm chair, arm rocker and two reception chairs), upholstered in silk plush fringe, extra care is exercised in making this suite, and it is one we can recommend. February sale price, \$27.50.

No. 19. Parlor Suite, all over upholstered, best German Axminster Rug, plush trimmed and fringed all around (5 pieces as cut), spring seats, edges and backs. The rug on this suite are of the newest colors and designs. February sale price, special at, \$34.40.



No. 17. Sideboard, hardwood, antique finish, 4 ft. 6 in. x 28 in. level plate, shape mirror, a new design, nicely carved, reliably made in every way. Regular price, \$11.50. February sale price, \$9.75.

No. 18. Dining Room Chair, hardwood, antique finish, curved high back, shaped wood seat, brass arms, strongly made. Regular price, 50c. February sale price, \$1.39.

No. 19. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 20. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 21. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 22. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 23. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 24. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 25. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 26. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 27. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 28. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 29. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 30. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 31. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 32. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 33. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 34. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 35. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 36. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 37. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 38. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 39. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 40. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 41. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 42. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

No. 43. Dining Room Chair, hardwood, antique finish, hand carved, curved high back, with fancy turned spindles and brass arms, shaped wood seat, made very comfortable and strong. Regular price, 85c. February sale price, \$1.60.

ALL MAIL ORDERS FILLED PROMPTLY.

Furniture Sale Price List
Sent Free to Any Address.
Write For It at Once.

T. EATON CO. LIMITED

180 YONGE ST., TORONTO.

THE TORONTO WORLD

ONE CENT MORNING PAPER.

No. 35 YONGE STREET, Toronto.

THE COUNCIL AND THE RADIAL RAILWAY.

The most important matter the Council will have to decide, in connection with the entrance into the city of the suburban railways, is the conditions on which freight may be handled within the city limits. The Toronto Railway has no franchise for carrying freight. The city retains full control of this franchise, and it would not violate its agreement with the Toronto Railway Co. if it enfranchised another company to lay down tracks, for freight purposes only, on the streets not appropriated by the Toronto Railway Company. Furthermore, we do not believe it would be a violation of the agreement if the Legislature chartered a company to convey passengers from any point outside the city limits, say Markham, into the centre of the city, say St. Lawrence market. The Toronto Railway Company could not successfully oppose the chartering of a steam railway from Markham to any point within the city. Nor can it do so if the railway, instead of being operated by steam, is run by electricity. We take it, therefore, that the city has not only the right to impose whatever conditions it may choose upon the Toronto Railway Company in the handling of freight, but it can make a deal with any suburban railway, whereby the latter may bring, not only freight, but passengers into the heart of the city. The city is undoubtedly master of the situation, and the Mayor and aldermen must not forget this fact when they come to talk business with the city and the suburban railways. The Council must see to it that the business houses of Toronto are not subjected to exorbitant rates for the delivery of parcels and general merchandise to points within the radial area.

Another point which the Radial Railway Committee ought to investigate thoroughly is that of the space to be reserved in the new market for the accommodation of trolley freight cars, the loading, unloading and storage of produce, etc. We believe the committee cannot err on the side of liberality in the allotment of space for the trolley cars. If the proper accommodation is afforded, the traffic on the radial railways will increase enormously, and, however liberal the committee may be in this particular, it will be a question of a short time until enlargement must also be provided either within the market proper or in the immediate vicinity, and economical mechanical devices provided for transferring produce from the cars to the stalls, where it is to be offered for sale.

When the Toronto Street Railway was converted from horse to electric traction a great mistake was made in not altering the gauge to the standard steam railway width. The standard gauge is 4 ft. 8 1/2 in. That of the Toronto Railway is 2 1/2 inches wider. Without alteration of some kind to the tracks and rolling stock of the city railway, it will be impossible to transfer cars to it from the Grand Trunk and C.P.R. or vice versa. It is very important that all the electric lines in the country should adopt the standard gauge. The Metropolitan Railway has been obliged to change its gauge to the standard in order to receive freight cars from the C.P.R., with which it has a working arrangement. It is a question if it would not be advisable for the Toronto Railway Company to change its gauge or at least adapt its tracks so that the cars of any standard gauge railway could run over its lines.

These are among the points that ought to receive the immediate consideration of the Radial Committee. There must be no delay in the construction of the new market, but it cannot be proceeded with until this question of providing accommodation for the electric has been determined.

AN OPPORTUNITY FOR TORONTO.

Bradstreet's Jan. 28, publishes several extracts from a report of Consul Boyle on the trade of Liverpool with the United States during the past year. On the question of the chilled meat trade, the report says:

"The most noteworthy phase of the trade in American beef is the great increase in the importation of chilled meat. Until quite recently it has been considered that the meat of American cattle slaughtered here was far superior to chilled meat, but there is undoubtedly a great change in this regard, and many buyers in the United States are now turning to the meat of American cattle slaughtered here. The chilled meat trade is increasing enormously, and there is a growing conviction that in the course of a few years it will almost entirely take the place of American meat brought on the hoof."

"American meat is often sold as English; indeed, the choice of cuts of American beef are preferred by many of the large butchers to the best English cuts. Experts say that English cattle are depreciating in value and quality, one reason being that animals are now being slaughtered at two years old, instead of four, and that the quality of the trade in chilled beef is increasing to vast dimensions, but there is a large and increasing trade in fresh chilled pork. It is a fact not generally known here that those outside the trade that most of the pork pies, which are a staple article of food among the English working classes, are made from fresh chilled American pork. American mutton is not making headway, largely because it is fattened too quickly."

It may be doubtful whether any ocean steamship of such dimensions and draught of water as could pass through the St. Lawrence canals and load at Toronto, when the channel and the harbor at Toronto are deepened to 14 feet, could find a profitable trade in carrying grain from this port to Europe, in competition with the large freight steamers from Montreal. But it is possible and feasible that a line of propellers to carry from 2000

to 2500 tons of freight, with a large part of its space devoted to the carriage of live animals, chilled meats, provisions, dairy products, fruits, manufactures and general merchandise, may be profitably employed in direct transportation between Toronto and European ports, because of the higher rates of freight obtained on these classes of merchandise, and because there will be no breaking of bulk or transfer charges on the way. These propellers could be loaded down to 14 feet draught at Toronto, and with a very short stay at Montreal could be loaded up to their full depth and capacity with grain or other produce at that port.

No port on this continent offers to steamship companies a more extensive traffic in miscellaneous merchandise than is to be found in Toronto, the great receiving and distributing centre of the Province of Ontario. No port possesses a more accessible or commodious harbor, or where receiving and shipping facilities can be more abundantly and cheaply supplied.

In adopting an improved system of cattle yards, abattoirs, new market and electric railways, running into outlying districts, it would be well that the future possibilities in connection with water transportation should meet with careful consideration by the City Council, the Board of Trade and the citizens in general.

TROLLEYS IN THE POSTAL SERVICE.

The trolley cars are utilized by the Cleveland postoffice for the collection and delivery of mail matter between the mail office and the city branches. The system is as simple as it is efficient. At stated intervals during the day a wagon with the mail matter for the branch offices leaves the general office for the point where the car routes converge. The bags are placed in the vestibule of the cars as they pass by, and are thrown off by the motorman as he passes the branch office for which they are consigned. By this system the mail matter in the general postoffice at any given time can be despatched to all the branch offices in the city and delivered at them within 30 or 40 minutes. The conveyance of mail matter from the branch offices to the central office is equally simple. This system permits a frequent interchange of matter, and it is much ahead of the horse and wagon collection. There is no reason why the system should not be adopted by the Toronto postoffice. The collection and despatch of the bags could be made at Yonge and Adelaide and King and Church streets. The postmaster ought to investigate the Cleveland system and give it a trial in Toronto.

THAT RAILWAY MAKES MONEY.

Ottawa Electric Road Pays 5 Per Cent. Per Annum.

Ottawa, Jan. 30.—The annual meeting of the Ottawa Electric Railway Company's shareholders was held to-day. The gross earnings for the year 1898 were \$251,902, an increase of \$30,000 over the preceding year. Four quarterly dividends of 2 per cent. each were paid. The annual report mentions the continued attention given by the company to the cleanliness of the cars, the appearance of the conductors and motormen, and refers to the bright prospects for continued increase of business. The report also mentions that the company's comparative statement of passengers carried in 1898 the number was 2,394,000, while in 1898 the number was 2,394,000.

JOE MARTIN ON STIKINE ROUTE.

He said it was one of the cruelest schemes ever suggested. Speaking of the Stikine Railway route, Hon. Joseph Martin said it was one of the cruelest schemes ever suggested to hand over the gold fields of the Yukon to McKenna, Mann & Co. for their 150 miles of railway. The route was made by the Donohoe House of Commons, but there was some excuse for them, as they did not know the conditions of the country. There was not an excuse for Turner and his friends. Mr. Martin was received with roars of applause.

Empire, the Work of Individuals.

London Daily Mail. Mr. Rider Haggard, as chairman at a dinner of the Anglo-African Society, said that the Empire, which was the guest, said our Empire, which was now so wide, had been constructed and maintained by any action of governments at home, but by the action of individuals. Individuals had done the work, and afterwards, by the action of governments.

Which Rides?

When a man is sick his work rides him instead of him riding his work. His work is usually taken instead of being taken by him. The man who supports and carries him on to comfort and prosperity becomes a burden weighing him down. He has no strength, no ambition, he feels that there is nothing left but for him to stagger along until the awful pressure of disease and trouble at last crushes him to earth.

The prosperous man is the one who keeps the upper hand of his work, because he is strong, capable and energetic. Dr. Pierce's Golden Medical Discovery has brought the best kind of prosperity to thousands of men.

weighed down, over-burdened men and women by giving them the physical strength to carry on their work. For the last three years," says Mr. J. C. Morgan, of Monongah, Marion Co., W. Va., in a letter to Dr. Pierce, "I have been a constant sufferer from indigestion complicated with constipation. I have been unable to eat anything. Always after eating there would be a formation of gas and a heavy load in my stomach. I would be up all night, and I would be very irregular. I would imagine I was objects floating before my eyes. I had pain across my back. About December, 1896, I began feeling much worse than usual and was beginning to think I would have to give up the remainder of my life. I was greatly discouraged. I described my case to several of my physicians and they directed me to begin at once taking the 'Golden Medical Discovery' according to directions. I was very gratified, as all the unpleasant feelings have entirely left me. I have now a very good appetite, and I am feeling much better. I feel as if I were once more my former self. I recently walked a distance of one hundred and ten miles in about four days."

No remedy relieves constipation so quickly and effectively as Dr. Pierce's Pleasant Pellets.

A Woman's Reason

for doing a thing is generally a good one. Those that have helped swell the sales of Ludella had several good reasons. Try it.

LUDELLA

GEYLON
Lead Packages - 25, 30, 40, 50 and 60c

COUNTY AND SUBURBAN NEWS

East Toronto Council Want a Reduction in Their Tax Rate, Which Has Jumped Too High.

MR. GEORGE BARNES DROPS DEAD.

A Stormy Scene With a Constable—Indignation Due to a Closed Rink.

Toronto Junction, Jan. 30.—(Special).—A

Indignation Due to a Closed Rink.

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Indignation Due to a Closed Rink.

5 Cents a Day

Spend it on a Shine....

Think it nothing. Slater Shine

coupon saves it up. Means

about three pairs of \$5.00 Slater

Shoes in a year. Coupons

same as cash on shoes.

Get one with every shine at

THE SLATER SHOE STORE

89 KING ST. WEST.

There It Stands

An object lesson

in the science of