

ESTABLISHED 1864. JOHN CATTO & SON

HOUSEHOLD LINEN SAVINGS

For the purpose of stock reduction we have laid out a quantity of Table Linen in best Irish makes—full bleached—double and single—English—on which considerable saving may be made if promptly investigated:

15 only Table Cloths (2x2 1/2 yds.), spot pattern, regular \$3.75, for \$3.00.

15 only Table Cloths (2x2 1/2 yds.), fern pattern, regular \$3.50, for \$2.50.

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THE WEATHER

METEOROLOGICAL OFFICE, Toronto, Nov. 6.—(6 p.m.)—A severe storm has developed near the Middle Atlantic coast...

Minimum and maximum temperatures: Victoria, 52-56; Vancouver, 48-51; Calgary, 34-41; Edmonton, 32-42; Regina, 34-48; Winnipeg, 36-42; Pelly, 30-38; Toronto, 40-48; Ottawa, 32-42; Montreal, 34-41; Quebec, 32-40; St. John, 33-39; Halifax, 32-38.

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.

Lower St. Lawrence and Gulf—Easterly gales, with 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 1018 10 E. 10 a.m. 46 1018 10 E. 12 p.m. 46 1018 10 E. 2 p.m. 46 1018 10 E. 4 p.m. 46 1018 10 E. 6 p.m. 46 1018 10 E.

Mean of day, 44; difference from average, 4 above; highest, 47; lowest, 41; rain, .07.

STEAMSHIP ARRIVALS.

Nov. 6 At From Algeria—New York, Liverpool, Merion, Philadelphia, Philadelphia, Saxonia, Queenstown, Boston, Philadelphia, Philadelphia, Majestic, Plymouth, New York, Pres. Lincoln, New York, Republic, New York, Louisiana, Genoa, New York, Empress, Cape Race, Liverpool, P. & O., New York, Hamburg, Corsican, Quebec, Liverpool, Hungarian, Montreal, London.

TO-DAY IN TORONTO.

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

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

Licence commissioners, Temple Building, 2:30.

Investigation into parks department, city hall, 3.

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

First Ward managers' annual meeting, Oddfellows' Hall, Broadview-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 artistic 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 (Beila), eldest daughter of William and Mary Jane Darling.

Funeral Friday, Nov. 8, at 2:30 p.m., to St. George's Cemetery, Illington. 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, 1907, at his residence, 81 Metcalf-street, F. W. Reed, formerly of Toronto.

Funeral Friday, Nov. 8, from above address, at 2:30 p.m., to St. James' Cemetery.

NOVA SCOTIANS' CLAIMS.

York Loan Referee Hears Argument for Easterners Interested.

Before Referee Kappela 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 all sides 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.

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 roads, and again they alleged 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 manifests, which he believed would prove his allegations.

Mr. MacMurphy said that Mr. Watts' telegram, asking for these documents, was only received on Saturday last.

He said that the company had a very large number of cars on the road, and that the shipments of flour, grain and packet freight being sent from Owen Sound from November, 1906, to October, 1907, they had shipped out 489 cars of grain and 1,340 loaded cars, making a daily average of 45 cars, excluding Saturdays.

To produce the orders for all the cars, and to do the work of some weeks, Flour had been shipped out month by month, as fast as received, in November they actually shipped 604 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. MacMurphy: "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 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 shipped from Fort William."

Mr. MacMurphy 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 to be provided, etc., and they could not be charged with disregarding the needs of the country. A great deal of rolling stock was being added.

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

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

Mr. Coultter: "That 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 delay in shipping at that time. As to the Central Milling Company's order, it concerned about 20,000 bushels, which was shipped out in February. The line was not part of April to Tillsonburg and York. There was nothing to show the date when the order to ship was received."

Delay is Admitted.

Mr. Watts: "This grain arrived before navigation closed and was ordered out on the 1st of March."

Judge Killam: "Was there delay?"

Mr. Coultter: "A little. We have had orders on the railway for a considerable number of cars which were shipped out within two days of receipt, but he could not say when the orders were filled."

Mr. Watts: "At this season the company was short of cars on every division, but there has been no shortage of cars at Fort William for the last fifty to sixty cars of flour were shipped every two days."

Mr. Coultter: "The statement shows an average of forty-five cars a day. Delay in shipping would be due to the shortage of cars."

The evidence shows that flour has been immediately shipped, while wheat has been delayed for weeks. The traffic does not get a preference. The flour is killed thru.

Mr. Watts: "But is it a case of preference?"

Mr. MacMurphy: "If there is a preference it is not an unjust preference."

Judge Killam: "But is not all this traffic really traffic? If a man brings flour from the west and puts it into the elevator at Owen Sound it is thru traffic all the same."

Mr. Coultter: "The flour is consigned on thru bills of lading, but the grain is not. It is simply brought on lake bills, and originates at Fort William. It is consigned on this side. It is brought in by outside steamers."

Favoring Section.

Hon. Mr. Beers said that the position was exactly the same as last year, when they decided to divide the cars available between two sections of the country. But doing this, we were not discriminating against the rest of the commercial community? The trouble is that we have a very small number of cars, and in the matter of providing cars, they could not favor one section at the expense of the rest."

Dr. Mills said that at present he was not prepared either to concur or to dissent from the position of the company. For one car or another, at Owen Sound, was not a fair discrimination, or not he was not now prepared to say. He did

THE TORONTO WORLD

cent, probably of this flour went to Ontario points.

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

Mr. Coultter: "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, they had no grain for export and 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 of this year. The business in January, in January, the increase had been 11.2 per cent, while in February there had been a 10.2 per cent increase as much as in March, April and May.

However, there had been decreases respectively of 14.31 and 50 per cent. During the same period of the previous year, with 151 during the previous season, and in September 61.2 per cent. The motive power had been sufficient to handle the business. The number of cars this year was 1,340 compared with 1,191 last year. The average weight per car was 15,000 lbs. compared with 14,500 lbs. last year. The total weight of cars was 20,100,000 lbs. compared with 17,265,000 lbs. last year. The number of cars this year was 1,340 compared with 1,191 last year. The average weight per car was 15,000 lbs. compared with 14,500 lbs. last year. The total weight of cars was 20,100,000 lbs. compared with 17,265,000 lbs. last year.

Application was made on behalf of the municipality of Weston to require the C. P. R. and G. T. R. companies to restore the culvert at John-street crossing to its natural drainage or lower the culvert at Dufrain-street, and to make a crossing at the end of Denison-avenue. It appears that a foot bridge is being built by the people of the neighborhood have been permitted by the G. T. R. Co. to cross tracks at Denison-avenue, through gates which are generally left open, but are sometimes closed. The company now desires to close this crossing to the general public, and the municipality asks for the issue of an order which will make the use of this crossing permanent.

Considerable evidence was taken. The witnesses included Mr. Moffat, of the Moffat Stone Co., John Pearson, Irwin Somerville, C.E., and Dr. Allen, resident engineer of the C. P. R. Mr. Pearson stated that 615 persons had passed this crossing between 6:30 a.m. and 9 p.m. on June 19 last, also 61 cars and nine bicycles. He had lived in Weston 20 years, and during this period this crossing had always been in use, with gates, which were occasionally closed, but in a haphazard manner. Mr. Somerville testified that it was a fairly safe crossing, and as safe as 175 feet wide and both the G. T. R. and C. P. R. traversed it.

Dr. Allen stated that this was one of their main thoroughfares and he did not consider it to be a dangerous crossing, as it was perfectly level, and they could see up and down the track.

E. C. Gillen, G. T. resident engineer, gave evidence in connection with the crossing.

Train Traffic Increasing.

Mr. Gillen stated that 14 passenger trains now passed this point daily, a less number of freight trains. Several new industries had been established at Weston within the last 46 days, and other were being coming. He thought that more tracks should be laid here next year, and expected a striking increase in the soon coming winter. Weston and this crossing was on the Sarnia branch, and 12 of the trains mentioned passed between 7 a.m. and 7:30 p.m. while private sidings were contemplated.

Mr. Murphy, on the part of the C. P. R. Co., stated that about 11 trains a day passed this point.

Mr. Roney argued that this had practically been a public crossing for almost a generation, and the right of the people to use it should be made permanent.

Mr. MacMurphy held that if the people were to be allowed to cross at this point, it should only be by means of a foot bridge.

Mr. Roney suggested that if gates were to be established, the lowest of the County of York should be made parties in the matter.

Decision was reserved and the board adjourned.

TO-DAY THE VIADUCT QUESTION WILL BE THRESHED OUT.

WILMINGTON, Del., Nov. 6.—The vote on the liquor question in the four districts of the state shows that there are two districts and prohibition in the other two. The license districts are the City of Wilmington, with a population of about 60,000, and about 250 bars, and rural Newcastle-County, with a population of about 40,000, and about 30 drinking places. The prohibition districts are Kent County, with a population of about 20,000, and about 20 drinking bars, and Sussex County, with 40,000 population, and about 25 drinking bars.

DECORATE.

Editor World: While the government is sending such vast sums of money in buying the people educated, would it not be a good idea for the government to practice what it teaches others?

In looking along the banks of the Welland Canal, I don't think that a more desolate piece of landscape can be imagined. Why not plant the banks with trees? And while setting them out make a good selection, such as our native edible nut trees and not such big weeds as horse chestnuts.

G. H. Corsan.

LAST OF THE FAMILY.

OTTAWA, Nov. 6.—(Special).—Hon. R. W. Scott has gone to Prescott to help the funeral of his brother-in-law, H. Scott.

The secretary of state is now the last of his father's family.

Cook's Cotton Root Compound.

The great Uterine Tonic, and only safe effective Monthly Regulator, which women can depend on in all cases of irregularity, No. 10 degrees stronger, 50c per box, for special cases, 50c per box, prepaid on receipt of price.

Dr. Williams' Pink Pills for Pale People.

THE TORONTO WORLD

neither concur nor dissent until he could look into the evidence more closely.

C.N.R.'s Level Crossings.

The board then heard the application of the Canadian Northern Ontario Railway Co. for authority to place its tracks across Winchester-street in this city at rail level.

Mr. Fullerton, on behalf of the city, opposed the application and asked for the construction of a bridge at this point. The situation was illustrated by means of maps. No witnesses were called.

Mr. Fullerton stated that traffic was heavy at this crossing and was increasing steadily in volume. If a bridge were not constructed, the city would rapidly as it had done the necessity for one would soon be felt. It was considered appropriate that a bridge be constructed at this point, as the rails were not yet laid. The estimated cost of a bridge was \$50,000 to \$55,000, which included everything. The city was quite content with things as they were, and the change would be entirely caused by the railway company, placing any part of the cost on the city. A bridge over the Don is also proposed for the convenience of vehicular traffic.

Mr. Ruel, for the company, held that gates were a sufficient protection, but left the matter to the board and the engineer in charge.

Mr. Fullerton asked that if a level crossing were permitted the order should be drawn so as not to prejudice the city's case in seeking in the future greater protection at this point. Decision was reserved.

Weston's Troubles.

Application was made on behalf of the municipality of Weston to require the C. P. R. and G. T. R. companies to restore the culvert at John-street crossing to its natural drainage or lower the culvert at Dufrain-street, and to make a crossing at the end of Denison-avenue. It appears that a foot bridge is being built by the people of the neighborhood have been permitted by the G. T. R. Co. to cross tracks at Denison-avenue, through gates which are generally left open, but are sometimes closed. The company now desires to close this crossing to the general public, and the municipality asks for the issue of an order which will make the use of this crossing permanent.

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