

Mark Envelopes for Mail Orders for Goods on this Page "City Ad."

Baby Carriages



Adjustable Hood Baby Carriage, with beautifully designed reed body. Has deep roll all around front. Nicely upholstered in leather cloth. Strong strap gearing. 3/4 inch rubber tired wheels. Comfortable and easy riding. Hood, best leather cloth. A handsome carriage for the little ones and excellent value. 16.75

Wash Set and Laundry Tub Set, has clothes rack, wringers, clothes basket, washboard, faucets to run off the water. Great favorite with the little play housekeepers. Reduced 39

Ten Pins—A boy's game—full of fun and excitement. Nicely finished. Complete with balls and pins. 7

Fifth Floor.

T. EATON DRUG CO. LIMITED

- Beef, Iron and Wine, per bottle .35 and .50
Lewin's Kidney Mixture, per bottle .35 and .75
Lewin's Aromatic Wine of Cod Liver Oil and Iron, per bottle .75
Extract Malt, plain, per bottle .50
Extract Malt With Cod Liver Oil, per bottle .50
Extract Malt With Cod Liver Oil and Hypophosphites, per bottle .50
Pure Norwegian Cod Liver Oil, 8 ounce bottle .25, pint bottle .50
Nec Plus Ultra Olive Oil, 3-ounce bottle .20; 8-ounce bottle .45; pint .85
Extra Virgin Olive Oil, 2 ounce bottle .10; 8-ounce bottle .40; pint bottle .75

Main Floor—James Street.

Inexpensive Muslin Dressing Sacques and Gowns

They are for women who appreciate this convenient negligé attire, so easy to slip into, and then so loose and comfortable.

And these useful, inexpensive garments are not void of attractiveness. In our extensive spring showing really tasteful floral and figured effects are displayed in great variety, and many have trimmings or stitching in contrasting shade. There are numerous styles, too. Altogether it is an interesting showing of the newest and best.

- Muslin Dressing Gowns, 59c—Numerous floral designs. Cut with kimona sleeve effect and neat turndown collar, edges finished with over-edge stitching. Assorted shades. Sizes 34 to 44.
At \$1.25—Fine quality figured muslin Dressing Gowns; back has inverted pleat, neck finished with stitch band, edged with buttonhole stitching, in contrasting shades; cuffs finished with same effect.
Women's Crepe Gowns, in plain floral and conventional designs. Empire and close-fitting styles, with trimming of borders and Persian bands. Also plain satin. All sizes 34 to 44. At 1.75 and 2.00
Large showing of new designs of lawn, Swiss and fancy materials, up to 13.50

Unusually Low Price in Spring Gloves, Per Pair, 49c

There is almost every shade for Spring represented in this lot and every size in every shade too—tan, mode, beaver, brown and myrtle—Two dome fasteners—oversewn seams, heavy embroidered backs.

The good style and daintiness of finish in these gloves make the low price all the more astonishing. Gloves that would be counted good value at twice this special. Thursday price, per pair .49

Main Floor—Yonge Street.

Women's Gowns

There's a distinctiveness to hand work that places the garment so enriched in a quality standard out of the ordinary.

These gowns are not only daintily hand-embroidered, but hand-made throughout. The superior details of workmanship and excellence of finish are plainly observable. And all are made of the finest materials.

- Gown at 2.00—Has V yoke hand-embroidered, neck finished with scalloped edge and ribbon draw, elbow sleeves hand-embroidered.
Gown at 2.25—Is in slip-over style, front of finest hand-embroidery, neck finished with hand-embroidered scalloped edge.
Gown at 2.50—Slip-over style, yoke of finest hand-embroidery, neck finished with hand-embroidered scalloped edge, elbow sleeves hand-embroidered.
Gown at 4.00—Slip-over style, hand-embroidered front, neck finished with hand-embroidered scalloped edge, elbow sleeves hand-embroidered.
Gown at 5.50—Slip-over style, yoke of finest hand-embroidery, neck finished with hand-embroidered scalloped edge, elbow sleeves hand-embroidered, ribbon bows.

Shown in the little white French lingerie Room, near Queen Street Stairway, Second Floor.

Plain Black Cotton Hose, Per Pair, 9c, or 3 Pair for 25c

Nothing like such low price for many months; made possible to us through specially purchasing a clearing stock, below manufacturer's cost. Of seamless finish, with double heel and toe; sizes 8 1/2 to 10. The lot, Thursday, per pair .9c, or 3 for 25

Men's Plain Black Cashmere Socks, deep rib top, double heel and toe, seamless finish; all sizes. Thursday, per pair .12 1/2

Women's Ribbed Black Cashmere Hose, good English makes, double heel and toe, seamless finish; all sizes. Thursday, per pair .15

Boys' Ribbed Cotton Hose, double heel and toe, good heavy weights, best stainless dyes. Thursday, per pair .11

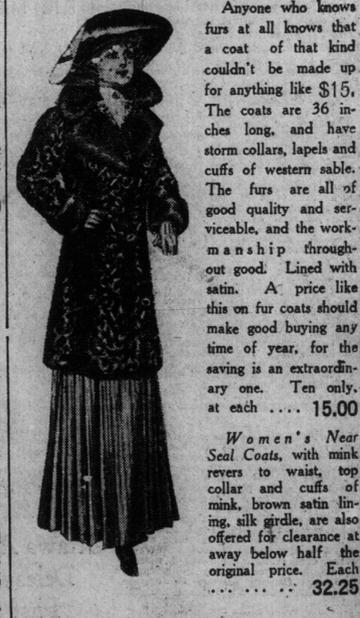
Main Floor—Centre.

Team Collars, \$1.85 Each

Our own make, at a special price. They are short straw, leather-faced, open top style. Stuffed with rye straw and faced with oat hulls, solid leather back and rim. They are well made and durable. All sizes from 18 to 23-in. Thursday, each, 1.85

Harness Department—Basement.

Women's Astrachan Coats, Western Sable Trimmed, \$15



Anyone who knows furs at all knows that a coat of that kind couldn't be made up for anything like \$15. The coats are 36 inches long, and have storm collars, lapels and cuffs of western sable. The furs are all of good quality and serviceable, and the workmanship is through-out good. Lined with satin. A price like this on fur coats should make good buying any time of year, for the saving is an extraordinary one. Ten only at each . . . 15.00

Women's Near Seal Coats, with mink revers to waist, top collar and cuffs of mink, brown satin lining, silk girdle, are also offered for clearance at away below half the original price. Each . . . 32.25

And a Clearance of Muffs. Natural Alaska Tobe Empire Muffs, nicely tailored from good full furred skins, brown satin lining, and wrist cord. Greatly reduced to each 9.50

Dozens of muffs, stoles and neckpieces in Fox, Mink, Pointed Fox, Persian Lamb, Western Sable and Black Wallaby. Are still to be had at immense savings. Prices from . . . 5.75 up.

Second Floor—Albert Street.

SIFTON DEALS SMASHING BLOW TO RECIPROCIITY

Continued From Page 2.

ency is to break down the system of interrelated industries, which makes the present prosperity of the Province of Ontario and the other provinces. Under that system, Mr. Chairman, brought about by the policy which my hon. friend the minister has pursued for the last thirteen years, the great Province of Ontario raised \$250,000,000 in the last year, and nobody heard that there was no market for any of that produce.

"Take the Province of Quebec—My hon. friend, the minister, asks him to address himself to one question in connection with this agreement, because I have been asked to do so. The question is in favor of the treaty, and if there is any light to be thrown on it, I would like to get it. The Province of Quebec has bright prospects before it. It is in the present time. Our transportation system is growing so enormously, the City of Montreal is growing so enormously, the prospects of the pulp and paper industry are so good, that unquestionably in the Province of Quebec in a few years there will be a market for the products of any province in the Dominion.

"A Bonus on Poor Farming. The Province of Quebec is not very well farmed at the present time—there is good farming in some parts of it, but it is poor farming in a good portion of it, and moderate farming in other portions of it. The agricultural problem of the province of Quebec is to induce the farmer to take an intensive farming. That is the agricultural problem of the province of Quebec. Lately we had the deputy minister of the department of agriculture of Ontario at Quebec. He came there at my special request to deliver a carefully-prepared address upon the subject of the improvement of agriculture in the province of Ontario, explaining at great length and with great care the magnificent system of agriculture, education and improvement which has lately developed in the province of Ontario as the result of thirty or thirty-five years of laborious work, which is now approaching its period of fruition in that province, and beginning to have its influence felt. (Hear, hear.) We wanted it explained in the city of Quebec, and we had it explained, and we are printing thousands of copies of Mr. James' address in the French language, and circulating them in the province of Quebec, for the purpose of getting the authorities of the province of Quebec to undertake an aggressive movement for the improvement of agriculture. What happens? Comes along this treaty and undoes the bonus on poor farming by inducing the farmers of the province of Quebec to ship their raw products to England, and deplete the fertility of their soil.

"Premature Conclusions. Take the prairie provinces—I am perfectly aware of the fact that there are a great many people in the western provinces who think that the treaty will be a great thing for them. I have before me premature conclusions arrived at in the course of my experience of 23 years in public life, during which I have had an experience that not many members of the house have had, because I have the honor of

representing to-day in this house the same people who elected me first as a young man to the legislature of Manitoba, and in this parliament I have been their representative ever since. During that time I have seen a good many questions of the kind that my hon. friend was going to benefit the farmer, and as to what would be in his interests, and I am not so sure when this question comes before the legislature of the Province of the northwest will be impervious to reason (applause), and common sense and good judgment when they get the case put before them.

"It was first said: 'Well, but the farmer of the Northwest is going to get more for his wheat; the price of wheat is higher than it is in Manitoba.' That is true. It is a little higher, it always or nearly always rises a little higher, but they stand: 'If the farmer can get into that market, he will get more for his wheat.'

"J. J. Hill's Arguments. Now comes along Jas. J. Hill, president of the Great Northern Railway, and a very fine man, and in a way a friend of my own, he says: 'The duty of a great advocate of reciprocity is to look at the duty, it is not on account of the local circumstances. Now, Mr. Chairman, Mr. Hill is either right or he is wrong. There are just two ways to look at it. If he is right, the duty does not make any difference, then the Manitoba farmer will not get any more for his wheat when the duty is taken off. That's clear. If he is wrong and the duty does make a difference, what is going to happen? So soon as the immense exportable surplus of the Canadian wheat is put on the market, then the Dakota brand of wheat goes down to the export level, and the Dakota man gets less, but they have a just and proper right to complain. Now, the government has passed a bill in the senate, a bill to appoint a commission for the purpose of taking charge of that wheat, and I believe that government policy is good, and if the commission takes charge of this business as they ought to, there is no reason why they should not keep control of that wheat. And, sir, they can only solve the trouble by taking control of the elevators first, not owning them, but controlling and inspecting them properly, and keeping control of the wheat right thru until it gets to Liverpool.

"It Can Be Done. There is no other way. It is not difficult, it is not half as difficult as it looks, it can be done by a competent commission of men without any trouble at all. And in addition to the fact that it is done in the commission in the working out of the system by which they can do, that can give a very substantial preference to the Canadian routes, so that we will get a better system of handling, a better price that he will get in any other possible way. More than that, with the increase in the volume of business from the Canadian provinces, we will in a short time be in such a position that we can reasonably ask to have the rates substantially reduced on export grain, so that instead of the Canadian farmers getting a bonus of three cents a bushel

for sending their wheat by the eastern Canadian channels, as was tentatively suggested by the member for St. Anne, if the inspection and the transportation matters are properly handled by the commission to be appointed by the government, and the freight rate is dealt with, we will secure for them within a reasonable time, not three cents a bushel, but six or seven cents a bushel more, but if that is to be done, you must keep control of the trade in your own hands, otherwise you can do nothing. (Opposition applause.)

"What would happen? 'Now, what is to happen? I wonder if my hon. friends of the government have thought of that in connection with this treaty? The grain exchange has met in Winnipeg, and has passed a resolution to the effect that the inspection act must be changed. What must be done under this treaty? We must change the Inspection Act, and the Canadian wheat is put upon the American grades; that is, we must permit of mixing, and to all intents and purposes we must hand the control of our grain market over to Minneapolis. That is the position. To get a better price. No. (Hear, hear.) 'Then there is the question of cattle, and there is the one upon which the farmer will get the benefit under this agreement, for the present at least. There is no doubt that the market for the second grade of cattle in the prairie provinces is a poor market at the present time—why? Because it is a new country. It is only a short time since the country was sufficiently settled to have a sufficient population to organize this business. In fact, we have hardly got to that point yet. The United States meat industry at present time a very poor market for cattle in the western provinces. 'But that is no reason for throwing the country away or for concluding that we can never have a market. That is a reason for taking up the subject and dealing with it in an intelligent way. The farmers' delegation which came here recently said to the government: 'We wish also to draw attention to the danger we are in; we leave the opportunity open for the United States meat industry to capture and control the export trade from our country. 'A Back Yard to Chicago. 'What are they going to do now?' said Mr. Sifton. 'They will capture and control the cattle of the Northwest—the very last hoof will be controlled from Chicago. What I say is that we should establish the chilled meat industry. It has been done in Australia and New Zealand. Dr. Rutherford has reported in favor of it. There is no doubt that it is a great difficulty in the government doing this, and it would be worth while taking the trouble, when you have a country like that of Canada. We could afford to hire ten men at \$10,000 a month, rather than lose this business. 'The members of this house know that I am an enthusiastic friend of the Northwest. The best years of my life were given to the settlement of that country, and I cannot tell you how much I know of it. We could afford to make a back yard to the city of Chicago. I have a constituency and I do not know but that there are many men who have supported me for years who differ with me on this subject; but I take the liberty of thinking that I know as much or more about it than they. I have studied these questions all my life, with the object of learning

the way in which the affairs of the country should be organized so to be of some benefit to themselves and to the rest of the country, and I say that we shall have duplicates of Kansas policy and the stock yards of Chicago in our own Northwest.

"Leads to Commercial Union. 'What is the general effect of this treaty? The reply is that we put the Dominion of Canada on an absolutely free trade basis so far as farm products are concerned. The farmers of Canada are on a free trade basis for what they sell and on a protective basis for what they buy—protection for the purchaser, free trade for the seller. Do you think we are likely to stand that for any length of time? I do not. I tell you that if you have had delegations from the Northwest, you will have them again if this treaty goes through. After it has been in force for a few years, I venture to say that there will not be any question of the duty on agricultural implements, or on any other goods, for we shall be compelled to take all those duties from the United States. (Loud applause.)

"As men of commonsense, let us apply to this question the same business principles we apply to any other business matter. We open our market to the world. Read the list of favored nations along with the United States. There is in that list a list of countries of production anybody who can raise any of the commodities included in this list cheaper than it is in the Canadian market and saleable and marketable, it can be shipped and dumped into the Dominion of Canada. I cannot conceive of what our friends in the government were thinking of. (Cheers.)

"A Monumental Mistake. 'I leave this question of markets and prices and records my conviction that if ever a government made a monumental mistake, if ever a government made a mistake in the speeches of public men, we read it in the editorials of newspapers; we even see it in the compositions of our school boys—what is it? Binding the scattered provinces of Canada together. I would like to know if this treaty is intended to bind the scattered provinces of Canada together. IT BINDS BRITISH COLUMBIA TO OREGON AND WASHINGTON; AND TO CALIFORNIA; IT BINDS THE PROVINCES OF THE NORTHWEST TO THE STATES SOUTH OF US; AND IT BINDS THE MARITIME PROVINCES TO THE STATES OF NEW ENGLAND. And we are expected to believe that a policy of that kind is a broad national policy; and one to promote a strong nationality. Transportation Policy. 'What have been the main features of our transportation policy? We have spent scores of millions of dollars for that purpose. What has been in our mouths at all times, Liberal and Conservative alike, on every platform? Send our goods thru Canadian channels, from one province to another, and from the eastern provinces across the sea. What did Sir John

Macdonald mean when he called his colors to the mast, and said that the C. P. R. must be built around the north shore of Lake Superior? He appealed to the people of Canada on this policy and they supported him. My right hon. friend, the leader of the present government, came before this house and said: 'We shall build another line of railway from ocean to ocean, every foot of it on Canadian soil, and he appealed to the people of this country for their support of him in doing it. They said: 'Yes, we believe in that policy.' Why should we turn from that policy now?

"If it does not make any difference which way the tariff goes, why spend \$50,000 or \$80,000 or \$125,000 per mile to build a railway from Quebec thru to Montreal, and then the Intercolonial, which we had before? Why do that if it does not make any difference whether or not the traffic goes thru Canadian soil? For my part I can see no reason.

"Why the Change? 'What is the reason for the right hon. gentleman's change of view? I could take the Hansard and read to you the strong words of the right hon. gentleman when he said in this house that of all things in connection with the policy of Canada, as related to the United States, the one thing we must do is to be independent of the Americans. That is a policy, which I believe in. (Hear, hear.) He never said a word in the whole course of my close association with him which I agree with more fully than I did with that statement, but the difference is that I believed it then, and I believe it now, and so long as I have the honor to have anything to say about the public affairs of Canada in the most humble capacity I shall continue to support what I believe the loyal policy of the government to be, and I desire to have followed. (Applause.)

"We know why it is that the other policy is being supported. We know why the milling trade of St. Paul and Minneapolis are in favor of this proposal. Because they want to get the hard wheat of the Canadian Northwest without paying duty and drive our millers out of the export market. That is just as easy as adding two and two together. The Northwest miller of the United States get 45 or 55 a ton more for his flour than the miller in Canada, and that makes the difference; the Canadian miller has no chance in the world in the competition which is brought about in this way. The Northwest miller of the United States would get the wheat free now if he could. The meat trade would get meat free if they could.

"We Can Understand. 'We have been often told that they might take the duty off if they wanted, but they cannot take the duty off because they have a population of farmers who do not propose to permit these gentlemen to manipulate the duties to themselves. But we understand that the milling people would want this arrangement, and they would want it, why the meat trade would want it, and why the United States Steel Corporation would want it. We know why it is that the New England States look with jealousy upon the commercial development of the St. Lawrence route down by the last year they have been conducting an enquiry to ascertain why Montreal has been growing so rapidly and becoming a rival of their in connection with the export trade. 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