

ESTABLISHED 1864.
JOHN CATTO & SON**HOUSEHOLD LINEN SAVINGS**

For the purpose of cost reduction we have laid out a quantity of Table Linen in best Irish makes—full bleached—double damask—satin—linen—which considerable saving may be made if promptly investigated:

- 15 only Table Cloths (2 1/2 x 3 yds.), spot pattern, regular \$3.75, for \$3.00.
- 15 only Table Cloths (1 1/2 x 2 1/2 yds.), ivy leaf pattern, regular \$3.25, for \$2.50.
- 10 dozen 3-1/2 x 4 Napkins, fern pattern, regular \$13.50, for \$10.00.
- 15 dozen 3-1/2 x 4 Napkins, acroll pattern, regular \$22.50, for \$18.00.
- 15 only Table Cloths (2 1/2 x 3 yds.), stripe and Greek key pattern, \$14.00, for \$10.00.
- 15 only Table Cloths (2 1/2 x 3 yds.), fleur de lis pattern, \$18.00, for \$13.00.
- 20 dozen 3-1/2 x 4 Napkins, ivy and fern pattern, regular \$5.00, for \$4.00.
- 20 dozen 20x40 L. Linen Hucks-back Towels, regular \$4.75, now \$3.75.

BLACK VELVET COATS

Magnificent collection of Black Silk Velvet Coats, rich deep pile, beautifully embroidered and apricot trimmed, etc., being sold at very low prices, \$50.00 to \$150.00 each.

LADIES' SUIT SPECIALS

Grand line of three-quarter Suits for Ladies, semi-fitting, mannish cut coat, pleated skirt with folds, every desirable color and size in stock, silk and satin lined, special from \$25.00 to \$30.00.

LADIES' and MISSES' COATS

Our special coat feature is a serviceable line of Plain Cloth Coats for Ladies and Misses in all fashionable colors, well tailored and lined, including a number of Natty Tweed Walking Coats, specially reduced, ranging from \$10.00 to \$15.00.

Mail orders carefully handled.

JOHN CATTO & SON

King-street—Opposite Postoffice, TORONTO.

WINNIPEG'S MAYOR HAS PUT VETO ON COUNCIL

Says Also That Cecil B. Smith's Relations With Engineering Co. Are Too Intimate.

WINNIPEG, Nov. 6.—(Special).—As a climax of the strenuous fight on the power proposition, involving a sale of \$500,000 of city securities, Mayor Ashdown this afternoon vetoed the decision of city council in putting through the power contract Monday night, by accepting the tender of the Anglo-Canadian Engineering Company. The mayor also announced he had wired Hon. Frank Oliver, minister of the interior, asking him to continue the reservation of the Point du Bois power site until the city could see its way clear to proceed with the work, and had received a favorable reply from the minister.

The mayor to-day stated that relations existing between Cecil B. Smith and the Anglo-Canadian Engineering Company were too close to enable the latter to serve the best interests of Winnipeg as its chief engineer. Smith having stated that he was interested in the formation of the Anglo-Canadian Engineering Company.

When the work starts, it is said, he will insist that some other than Mr. Smith occupy the position of chief engineer. Controller Cockburn, chief upholder of the municipal power scheme, and Ald. Fulford, chairman of the power committee, to-day announced that they would support the mayor in his veto, which means the council now has to face the question, the majority still being in favor of proceeding with the scheme.

Controller Cockburn, in an interview, accused Mackenzie and Mann of blocking the scheme, using the influence of the banks, so the city could not finance the scheme.

O.O.R. INSPECTED.

Prizes for Marksmanship Distributed by Lady Clark.

Last night a grand review of the Queen's Own Rifles, in the Avenue, took place, the regiment being inspected by Gen. Otter. There was a turnout of 807 men. Col. Sir Henry Pellatt was in command.

The prizes, of which E Company, 2nd Battalion, captured the largest share, were presented by Lady Mortimer Clark. The Toronto Hunt Club Cup, the Benjamin Efficiency Cup, the Delaware Cup, the Attorney-General's Cup, the lot of E Company, while E Company, 1st Battalion, had for its share the Toronto Silver Plate Cup and the Industrial Exhibition Cup. The Mail Trophy was won by the sergeants, as was also the Walter Barr Shield. The regimental prize shot is Sgt. E. P. White. There were also 33 marksmen's badges awarded.

Among those present were the following: Lady Mortimer and the Messrs. Clark, Capt. Shanley, Col. and Mrs. Septimus Denison, Col. and Mrs. Pellatt, Col. and Mrs. Delamere, Col. and Mrs. G. A. Mason, and Col. and Mrs. W. C. Macdonald.

ENLARGE RAILWAY COMMISSION

Two Members To Be Added by Legislation Next Session.

OTTAWA, Nov. 6.—It is understood that the government has for some time been contemplating a change in the railway commission by increasing it from three to five members. It is practically certain that these two members will be added by legislation to be enacted during the coming session. When the new board has been constituted, it will probably be provided that any two members will be authorized to hear cases and give decisions, subject always to an appeal to the full board.

The presumption is, however, that very few appeals will be taken, and that in general the decisions will be final. The tendency of this proposal is to be to greatly facilitate decisions in all cases which come before the commission.

THE WEATHER**METEOROLOGICAL OFFICE, Toronto.**

Nov. 6.—(6 p.m.)—A severe storm has developed near the Middle Atlantic coast, and is now blowing on the Great Lakes and also on the Bay of Fundy. Rain is falling in Ontario and Quebec. The weather continues mild in the west.

Minimum and maximum temperatures: Victoria, 52-56; Vancouver, 48-51; Calgary, 34-41; Edmonton, 32-42; Regina, 34-48; Winnipeg, 18-22; Harry Sound, 32-44; Toronto, 40-46; Ottawa, 32-42; Montreal, 34-44; Quebec, 32-40; St. John, 38-50; Halifax, 32-40.

Probabilities.

Lower Lakes and Georgian Bay—North and northwest gales; cool and showery.

Ottawa and Upper St. Lawrence—North-east and north gales, with occasional rain.

Maritime—Easterly gales, with rain.

Lake Superior—Moderate to fresh winds; fair.

Manitoba, Saskatchewan and Alberta—Cool, with light local rain or snow.

THE BAROMETER.

Time. Ther. Bar. Wind.

8 a.m. 46 30.28 10 E.

Noon. 46 30.28 10 N.E.

4 p.m. 46 30.28 10 N.E.

8 p.m. 46 30.28 10 N.E.

Mean of day, 44; difference from average, above, highest, 47; lowest, 41; rain, 0.

STEAMSHIP ARRIVALS.

Nov. 6 At From

Algeria, New York, Naples

Merion, New York, Philadelphia

Saxonia, New York, Boston

Majestic, New York, Philadelphia

Pres. Lincoln, New York, New York

Republic, New York, New York

Louisiana, New York, New York

Empress of the North Atlantic, New York, New York

Corcoran, New York, New York

Michigan, New York, New York

Hungarian, New York, New York

TODAY IN TORONTO.

Nov. 7. Dominion Railway Board, city hall, 11 a.m.

Empire Club—Address by W. P. Macleod, M.P., on "Greater Toronto," St. Charles, 1 p.m.

Licence commissioners, Temple Building, 2 p.m.

Investigation into parks department, city hall, 2 p.m.

Y. P. M. Institute meetings open, Jarvis-street Baptist Church, 4 p.m.

First Ward townships annual meeting, Oddfellows' Hall, Broadway-avenue, 8.

Third Ward Conservatives annual meeting, St. George's Hall, 8.

South Toronto Liberals annual meeting, Labor Temple, 8.

"A Night Under Canvas," Massey Hall, 8.

Orthopedic Hospital concert, Victoria College Chapel, 8.

Board of education, city hall, 8.

Royal Grenadiers' inspection, armories, 8.

Simmons, 266 Yonge St., for article floral offerings.

BIRTHS.

TURBAYNE—On the 4th inst., to Mr. and Mrs. Edgar Turbayne, a daughter.

DEATHS.

DARLING—At her father's residence, Church-street, Lambton Mills, on Tuesday, Nov. 5, Isabella Eccles (Bella), eldest daughter of William and Mary Jane Darling.

Funeral Friday, Nov. 8, at 2 p.m., to St. George's Cemetery, Kingston. Late teacher in St. George's Church Sunday School.

Her influence was an inspiration for good to all who knew her.

LAING—On Tuesday, Nov. 5, 1907, at 197 Seaton-street, Margaret L., youngest daughter of the late William Laing, formerly of Whitby.

Funeral service 12:15 Thursday, Nov. 7th, at late residence, Interment at Whitby.

REED—On Wednesday morning, Nov. 6th, at his residence, 81 Metcalf-street, F. W. Reed, formerly beloved husband of Mary E. Reed, in his 67th year.

Funeral Friday, Nov. 8, from above address, at 2 p.m., to St. James' Cemetery.

NOVA SCOTIANS' CLAIMS.

York Loan Referee Hears Argument for Easterners Interested.

Before Referee Kappeler yesterday afternoon the interests of the Nova Scotia shareholders of the defunct York Loan Co. were taken up.

Mr. Douglas argued that the company had no right to sell shares in Nova Scotia and that this made the claimants creditors and not holders of stock.

Mr. Masten, for the shareholders, had evidence that there were many paid and also some transactions of business with the provincial secretary of Nova Scotia.

This will be taken up in two weeks, when a hearing of the notes before the referee will take place.

The referee directed that notice be served on the minister of justice at Ottawa and the attorney-general of the province of the fact, in accordance with the Judicature Act.

CASH THE LIBERALS' CHOICE.

YORKTON, Sask., Nov. 6.—(Special).—Dr. E. A. Cash, M.P., was to-day named in the Liberal interests in the coming elections.

Simmons, 266 Yonge St., for wedding decorations.

City of Toronto Taxes 1907.

After Monday next, the 11th inst., 5 per cent. will be added to all unpaid items of taxes for 1907. Payment should be made at the city treasurer's office, or the usual branch offices, on or before the 11th inst. to save the penalty.

ENTERTAINING RECITAL.

Miss Edna Sutherland, a western girl, delighted a fashionable audience in the Greek theatre last evening, when she appeared in a recital program. Miss Sutherland exhibited strong dramatic talent, and in the various phases of expression demanded in selections from the repertoire of Browning to Kipling, she displayed exceptional ability and control. Frank Converse Smith, violinist, assisted.

Oyster Season.

A globe trotter after eating our Malpeque Oysters proclaimed them the finest oyster in the world. Try them after the theatre to-night. Open until midnight. "St. Charles of course," the noted oyster house.

MILLERS FAIL TO PROVE

Continued From Page 1.

severity of the winter, and the consequent congestion of traffic—that effort was made to relieve this congestion, which was general on other lines.

In regard to delays, they alleged that preference had been given to shipments of packet freight, such as flour, sacked oats, etc., brought down by the boats, again and again they had been informed by the authorities that Owen Sound that certain cars could not be had, because they were destined for the export shipment of packet freight. He asked the company to produce the steamer's inward manifest, which he believed would prove his allegations.

Mr. MacMurchy said that Mr. Watts' telegram, asking for these documents, was only received on Saturday last, and as the papers were not Owen Sound, but in Montreal, he had a statement prepared for the past year, showing all the shipments of flour, grain and packet freight at Owen Sound from November, 1906, to October, 1907. They had shipped out 489 cars of grain and 122 cars of packet freight, and altogether, 13,940 loaded cars, making a delay of 45 cars, excluding Sundays. To produce the orders for all these cars would be the work of some weeks. Flour had been shipped out month by month, as fast as received, and in November they had shipped 804 cars more of grain—wheat, oats and barley—than had been received during this period. There had been no discrimination and no preference shown in the distribution of cars at Owen Sound.

Mr. Watts: They were requested to produce the original orders, with the dates of filing and dates of shipment.

Mr. MacMurchy: "This is a statement for the whole year—month by month."

Mr. Watts: "But it does not show that the wheat received was shipped promptly."

Proof of Preference.

Mr. Watts said he wished an order to issue, in order that they might not be hung up again this winter through preference being given in export shipment of grain at Fort William.

Judge Killam: Have you proof of preference?

Mr. Watts: "I wish to bring that out, I claim that export grain got a preference over grain for local shipment last fall, and that wheat which was shipped from Winnipeg got the preference over what was shipped from Fort William."

Mr. MacMurchy said that the reason why flour and grain were shipped more freely from Winnipeg was that more cars were available there than at Fort William. They denied preference. Two steamers were being built, and the company was being provided, etc., and they could not be charged with discriminating the rolling stock of the country. A great deal of rolling stock was also added.

Mr. Coulter gave evidence with regard to a number of shipments complained in November, March and in the last of the Matthews Grain Company, etc., and said that there was nothing in the records to show when the orders were received.

Judge Killam: "Were there delays in filling the orders?"

Mr. Coulter: "That is the time of the year, as a rule, there is a little delay. But these are isolated cases. Thousands of cars are shipped. I do not remember any complaint from Winnipeg about that time. As to the Central Milling Company's order, it concerned about 20,000 bushels, which was shipped in February. March and in the first part of April to Tillsonburg and Ayr. There was nothing to show the date when the order was received."

Delay is Admitted.

Mr. Watts: "The grain arrived before navigation closed and was ordered to ship."

Judge Killam: "Was there delay?"

Mr. Coulter: "A little. We have had orders for flour shipped out within two days of receipt, but he could not say."

Judge Killam: "Are you keeping people waiting?"

Mr. Coulter: "I guess we did in this case."

Judge Killam: "But people generally?"

Mr. Coulter: "Not generally. I thought we were giving a fair number of cars each week."

Mr. Watts: "When was the rest shipped out?"

Mr. Coulter: "Two more cars went to Tillsonburg and Ayr on March 4, and two more to Tillsonburg on March 14. On March 20 the balance went to Tillsonburg."

Mr. Watts: "What about the 5000 bushels ordered out by Stark Bros.?"

Mr. Coulter: "On April 1 two cars went to Tillsonburg, and on April 6, three cars."

Mr. Watts: "These were ordered out on the 1st of February."

Judge Killam: "I have given all the information we have received."

Mr. Watts: "The complaint was made on April 19 last, and there has been plenty of time to get the information."

Mr. Watts gave a good deal more evidence in respect to receipts and shipments. He said that the capacity of the elevator at Owen Sound was 1,000,000 bushels, or 1000 cars, and said they had orders on hand for half that amount.

Facilities at Owen Sound.

Mr. MacMurchy: "You shipped during the past year, from Nov. 6, to Oct. 7, on an average 400 cars a month, and as high as 640 cars in November. Have you facilities at Owen Sound for handling anything like the quantity of cars for which you receive orders?"

Mr. Coulter: "No. That would involve facilities at Owen Sound ten times as great as we now have, for track room as well as cars. We have a flour shed holding 90 cars and an elevator with a capacity of 1000 cars."

Mr. MacMurchy: "Is there any ground for the statement that preference is given flour over grain?"

Mr. Coulter: "I cannot say that there is. We can load flour in almost any kind of a car, but a grain car must be grain-tight. Fifty per cent. of the cars we receive at Owen Sound are not fit for grain. Every car fit for grain is sent to the coast."

Judge Killam: "Why were there delays in filling orders for grain shipment?"

Mr. Coulter: "They were due to a shortage of cars. We have no shortage in motive power."

Flour Shipped Promptly.

It was shown that flour was shipped out very promptly, and that from May 1 to Nov. 1 every car of flour received was shipped out almost at once, or its equivalent. Fifty per

THE TORONTO WORLD

cent. probably of this flour went to Ontario points.

Mr. Coulter said there was never a delay of over two days in shipping out flour, and it was not rare during the past two years to have 500 cars on orders at one time.

Mr. Watts: "How do you account for the delay in shipping out grain last winter?"

Mr. Coulter: "It was because we did not have enough cars to fill our orders. I do not know of any undue preference being given to flour over grain."

Mr. Watts: I telephoned to Owen Sound, and they said grain for flour could not get it.

Business Has Grown.

James Osborne of this city, general superintendent of the Ontario division, stated that the business on the Owen Sound section had increased considerably during last January and February over the same months of the previous year. In January, the increase had been 31.2 per cent., while in February there had been a practically equal increase as much as 30 per cent.

In March, April and May, however, there had been decreases respectively of 14, 31 and 50 per cent. During the summer there had been some increase, and in September 61.2 per cent. The motive power had been sufficient to handle the increased business. With 151 during the previous season, no delay had been caused by lack of motive power. The number of cars this summer there had been some increase, and in September 61.2 per cent. The motive power had been sufficient to handle the increased business. With 151 during the previous season, no delay had been caused by lack of motive power. The number of cars this summer there had been some increase, and in September 61.2 per cent. The motive power had been sufficient to handle the increased business. With 151 during the previous season, no delay had been caused by lack of motive power. The number of cars this summer there had been some increase, and in September 61.2 per cent. 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