

WEDNESDAY MORNING
T. EATON CO. LIMITED
CANADA'S GREATEST STORE.

An Extra Carpet Offering. Our \$1 Brussels for 75c.

No need for lengthy argument or comment with such an offering as this. A carpet selected from our stock is always reliable and worthy and at the regular prices would be cheap enough. But when one-fourth is clipped off the price, the buying chance becomes exceedingly interesting for homeowners. On Thursday morning we are going to put out:

1475 yards Extra Heavy Quality of Body Brussels Carpets, in shades of crimson, Nile, bronze, olive, terra, fawn, rose and blue, in floral, scroll and conventional designs, suitable for any room or hall, 3 borders and 3 stairs to match, our regular price for this carpet is 90c and \$1.00 a yard. On sale Thursday morning for **75c**

Ladies' Wrappers at 98c Each.

It's like picking up money to buy these Wrappers at Ninety-eight Cents instead of \$1.39 and \$1.69. Since we bought our stock the market price for the material has advanced at least thirty per cent., although we made no change in our prices. Now we reduce the price on a special lot in this way for Thursday morning:

577 Ladies' New Fall Wrappers, made of American printed flannel, all good styles and in a full range of sizes, our price to-day is \$1.39 to \$1.69 each, but on Thursday morning it will be **.98**

Men's Gloves We want more of the men to become acquainted with our Glove and Hosiery Section because we can be very helpful to them when buying Gloves and Hosiery. Our qualities are of the best, our prices the lowest, and for variety we have enough to satisfy all buyers:

Men's Gloves.
Men's One-Clasp Wool-Lined Kid Gloves, all sizes, in tan and brown, this is a good wearing sock, all sizes, **.59**
Men's Two-Clasp Wool-Lined Kid Gloves, made of fine imported wool, all sizes, in tan and brown, for **1.00**
Men's Mocha Gloves, gusset fingers, good warm lining, leather-bound top, two dome fasteners, all sizes, **1.50**
Men's Tanned Kid Gloves, the Carolina, two-clasp, plaid, gusset fingers, colors tan, brown and black, all sizes, **.75**
Men's Stylish Walking Gloves, plaid, gusset fingers, colors tan and black, all sizes, **1.25**
Men's Silk-Lined Reindeer Gloves, two dome fasteners, plaid, gusset fingers, colors tan and brown, **1.50**

Men's Half Hosiery.
Men's Extra Heavy Pure Wool Half-Hose, fine soft quality, close ribbed tops, a good wearing sock, all sizes, **12 1/2**
Men's Plain and Ribbed Grey Wool Half-Hose, assorted shades of grey and fawn, seamless feet, white heel and toe, all sizes, **20**
Men's Ribbed Irish Knit Half-Hose, made of pure imported yarn, in grey and black, extra heavy weight, grey heel and toe, extra elastic sole and ankle, soft finish, all sizes, at 35c a pair, **1.00**

Reductions in Dress Stuffs. These reductions are important ones because they are made on three of the best selling lines we have in stock. It seems strange that we should trifle with the prices in this way, but we are always doing strange things and invariably please our visiting friends:
Priestley's 48-rib All-Wool Navy Blue Suiting, in fancy canvas and hopsack weave, extra heavy weight, regular price 60c a yard, reduced to **35**
42-inch All-Wool French Tweed Suiting, in medium dress weight, and in mixtures of black and dark colors, entirely new goods, regular price 60c a yard, reduced to **35**
42-inch All-Wool Fancy Heavy German Boucle Suiting, new, stylish goods, combined in choice colorings and mixtures, regular price \$1 a yard, reduced to **50**

Then for Linings and Trimmings you'll find it profitable to make your purchase on Thursday. These seven items show you how it is done:

Double-Fold Silken Linings, in brown, grey, black and fawn, regular price 80c a yard, Thursday **5**
25-inch Extra Heavy Dress Canvas, close firm finish, in natural color only, regular price 12 1/2c a yard, Thursday **7**
45-inch Black Linenette, very superior quality and rich more finish, regular price 15c a yard, Thursday **10**
Black Jet Fringe Ornaments and Points, for trimmings, being odd, broken lines, regular selling prices 20c, 25c and 35c each, Thursday **5**
Wide and Narrow Black Jet Gimps, assorted patterns, regular price 12 1/2c and 15c a yard, Thursday **5**
Falcon Rubber Dress Shields, Nainsook covered, in Nos. 2 and 3 only, regular price 12 1/2c a pair, Thursday **15**
1-oz. Spools Tailor's Sewing Silks, in colors fawn, grey and brown, regular price 75c each, Thursday **25**

Underwear Heavy qualities for Thursday. The colder weather that is coming. Nothing is to be gained by waiting, especially when you can buy in this way:

Children's Vests, heavy ribbed, button and closed fronts, in color white, long sleeves, fancy embroidered, in colors, for ages 2 to 10 years, "Pure Wool," regular price 50c to 60c, Thursday **33**
Ladies' Combinations, heavy ribbed merino, button down front, long sleeves, ankle length, natural color, regular price \$1, Thursday **75**
Ladies' Camisoles, in ribbed merino, natural color, neatly shaped, **35**
Ladies' Heavy Ribbed Nursing Vests, in wool and cotton mixture, natural color, long sleeves, special at **50**

Stylish Walking Hats at \$1.85.

For street wear the Walking Hat finds high favor among stylish dressers. Our creations are particularly natty and dressy. One hundred and twenty-five of them will be ready on Thursday morning at a special price—a good deal less than it ought to be:

Ladies' Felt Walking Hats, in assorted shapes and no two trimmed exactly alike, colors are black, brown, castor, navy, royal, pearl and coral, trimmings include taffeta and satin ribbon, silk velvet and rich silks, velvet ribbons, birds' wings, quills, fancy mounts, buckles, pins and ornaments. Thursday any hat **1.85**

Lace Curtains. You can easily afford Chenilles. To throw away those old lace curtains when you can replace them with good new ones at Fifty Cents a pair. We'll help you to do it on Thursday. Read the particulars:

Lace Curtains at 50c a Pair.
565 pairs Nottingham Lace Curtains, 42 to 50 inches wide by 2 1/2 to 3 1/2 yards long, a good range of different designs, rapid edges, in white or ivory, regular price 60c to 80c a pair, on sale Thursday, **.50**
Chenille Curtains at \$2.89.
50 pairs Heavy Chenille Curtains, 42 inches wide by 3 yards long, deep brocade and fancy fringe top and bottom, in all the leading colors, regular price \$3.50 a pair, Thursday for **2.89**

If you want a pretty picture to brighten up one of the rooms, we'll accommodate you in this way:
80 only Framed Colored Pictures, size 18x20, good assortment of fruit, flower, figure and landscape subjects, fitted with fancy colored mats, framed with fancy oak moulding, with gilt lining, regular price 85c each, on sale Thursday **.50**

Men's Dress Needs We have made it for Evening Wear. very easy for young men to meet the dress demands of the season without a very big expenditure on their part. At this store a very little money will go a long way in that respect, and every buyer will get a good fashionable outfit equal in appearance to the made-to-order outfit. For evening wear we have:

Men's Full Dress Suits, at \$18.
Men's Tuxedo Suits, at \$12.50.
Men's Silk Hats, at \$4.35 and \$6.
Men's Tuxedo Coats, \$7.50, \$10 and \$12.50.
Men's Silk Velvet Dinner Coats, at \$15.
Men's Full Dress Shirts, at 75c to \$2 each.
Men's 4-ply Linen Collars, 12 1/2c, 15c and 20c each.
Men's Linen Link Cuffs, 25c and 35c a pair.
Men's White Lawn Dress Bows, 9c, 12 1/2c or 15c.
Men's Military Dress Bows, 20c each.
Men's Dress Bosom Protectors, \$1, \$1.50 and \$2 each.

We invite inspection of our clothing needs for evening wear. No matter how critical the taste or how fashionable the dresser, he cannot help being pleased with the superior stock we place at his disposal in our Clothing Section.

Wall Paper Fully one thousand rolls Remnants. of Wall Paper—all remnant lots—that have been selling at 15c to 35c a roll, are to be cleared on Thursday morning at **FIVE CENTS A ROLL.** See how little it will cost you to get your rooms re-papered at this rate:

1000 rolls Wall Paper Remnants, plain and embossed, large variety of patterns, in lots of 6 to 24 rolls, choice colors, for hall, dining room and sitting room, regular price 15c to 35c per single roll, on sale Thursday **.05**

Linen Table Napkins.
Extra Fine Bleached Satin Finished Double Damask Table Napkins, guaranteed all pure linen, warranted superior quality, soft grass or dew-bleached, choice range of patterns, size 22x22 inches square, our regular price \$2 per dozen, Thursday **1.65**

Linen Pillow Cases.
280 pairs only Extra Heavy Full-Bleached Plain Irish Linen Spokestitched Pillow Cases, guaranteed superior quality and finish, all pure linen, with fine, round, even thread, these are finished with 2 1/2-inch hem and spokestitched, size 22x26 inches, our regular price \$1.50 a pair, Thursday for **.98**

Helps for Housekeepers. opened up a new line of Nickel-Plated Ware which ought to interest every careful housekeeper within reach of the store. Besides being very pretty, attractive and serviceable, this ware is very cheap for the money we're asking. See these prices:

Nickel-plated Tea Pots or Coffee Pots, 8-pint size, at \$1 and 4-pint size at \$1.25.
Dishware Kettles, copper, nickel-plated, 40c each.
Brass Kettles, at 65c and 75c each.
Fancy Shaped Trays, 8x12 inches, at 50c; 10x14 inches, at 60c; 12x16 inches at \$1 each.
Strainers, nickel-plated, ebony handle, 15c.
Flour Dredges, 15c each.
Dewey 5 o'clock Sets, 85c each.
Fudding Dishes, 3-pint, \$1.25 each.
Tea and Coffee Pots, 3-pint, 5-pint, 4-pint 60c.

THE TORONTO WORLD
ONE CENT MORNING PAPER | NO. 83 YONGE STREET, TORONTO
THE TROLLEY BANDIT.

An issue most momentous to the people of Ontario, and, for that matter, to the people of Canada, is before them to-day. It concerns the rights of the public and the rights of trolley railways or other railways running along the public highways. It is only recently that we have cleared the tollgates of the public highways; now a new system of tollgate threatens to impose itself upon the country forever. It is possible, and, by its upholders, claims to dictate to the people what the toll shall be, and claims exclusive jurisdiction over a portion of the highway, to the great detriment of the people at large and the best interests of the province. And so convinced are we of the seriousness of the threatened danger that we propose to discuss it at some length and to get at the ground principles involved and to see where the responsibility rests for the protection of the public.

The Queen's highway, which means the ordinary road of travel in this country, is for the people, and for the people alone, either as individuals or as a community. Every one of the Queen's subjects is free to travel over that road, or, if any toll is imposed, it shall be that imposed by the people themselves, upon themselves, and which they can remove at any time they see fit. This is the great cardinal principle in regard to the rights of the people on the highway, and the greatest economic blunder that ever was made, so all economists tell us, was made when the Parliament of England allowed the first railway to pass into private hands. It is admitted now that the railways should have been kept as highways, very much in the sense that a canal is a highway, and while the tracks are maintained by the companies or by the state, that all people should pass over them in their own or other vehicles, provided they pay the toll regulated by the state. Unfortunately, we say, that idea of a railway being a highway was not carried out in England at the beginning of the railway era, and the mistake then committed was carried across to America. Fortunately, however, railways were maintained as public highways in other countries, and there is all the difference in the world between the transportation problem as it presents itself in Austria, Germany, France and Australia, and as it presents itself in Great Britain and in the United States. These wagon highways must be kept intact for the benefit of the public, and if any private corporation is allowed to lay rails down upon the Queen's highway they must only be permitted to lay them down at their own risk and with the understanding that there is a limit to the time for which they have the privilege, and that all tolls and fares over these rails, whether for passengers or for freight, or for cars of any other company, must be regulated by the people, either through the municipal government or through the Legislature, or by the Governor-in-Council, acting for the Legislature. Opposed to this, a most damnable doctrine of exclusive right has been set up by the electric car monopolists, and to make which clear we will refer to two or three instances. The street car franchises, as they have been acquired in the cities of Ontario, are simply franchises of the right to transport passengers from one point of the city in question to any other point therein, but the companies have pretended and have argued at Ottawa, and have employed the best lawyers to shed tears before the Railway Committee, that they have not only the exclusive franchise of the local passenger traffic but that no company coming from the outside can pass into the city or pass through the city without violating their privileges. For instance, they say the city of Toronto has no right to let the Metropolitan Railway from away up Yonge-street come down into the city. We deny this in toto, and, as a matter of fact, the city of Montreal has vindicated her rights to allow any outside railway to run into and through the city of Montreal, over the streets of Montreal, and something must be vindicated for Toronto in the same way. The Toronto Railway Company have no right to stop the people from away up Yonge-street coming down into the city and passing through the city outward, if the city choose to let them. Of course, the economic way of carrying this out is to allow the outside railway to pass over the rails of the local company at a toll regulated by the Legislature. We at once admit that this outside railway coming into the city has not the right to do local traffic within the city, and if it does it must pay the fares so collected over to the company having the franchise.

Now, let us take another instance. The Metropolitan Railway at this moment controls some twenty miles of Yonge-street, and, we suppose, has a charter further up the road. But, supposing, for the moment, we say it terminates at Newmarket, and that the people of Newmarket or a company working north of Newmarket proposes laying a track ten or twelve miles farther up the street. As soon as they reach Newmarket, coming south, the Metropolitan Railway will say to them, as these companies have said at Ottawa and here in Toronto, "You cannot pass over our rails into the city of Toronto, or, if you do, it must be on whatever terms we may demand. You have no rights in the matter. We own the franchise absolutely." Again we dispute this contention. The people of Yonge-street north of Newmarket have a perfect right over the Queen's highway into the city of Toronto, and if the Metropolitan refuses to allow them to pass over their rails at a reasonable toll, regulated by Government, they are nothing but highwaymen, banditti and a common enemy, which should be destroyed.

In a very short time this country will be cumbered with these electric roads on the Queen's highway, and, unless the Local Government takes the matter up at once and the Legislature empowers it to summarily deal with the question and to regulate the relation of one road to the other and the running rights of one road over the other, and the tolls and fares imposed upon the public, there will be the worst monopolistic tyranny placed over a free people that ever was known in the history of the world. The railways have some justification for their exclusive pretences, but the trolley lines' claims over the Queen's highway are an invasion of the everlasting rights of the people, and must be regulated, and regulated at once.

We do not wish to raise the question how these pretended exclusive franchises were acquired, but so serious is the stage the question has reached that we are bound to refer to them and to say that there is hardly one franchise within the cities or along the country road that was not acquired by bribery, by corruption, or "lobbying" of the most disgraceful kind. For instance, city and county councillors have been taken and shown the sunny side of the other towns, given a good time, and then brought back to vote away a franchise in the back room of some hotel. The most unscrupulous lobbyists have been employed and as a matter of fact these franchises which are claimed to be exclusive have slipped through councils and have been confirmed in a way by the Legislature. The public interest demands that these so-called exclusive privileges be repealed, as they can be repealed. It must be put beyond the power of any few men who happen to be for the time being members of a municipal council to vote away an everlasting franchise, or one for a long term of years, without full and ample revision. As it is now, corruption seems to permeate the country and the dishonest representative of the people can make the fortune out of one dishonest act in voting away a franchise, and then laugh in the faces of those whom he pretended to represent and whom, as a matter of fact, he defrauded. It must also be put beyond the power of any council to vote perpetual franchises or extensions of franchises. All this must be stopped and the franchises or extensions must be repealed and put upon a basis that is in the public interest. We refuse to assent to the doctrine that corporations can turn themselves into banditti and hold up the people at every turn by reason of franchises or extensions of franchises. So much for the general position.

And now for a few words as to where the responsibility lies for all this state of affairs. The responsibility lies with the Legislature of the province and every member of the Legislature, and secondarily it lies upon the Government of the day and the men who constitute that Government, and the political party that upholds it. Mr. Ross today is the Premier of the Province of Ontario, and most of all he is the public rights of the municipal rights of the people, and most of all he is the custodian of the Queen's highway, in whatever direction it may run, in whatever quarter of the province it may lie. It is Mr. Ross' duty now to tackle this question of the Queen's highway, and to devise such legislation as is really in the public interest. He must call off the buccannery and banditti, who are now against the public and have entrenched themselves behind franchises corruptly got and corruptly confirmed, and not in the public interest. And if Mr. Ross fails in this he has failed in his main duty. The man who must next share in the responsibility is the leader of the Opposition, Mr. Whitney. We are sorry to say that neither of these gentlemen, so far, has exhibited any great activity in maintaining the rights of the people. Mr. Ross must now both declare themselves, and as we have a great deal of sympathy with Mr. Whitney in other things, we must he will take the first opportunity of declaring Whitney in the supreme issue. The interest supposed to centre around the Crown lands in Ontario is not a patch to preserving the rights of the people of Ontario, over their own highways, and Mr. Whitney and the other members of the Legislature must wake up to the responsibility under which they rest. The issue is clear-cut, and every man must be out-and-out and up-and-up in his attitude towards it, and the people must make it out-solely pledge himself before all his constituents that he is for or against the trolley lines. The responsibility to uphold their rights and not to concede them to the electric railways, who are setting up the pre-emptive right, that they really own the Queen's highway and that the Queen's subjects and lieges must thereafter pay them such tolls as they demand. The subjects and lieges must not be taken from them by the banditti of the trolley. And people's highways must not be taken from them by the banditti of the trolley. When the people's rights have been vindicated trolley lines will spring up all over. It is the banditti now in possession that block progress.

HOLD AN INVESTIGATION.
Nothing better illustrates the lack of discipline and the insubordination among the firemen than the disgraceful wrangle that has been going on between District Chief Davis and the Mayor and Ald. Hanlan. Such an intolerable state of affairs has been disclosed that steps must be taken immediately, even before the appointment of a new chief, to improve the discipline of the fire department.

NOVEMBER 15 1899
SWITZERLAND VS. CANADA.

History tells us that the people of the Alpine country were coerced by Austria and subsequently overcame by the armies of France under Napoleon, but finally this energetic and determined people gained their independence, they must be proud of their country, celebrated for the beauty and sublimity of its scenery, its lofty mountains, covered with eternal snow, its fertile valleys, and picturesque lakes; and while the Swiss people are proud of their country, so it is with Canadians, who, while proud of Canada, are also proud of the Swiss Laundry—a purely Canadian institution—originated in the Queen City of the West, managed and controlled by Canadians. While only a few years ago it was in its infancy, it has made rapid strides that it has caught up and passed all others, until to-day it holds the "Imperial Position."

Each department is managed by an expert, so that every branch of the business is systematically arranged in order to meet the daily increasing demands. We take the same care with a single collar that we do with the largest family parcel.

SWISS STEAM LAUNDRY
(ALLEN MANUFACTURING COMPANY),
103, 105 and 107 SIMCOE STREET.
Phones 1260 and 1150.

Enough has been said by Mayor Shaw against Mr. Davis to warrant the latter's suspension pending an investigation into the charges made by the Mayor. The district chief is charged with threatening to take part in the coming municipal elections to defeat Mayor Shaw and with using abusive language towards the Mayor and some of the aldermen. All this is rank lese majeste and indicative of a rottenness in the service that can no longer be tolerated. Whoever is the supreme head of the department at the present time should take this matter up and hold an investigation forthwith. The Mayor must be given to understand that interference in the municipal elections will not be tolerated and that public abuse of the Mayor and members of the Council is a ground for immediate dismissal. Let the much-needed reformation of the Fire Department begin by calling District Chief Davis to account for the serious charges that have been preferred against him.

BANK OF MONTREAL PROSPERS.
Half Yearly Statement, Just Issued, Shows a Glorious Record of Affairs.

Montreal, Nov. 14.—(Special.)—The half-yearly statement of the Bank of Montreal, issued to-day, shows the business of the bank from April 30 to Oct. 31, and the results are gratifying. By way of comparison, the profits, after deducting charges of management and making full provision for bad and doubtful debts, show as follows:
Net earnings Oct. 31, 1898.....\$98,150
Net earnings Oct. 31, 1899.....603,450
Net earnings Oct. 31, 1898.....603,450
Net earnings Oct. 31, 1899.....688,161
After deducting the regular half-yearly dividend of \$600,000, payable on Dec. 1, the balance carried to profit and loss account amounts to \$1,100,000, against \$812,220 in Oct. 31 last year, an increase of \$287,780 in two months. Of this increase \$120,583 was earned in the six months ending April 30 and \$25,093 for the six months ending Oct. 31 last.

The net earnings of the past six months show an increase of \$287,780 over the corresponding period of 1898, an increase of \$38,221 over the corresponding period of 1897, and this comparative increase is very gratifying when it is remembered that the winter months always show larger earnings than the summer ones.

PETER RYAN'S BIG DEAL.
Bought 50,000 Acres of Nova Scotia Land for Michigan and Chicago Capitalists.

Halifax, Nov. 14.—The biggest lumber deal ever made in Nova Scotia has just been consummated. B. F. and D. P. Young having sold for \$300,000 their property at St. Margaret's Bay, consisting of 50,000 acres of land, to Peter Ryan, the Toronto contractor, who is under the impression of being a Michigan and Chicago capitalist. Mr. Ryan is connected with Mackenzie and Mann in the building of the Laverne railway.

The capitalists who have purchased the property will continue the lumber operations, but their principal business will be the manufacture of pulp, which they find can be done much cheaper here than elsewhere. They will erect a large pulp mill, which will be supplied with water power from the falls of the Laverne. They will also make additions to the saw mill, and, altogether, anticipate expending nearly a million dollars.

\$10,000 Damages Claimed.
St. Thomas, Nov. 14.—On May 27 last John Johnson of Aldborough, and his son were killed by an M. C. R. train while driving over the crossing at West Lorne. Another son, Peter Johnson, was badly injured. D. J. Donahue, solicitor for Mrs. Johnson, has issued a writ against the M. C. R. claiming \$10,000 damages for the loss of her husband and son and for injuries sustained by Peter.

Desjardins' Resignation Accepted.
Montreal, Nov. 14.—(Special.)—It will be remembered that Mr. Desjardins, president of the Jacques Cartier Bank, was accepted to-day, and the position was offered to Mr. M. Ducharme, one of the directors.

Heart Humbug.
It is fashionable to-day to have a new heart scare every 24 hours. The commonest symptoms of dyspepsia or nerve trouble, such as palpitation, weak spells, loss of appetite and poor circulation, are magnified and distorted into serious signs of heart trouble, with the object of frightening the public into taking this or that heart remedy. If a hundredth part of the heart trouble we hear about were real, the cemeteries would be filled in a month. A wrong construction is put upon common ailments in order to humbug the people into the belief that heart disease is prevalent, whereas real heart trouble, which is so sadly and suddenly fatal when it does occur, is a rare disease. Lopsided arguments cannot convince an intelligent people. Iron is the vital element of the blood. Too little iron means weakness, lack of spirit, pallid cheeks, shortness of breath, sleeplessness, nervousness, loss of vital force, ending in general breakdown. The iron in Dr. Ward's Blood and Nerve Pills is the soluble form you need, in combination with other curative agents in such a manner that disease can't resist their action. You feel yourself getting well when you take Dr. Ward's Blood and Nerve Pills.

50c per box, five boxes for \$2.00. All druggists, or San Williams & Co., Toronto Ont.

MR. CROMBIE WILL RETIRE.
Montreal Manager of the Bank of Commerce Will Lay Aside Business Career Shortly.

Montreal, Nov. 14.—(Special.)—It will be remembered that Mr. A. M. Crombie, local manager of the Canadian Bank of Commerce, is about to leave the field of active business. On and after the first of the year Mr. Crombie will practically retire from the active management of the bank. Some time ago Mr. Mathewson, formerly of Winnipeg, was named as the successor of Mr. Crombie, the idea being to relieve the latter of some of the heavy duties attendant on the position of manager of a bank doing a large business.

Smallpox Traced to Detroit.
The Provincial Board of Health is anxious of the time and the health officer of the city of Detroit is wanting to quarantine Canada on account of the smallpox in that country. The authorities have traced this outbreak to Detroit, but there Dr. Gibbs calls it chicken-pox. Since the outbreak in the western part of the province, and there have been many cases of smallpox, they have been taken by the Provincial Board for controlling the present outbreak.

German Parliament Opened.
Berlin, Nov. 14.—The Reichstag, assembled to-day, the President, Count von Ballestrem, welcomed the members. The proceedings were formal.

T. EATON CO. LIMITED
190 YONGE STREET, - - - - - TORONTO.

STYL MILL
Travelling
bans, Dre
Hafs, Sa
selections
Fashionable
Mercury W
Pigeon's B
Flowers, V
Grebe, &c.
Large Bl
trimmed w
satins, fri
Mourning
attention C
WINT
New stool
plete asso
for men, v
Men's Ve
Lions, S
Scotch Me
Women's S
tions in S
Wool, Na
Morris, C
Children's
times in M
Scotch Me
WINT
In medium
women an
Ladies' H
Thread, C
Children's
and Socks
Men's Hal
Scotch Me
Mail or
mentio
Underw
measur
as well.
FRENCH KID
Of the re
manufacture
all of which
"Greylock"
Green, Pear
"Duchess"
ple and Blu
"Shelburne"
White, Tan
"Delorme"
Black, Whit
SILK
The most
For Ev
Silks and
of evening
Duchesse
Ivory, Cre
Plain Black
Liberty Sat
Silk Tissu
Nets, Emb
and Plain
broidered
Blouse
Taffeta, an
dark grou
Blue and
in large va
Novelty Wa
exclusive s
signs, Blue
Evening W
and fancy
lance, Pa
Taffetas, C
ored satin o
Silk Gr
Uncrushab
making up
dress lengt
Broadcra
tional, on
grounds, S
Iron Fram
Grenadine
Lace F
Gown leng
patterns,
trimming
Brussels N
lance, Pa
bodice and
Laces
Spanish an
and Fichu
Ties and
chiffon.
JOHN
King St
Cucumber
fruit" to m
the last in
of cholera,
persons are
duge to be
have on han
Dysentery
given for the wor