

T. EATON CO. LIMITED

February Sale of Furniture

In Furniture of the kind you haven't this month heard of better values than these lines represent. You can't easily judge their merit by these prices, for we made a very conservative estimate of their regular values. These goods were bought expressly for our February Sale, and will go on sale for the first time at these prices on Thursday morning:

\$23.00 Hall Racks for \$15.00
12 only Hall Racks: five different patterns; in quarter-cut golden oak; handsomely hand-carved and polished; large British bevelplate mirrors; best brass trimmings; regular value \$15.00 to \$20.00; on sale Thursday at \$15.00.

Oak Dining-room Chairs at \$1.50
50 Solid Oak Dining-room Chairs, with richly carved back and fancy turned spindles; seat upholstered in pinstriped; our regular price \$2.25 each; on sale Thursday at \$1.50.

\$22.00 Parlor Suites for \$16.89
6 Parlor Suites; 3 pieces; mahogany finished frames; neatly carved and polished; good spring seats; upholstered in blue or green tapestry covering; regular price \$22.00; Thursday..... 16.89

Men's Night Robes

A fifty-cent Cotton Night Robe for \$3.00, but as we have only seventeen dozen left of this line you had better be an early buyer on Thursday morning:

17 dozen Men's Fine White-Twill Cotton Night Robes; blue or red trimmings; collar attached; pocket and pearl buttons; double-breasted seams; full-size bodies; 34 inches long; sizes 15 to 19; regular price \$5.00; for..... 3.30

Cardigan Jackets

The smaller sizes in these Cardigan Jackets are sold out, so we take what is left for Thursday and let you have your pick for

Ninety-nine Cents
To-day they're selling at \$1.25, \$1.50 and \$2.00 apiece.

Men's Fine Imported English Cardigan Jackets; elasticated; worsted finish; mohair binding; cuffs to button; medium large and extra large sizes..... 99

Trunks \$3.99

A large, roomy Trunk, made expressly for the hard knock-about usage of long journeys. Heavy iron binding. Heavy steel clamps. First-class material all through. Allists made of good hardwood. Deep tray with covered boxes. Good strong and trustworthy in every detail.

This Trunk, which is 34 inches long, always sells for \$5.20. On Thursday you can have one for

\$3.99

Walkeasy Boots

There must be unusual merit in a boot when its sale reaches such a volume as our Walkeasy Boot has gained. We consider it the best boot ever offered in Canada for the money, and thousands of men and women who have tried it will bear the same testimony:

It has a flexible cork inner-sole to give comfort and ease to the wearer. It is made of leather that will give unequalled wear and satisfaction.

It is reproduced in styles and designs that are both up-to-date and dresy.

The first of our spring shipment has just reached us and will be ready for you on Thursday morning:

Women's Buttoned and Laced Boots: with extension soles; sizes 3 to 7..... 2.00

Men's Boots: with extension soles; sizes 3 to 7..... 2.00

Try a pair, and if the Walkeasy fails to give you satisfaction we'll refund your money.

Bed Pillows

Here's an item for Thursday that will interest every housekeeper within reach of this store. Better be here at eight o'clock:

\$3.25 Pillows Per Pair \$1.65
100 pairs of Bed Pillows; filled with pure, clean and odorless feathers; covered with a heavy feather-proof ticking; seven pounds of feathers in a pair; regularly worth \$3.25 a pair; Thursday..... 1.65

Winter Caps

Goodness knows this is little enough to ask for a winter cap just when the boys most need warm headwear:

Boys' Black and Grey Imitation Lamb Caps; Dominion and wedge style; good quality lining; regular 25c and 35c; for..... .9

Mrs. Potts' Irons

No housewife needs an introduction to this useful article. But such a price may be new to many, if not to all:

90 sets Mrs. Potts' Polished Irons; three irons, a handle, and a stand complete a set, which we regularly sell at 80c, but on Thursday give for..... .59

The Toronto Daily Star Will Have a More Complete List.

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

THE TORONTO WORLD

No. 58 YONGE STREET, Toronto.

Daily World, 88 per year.
Sunday World, in advance, 22 per year.
Telephone: 232, 233, 234. Private branch exchange connecting all departments.
Hamilton Office, H. J. Coyne, Agent.
10 West King Street, Toronto.
London, England, Office, F. W. Large, Agent.
145 Fleet Street, London, E.C.

THE WORLD OUTSIDE

The World can be had at the following news stands:
Windsor Hotel..... Montreal.
St. Lawrence Hall..... Montreal.
J. J. O'Brien..... Montreal.
St. Denis Hotel..... New York.
P. O. News Office, 217 Broadway, New York.
G. F. Root, 276 E. Main St., Rochester.
Quebec, J. J. O'Brien, 145 Fleet St., Montreal.
McKay & Son, 100 West Main St., St. John, N.B.

THE JUNCTION STOCK YARDS

In undertaking the improvements of the Cattle Market at this late date it looks as if it was a case where the city is looking the stable door after the horse is stolen. A rival cattle market is now in existence, and within a short time it will be competing with the city market in the business. The City Council has fearfully mismanaged the Cattle Market. In fact it looks as if a policy to wreck the business had been devised years ago, and that it was now being consummated. If the city had remodelled the Cattle Market four or five years ago, when it was pointed out by The World and by those interested in the cattle trade that its reconstruction was necessary in order to save the rival market from being built, which would never have come into the field. Sufficient area could have been acquired on the Garrison Common, or the present site could have been enlarged by taking in the adjoining property and by retaining certain leases, which recently expired. The removal of the property upon which the Smith Lumber Company is located was one of the serious mistakes made by the city council, and The World did its best at the time to prevent the lease from being renewed. The city will have to pay the penalty for the mismanagement of its representatives at the City Hall. It will have to redouble its efforts to make up for the ground that has been lost. There is no doubt that the new yards at Toronto Junction will take away a lot of the business that is now transacted at the Western Cattle Market. The Junction yards are larger and better laid out, and the company has been successful in obtaining many privileges from the town of Toronto Junction and from the legislature which our own market cannot be able to extend to those engaged in industries connected with the cattle trade. Some of the concessions which the Union Stock Yards Company seek are extraordinary, and should never have been agreed to by Toronto Junction in the first place, or by the Ontario legislature thereafter. The company is already exempt of thirty-five acres of land within the Junction, and for industrial purposes, and for the private bills of the city yesterday agreed to extend this exemption to sixty-five additional acres, which the company have not yet purchased or even made arrangements for purchasing. This is certainly rushing the exemption privilege with a vengeance. If the bill, as passed by the committee, is adopted by the legislature, the Union Stock Yards Company will be in a position to grant exemption for thirty years to any concern five acres of property, which they at any future time may acquire. The right of exemption, which should belong to the municipality, is to be transferred over a large section of territory to a private company. It is easy to see, therefore, that the city is conceding, possessing this extensive concession. The city is conceding to the company will be in a position to extend to the city of Toronto. It will also be in a position to collect tolls on company any of the industries incidental to the cattle raising.

SENIORSHIP

Stratford Beacon: The system on which Seniorships and other offices of the government are now being administered by the present Dominion government is not, to say the least, conducive to enthusiasm among the party workers—the men who do most to provide for the government of the country. Mr. Harcourt added that the government had nothing whatever to conceal in the matter.

GOVERNMENT'S MAJORITY LAST NIGHT

Continued From Page 1.

The Minister of Education as to why the evidence in the school book inquiry had not been brought down. Mr. Harcourt said that the government had not been taken in full but he would have the translated notes that were not brought down.

Mr. Whitney retorted that Mr. Harcourt was not to be taken in. He had been compelled to admit that the evidence was not at hand. It was Mr. Harcourt's duty to say so. He had not been taken in full but he would have the translated notes that were not brought down.

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Lost Hair

It's risky, this losing of the hair. You may not get it back again. When the hair first begins to fall out use Ayer's Hair Vigor. It will stop the falling and will make new hair come in. And it always restores color to gray hair.

"My hair came out badly and was fast turning gray. I tried Ayer's Hair Vigor. It stopped my hair from coming out and completely restored the color." Mrs. M. J. Gray, North Salem, Mass., U. S. A.

This scheme would be an immense convenience to the thousands of passengers who desire to reach the bay front every day for six months in the year. We regard the project as one of urgency. It should be taken in hand at once, so that it may be in operation for this season's traffic.

STREET CAR DISCOMFORTS. The World begs to call the attention of the City Engineer to the failure of the Toronto Railway Co. to properly light its cars. It is very difficult to see the interior of the cars, and as the city is clearly within its rights in insisting upon up-to-date cars in every particular, the Engineer ought to order the company to increase the efficiency of its lights. The lights are getting worse and worse, and their inadequacy is a constant source of annoyance to the company's patrons. And while on the question of lights, it would also be advisable for the Engineer to insist on the elimination of some of the unnecessary noise that is developed in the operation of the cars. A great improvement could be made in this direction by the exercise of a little care upon some of the minor points in the construction of the cars. The main cause of the grinding noise that the companies trolley traffic is the use of cheap trucks, but a good deal of it is owing to the rattling of window sashes and the banging of doors. The trouble arising from the latter source can easily be remedied, and as to the grinding noise, the use of the trucks the Engineer should insist in future that none but some of the very best grade are used.

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