

Ladies' Hats

We have received a splendid assortment of Ladies' Hats direct from New York. Every one a pattern design—no two alike.

These hats were selected with great care as to their popularity with the well-dressed, fashionable women of Fifth Avenue. They are in quiet but stylish style, of rich quality and finish. Take an early opportunity to call. You will see just what is proper in Gotham.

THE W. & D. DINEEN COMPANY, LIMITED
Cor. Yonge and Temperance Sts.

Continued From Page 9.

quiet but steady; lambs very dull and 25c lower; very few wanted; sheep at \$3.25 to \$4.25; tops, \$4.00; lambs, \$3.50 to \$5.70; no strictly prime in the market; culls, \$4.

Hogs—Receipts 2281; lower; best state hogs, \$5.50.

East Buffalo Live Stock.
Oct. 20. Cattle—Receipts 325 head; light demand; steady; prime steers, \$3.50 to \$5.85; shipping, \$4.30 to \$5.25; butchers, \$4 to \$4.85; hogs, \$2.50 to \$4.25; cows and bulls, \$2.25 to \$4; stockers and feeders, \$2.25 to \$3.75.

Veals—Receipts, 100 head; 25c lower at \$4.50 to \$5.

Hogs—Receipts, 6000 head; slow; steady on heavy, 5c lower on others; heavy, \$5.25 to \$5.45; a few at \$5.20; mixed, \$3.50 to \$5.35; Yorkers, \$2.25 to \$5.30; pigs, \$4.50 to \$5; roughs, \$4.25 to \$4.50; stags, \$3.50 to \$4; dairies and grassers, \$5 to \$5.25.

Sheep and Lambs—Receipts, 4000 head; sheep active; lambs slow; the lower; lambs, \$4.50 to \$6; yearlings, \$4.50 to \$7; with culls, \$4.25 to \$4.50; ewes, \$3.75 to \$4; sheep mixed, \$2 to \$4.25.

Chicago Live Stock.
Chicago, Oct. 20. Cattle—Receipts, 14,000, including 3200 westerns; market steady; poor to medium, \$3.50 to \$5.40; good to prime steers, \$5.25 to \$5.75; stockers and feeders, \$2 to \$4; cows, \$2.50 to \$4.25; hogs, \$2.25 to \$5.25; canners, \$1.25 to \$2; bulls, \$1.75 to \$4; calves, \$3 to \$5.75; Texas-fed steers, \$4.50 to \$5; western steers, \$3.25 to \$5.

Hogs—Receipts, 18,000; market steady; choice heavy, \$4.75 to \$5.25; good to choice heavy, \$3.10 to \$5.40; rough heavy, \$4.50 to \$5.20; light, \$4.50 to \$5.25; bulk of hogs, \$4.50 to \$5.20.

Sheep—Receipts, 30,000; market steady; good to choice wethers, \$3.75 to \$4.25; fair to choice mixed, \$3 to \$3.75; native lambs, \$3.50 to \$5.00.

TORONTO LIVE STOCK.

Receipts of live stock at the City Cattle Market were 99 car loads, composed of 1271 cattle, 2010 hogs, 2310 sheep and 90 calves as reported by the two railways, since Thursday.

The quality of fat cattle generally was not good, only a limited number of the choice grades being offered.

Trade in cattle of all kinds excepting milk cows was dull, with prices much the same as on Tuesday last.

Exporters.
There was nothing doing in shipping cattle, with the exception of a few bulls, which sold at \$3.50 to \$4 per cwt.

Butchers.
Choice picked lots of butchers' sold at \$1.25 to \$4.40 per cwt; loads of good to \$1.25 to \$4.15; medium at \$1.45 to \$3.70; fair to good cowards \$2.50 to \$3.70; common, \$2.25 to \$2.85 per cwt.

Feeders.
The demand for feeders is not as great as it was, and the market is easier. Short-horns, 1150 to 1200 sheep and 90 calves; and some rough cattle of the same weights.

"THE SHOP FOR KEEN PRICES."



Evolution of Sartorial Art

Nowhere is the improvement more conspicuous than Score's method. We feel proud, and we think justly, of the grand values we are offering in exclusive British Woollens. Our \$22.50 business and office Suit is a remarkable demonstration of this fact. The dainty touch of style, the indelible something that marks "Score" tailoring, shows its supremacy even in our \$22.50 Suit. It's an ideal business Suit. The easiest way to convince yourself is to treat your eyes to an object lesson. Drop in and see the newest and most correct styles and materials and have a talk with us.

Autumn business Suits, \$22.50 to \$50.00.

Score's
Tailors, Dressmakers and Haberdashers,
77 King Street West, Toronto.

as low as \$3.00 per cwt; 900 lbs. steers sold at \$3.25 to \$3.50; stockers, 500 to 700 lbs., each, are wanted from \$2.50 to \$2.75 per cwt.

Milk Cows.
About 20 milk cows and springers sold all the way from \$30 to \$55 each.

The number of veal calves was not large, which had the effect of keeping prices firm but somewhat at \$2 to \$10 each, or \$3 to \$5.25 per cwt., with an extra choice odd calf at \$5.50 per cwt.

Sheep and Lambs.
Deliveries of sheep and lambs were large. Prices were \$4.20 to \$4.50 per cwt. at Tuesday's advance. Selects sold at \$4.15 to \$4.75 per cwt., with an extra choice odd calf at \$5.50 per cwt.

Hogs.
The run of hogs was larger than for some time, nearly 2000. Prices were easy at Tuesday's advance. Selects sold at \$4.15 to \$4.75 per cwt., with an extra choice odd calf at \$5.50 per cwt.

McDonald & Marber sold as follows: 27 butcher cattle, 1020 lbs., at \$3.60 per cwt.; 11 do., 1065 lbs., at \$3.50; 4 do., 1000 lbs., at \$3.20; 10 do., 1003 lbs., at \$3.85; 22 do., 1275 lbs., at \$3.85; 8 do., 1003 lbs., at \$3.45; 16 do., 1275 lbs., at \$3.85; 9 do., 1275 lbs., at \$3.85; 2 export, 1780 lbs., at \$3.80; 4 butcher cows, 1210 lbs., at \$3.60; 45 sheep, \$3.50 per cwt.; 120 lambs, \$3.50 per cwt.; 6 veal calves, \$4.50 per cwt.

Migley & Wilson, commission sales agents, disposed of as follows: 24 butchers', 1100 lbs., at \$4.15 per cwt.; 2 do., 1045 lbs., at \$4.25; 4 do., 1080 lbs., at \$3.90; 10 do., 1000 lbs., at \$3.65; 15 do., 1040 lbs., at \$3.80; 7 do., 900 lbs., at \$3.25; 22 do., 925 lbs., at \$3.30; 5 do., 880 lbs., at \$3.30; 8 do., 1025 lbs., at \$3.20; 14 stockers, 970 lbs., at \$3.20; 8 do., 800 lbs., at \$2.75; 15 do., 810 lbs., at \$2.80; 4 do., 700 lbs., at \$2.90; 21 do., 500 lbs., at \$2.15; 14 do., 600 lbs., at \$2.15; 40 do., 500 lbs., at \$2.15; 50 canners, average \$2.15; 10 do., 500 lbs., at \$2.15; 10 do., 500 lbs., at \$2.15; 30 hogs, 150 lbs., \$2.15; Corbett & Henderson sold: 5 feeders, 1180 lbs., at \$3.80 per cwt.; 10 feeders, 1100 lbs., at \$3.75; 10 stockers, 800 lbs., at \$2.90; 10 do., 500 lbs., at \$2.15; 11 butchers and cows, 900 lbs., at \$2.75; 3 butchers, 890 lbs., at \$4.40; 1000 lbs., at \$4.25; 25 do., 1000 lbs., at \$4.40; 24 do., 1000 lbs., at \$4.75; 3 feeding pigs, 1100 lbs., at \$2.80; 4 cows, 500 lbs., at \$2.30; 3 milk cows, \$44 each; 60 lambs, \$4.40 per cwt.

George Bond sold at Western Cattle Market 1 load feeders, 1100 lbs., each, at \$3.75; 1 load light butchers, \$3.60 per cwt.; George Puddy bought 800 lbs. this week at \$3.15 to \$5.25 per cwt.

George Bond bought for Harris Abattoir Co. 199 fat cattle as follows: Picked 100 lbs., at \$4.15; 100 lbs., at \$4.15; 100 lbs., at \$4.15; fair to good at \$2.25 to \$3.00; common cows at \$2.25 to \$2.45.

C. Zeigler & Sons bought 35 feeders, 800 lbs., at \$2.80; 1 load stockers, 500 lbs., at \$2.45; 20 butchers, 800 lbs., at \$2.45; 1 load mixed cattle at \$3 to \$3.75; 1 load cows at \$3.25; 1 load feeders, 600 lbs., at \$2.25; 1 load feeders at \$2.15; 11 butchers and cows, 850 lbs., at \$2.25.

West-Dum was the heaviest dealer in sheep, lambs and calves, having bought 400 sheep at \$3.45, 1200 lambs at \$4.25 and 25 calves at \$3 per cwt.

E. Puddy bought 140 lambs at \$4.30 per cwt.

D. Bonntree bought for the Harris Abattoir Co. 200 lambs at \$4.25 to \$4.50 per cwt.; 15 calves at \$10 each, 12 cull sheep at \$3 per cwt.

Trum Bros bought 45 feeders of good quality, 1075 lbs. each, at \$3.60 to \$3.65 per cwt.

F. Hunslett, Jr., bought 40 butchers', 900 lbs., at \$2.45; 200 lbs., at \$3.80 per cwt.; 12 calves at \$4 to \$5 per cwt.

W. H. Mayne sold 1 load butchers' and feeders at \$3.50 to \$4 per cwt.

H. Hooper bought 2 milk cows at \$105 for the pair.

THE HOUSE OF QUALITY.

"AT YOUR SERVICE"

Three-piece Suits—
We want you to see our line of stylish blue and black serges and chevies—and we know it will be "all day" with your tailor for making your business suits at least—
You'll reason it out for yourself when you see the style and know the good fit—the fine tailoring and the fine imported woollens in the suits we sell—
Prices—18.00—20.00 and 22.00—
Overcoats as well—12.00 to 30.00—
Raincoats—10.00 to 30.00—
Fairweather's
44-46 Yonge St.

GREAT IS WOODBRIDGE FAIR MORE SUCCESSFUL THAN EVER

Several Thousand People Present and All Parts of Grounds and Buildings Were Crowded—No Accident Mars the Day.

Woodbridge, Oct. 20.—Another fair day has come and gone, and perhaps never in the history of the Vaughan Township and Woodbridge Agricultural Society has a more successful fair been held. The attendance on the grounds was not quite so large as last year, but there were nevertheless several thousands of people there, and all parts of the grounds and buildings were crowded. Two special trains were run from Toronto, both of which were filled. The one at noon carried the members of the Toronto Driving Club and their friends in two special coaches. Many people drove, and there were two tallboys, one containing the commercial travelers of the city, in white hats, and the other a party of Toronto grocers were also well represented.

Fortunately, there were no accidents, but during the judging of the gentlemen's turnouts, an accident was narrowly averted. While showing off their horses, a driver caught on the wheel of Mr. Griffin's rig. His horses made a bolt and smashed the wheel. Mr. Griffin was pulled over to the dashboard, but gallantly held on to the lines, and was dragged a long way before the crowd stopped the runaway. He hitched up to another rig and again joined in the contest.

Two squads of the Governor-General's Body Guards gave an interesting exhibition of field manoeuvres. The first prize went to a squadron of Brampton, consisting of Ira Kee, E. W. Holby, W. Hunter and M. C. Ham. A grand won second and was captained by Sanford Smith. The others of the squad were Sergt. White, Sergt. Macklem and Corp. Idenden.

There were many sideshows on the grounds, and some fairies, who had an unpleasant experience by having their apparatus confiscated. One man had his head with \$14 on taken from him. A show that came yesterday was ordered off the grounds.

The features of the day were the 2.50 trot, F. C. Rowntree's Captain Stubbs was first in the first two heats, and then went lame. The heats were as follows:

E. Beamish's Antle	2	3	1	1
R. Biggers' Polly B	4	3	1	2
R. Teft's Maud R	3	4	2	3
Rowntree's Captain Stubbs	1	1	4	
Rowntree's Jack	5	4		

In the open trot, H. Cook's Velina won first and H. Shaw's Harry S. second. The heats were:

H. Cook's Velina	2	1	1
H. Shaw's Harry S	1	3	2
R. Smith's Little Dick	4	4	3
F. Rowntree's Capt. Stubbs	4	4	3

There was a footrace of 100 yards between James McMurray and Nelson Holland of Toronto, in which the latter won.

The judges were W. J. Bell, Beeton, R. C. Ferri, Markham, A. Dobson, Brampton.

The banquet of the fair was more largely attended than usual, and the same pleasant after-dinner speeches, complimentary of the fair, characterized their general tenor. President Edley presided, and proposed the toast of the "King," which was heartily responded to. F. Wallace, secretary, proposed the toast of "Canada," to which J. W. St. John, M.L.A.; W. J. Hill, W. H. Pugsley and W. A. Skeans responded. Mr. St. John dealt with the national life, citizenship and destiny of Canada, instancing its possibilities in the great wheat area of the Northwest, and the sturdiness of its sons in having the champion sculler, champion rife-shot and champion golf player in Canada Canadian laurels in foreign countries in agricultural products was also touched upon.

Mr. Hill confined himself to congratulating the directors on the success of the fair, and the exhibitors upon the excellent showing they made.

W. H. Pugsley spoke of Canada as past and parcel of the empire. By his

BLAIR TO STUMP COUNTRY LAST WEEK OF CAMPAIGN

St. John Telegraph That Knows What is Doing Says He Will.

The St. John Telegraph, Hon. A. G. Blair's paper, says editorially, yesterday: "The political sensation of the first magnitude is Hon. Mr. Blair's resignation from the railway commission, together with the authoritative announcement that he will, during the closing week of the campaign, publicly reaffirm his objections to the government's bargain with the Grand Trunk Railway Company."

The proposal to make this bargain drove from the cabinet of Sir Wilfrid Laurier the foremost railroad authority and one of the most eminent men in Canada. The proposal to sacrifice a scheme upon the country in the face of widespread public hostility to the principal features, drives the same man from the cabinet of a great government, and makes him once more the champion of the true interests of the Canadian people in a crisis of the gravest character.

The never-anxious and unanswerable indictment of the Grand Trunk Pacific bargain made by Hon. Andrew G. Blair, when he stepped from the cabinet of which he was a bulwark, was an indictment which voiced the already great disapproval of the railway measure and increased the volume of that disapproval many fold.

The resignation of Mr. Blair, at this time, and the announcement which accompanies it, will lend new force and depth to the swelling tide of popular feeling which animates this great country to-day and which the government is ignoring to its peril and to its undoing.

Every word of Mr. Blair's terrific arraignment of the Grand Trunk Pacific policy rings true to-day as it did when he first uttered it from his place in parliament. His statements that the proposing party is not a proper solution of the national transportation question, that it will not guarantee the carriage of Canadian freight to Canadian ports, that the proposed expenditure under the contract is a sheer and unjustifiable waste of public money—how have apologists for the bargain answered them? By flowery generalizations and by the great question, "Canadians and their children are to enjoy. The principal assaults upon the bargain have been made by Mr. Blair, and his every principal feature, have not been met, nor will they be. The future of the country hangs in the balance. But there is no reason why it should be mortgaged for the benefit of a corporation which has invested millions in a terminal on the wrong side of the international boundary. It is a proposition which is in progress, and that its people are confident of the future are facts of common knowledge and common sense. It is not a matter of their consent, but they cannot justify any government in making a gift of amazing proportions to the Grand Trunk.

Our prosperity and our confidence, our patriotism and our common sense made it our duty to build a people's road for the people, and to guard us with absolute certainty against the exportation of the great trunk, and the fact that Canadian traffic would be diverted from Canadian soil.

The Grand Trunk is a tremendous political and national blunder which will impose an unbearable and unanswerable burden on the taxpayers of this country and deliberately invite dangers which will never cease to avoid.

The people of Canada demanded that the next transcontinental railroad be a national one, and that it be built from coast to coast; that it be the creature and the useful servant of the people; that it be built by the people, and that its people be confident of the future are facts of common knowledge and common sense. It is not a matter of their consent, but they cannot justify any government in making a gift of amazing proportions to the Grand Trunk.

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