The Dominion Bank

INCORPORATED 1871. TOTAL ASSETS $48,000,000

FARMERS' SALE NOTES discounted at lowest current rates.

Special attention given to **Savings Accounts.** Interest paid or added to principal four times a year at highest current rate.

General Banking Business transacted.

LONDON BRANCH: CORNER DUNDAS and TALBOT STS.

C. A. ROSS, Manager.

PRICES EASIER BRISK DEMAND

LOCAL MARKET.

Tuesday, Oct. 6.

Although prices were inclined to be a little easier in most lines there was a fairly brisk demand, as the only line that sales were at all slow was for certain classes of vegetables.

Grain—Twenty large loads of oats were offered. The demand was moderately brisk, and prices were steady at $1 to $1 17 per cwt. Most of the loads sold at $1 08 to $1 10 per cwt. Wheat steady at 90c per bushel.

Hay and Straw—Twenty-five loads of hay was offered, and the demand was good at $11 to $11 50 per ton for the best loads, and $10 to $10 50 for second quality. Straw sold at $6 50 per ton.

Butter and Eggs—Butter scarce, and about one cent per pound higher than on Saturday. Sales were made today at 23c for choice crocks and 24c for pound rolls. Eggs, scarce and prices very firm at 22c to 23c for crates and basket lots; for the single dozen 25c was asked.

Vegetables and Roots—Potatoes were slow and the supply was light; prices steady, at 70c to 80c per bag for the load or ten-bag lots, and 85c when only one bag was purchased; tomatoes were higher, at 25c per basket wholesale; celery sold quickly at 35c per dozen; onions dull, at 75c to 80c per bu; beets, 40c per dozen; carrots, 35c per bu; turnips, 25c.

Poultry—Old fowl steady in price, at 6c to 7c per lb alive and 8c dressed; chickens, 8c to 9c per lb alive and 10c to 11c dressed; turkeys, 11c per lb alive and 13c dressed.

Fruits—Peaches scarce, at 50c to 80c per basket; grapes higher, at 20c to 25c per basket wholesale; quinces, 50c to 60c per basket; chestnuts, $3 per bu, which is a little higher than on Saturday; crab apples, 50c per bu; pears sold well at 60c to 90c per bu.

Dressed Hogs—Quite a few in; prices easier, at $8 50 and $9 per cwt; most of the sales at the higher price.

Butchers' Meats—Beef went at $5 50 to $6 50 per cwt; lamb easier, at 9½c to 10c per lb by the carcase; veal, $9 and $9 50 per cwt.

INSURANCE

FIRE--ACCIDENT--LIFE

'Phone 343.

380 Richmond Street.

J. A. NELLES & SON

DAIRY MARKETS.

FARNHAM.

Farnham, Oct. 5.—One hundred and twenty-five boxes of butter offered and sold at 25¼c; seven buyers present.

SHERBROOKE.

Sherbrooke, Oct. 5.—Salt butter, 237 boxes at 25c; no fresh butter or cheese offered.

LINDSAY.

Lindsay, Oct. 5.—At the cheese board meeting today 854 boxes were offered; 784 were sold at 12 3-16c; 12½c was offered for the balance, but was refused.

ELGIN.

Elgin, Ill., Oct. 5.—Butter—Firm, 27½c; sales for the week, 678,000 lbs.

UTICA.

Utica, N. Y., Oct. 5.—Transactions in cheese on the Utica dairy board of trade today were as follows: 37 lots at 12¼c to 12⅞c; no creamery butter reported; prices rule at 28c.

CHICAGO.

Chicago, Oct. 5.—Butter—Steady; creameries, 20c to 26c; dairies, 18c to 22c.

Cheese—Steady, 13c to 14c.

NEW YORK.

New York, Oct. 5.—Butter—Firm; receipts, 5,154 packages; creameries, specials, 28c; do, extras, 27½c; thirds to firsts, 18c to 25c; state dairy, common to finest, 18c to 25c; process, common to special, 15c to 23c; western factory, firsts, 19c; western imitation creamery, firsts, 19½c to 20c.

Cheese—Quiet; receipts, 739 boxes; state full cream, specials, 13¼c to 14¼c; do, small colored or white, fancy, 13c; do, large colored or white, fancy, 12½c; do, good to prime, 12c to 12½c; do, common to fair, 10¼c to 11¼c; skims, 2c to 10¾c.

SUGAR MARKETS.

TORONTO.

Toronto, Oct 5.—Sugar—Firm; Montreal granulated, per cwt, in barrels, $4 80; yellow, $4 40; in bags, 5c less; Acadia, in barrels or bags, $4 70; Ontario beet, in barrels or bags, $4 70.

NEW YORK.

New York, Oct. 5.—Sugar—Raw nominal; fair refining, 3.42c to 3.48c; centrifugal, 96° test, 3.93c to 3.98c; molasses sugar, 3.18c to 3.23c; refined steady; No. 6, $4 80; No. 7, $4 75; No. 8, $4 70; No. 9, $4 65; No. 10, $4 55; No. 11, $4 50; No. 12, $4 45; No. 13, $4 40; No. 14, $4 25; confectioners' A, $5; mold A, $5 55; cut-loaf, $6; crushed, $5 90; powdered, $5 30; granulated, $5 20; cubes, $5 45. Molasses—Steady; New Orleans, open kettle, 28c to 42c.

LONDON.

London, Oct. 5.—Raw sugar—Muscovado, 10s; centrifugal, 11s; beet sugar, October, 9s 5¼d.

BEAN MARKET.

DETROIT.

Detroit, Oct. 5.—Beans—Spot, $2 15; October, $2 15; November, $2 15; December, $2 15; all nominal.

OIL MARKETS.

OIL CITY.

Oil City, Pa., Oct. 5.—Credit balances, $1 78.

LONDON.

London, Oct. 5.—Petroleum, American refined, 6 13-16d; spirits, 7¼d.

ANTWERP.

Antwerp, Belgium, Oct. 5.—Petroleum, 22 francs.

COTTON MARKETS.

NEW YORK.

New York, Oct. 5.—Cotton—Futures closed barely steady. Closing bids: October, 8.64c; November, 8.49c; December, 8.50c; January, 8.27c; February, 8.26c; March, 8.28c; May, 8.29c; June, 8.30c.

Spot closed quiet, 10 points decline; middling uplands, 9.05c; middling gulf, 9.30c; sales, 4,500 bales.

PRODUCE MARKETS.

TORONTO.

Toronto, Oct. 6.—There is still a considerable margin between bid and asked prices on wheat. Bran and shorts are strong. Local dealers' quotations are

Wheat—Ontario No. 2 white or red, outside, 90c to 91c; No. 2 mixed, 90c to 90½c; Manitoba wheat, spot, No. 1 northern, $1 04½; No. 2 northern, $1 02½, at Georgian Bay ports; No. 1 northern, for late October shipment, $1 02½; No. 2 northern, $1 00½, on track at Georgian Bay ports.

Barley—No. 2, 56c to 57c; No. 3 extra, 55c to 56c; No. 3, 54c to 55c.

Oats—Ontario No. 2 white, 38c to 38½c outside; No. 2 mixed, 37c to 38c outside.

Corn—Nomnial, at 86c to 86½c, Toronto freights, for Nos. 2 or 3 yellow.

Rye—No. 2, 79c to 80c outside.

Peas—No. 2, 88½c to 89c outside.

Buckwheat—Nominal, at 65c outside.

Bran—Scarce and quiet; quoted at $21 to $22 per ton in bags outside.

Shorts—Quiet, $24 to $25 per ton in bags outside.

Flour—Manitoba firm; first patents, $5 80; seconds, $5 20; strong bakers, $5 10; Ontario winter wheat patents, for export, $3 50 to $3 55.

HAY MARKET.

TORONTO.

Toronto, Oct. 5.—Baled Hay—Timothy is quoted at $10 50 to $11 in car lots on track here, with No. 2 at $7.

Baled Straw—Prices range from $6 to $7 per ton in car lots here.

LIVE STOCK MARKETS.

CHICAGO.

Chicago, Oct. 6.—Cattle receipts 11,000; 5c to 10c lower; beeves, $3 50 to $7 40; Texans, $3 35 to $4 80; westerners, $3 20 to $5 80; stockers and feeders, $1 60 to $5 45; cows and heifers, $2 50 to $4 65; calves, $5 75 to $8.

Hogs.—Receipts, 17,000; 10c lower; light, $5 90 to $6 70; mixed, $6 to $6 85; heavy, $6 10 to $6 90; roughs, $6 10 to $6 30; good to choice heavy, $6 55 to $6 65; pigs, $3 25 to $5 60; bulk of sales, $6 25 to $6 60.

Sheep—Receipts, 24,000; strong, to 10c higher; native, $2 50 to $4 50; western, $2 65 to $4 50; yearlings, $4 50 to $5 10; lambs, $4 25 to $6 50; western $4 25 to $6 50.

EAST BUFFALO.

East Buffalo, Oct. 6.—Cattle receipts 150 head; fairly active and steady; prime steers, $5 85 to $6 35.

Veals—Receipts 100 head; active and 24 cents lower; $5 to $9 25.

Hogs—Receipts, 5,100 head; slow; pigs, 10c to 15c higher; others, 10c to 20c lower; heavy $6 90 to $7 05; mixed, $6 60 to $6 90; yorkers, $6 25 to $6 75; pigs, $4 to $5 75; roughs, $5 40 to $5 85; dairies, $6 to $6 50; grassers, $5 75 to $6 50.

Sheep and Lambs—Receipts 1,600 head; active and steady, unchanged.

STOCK MARKETS.

TORONTO.

Toronto, Oct. 5—Close.	Morning.		Afternoon.	
	Ask.	Bid.	Ask.	Bid.
General Electric	102	..	102	98
Canadian Pacific	..	177½	..	..
City Dairy, com	25	..	25	..
Northwest Land	$105	..	$105	..
Consumers' Gas	..	198½	..	196½
Dom. Coal, com	..	50½	..	50
Dom. Steel, com	..	16	..	16
Dom. Telegraph	..	100	..	100
Illinois, pfd.	..	88	..	87½
Woods, com.	91	..	91	..
Laurentide, com.	..	98	..	98
Laurentide, pfd.	..	108	..	108
Mackay, com.	69	68	68¾	68⅝
Mackay, pfd.	68½	67¾	69	67½
Mexican L. & P.	75⅝	75	75¾	74
Mexico Tramway	126	..	..	..
Minn. & St. Paul	..	123	..	121¾
Niagara Navigation	122	120	..	120
Nipissing Mines	9	8½	9	8⅝
Northern Nav.	94	..	94¾	..
North Star	11	..	..	..
N. S. Steel, com	51	49	50	48
Prairie Lands	200	..	200	..
Rio de Janeiro	66	65	66	65
Sao Paulo Tram	151¾	151	151½	150¾
St. L. & C. Nav	126	..	126	..
Toronto Railway	..	102¼	..	102
Twin City Railway	90	88½	90	88¾
Winnipeg Railway	162¾	162¼	162¾	..
Bank of Commerce	..	159½	..	159½
Dominion Bank	..	228	..	228
Bank of Hamilton	193	..	193	..
Imperial Bank	220½	220	..	..
Standard Bank	219	218	219	218
Traders' Bank	130½	129¾	130½	129¾
Agricultural Loan	..	119	..	119
Canada Landed	..	126½	..	126½
Canada Permanent	138	136½	138	136½
Central Canada	..	160	..	160
Colonial Loan	..	61	..	..
Dom. Savings	..	70	..	70
Hamilton Provident	120	..	120	..
Huron & Erie	..	180	..	180
H. & E., 20% paid	..	166½	..	..
London & Canada	..	105	..	105
National Trust	..	150	..	150
Ontario Loan	..	131½	..	131½
Ont. Loan, 20% paid	..	120	..	120
Real Estate	..	85	..	85
Toronto Mortgage	..	109	..	109
Elec. Dev., bonds	85	..	86	..
Mex. Power, bds	89½	..	89	..
Rio, 1st mortgage	88	87¾	88¼	87¾

Afternoon Sales: Dominion Steel, preferred, 25 at 65; Winnipeg, 3 at 163, 25 at 162½; Mackay, common, 25 and 19 at 68½, 25 at 68¾; do, preferred, 25 at 68; Mexican L. & P., 1 at 76; Twin City, 25 at 89¼; General Electric, 5 at 100; Toronto Railway, 5 at 102½.

MONTREAL.

Montreal, Oct. 5—Close.	Morning.		Afternoon.	
	Ask.	Bid.	Ask.	Bid.
Canadian Pacific	179	177	177¾	177
Detroit Railway	41	40¼	41	40¾
Dom. Coal, com	51	50¾	53	50
Dom. Steel, pfd	100	..	100	..
Dom. Steel, com	17¼	17	17¼	17
Dom. Steel, pfd	65¼	64½	65¾	64½
Havana Electric	33	31¼	..	..
Havana, pfd.	82	..	..	..
Illinois, pfd.	88	87½	89	87⅝
Woods, com.	..	89	91	..
Woods, pfd.	..	112	..	112
Laurentide, com.	..	99	..	..
Laurentide, pfd.	112	110	..	..
Mackay, com.	68½	68	69¼	69
Mackay, pfd.	69	67½	..	..
Mexican L. & P.	75½	75⅜	75	74½
Minn. & St. Paul	125¾	125½	125	124⅞
Montreal Power	105	104⅞	104⅞	104¾
Montreal Railway	187	186½	187½	187
Montreal Steel	..	72	..	..
N. S. Steel, com	50¼	49	..	..
Ogilvie, com.	102½	100	102½	100
R. & O. Navigation	74	71½	74	71½
Rio de Janeiro	65⅝	65¾	..	..
Toledo Railway	..	..	8	6
Toronto Railway	..	103	104	103⅜
Twin City Railway	89¼	88	89½	89
Winnipeg Railway	..	162¼	162¾	..
Radial, bonds	98	94½	98	94½
Bank of Commerce	160	159¼	160	159¼
East. Town. Bank	..	147	149	..
Imperial Bank	..	219¾	..	219¾
Merchants' Bank	..	154	..	..
Bank of Montreal	231½	230	..	231½
Bank Nova Scotia	278¼	274	278¼	274
Royal Bank	216	..	214	..
Dom. Textile, pfd.	..	83¼	87	83½
Colored Cotton, bds.	..	..	96	..
Dom. Cotton, bds.	97	96	97	96
Dom. Steel, bonds	76	75	75½	75⅛
Halifax Tram, bds.	..	96	..	96
Keewatin, binds	..	96	..	98
Woods, bonds	107	..	107	..
Laurentide, bonds	..	..	112	107
Mex. Electric, bds.	..	..	89½	..
Mex. Power, bds.	89	..	89	..
Montreal Ry., bds.	101	..	101	..
N. S. Steel, bonds	109	106	109	106
N. S. Con., bonds	104	101	104	101
Price, bonds	..	..	100	..
Rio, bonds	..	..	88¼	87½
Textile bonds, A.	85	84	85	84
Textile bonds, B.	87	85	87	85
Textile bonds, C.	85	84	85	84
Winnipeg, bonds	..	101	..	101
Shawinigan Power	..	77	..	77
Penmans, com.	..	32	..	..

Afternoon Sales: C. P. R., 25 at 177¾, 25 at 177; Montreal Railway, 70 at 187, 2 at 187; Mexican, 200 at 75, 100 at 74¾, 50 at 74½; Soo, common, 50 at 125; Toronto Railway, 25 at 103, 8 and 5 at 103½, 2 at 104; Detroit, 20 and 100 at 40½, 5, 50 and 40 at 40¾, 5 at 41¼; Scotia, common, 10 at 50; Bank of Commerce, 4 at 160; Rio, 500 at 87½; Mackay, common, 45 at 69; Twin City, 20 at 88½; Winnipeg Electric, 25 at 163; Iron, common, 25 at 17; General Electric, 5 at 100½.

NEW YORK.

New York, Oct. 5.	Open.	High.	Low.	Close.
Amal. Copper	75¼	76⅞	75	75
Amer. Locomotive	46¼	47	46¼	46¼
American Sugar	131	131⅞	131	131⅞
American Smelting	87	89⅛	86¾	86¾
Anaconda	43¾	44½	43⅛	43⅞
Atchison, com.	88⅛	89¾	88	88
Atchison, pfd.	95⅛	..	..	..
Baltimore & Ohio	97¾	98⅝	97¼	97½
Brooklyn Transit	49	50⅛	49	49¼
Canadian Pacific	176¾	178	176⅝	177
Col. Fuel & Iron	34⅞	35¾	34½	34½
Chesapeake & Ohio	41¼	42	41¼	41½
Chicago & G. W.	7	..	..	..
St. Paul	135½	138¼	135	136¼
Rock Island	19¾	20	19⅝	19⅝
Rock Island, pfd.	44½	46⅛	44⅛	45
Distillers	30⅜	30⅞	30⅜	30⅞
Erie, com.	29½	31¼	29⅜	30
Erie, 1st pfd.	42½	44	42¼	43¾
Erie, 2nd pfd.	41¼	42	41¼	41½
Illinois Central	138⅝	140	138½	140
Louisville & Nash.	106¼	106¼	105	105
National Lead	83½	84¾	82½	82¾
Great Northern	131	134⅞	131	133⅛
Northern Pacific	137⅝	143½	137⅝	141⅞
Missouri Pacific	55	..	..	..
Kansas & Texas	30	31¼	30	30½
Kansas & Tex., pfd.	64⅝	64¾	64⅝	64¾
Norfolk & Western	73	74½	73	74½
New York Central	105	105½	105	105
Ontario & Western	41	41½	41	41¼
Pennsylvania	123	123⅝	123	123½
Pacific Mail	25¼	..	..	..
Pressed Steel Car	34⅞	35¾	34½	34½
Reading	131	133¾	131	131½
Republic Steel	22¼	..	..	..
Southern Pacific	104¼	105⅝	103⅛	103⅛
Southern Railway	21½	21⅞	21¼	21½
Southern Ry., pfd.	52	52¾	52	52¾
Texas Pacific	25	25	24¾	24¾
U. S. Steel	45	46	45	45¼
U. S. Steel, pfd.	109⅛	109¼	108½	108½
U. S. Steel, bonds	101¾	102	101¾	101⅞
Union Pacific	163¾	166½	162⅞	163

TYPHOON HITS U. S. BATTLE FLEET

Outrides a Terrific Hurricane in the Harbor of Manila.

Manila, Oct. 5.—The Atlantic battleship fleet has safely outridden a hurricane which swept Manila Bay for twelve hours and did much damage ashore.

Typhoon signals were displayed early Sunday morning, but the storm broke over the bay suddenly and unexpectedly at noon. It was impossible to hoist the cutters and launches belonging to the fleet because of the danger of smashing them against the steel sides of the battleships, and the little craft were sent scurrying inside the breakwater into the Pasig River, where they remained all night.

The storm increased rapidly in intensity and the torrential rains shut in the ships.

At 8 o'clock Sunday night the storm had reached its height, and it then gradually tapered down until at midnight it was comparatively calm, although heavy seas swung across the harbor.

During the storm all the battleships had steam up ready for any emergency. Rear Admiral Sperry finally ordered the flagship Connecticut and the Kansas, Minnesota, Vermont, Virginia and Ohio under way. They were close to the breakwater and Admiral Sperry feared they might drag anchors. The six vessels steamed down close to Cavite, where they anchored.

At times the wind blew at the rate of 100 miles an hour. All communication with shore was cut off. It was impossible during the height of the storm to see the warships through the haze of rain and spray.

On shore it was dangerous to go about. Several carriages were overturned by the wind, trees were blown down, electric wires were broken and several buildings were unroofed. Amor the buildings unroofed was the depot o. the commissary.

There was no shore leave today among the officers, the only ones who are allowed in the city on account of the cholera, and as a consequence none of them were caught away from their ships, where every man was needed in the fight with the elements.

Hans Streit, a coal passer on the battleship Vermont, died Saturday.

PLEASES MISS ELLIOT

Is Glad That Goodwin's Action Has Severed Matrimonial Tie.

Philadelphia, Oct. 5. — Maxime Elliott, who is playing in this city, refused to be interviewed with reference to the divorce granted her husband, Nat Goodwin, yesterday, on the ground of desertion. Manager Appleton, however, said: "Miss Elliott is more than glad that the divorce has been granted. For several years she has contemplated bringing the action herself, but the thought has been so distasteful that she delayed action. Now that Mr. Goodwin has taken the initiative in suing her for desertion, she is very much relieved."

FIELDING ON THE HALIFAX PLANKS

Extravagant Expenditure Promised by Conservatives in Bribes to Electors.

Cobourg, Oct. 5. — Unusually effective and skillful was the argument utilized by Hon. W. S. Fielding here tonight with respect to the Conservative charges of extravagance in the management of public affairs. He referred to the celebrated Halifax platform of the Conservative chieftain, showing as a plank in that platform the public ownership of puolic utilities. Taking the general understanding that railways were meant by that plank, Mr. Fielding left it to the imagination of his audience as to what such an action as the purchase of the railways would cost the people of the country. Dealing with a similar subject, the Minister of Finance mentioned the promise of Hon. George E. Foster to construct a tunnel connecting Prince Edward Island with the mainland. Engineers estimated that such a work would cost anywhere between nine and forty millions of dollars. If the Conservative party were prepared to spend vast sums like that, supposing they gained power, he did not think they could call the present Liberal Administration extravagant. That the citizens of this town and the farmers of West Northumberland appreciated this setting of the political scenery was beyond all doubt, for they applauded long and loud. The meeting was held in the Opera House, and so great was the desire to hear the man who takes care of Canada's money that scores of persons were forced to stand. The gathering, reflecting as it did the spirit of Liberalism here, might also be taken as a tribute to the worth of the late member, Mr. J. B. McColl. Both the minister and Mr. McColl were presented with huge bouquets by little Miss Lena Field during the evening. At the conclusion of the speaking the minister was escorted back to his hotel with a torchlight procession, while the streets were a blaze of color from rockets and fireworks.

A SOLE SURVIVOR PICKED UP AT SEA

Crew of a Belgian Ship Lost in the South Atlantic.

Mobile, Ala., Oct. 5.—A message received here today by the collector of the port states that the Belgian steamer Tiflis arrived at Port Arthur, Texas, today, and reports picking up at sea a raft having on board Alexander Sjohlm, sole survivor of the crew of the American steamer Buleah McCabe, and one dead body. Sjohlm reported that his companion died from exhaustion and starvation.

The raft was picked up 200 miles south of the Bahamas. Sjohlm, who reported that the McCabe had encountered a hurricane and foundered, was in an exhausted condition. Everything and every soul went down with the exception of himself and the dead man.

The following is a list of the crew: Capt. E. W. Bailey; R. G. Undersen, boatswain; J. A. Sjohlm, J. Erricklasen, Emile Johnston.

THE HAINES CASE

Trial of Annis' Slayer to Come Before October Jury.

New York, Oct. 5.—Mrs. Peter C. Hains, jun., defaulted in the King's County supreme court today by failing to file, through her counsel, an affidavit of specifications in a postponed hearing of her motion for alimony, counsel fees and custody of her children, which was originally made some time before the shooting of William E. Annis by her husband at the Bayside Yacht Club.

General Peter C. Hains, father of the Hains brothers, said that he did not think Mrs. Hains' affidavit will be filed before the murder trial. The October grand jury, to whom the Hains case will be presented, was sworn in today. The fewest possible number of witnesses will be used by the district attorney to establish merely the murderous killing of Annis by Captain Hains, with T. Jenkins Hains as accessory.

The matter of sanity will be left for the defence to introduce at the trial.

NOT TO WED EDNA.

Reno, Nev., Oct. 5.—Nat Goodwin, the comedian, who was granted a decree of divorce from Maxime Elliott in the record breaking time of eleven minutes yesterday, today vehemently denied that he has any intention of marrying again. He said Edna Goodrich, his former leading lady, had nothing to do with the divorce. Miss Goodrich will not be with the Goodwin company this season, the comedian declared.

WILD SCENE IN COURT.

Los Angeles, Cal., Oct. 5. — There was a scene of riotous disorder in Justice Austin's court today, in which several persons were slightly injured in an attempt to lynch Edward Martin, the negro who assaulted Miss Edith Ralston, a concert singer at College Grove, Friday night. Martin was spirited away to Superior Judge Wilbur's court, where he pleaded guilty and was sentenced to life imprisonment.

BURNED TO DEATH.

Detroit, Mich., Oct. 5.—Jas. Moss, colored, who was visiting the colored janitor, was burned to death early today in the Lewis Block 92-94 Griswold street, when a fire that started in the basement, spread through the five floors and broke out through the roof. Janitor James Handy escaped with severe burns. The blaze was quickly controlled, and the property loss will not exceed a few thousand dollars.

PUBLIC SCHOOL FOOTBALL LEAGUE

Divided Into Two Groups Consisting of Eight Teams Each—Schedule.

At a recent meeting of the Principals' Association the Public School Football League was organized for the fall of 1908.

The following officers were chosen:

Precident—F. J. H. Campbell, 845 Queen's avenue.

Secretary—G. R. Theobald, 5 St. George street.

Councillor—G. F. Copeland, 798 Queen's avenue.

Eight Teams.

The eight teams entered in the league have been divided into two groups of four each, viz., eastern and western.

The eastern group consists of Princess, Rectory, Lorne and Aberdeen, and the western of St. George's, Talbot, Colborne and Victoria.

The winner of each division will play final games for the championship.

The Rules.

The eastern games will be played on Tuesdays and Fridays, and the western games on Mondays and Thursdays of each week. The games to be called at 4:30 p.m., of the day scheduled. Teams failing to report on grounds within a reasonable time forfeit the game.

The home team to supply ball, goal posts, flags, etc.

The grounds to be 100x50 yards, or as near to these dimensions as possible.

The grounds to be marked with flags at each corner, and one flag at the centre of each touch line.

The goal posts to be six yards apart and the bar to be suspended six feet from the ground.

The penalty area to be nine yards each side of the goal posts, and eighteen yards from the goal line. On a penalty kick the ball is to be placed twelve yards from the goal line. Penalty kicks to be allowed only on a deliberate foul within the penalty area.

Referees shall see that the rules regarding grounds, poles, etc., are enforced.

Any referee unable to act shall report to the president as soon before the game as possible so that a substitute may be obtained.

The captain of the winning team shall be responsible for the reporting of the results of the game the same night to F. J. H. Campbell, 845 Queen's avenue, or G. F. Copeland, 798 Queen's avenue.

The home grounds of the teams are as follows: Western Division—St. Georges, corner Adelaide and Oxford; Talbot, C. P. R. diamond; Colloorne, C. P. R. diamond; Victoria, Cove Ranges.

Eastern Division—Princess, C. P. R. diamond; Rectory, the school grounds; Lorne Carling's Heights; Aberdeen, Chelsea Green.

The schedule:

Western Division.

Monday, Oct. 12—St. Georges vs. Talbot; M. W. Althouse. Colborne vs. Victoria; Dr. J. F. Bryant.

Thursday, Oct. 15—Victoria vs. Talbot; H. B. Trout. Colborne vs. St. Georges; W. R. Ellison.

Monday, Oct. 19—St. Georges vs. Victoria; G. F. Copeland; Talbot vs. Colborne; G. P. Keys.

Eastern Division.

Friday, Oct. 9.—Aberdeen vs. Princess; B. Hayman. Rectory vs. Lorne; G. R. Theobald.

Tuesday, Oct. 13—Rectory vs. Aberdeen; W. J. Snelgrove; Lorne vs. Princess; M. W. Althouse.

Friday, Oct. 16—Princess vs. Rectory; Mel. Brock. Lorne vs. Aberdeen; G. R. Theobald.

The games will be played on the grounds of the teams first mentioned.

It is recommended that teams provide themselves with "The Western Ontario Football Guide."

The second series will be published later.

POLITICAL GOSSIP

Dr. Rankin, Liberal candidate for North Perth, has just returned from a ten days' tour of his constituency, and on Saturday night at a large Liberal rally at Stratford told of his canvass. His reception all over the north has been most encouraging and everywhere he found the Liberals well organized. Organization meetings had been held in each township, and not only the Liberals but many Conservatives were enthusiastic for the return of the Liberal Government. This was due to the entire satisfaction with the present Liberal administration. He was assured that the local election was lost largely through lack of organization. In one division alone some sixteen votes were unpolled through apparent lack of attention. This would not happen again, and the country divisons were sure that if an even break was made in Stratford the Liberals would easily win.

At Sittsville yesterday afternoon before an audience of about three hundred, representing the Carleton County Conservative Association, Mr. R. L. Borden formally accepted the offer of nomination to be again the Conservative candidate for the riding, which gave him sanctuary after his defeat in Halifax in 1904. Mr. Borden, in accepting the nomination, briefly recounted the incidents over which he had no control, and which had led to his acceptance of Carleton's offer to be its representative in the Commons. Now, he added, his friends in Halifax were again asking him to represent them in Parliament. He had an equal right with the Prime Minister to contest two ridings, and he would reserve the right to say after the election which seat he would hold. The leader of the Opposition then spoke at some length on the issues of the campaign, repeating with little variation the addresses given at his previous meetings in the Province. Brief addresses were also given by Hon. W. J. Hanna and Col. Hugh Clark, M. P. P.

The Vancouver Daily News-Advertiser, which is strongly Conservative, pays this tribute to Mr. Mackenzie King: "Though it is possible that Mr. Mackenzie King's usefulness as a deputy minister might, under any circumstances, be curtailed at an early date by the operation of the vote at the general elections, we think that his resignation at this time of a post to which he has been a signal honor and to which he has devoted the best powers of a singularly able mind will be learned with general regret by all parties. Mr. King's career in the public eye has been short, but very brilliant. The retiring deputy minister of labor is one of that small body of men who are able to balance both sides of a question with calm judgment, no matter what their political proclivities. We are pleased to have this opportunity of paying a just meed of praise to his work, not only in the east, but more particularly on this coast. We are of the opinion that Mr. King, still a young man, is destined to go very far as a public servant, and are confident that to whatever side his valuable services are given these will be of benefit to the country. We cannot tender him our best wishes for his success in North Waterloo, but we can, and do, so far as party restrictions will permit, express the hope that, whatever the result of the Government's appeal to the electorate, Mr. King may be detailed to some position in which the Dominion will continue to enjoy his services."

The Vancouver World says: "When a man gets to the top of one tree the only way to go any higher is to come down and climb up another. Mr. Mackenzie King has most decidedly reached the top of the tree of the permanent civil service. As deputy minister of labor he has made a reputation so splendid that his best friends may well doubt his wisdom in closing the record and attempting to build up a new one. His achievements are too familiar to the public to need recapitulation here, but we may say that the man who one month started the wheels moving which will put a stop to the Canadian opium traffic, and the next month made heard throughout the country the bitter cry of the children employed in the eastern mills, established by these things alone a large claim to the gratitude and applause of his fellow-citizens."

A COSTLY CHASE AFTER A CHICKEN

Pullman Car Porter Got Left at Small Station.

Toronto, Oct. 6.—A porter on the Pullman car Roumelia, which is usually attached to the G. T. R. night express No. 5, running between Montreal and Toronto, is sad. The Roumelia arrived on Friday, but not the man who takes care of it, and as a consequence Mr. Porter is suspended for a month, all on account of a chicken which in a fatal moment wandered onto the track while the train was stopped for a few minutes at the little town of Grafton, 10 miles east of Cobourg. The unfortunate porter's car was at the end of the train and it appears that as he was standing on the platform taking a few breaths of morning air he espied an innocent fowl not more than 10 feet down the track. Having heard the train was to stay at Grafton for five or ten minutes, Mr. Porter yielded to the call of the wild and made a dash for the unsuspecting bird. The chase developed into a hunt which led the porter far into a neighboring field and behind a big barn just far enough away for him not to notice the sudden departure of the train. When at last he was aware of the moving train he turned and gave chase, but it was too late. The foully deceived porter arrived in Toronto on a local train and was summoned to the Pullman office on Saturday with above-mentioned result.

JANE KISSACK DEAD.

Windsor, Ont., Oct. 6.—Mrs. Jane Kissick, 82 years old, a resident of Windsor for more than half a century, is dead. Mrs. Kissick came from England in 1826, as the wife of Thomas Balmer, a school teacher. After the death of her husband, she conducted the first millinery store in the city, remaining in business about 40 years before she became the wife of Thomas Kissick, who survives her.

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THE LATE W. J. TOBIN

Sudden Death of Well-Known Resident of Enniskillen Township.

A Petrolea correspondent announces the death of Mr. William J. Tobin, who passed away suddenly at his home, lot 8, con. 8, Enniskillen, on Sept. 24. The funeral took place at St. Philip's Church, Petrolea where solemn high mass was celebrated by Rev. P. J. Gnam, assisted by Rev. John J. Craven, of Galt, cousin of deceased, as deacon; Rev. P. J. McKeon, of London, as sub-deacon, and Rev. D. Foster, of Mount Carmel, as master of ceremonies. Rev. Dr. O'Neil, of St. Peter's Cathedral, London, preached the sermon on the occasion, and in the sanctuary were Rev. J. V. Tobin, brother of deceased; Rev. Dr. Hogan, St. Thomas; Rev. John Dunn, of Parkhill. The pall-bearers were Messrs. Maurice Duggan, John Mulligan, James Stapleton, Patrick O'Connor, Chas. McLean and Jas. McLennan. After the services the remains were conveyed to Mount Calvary Cemetery, Wyoming, where the deceased's brother, Rev. J. V. Tobin, performed the last sad rites.

MONTREAL CARS CRASH LOST IN DENSE FOG

Montreal, Oct. 6.—The dense fog today rendered traffic well-nigh perilous for some hours this morning. Several street car collisions were reported from different sections the worst being on Notre Dame street, when one of the heaviest type of cars crashed into a smaller one, badly injuring three passengers and shaking up the others in the cars. The three the worst injured were removed to hospitals in ambulances, but afterwards were able to go to their homes. Traffic on the river was held up until the fog lifted, and railway traffic also was impeded considerably.

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