

T. EATON CO.
LIMITED
190 Yonge St. Canada's Greatest Store. Toronto.
YONGE AND QUEEN STREETS, March 24, 1897.

Kensington Bicycles!

Ladies' Wheels at \$50.00.
Men's Wheels at \$50.00.

We know of no wheel in Canada that will equal or compare with the Kensington Bicycle we are selling this year at Fifty Dollars. The price is very special and the wheel is in every respect. Remember, they are brand new wheels, well made, with all modern improvements, fitted with Morgan and Wright quick repair tires. Come and see the wheels. Bring your expert friends with you and make

comparisons.

New Dress Goods!

New goods of every sort are adding to the enthusiasm of spring trade, but nothing equals the Dress Goods stock in general interest. We have an immense range of different qualities in all colors, and many fine novelties are confined exclusively to us. We always aim to get the newest styles and the choicest qualities. Whether you think of

Colored Dress Goods
Black Dress Goods
Wash Dress Goods

you will find, on making comparison, our collection the biggest and best. If you can't get to the store send for sample of any of these:—

Fancy Dress Goods.

Silk and Wool Fancy Persian designs and small neat figures, very stylish and effective, large range of patterns to select from, 36 inches wide, special at..... 40

42-in. All-wool Boucle Cloth, in all the latest colored grounds, with newest and most stylish mixtures, medium shades, good range to select from..... 50

Silk and Wool, fancy neat figures and chene designs, very choice and select combinations, equal in appearance to our best goods, 44 inches wide, special at..... 60

Silk and Wool Fancy Bolivia, in the newest designs and colors, rich and yet modest in appearance, 42 inches wide..... 65

Canvas Cloth, one of the leading novelties for the season, in two tone shot effect, all wool, 44 inches wide..... 75

44-in. Shot Countess Cloth, very handsome appearance, bright finish, silk and wool, all the latest shades..... 85

Silk and Wool Fancy Shot Brocades, neat designs, very rich and effective in appearance, some very choice colors, 44 inches wide..... 85

Wash Goods.

36-inch Turkey Red Twill Prints, in small prints and figures of white and black, guaranteed fast colors..... 10

38-inch Fancy Crimps, fast colors, in black ground, with beautiful floral patterns, newest combinations of colors, special at..... 15

36-inch Swiss Check Organdy, Madras, fast colors, large floral and latest designs, special at..... 10

31-inch Dress Satens, in black, navy and light grounds, in new designs, a special leader, guaranteed fast colors, regular value 15c a yard, our price..... 12 1/2

32-inch Printed Dress Satens, in spots, stripes and figured patterns on black and navy grounds, fast colors..... 20

There is no reason why we shouldn't supply all Canada with Dress Goods. You run no possible risk in buying here. If goods are not satisfactory we cheerfully refund money.

Millinery Special

On Sale Thursday:



3,000 Bunches of Assorted Flower Sprays, Bunches, etc., consisting of Roses, Hyacinths, Primroses, Violets, Honeysuckle, Forget-me-nots, Poppies, Buttercups, Daisies, Lilies, Heather and other kinds, all very extra value. On sale Thursday morning, per bunch..... 25

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

THE TORONTO WORLD
ONE CENT MORNING PAPER.
NO. 85 YONGE STREET, TORONTO.
Branch Office—No. 13 Arcade, Hamilton.
H. B. Sayer, Agent.
TELEPHONE: 173.
Business Office—173.
Editorial Rooms—424.

SUBSCRIPTIONS:
Daily (without Sunday) by the year, \$5.00
Daily (without Sunday) by the month, 25
Sunday Edition, by the year, 2.00
Sunday Edition, by the month, .20
Daily (Sunday included) by the year, 6.00
Daily (Sunday included) by the month, .50

THE ST. LAWRENCE CANAL.

It is said the Dominion Government will run the work of deepening the St. Lawrence Canal. According to a dispatch from Ottawa, we are to have the work completed within two years. The waterway between Lake Erie and Montreal will then have a minimum depth of fourteen feet. The enlargement of the Canadian canal system, begun more than twenty years ago, has been bungled and frightfully mismanaged. The millions that have been spent in that work have remained absolutely unproductive for a dozen years. It was in 1871 that the work of enlargement was decided on. First it was contemplated to deepen the canal to twelve feet, but subsequently the depth should be ultimately increased to accommodate vessels of fourteen feet draught. The Welland canal was the part of the system that was first undertaken. This was in 1873. The canal was completed to a depth of twelve feet in 1883 and to fourteen feet in 1887. Up to date the Welland Canal has cost the country twenty-five million dollars. One-half of that amount at least is chargeable to the enlargement begun more than twenty years ago. All this money has been practically unproductive, and it will remain so until the rest of the system is deepened. It is evident now that a big blunder was committed in not starting the work from Montreal instead of at Lake Erie. But the blunder was committed in not rushing the work through with business-like despatch at once the policy was decided on. It is now 10 years since the Welland Canal was completed to its present depth. The canal, which is now a Government monopoly, is a scandalous failure. Nothing can justify it. It is to be hoped the new Government will realize the importance of completing the work with the utmost rapidity. The work should be rushed forward by the Government, and the millions of capital lying unproductive, until the whole work is completed, than because of the fact that the improvement is necessary to offset the inconvenience and damage which the United States proposes to inflict on this country by the adoption of its McKinley tariff. As soon as we have fourteen feet of water in the St. Lawrence Canal, Ontario will be largely independent of the United States for its supply of coal. The United States exports annually to this country are \$400,000,000 of bituminous and anthracite coal. In 1895 the value of our coal importations from the United States was some nine million dollars. The enlargement of the St. Lawrence system will go a long way towards diversifying this trade. From Ohio and Pennsylvania, to Cape Breton and Nova Scotia. When the Canadian canal system is enlarged, competition with the Erie Canal for the carrying of the through trade will begin in earnest. When such vessels as the Atlantic, which will be able to carry a full cargo from Chicago to Montreal, we may expect to witness a revolution in the grain transportation problem. With wheelbacks specially designed for this trade, the St. Lawrence route ought to be able to attract a big share of the business that now goes via the Erie. By all means, Mr. Laurier, make the work of canal enlargement a rush job. We are paying well nigh a million dollars interest every year on unproductive invested capital, and we will do so until the job is finished. It will pay to rush the work, even if we have to pay the contractors double prices.

Covert Cloths and Suitings.

Berlin Cord Suiting, a hard smooth finish material in all the new shades of brown, green, blue and blue, one of the leading novelties for tailor-made suits, good weight, all wool, 47 inches, special at..... 75

Covert Cloth, soft smooth finish, in a full range of all the newest colorings, medium weight, very durable, all wool, 46 inches, a very special leader..... 75

Stellion Cord Suiting, in shades of navy, brown, green, medium and dark fawn, guaranteed shower proof, Priestley's make, 54 inches wide, special at..... 85

Homespun Tweed Suiting, made specially for bicycle costumes, in all the latest colors and two-tone effect, 54 inches wide, special at..... 1.00

54-inch Tweed Suiting, a very superior cloth, hard close weave, in browns and greens, suitable either for street wear or bicycle costumes, all wool, 54 inches, special at..... 1.25

For Confirmation Dresses.

Creme White Cashmere, in fine even finish, 40 to 42 inches wide, at from..... 25

Creme White Henrietta Cloth, 46 inches wide, extra quality, velvet finish, good weight..... 50

Creme White Silk Warp Armures, in small fancy neat designs, also silk and mohair mixtures, 40 inches..... 65

Creme White Silk and Wool Urmas Jacquards, very rich, in small silk figured designs, 40 inches..... 65

Creme White All-wool Cheviot Serges, fine even twill, 44 inches wide, at..... 40

Swiss Check Muslins, full range of assorted checks and stripes, medium and large, 31 inches..... 10

White Dimity Muslins, in stripes and checks, linen finish, 30 inches..... 20

45-inch White Victoria Lawn, in even weaves, fine smooth finish, at..... 5

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RAILWAY INDEPENDENTLY OF ANY CONCESSIONS FROM THE COMPANY?

2. Does The Globe recommend the purchase from the C.P.R. of its contract right to levy, while the freight rates it may choose until it earns 10 per cent, on its capital?
3. If The Globe does recommend such purchase, how much, in its opinion, should the country pay the C.P.R. for the right to levy?
4. Can The Globe give any reasons why its proposed bonus to the C.P.R. should be considered along with and mixed up with the company's monopoly?

THE EAST ATLANTIC SERVICE.

The public was pleased to learn yesterday that Mr. Laurier has not gone back on the policy of the late Government for the establishment of a fast Atlantic service. The new Government is apparently committed to the execution of a contract with a well-known firm of British ship-owners for a service that will be superior to any on the Atlantic, or in the whole world, for that matter. The vessels, four in number, are to be as large and as fast as those of any other line, perhaps bigger and more speedy. It is given out that the time between Liverpool and Halifax will be reduced to four and a half days. In this way, a multitude of insects come forth upon plants to destroy their substance from them, then die while the vegetable loses its verdure and ripens. Thus, an organic mechanism sustains other, and the oak is a world for insects and parasites, as the earth is one for the human species.

The renewal of the seasons, the irregularities of temperature and atmospheric revolutions, make such profound impressions on all living beings—killing some, bringing life and multiplying others; restraining their increase, reproduction and existence; that, if some great perturbation occurs in the diurnal and annual motions of our planet, it is expanding perturbations; then life, generation, and the structure of animals and plants, would necessarily be altered, or proportionally damaged, and all creatures must place themselves in unison with their new state, and conform themselves to the new laws resulting therefrom, for their subsistence. It, therefore, follows that every plant and every animal must be adapted to the conditions of its environment. If the earth is changed, and the heat of the equatorial regions be replaced by Polar ice.

Everything demonstrates, then, that we are tuned in unison with our sphere, that we have lungs adapted to breathe its atmosphere, eyes constructed to see the light, digestive organs ready to nourish us with the productions of the earth, as the fish has gills to inhale the water, and the bird wings to fly in the air. But it is only by virtue of the cosmic properties of our globe that we exercise our functions. We cannot give ourselves any more than compare with the nature of its elements. The more the general motion is considered, the more also those will be that draw their origin from it; whence it follows that our organic and natural actions are necessarily in conformity with that general power that governs our world.

BEYOND OF TEMPTATIONS.

The Ministerial Association of Toronto has placed itself on record as being opposed to the extension of the street car line to the Island. The Rev. William Friesen even went so far, when the question was under discussion before the association, as to deplore the fact that Mayor Fleming had associated himself with this proposal to have the street cars run over to the Island, while he congratulated the city council for their refusal to do so. The Ministerial Association takes the ground that the extension of the street car system to the Island will demoralize the community. If people can get to the Island for a single day, they will be tempted to do so. They will demand the right of going on Sundays too! This is indeed a dreadful possibility. But why does the association stop at the Island? Why doesn't it agitate against allowing the cars to run into High Park. The fact that the cars run into High Park is a temptation to the people to go there. 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