

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 damask—satin finish—on which considerable saving may be made if promptly investigated.

18 only Table Cloths (2x2 1-2 yds.) spot pattern, regular \$3.75, for \$3.00.
15 only Tea Cloths (11-2x1 1-2 yds.) leaf pattern, regular \$3.25, for \$2.50.

BLACK VELVET COATS

Magnificent collection of Black Silk Velvet Coats, rich deep pile, beautifully embroidered and applique trimmed, etc., both young and elderly styles, \$50.00 to \$150.00.

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 made and lined, including a number of Natty Tweed Walking Coats, specially reduced, ranging from \$10.00 to \$15.00.

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King-street—Opposite Postoffice, TORONTO.

BOUND ENGINEER WANTED FOR BOILERS TO EXPLODE

Police Arrived in Time to Release Walter Wittmeyer and He Saved the Plant.

VANCOUVER, B.C., Nov. 5.—(Special.)—With his hands pinioned behind his back and burglar with drawn revolver over him, Walter Wittmeyer, night engineer of the Vancouver Brewery, expected at any moment early this morning to be blown into kingdom of the big plant.

Wittmeyer was just turning water into the boilers when he was suddenly surrounded by a number of men. He was knocked down and his hands were tied.

There he was thrown under a desk. While he watched the robbers prepare to blow up the safe, Wittmeyer mentally calculated at what instant the boilers would run out of water.

The "Pease" system of heating has been installed in thousands of homes, churches and schools. Do not expect to find it in your home.

Go to The Savoy's Japanese Tea Room, Yonge and Adelaide, for a nice light mid-day luncheon, popular prices.

Dupond Ross in Trouble Again. Dr. Samuel Johnston of the General Hospital secured judgment in the division court yesterday against Dupond Ross for \$15 for professional services in giving chloroform at an operation on Mr. Ross. No one appeared for Mr. Ross, and judgment was given against him.

Theft Charge. George Lambo, 48 years, 345 East Front-st., drank with John Keller yesterday afternoon. On Toronto street he saw a man carrying a bag. He followed him and saw the man put the bag in a car. He reported the matter to the police.

Cure That Cough! YOU CAN DO IT BY USING Dr. Wood's Norway Pine Syrup.

The Most Perfect Throat and Lung Healer in the World.

Dr. Wood's Norway Pine Syrup gives prompt relief from that choked up, stuffed up feeling which is so distressing, it loosens the phlegm, checks the rasping and useless cough, and soothes the irritated breathing organs.

This is no vain boast, but a fact that can be backed by unimpeachable testimony. One 25 cent bottle, indeed, a trial dose, will prove its merits.

Mr. Frank K. Purdie, Brandon, Man., writes: "I have used your Dr. Wood's Norway Pine Syrup for some years and have always found it a sure remedy for all colds, coughs, sore throat, hoarseness, etc. I cannot too highly recommend it to anyone suffering from any effect of cold."

THE WEATHER

METEOROLOGICAL OFFICE, Toronto, Nov. 5.—(8 p.m.)—Light showers have occurred to-day in many portions of Ontario and Western Quebec, and also in British Columbia, whilst elsewhere in Canada the weather has prevailed.

Probabilities. Lower Lakes and Georgian Bay—Northerly winds; cooler, with some showers, but partly fair. Ottawa Valley and Upper and Lower St. Lawrence and Gulf—Easterly winds; partly fair and cool, but some showers or snow flurries.

THE BAROMETER. Time: 7 a.m. Bar. 30.1. Wind. S.W. 4. 8 a.m. Bar. 30.1. Wind. S.W. 4. 9 a.m. Bar. 30.1. Wind. S.W. 4. 10 a.m. Bar. 30.1. Wind. S.W. 4.

STEAMSHIP ARRIVALS. Nov. 5. From London: Father Point, New York, Glasgow, Montreal, Halifax, St. John's, etc.

TO-DAY IN TORONTO. Nov. 5. Railway Commission, City Hall, 11 a.m. Girls' Home annual meeting, 3 p.m.

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BIRTHS. CLARK—At 773 Yonge-st., on Tuesday, Nov. 4, to Mr. and Mrs. Caspar Clark, a son.

DEATHS. HUBBARD—Sudden, on the 5th inst., at her late residence, 72 Easter-st., Lavinia A. Hubbard, daughter of the late Mosby and Lavinia Hubbard.

STOCK-BRIDGE—On Sunday, Nov. 3, 1907, at Toronto, Rita Matilda, dearly beloved wife of George R. Stockbridge, aged 52 years, late of New Brompton, Kent, England.

WILLMOTT—On Nov. 5, 1907, at the residence of his son-in-law, 51 Spruce-st., Isah Willmott, in his 80th year.

STR. SPRINGFIELD BURNED. Stewardess Was Rescued in Half-Suffocated Condition.

ST. JOHN, N. B., Nov. 5.—It has just been learned that the Belle Isle steamer Springfield was burned to the waters' edge at Hatfield's Point early this morning. The crew had a narrow escape. The origin of the fire is unknown.

LITTLE LAD LOST. W. G. Brown, Birch-avenue and East Queen-st., found a 3-year-old boy asleep in a large chair on his verandah last night. The little fellow said his name was Pidgeon, and that he lived in the neighborhood.

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.

Purity Campaign at Port Arthur. PORT ARTHUR, Nov. 5.—Within thirty days all houses of ill fame within this city's limits will be abolished. The council has inaugurated a purity campaign and instructed the solicitor to enforce the law.

Vigilant in Collision. PORT STANLEY, Nov. 5.—(Special.)—The government cruiser Vigilant collided with a tug in the harbor yesterday afternoon. The tug was badly damaged and the stem of the Vigilant dented.

Pianos to Rent. Pianos rented on very reasonable terms. Six months' rent allowed in case of purchase. Heintzman & Co., 115-117 West, King-street, Toronto.

CRAWFORD MAY RESIGN HOW BATTLE IS WON

Wouldn't Be Surprised if He Was Soon to Receive an Ultimatum.

There appears to be a strong probability that Capt. William Crawford, winner of the struggle for the presidency of the Ward Two Conservative Association, will retire from the post, which will be filled by William Eastwood, first vice-president, and a warm supporter.

Capt. Crawford, when asked last night if he had received notification some time ago from Chief Thompson, that he must either withdraw from active participation in politics, or resign from the fire department, said that he hadn't received notice as yet, but that he supposed it was likely he would be placed in the position of having to choose.

Another grain man, who was more outspoken, but wanted his name withheld, remarked: "If there are Standard Oil combinations at work in the States, there are some here, too. Did you see the last statements of the Lake of the Woods and the Ogilvie Milling Companies, they are thought to be an entire control of the western situation."

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COMBINATIONS TO FORCE GRAIN OUT

Lower Prices Predicted Because of the Difficulties of Financing Crops.

Another break was forced in Winnipeg wheat futures yesterday, the November cash option selling down to \$8 3/8c.

Among the Toronto grain brokers a good demand is said to exist for the western wheat from Liverpool and other European buyers, but acceptances cannot be booked because of the uncertainty of making deliveries.

Cephas Goods, an old grain buyer, in discussing the matter, said: "Somebody will make a pile of money out of handling the Northwest crop. The way the thing is working it looks to me as though it is not yet at the bottom. Most of the farmers have to sell, and the market is restricted to a very few buyers because of the difficulty of financing."

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UNABLE TO SUPPLY CARS

Continued From Page 1.

They have not cars enough for their own use and cannot supply them for shipment over the international.

Mr. Bunting of St. Catharines endorsed every word that Mr. Graham had uttered. Some improvements have been made in the way of transportation, but not enough. He suggested a solution of the difficulty the issuance of definite order fixing clearly the responsibility between the shippers of perishable fruits and the companies, and that when losses arose thru lack of sufficient equipment or thru unnecessary delay the shipper might have the usual means of redress.

Shipments to West. E. D. Smith, M.P., complained of a recent circular issued by the C.P.R. emphasizing the fact that the shippers of perishable products must alone assume the risk of freezing, while they were to be held responsible for the loss after the first of November. That they are in particular received at Port Arthur for shipment farther west were held entirely at the risk of the shipper.

Mr. Smith: "By lake to Port Arthur, and then by rail, it is stated as a general rule in these circulars that the companies are never responsible. As I understand it this means a warning to hurry forward apples. But we cannot do so. The business with the northwest in these conditions. For every purchaser there requires one-third or one-half of the car to cover the expense, which is only fit to pick during the first ten days of November. Very few are ready in October. Consequently our whole trade with the Northwest is jeopardized."

Why There's a Shortage. "Apples pay the fifth-class rate, which is higher than the rates on wheat and flour, also they are much more convenient to handle. This must be because they are perishable articles, and I have been always told so. And yet, just because they are perishable the companies disclaim all responsibility. We cannot ship all-rail because we cannot get the cars. I could get refrigerator cars on the C.P.R. but I don't object so much. I would then ship all-rail. Last year I asked them for twenty of these cars, and at the end of twenty days I got seven. I had to ship the balance to other places, and in some cases, lost the fruit. We do not get a sufficient number in my opinion, but because they are perishable articles, and I have been always told so. And yet, just because they are perishable the companies disclaim all responsibility. We cannot ship all-rail because we cannot get the cars. I could get refrigerator cars on the C.P.R. but I don't object so much. 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