

T. EATON CO.

190 Yonge St. Canada's Greatest Store. Toronto.

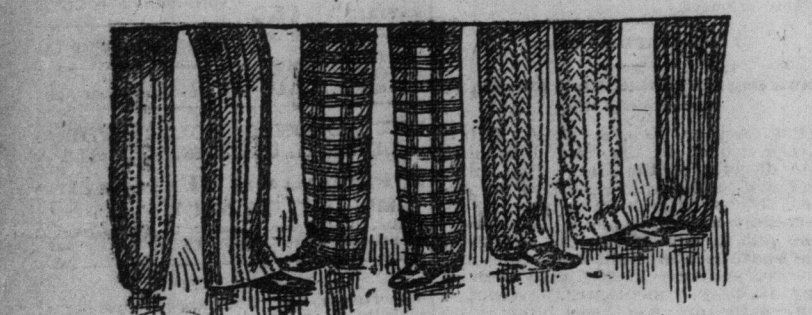
YONGE AND QUEEN STREETS, February 9, 1897.



We sell Perfumes and Toilet Articles in much the same way as Dress Goods and Notions—no fancy prices. Trade in such things is growing all the time, and we're constantly buying and selling to better advantage. The stock is complete with everything that's worth your while, including—

Cherry Tooth Paste	10	Lane Cream, per tube	25
Ruby de Cologne	10	Cucumber Jelly	25
Extra Distilled Toilet Water	25	Lily Cream, each and white, a bottle	25
Essence of Rose Water	25	Moss Rose Complexion Powder, a box	10
Brilliantine for the Hair	20	Cold Cream, a box	10
Essence of Hair Wash	25	Petroleum Jelly, white, in china pots	10
Rum and Quinine Hair Tonic	25	Greenish and Rose Water, 30c. bottle	10
Camellia Hair Grower	25	ble, for	10
Army and Navy Hair Dye	25	Aromatic Toilet Vinegar	25
Blue Label Perfumes, a bottle	25	Facium Powder	10
Blue Label Perfumes, a bottle	25	Violet Toilet Powder, from	5
Blue Label Perfumes, per oz.	25	Fueller's Earth	5
Honey and Rose, a bottle	25	Sachet Powder, all colors, per bottle	10
Cream of Almonds and Witch Hazel	25		

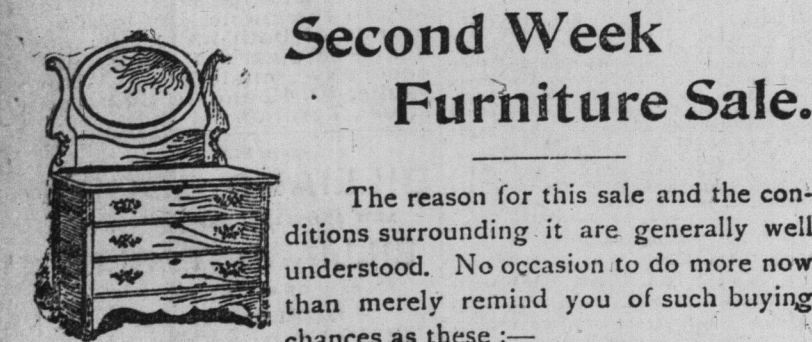
Every possible need anticipated—think of all that means! Whether you want Groceries or Tinware, Dry Goods or Perfumes, we're under obligations to do better by you than anyone. That's another way of saying this store is headquarters for everything.



The cut speaks for itself. The demand at this season of year is largely for Men's Trousers at reasonable expense, and we've figured on selling thousands of pairs at present prices. Full range of sizes and such styles as one seldom sees ready-made. These values are very special—

Men's Heavy Canadian Tweed Pants, in neat dark brown stripes, finished with good trimmings, top and hip pockets and bar buttons, perfect fitting, sizes 30 to 44, regular price \$1.00. Wednesday	70
Men's Extra Heavy Tweed Pants, dark grey and black striped pattern, good cut and finish, best trimmings, sizes 32 to 44 waist measure, regular price \$1.25. Wednesday	90
Men's Heavy All-Wool Canadian Tweed Pants, medium shades, neat bar buttons, double stitched, back seam, sizes 32 to 44, regular price \$1.25. Wednesday	1.25
Men's Dark Canadian Tweed Pants, heavy all-wool material, assorted shades and newest patterns, top and hip pockets, sizes 32 to 44, regular price \$1.25. Wednesday	1.69
Men's Fancy Worsted and English Tweed Pants, in brown, grey, blue and black mixtures, narrow stripe patterns, newest effects, best line stitching, all sizes, regular price \$2.75. Wednesday	2.20
Men's Ring West of England Worsted Pants, plain and striped black, Venetian finish, also grey, white, worsted and plain black, fine trimmings, silk stitched. Special at	3.00

Just the style of pants you want, but not the clothing store kind. We do tremendous clothing business on new and approved lines. Styles out of the ordinary. Prices below the average.



Second Week Furniture Sale.

The reason for this sale and the conditions surrounding it are generally well understood. No occasion to do more now than merely remind you of such buying chances as these—

Bedroom Suite, hardwood, strongly made and well finished, bureau has 3 large drawers with bevel plate side mirror 14x24 inches, bedstead 4 feet 2 inches wide, large washstand with splashback, regular price \$10.00. Special sale price	7.90
Bedroom Suite, solid oak, neatly carved, with square or oval bureau fitted with British bevel plate splashback mirror, large size bedstead, combination washstand, regular price \$10.00. February sale price	16.50
Mantle Folding Bed, hardwood, antique finish, with double woven wire spring mattress attached, size 4 feet wide by 6 feet long, strongly made, regular price \$7.00. February sale price	5.75
Extension Tables, hardwood, antique finish, strong, shaped legs, well braced top, 40-inch wide, extend 6 feet long. Sale price	3.45
Parlor Suite, 5 pieces, solid oak or walnut frames, nicely hand carved and polished, upholstered in heavy tapestry covering, spring seats, silk plush trimmed, regular price \$82. February sale price	16.50
Couches, upholstered with heavy satin faced tapestry covering, slope head, buttoned top, fringed all around both sides alike, regular price \$50.00. February sale price	7.45

The special prices are for February only. Goods delivered promptly by express or freight to all parts of Canada.

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190 YONGE ST., TORONTO.

THE TORONTO WORLD

ONE CENT MORNING PAPER

NO. 58 YONGE-STREET, TORONTO.

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THEORY AND PRACTICAL MINING.

Theorists in geology are pretty much the same as theorists in politics, business or in any other sphere of activity. In the practical affairs of life theories don't count much. A few incontrovertible facts are of more value than a bushel of theories. As between Dr. Selwyn, who launches his theory that Western Ontario is not a gold-producing country, and the practical business men and miners who are daily handling the rock, and who are producing the actual gold, we are inclined to rely upon the latter.

If Western Ontario is not a gold-producing country, how does Dr. Selwyn account for the discovery of the Mikado and other mines that are daily producing gold? Are these the exceptions that go to prove his theory? If so, we will not quarrel about the theory. The exceptions are numerous enough to satisfy the most fastidious. The greatest mine in America was discovered by the geologists when it was first discovered. This is the famous Calumet and Hecla copper mine, in the Lake Superior basin, 90 miles from Port Arthur. The geologists scoffed at the claims of the discoverers of this mine, alleging that copper was never known before to have existed under the peculiar conditions which were there. Their theories for the time prevailed, and the engineer who tried to float the mine became a bankrupt through his endeavors to secure its development. In spite of the scoffs of the geologists, however, the Calumet and Hecla was opened up, and today it is the greatest dividend-paying mine in North America. Up to Dec. 31 last it had paid \$4,685,000 in dividends, and on Feb. 10 inst. a further dividend of \$1,000,000 was paid to the stockholders. So much for theory. If Dr. Selwyn's theory is of this stamp the more of it the better for Canada.

We referred the other day to the immense quantities of iron that had been taken from the country along the south shore of Lake Superior. It is equally celebrated for its copper mines. Besides the Calumet and Hecla there might be mentioned the Tamarack, an extension of the Calumet and Hecla. This mine has paid \$4,700,000 in dividends. The Quincy, in the same district, has paid \$5,000,000. Altogether \$700,000 and the Okeoka \$2,122,500. The ore in these mines varies from 1 per cent. in copper up to 3 1/2 per cent., which is the average in the Calumet and Hecla. Reckoning copper at eleven cents per pound the copper ore of the Lake Superior district would run from \$2 to \$5 per ton. If it pays to work copper ore down to as low as \$2 a ton there is surely a big future for the free milling gold ores of the Rainy River country and the refractory ores of British Columbia.

There is no reason in the world why the mines of the north or Canadian shore of Lake Superior should not prove as remunerative as those on the south shore. The same surface characteristics exist in both districts, and an equal degree of development in Canada would result in a broad and satisfactory result. But what do we find in Canada to-day? Not a single iron or copper mine is working. That we have iron and copper mines in this district there is not the least doubt. All the way from Sault Ste. Marie to Pigeon River, copper, iron, silver, gold and nickel have been discovered, but the Ontario Government has failed to open up the country so as to enable these mines to be developed. Ninety-nine per cent. of the north shore of Lake Superior is still owned by the Province of Ontario. Millions of dollars might be derived for the Royal Canadian Treasury from these mines if the Government would only adopt a policy of enterprise and action. The present laissez-faire policy will never accomplish anything. Ontario's mining policy should not be a mere side-show attraction. It should receive the undivided attention of the best men in the province. Cross-road politicians are out of date. The Government does not contain a statesman who is equal to the situation that is now before us. What is required is a broad and comprehensive mining policy. Such a policy should be in operation now. It should have been inaugurated years ago. Ontario people wish to reap some of the benefits while they live and not to leave it all as a great and glorious heritage for posterity.

THE PROPOSED SWING BRIDGE.
A large number of communications in reference to the proposed swing bridge across the western channel have been received by the Harbor Commissioners. Some of the writers think the bridge would not interfere with navigation, while others are opposed both to the bridge and to its construction. The latter for the most part content themselves with general statements in opposition to the bridge. It would be a dangerous menace to the free use of the channel. It would be "detrimental to the best interests of the harbor," and so on. Instead of generalizing in this way, we would like to hear these gentlemen give the specific reasons which lead them to these conclusions. If they have any arguments to sustain their opposition to the bridge, the public would like to hear them. This case must be decided by argument, not by prejudice. What we want to know is the nature of the dangers that would be exposed to by reason of the bridge. In the first place, it will not be necessary to open the bridge more than a dozen times a day, and that only during a period of four or five months in the year. Will those who oppose the bridge please inform us as to the extent of the danger and in-

convenience occasioned by opening the bridge a dozen times a day? It is the Toronto Railway Company and the citizens of Toronto, and not vessel-men, who will have to put up with whatever danger or inconvenience this bridge may give rise to. Vessels will have the right of way, so that, as far as they are concerned, there need be no loss of time. It is absurd to talk of "dangerous menaces" and "detrimental" obstructions, when we have a similar structure at Hamilton and several of them across the Welland Canal. As far as the convenience of the public is concerned, on which side is the balance? Ten times as many people will cross the bridge on the cars as will go through the channel in steamboats. Is the convenience of the many to be sacrificed to the whims of a few vessel owners?

MEN AND THINGS.

It is said that history repeats itself. World-wide commerce has built up the seaboard cities by making them centres for trade, by bringing in the products of the world and using them as vast distributing bases. At a later date railways performed the same service for the large terminal points, leaving the country as merely the producing and consuming area. The same process is now being fitted out under the supervision of Rear Admiral Rawson, C.B., Commander-in-Chief of the British fleet. The extension of the electric tram system in Toronto has made departmental stores possible, and when the country about Toronto is considered it is evident that there is a need for a similar system to be built up for the benefit of the city and its suburbs.

It is quite true that Toronto woke up to this. The great trade of our country finds its outlet in the city, and the commerce in timber and bread-stuffs must seek its outlet past us. But we have a chance to build up a local business that will help us. If we do not, we will have to depend upon the commerce of the world, and this is not a wise policy. There is plenty of work to be done by those who have brains, and this is just the time we want it done.

No one thinks of defending protection on principle. It is undeniable that we ought to be able to buy things as cheaply as we can. There is no reason in the world why we should be forced to pay more for goods than we can get elsewhere. But it is an equally self-evident proposition that as long as the world exists there will be separate nationalities and countries, and that they must live and that they must be able to defend themselves. We must deal with the question, what is best for our own country and not what is best for the world at large.

We are quite justified in putting on a tariff to gain means to support and pay for our system of government for the development of our natural resources. No one will deny that it is not right to see how naturally protection logically follows. If a tariff is permissible, it is because we intend to support our national methods and exploit our own resources. We do not find people crying out against reclaiming waste land because roses never grew there. The fact is that they should be made to grow. The roses, then, must be planted and nurtured, and to rear them up and then open the window and let the frost in on them is senseless. We want Canada to be self-sufficient.

The tariff enquiry is a mere debate between free trade theorists, who have the best of the theoretical case, and the protectionists, who have the best of the practical case. The latter do not advocate protection for the sake of patriotism, but their beliefs are in line with the country's growth. If the United States is to be our manufacturing centre, then let the tariff wall go down. If it is not, then let us keep it up and keep up our manufacturing behind it. The case of the Liberal party is and has always been its theories. It has now the chance to ruin Canada or to act sensibly. Which will it do?

Preaching nowadays is intended to put people to sleep. If the clergy really desire the nineteenth century problems, they would at once demonstrate that the modern church is not a mere relic of the past, but a living organism that is capable of offering to the people a social or organization of unusual virtue. It is better for the preacher not to awaken the conscience to the fact that the church is a dead weight, but to show that it is a living organism that is capable of offering to the people a social or organization of unusual virtue. It is better for the preacher not to awaken the conscience to the fact that the church is a dead weight, but to show that it is a living organism that is capable of offering to the people a social or organization of unusual virtue.

If we are to have a new general manager for the Street Railway Company there is one matter he can give his attention to. It is a very annoying sight to one who is getting down town in a hurry to find his car stopped to let an empty car, just out of the stables, pass on first. This happens regularly on King-street east, and to add to the absurdity of the thing the empty car passes at a snail's pace, and the conductor has to wait five minutes getting the car out of the stables, etc., etc., while the passengers in the other car wait and wait—think hard.

THE KING SAYS HE'LL FIGHT

And if Whipped He Will Take to the Woods.

KING OF BENIN'S ANSWER

To the Notification That Britain Will Punish Him.

The Trouble in Crete Not Half so Bad as Reported—Refugees From Canoe Fed From a British Warship—M. Hanotaux, the French Foreign Minister, Intimates That Great Britain Has Violated International Law in Egypt—General News by Cable.

Bras, Guinea Coast, Feb. 8.—The King of Benin, who caused the massacre of Consul Phillips' party, to avenge which a punitive expedition is now being fitted out under the supervision of Rear Admiral Rawson, C.B., Commander-in-Chief of the British fleet. The extension of the electric tram system in Toronto has made departmental stores possible, and when the country about Toronto is considered it is evident that there is a need for a similar system to be built up for the benefit of the city and its suburbs.

London, Feb. 8.—The first and second mates and fifteen of the crew of the British ship George T. Hay, who were brought here from Rio Janeiro on Jan. 8, charged with having caused the death of a seaman named Brown through ill treatment, will be arraigned for trial in the Winchester Court to-morrow. The specific charge against them is assault with intent to kill. The George T. Hay is owned by G. D. Syper of Parramatta, N.S., where the crew also belong, and the Canadian High Commissioner is watching the case on behalf of the men. The ship sailed from Rio Janeiro, where she arrived on Nov. 22 last. It was on this voyage that Brown is alleged to have been so badly treated that he died from the effects of his ill usage.

London, Feb. 8.—General Sir Wilbraham Oates Lennox has died. General Sir Wilbraham Oates Lennox was born in 1830, entered Royal Engineers in 1846, became captain in 1857, major in 1858, lieutenant-colonel in 1861, and general in 1883. He served in the Crimea, the Indian Mutiny campaign in 1857-58, was present with the German army in the Franco-Prussian war, 1870-71, was military attaché in the Turkish army in Bulgaria during the Turkish-Russian war, 1877-78, commanded the garrison at Alexandria in 1884-87, and the troops at Ocydon in 1887-88. He was also director-general of military education in 1892-95.

London, Feb. 8.—The Royal Geographical Society held a reception to-night in Albert Hall in honor of Dr. Fridtjof Nansen, the distinguished Arctic explorer. Sir Clements Markham, the president of the society, presided, with the Prince of Wales sitting at his right hand and the Duke of York at his left. Nansen delivered a lecture describing the voyage of the Fram and telling of his adventures in the far north. He said that the object of his expedition was not to discover the North Pole, but to explore the unknown region in its neighborhood. Upon the conclusion of the lecture the Prince of Wales presented to Dr. Nansen a medal which was presented to him by the Geographical Society. The recipient expressed his thanks for the honor and said that he would accept it with pleasure.

London, Feb. 8.—A despatch from Athens says that the Greek Republic has received here to-day from Canada say the Greek squadron has arrived at that port, and that upon arriving failed to find the Greek fleet, according to custom. The officer in command of the British warships at Cana said a visit to the Greek fleet, according to custom. The officer in command of the British warships at Cana said a visit to the Greek fleet, according to custom. The officer in command of the British warships at Cana said a visit to the Greek fleet, according to custom.

London, Feb. 8.—A despatch from Athens to the Exchange Telegraph Company says that rumors are in circulation that the warships of the powers are bombarding the town of Cana, Crete. The rumor is discredited here.

London, Feb. 8.—A grand ball was given this evening by Wayne MacVeagh, American Ambassador, and Mrs. MacVeagh, at their residence, the Falstaff Hotel. There were a large number of guests. Among them were King Humbert, Queen Mary, and the members of the Cabinet. The diplomatic corps, all the prominent members of Roman society and a number of Americans who had previously been presented to Queen Margherita at a soiree.

London, Feb. 8.—The Pope to-day attended a requiem mass for the repose of the soul of Pope Pius IX. His Holiness appeared to be in his usual state of health, and spoke in a strong voice. He returned to his room at eight o'clock, and is expected to remain there during the next three days' residence here.

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