

# T. EATON CO.

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

YONGE AND QUEEN STREETS, February 2, 1897.

## Furniture Exposition!

Every February for years we've distributed new and reliable Furniture at prices that seemed positively ruinous. Our interest in the business has been to save you all the money we can, and what we're doing now is right in line with that policy. Not only are values decidedly special, but the wide range of styles is very much in the nature of an exposition. Your eyes will tell more at a glance than we can in a column of words. The jargon mystifies! The sight reveals! You ought to see, if only to see!

The fact of doing so well with Furniture last year means that we shall do better this. Can't afford to rest upon past reputation. Our only competition is our own past, and with Furniture, as with everything else, the success of '96 surcharges the energy of '97. Make whatever comparisons you choose, you'll find that these values discount and double discount anything you hear of elsewhere.

### Bedroom Suites.



This beautiful Cheval Bedroom Suite is made of solid oak, heavily carved and nicely finished. It is very large and extra well made. Bedstead is 6 feet high, 4 feet 4 inches wide. Bureau is very handsome, with 20 x 42 inch top, 18 x 40 inch level-plane mirror, large size combination washstand, etc. Sale price, \$19.95.

Bedroom Suite, solid oak. The bedstead and washstand are the same as above. Bureau is made with three large drawers and fitted with 24 x 30 inch level-plane mirror. Sale price, \$19.45.

### Rocking Chairs.

250 Rocking Chairs, hard-wood, antique finish, high back, fancy carved, upholstered seats, some with leather. On sale Wednesday at \$1.50. Rocking Chairs with a new, solid oak, polished frame, solid leather upholstered seats, regular price \$2.50. Sale price, \$1.60.

### Sideboards.

Sideboard made of solid oak, hand-carved and polished, has an 18 x 36 inch level-plane mirror, drawers and doors all fitted with locks, same as cut. This is extra good value at \$10.00. February sale price, \$4.50.

### Lounges.

Folding Bed Lounges, oak frame, carved and nicely finished, opens out for use as double bed, upholstered in French velveteen or heavy tape cover. Sale price, \$6.50.

### Mattresses.

For an extra good Mattress at medium price we have a very special make of fibre and hair, well filled and closely tufted, with fancy crepe, heavy satin tickler cover, regular price \$8. Sale price, \$6.75.

### Parlor Suites.

Fancy Parlor Suite, in three pieces, sofa, arm chair and reception chair, frames made of solid oak or walnut, nicely carved and polished, very strong and well braced, spring seats, well upholstered with silk tapestry or brocade, covered, assorted colors, regular price \$18.50. Sale price, \$12.75.

The strangest thing is that all this talk about Furniture and Furniture prices is truth. You see the advertisement in the papers, and unless you know us you take for granted you'll have to allow some discount for storekeeper's adjectives. But things here are just as they're represented. There isn't a word to change between what you think and what we say. Hardly anybody thinks how rare such agreement is.

T. EATON CO. LIMITED  
180 YONGE ST. TORONTO.

## THE TORONTO WORLD

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CANADA AND THE JUBILEE.

The Queen's Diamond Jubilee ought to be participated in by the people of Canada with as much enthusiasm as by the people of Great Britain. The occasion is one eminently appropriate for our accentuating the fact that Canada is an integral part of the British Empire. There is an impression in the United States that Canada is the parting of the ways. Mr. Charlton's recent visit to Washington had the effect of confirming the United States in that belief. The McKinley administration labors under the idea that Canada's destiny is yet in the balance, that a slight push this way or that way may alter the course of the ship of state. The policy of the United States towards Canada has been shaped for the express purpose of starving us into annexation. We have now an excellent opportunity of proving to the world our enthusiasm for the fact that Canada is not at the parting of the ways. The proposal of the Queen to invite to the Imperial capital the Premiers of all the self-governing colonies and other colonial representatives is one which will have a marked effect in convincing the world of the greatness and homogeneity of the British Empire. But, in addition to this, Canada, on her own part, should originate some method of celebrating the event. The celebration, whatever form it may take, should graphically display to the world our enthusiasm for our loyalty to the Empire. It should be spontaneous on our part. The celebration should be accompanied by some event that will prove that we are not only an integral part of the Empire at the present time, but that we intend to stick to the Empire for all time. We must get up a great demonstration of some kind. It ought to be framed on a scale big enough to be seen by the people from the Atlantic to the Pacific and from Canada to the Gulf of Mexico. Perhaps some of our readers can suggest the form this demonstration should take.

THE ISLAND RAILWAY.

The most formidable objection that has been urged against the proposed Island railway is that it would be a source of trouble and expense in undertaking works before we had ascertained the exact cost involved in them. The County Council and Don Improvement are notable examples of negligence in this respect. Care must be taken to avoid the same blunder in connection with the Island railway. Before committing the city to the project, the Council should know exactly what the total cost is to be. This can be ascertained only by getting tenders for the work. Estimates of the cost are too indefinite to act upon. For our own part, we believe the bridge can be erected and the tracks extended as proposed for the sum estimated by the Engineer. The job can be done for less than \$250,000. Mayor Fleming's first duty in regard to the project is to prove this fact by advertising tenders.

OVERCROWDING IN STREET CARS.

There was introduced into the Missouri Legislature two weeks ago a bill whose object is to mitigate the evil of overcrowding in street cars. The bill starts out with a long preamble to the effect that a passenger who occupies the legal fare is entitled to a seat. This is no doubt good law. A passenger riding two miles in a street car is just as much entitled to a seat for that distance as is a transcontinental passenger on the great railway. The bill in question proceeds on the principle that the street car company, in not providing a seat for the passenger, does not fulfill its part of the contract with the public. It is therefore proposed that the passenger who stands to stand only pay for such service as is given him. The bill provides that street car companies must furnish their conductors with communication tickets, and when a person fails to get a seat in a car or she must be carried for half fare, and the conductor must give a receipt for the same. The bill also provides that if a passenger is not seated, he or she must be carried for half fare, and the conductor must give a receipt for the same. The bill also provides that if a passenger is not seated, he or she must be carried for half fare, and the conductor must give a receipt for the same.

MINOR CURRENCY REFORMS.

There are two or three minor reforms that the Government ought to introduce in our currency system. First of all, the need of paper money to represent a fraction of a dollar is very apparent. Not a little business has to be carried on between people living at a distance by means of postal stamps. There are many business houses that receive so many stamps in the settlement of small accounts that they are obliged to sell them at a discount to get them out of their hands. Stamps were not designed to take the place of currency, and those who have the handling of them as currency know what a nuisance they are. The business done by mail is constantly increasing, and the need of fractional paper money is greater now than ever was. The revival of the silver-plaster would be a welcome reform. Canada's copper currency ought to be supplemented with a nickel coin.

age. Canada is pre-eminently the nickel country of the world, and nickel is pre-eminently the metal for minor coins. The "nickel" of the United States is a very convenient coin. Canada could not do better than issue a five-cent nickel coin, as well as one of half that value. A two and a half cent nickel coin would fill a long-felt want. Furthermore, these nickel coins at least should be made in this country.

While endeavoring to make our own currency system more efficient we should take active measures to exclude the debased money of other nations. The coins of every nation that is on a silver basis ought to be rigidly excluded from this country. Quite a quantity of the silver coinage of the Straits Settlement is in circulation in Canada. This coinage is worth only one-half its face value. One hundred dollars worth of it can be bought in the Settlement for \$50 in gold. As a matter of fact, enterprising Japanese brokers are in the habit of buying this debased currency for the express purpose of unloading it in this country. The coin is commonly known as the "McKinley" of the Queen and many people think that it must, therefore, be all right. The Straits Settlement is on a silver basis. Their 20-cent piece is worth only 10 cents. The brokers who introduce this currency into the country are a lot of money-grubbers. The Government should take measures to restrain them. The public should absolutely refuse all this kind of currency.

PRISON LABOR.

The utilizing of prison labor for improving the highways is one of the best suggestions that have been made for a long time. We have proposed that prisoners be employed to advantage in making binder twine, boots, woodenware and other articles. Why not in making roads? The roads of York County will stand almost unimproved. A precedent for employing convicts in this way exists in Arizona, where the convicts of that State have been leased for ten years at 70 cents a day, their labor to be utilized in constructing an irrigation canal that will make productive 100,000 acres of arid land.

HOW TO IMPROVE OUR MILK SUPPLY.

According to an evening paper Dr. Sheard is not yet aware of the fact of the severe milk famine. It is stated that he is angry that the Provincial Health Department should originate a scare with no facts to justify it. The World stated the facts of the case some days ago, and it did not do so without knowing the facts in question. It was killed by a veterinary surgeon, and one of its lungs was found to be a perfect mass of tubercles. The mother of this calf is affected with tuberculosis, and had been for weeks previous to the time it was condemned as being unsound for milk purposes. The milk of this cow has been making inquiries about this case, and there is a good deal of public anxiety in regard to the purity of our milk supply in general. We will never improve the supply by denouncing the milk of the Province as a whole. The way to meet such cases is to investigate them. We should face them squarely, not run away from them. If Dr. Sheard doubts the facts that were published in The World let him notify us and we will send him the evidence. The health of the city, and especially of the children, demands a systematic inspection of the cattle that furnish us with our milk. The Ontario Legislature has provided the machinery. We should avail ourselves of it.

MEN AND THINGS.

Mr. Wickham gave a most interesting lecture on the history of the British Navy, illustrating its famous battles and its naval supremacy on the seas. Public attention has been concentrated very largely of late on Great Britain's naval supremacy. We have the latest and most material interest in the subject and this method of putting it before the public is most timely.

H.M.S. Canada, a two-gun, third-class screw cruiser of 2300 tons, has passed into the hands of the British Navy. The ship is the most graceful of the ships, being a steam square rigged corvette. Her name suggests what her destination might be. We want a training ship for our boys, and a recruiting station there for boys. The Canada could now be acquired properly for nothing and would form a most popular and useful institution if used for this purpose.

The four largest vessels of the Cunard line, the three masted ships, the Teutonic and the Mauretania, are at receipt of an admiralty subvention and are entitled to fly the Blue Ensign. The Teutonic, Mauretania, and the Adriatic are held at the disposition of the admiralty without subvention and have not the right to use the Blue Ensign. The Teutonic, Mauretania, and the Adriatic are held at the disposition of the admiralty without subvention and have not the right to use the Blue Ensign.

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MR. SENECAR BAKER.

Councillor for the Hartman Division of the County of York, resides at Bloomington, in Whitechurch Township. He is an officer of the Royal Naval Reserve. For six years he has been first deputy reeve and in 1895 and 1896 was reeve. He has filled the positions of Commissioner of the Industrial Home, chairman of the Roads and Bridges Committee and County Commissioner. He is in manner and his choice for the wardenship cannot be long delayed. He is a Liberal in politics. The Township of Whitechurch, where he resides, has not been represented in the chair for more than 20 years.

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