C. E. FORCE OVERSEAS REDUCED BY 42,625 JANUARY TO AUGUST

Enlistments 49,179, Total Wastage 91,804.

"DISCHARGED" INCLUDED

For September 3,588 Enlisted While Wastage Is 10,990 Men.

OTTAWA, Oct. 9.—An interesting statement, giving figures for recruiting and wastage in the C. E. F. during the eight months from January to August, inclusive, has just been issued by the militia department. The statement, which is a detailed one, shows that in the eight months a total of 49,179 men enlisted in the C. E. F., of which number 17,451 joined the ranks of the infantry. During the same period, the wastage of men from various causes totaled 91,804, leaving the loss to the C. E. F. for the eight months of 42,625 men. Total enlistments and wastage by months were as follows:

January enlistments, 9,194; wastage, 4,396.
February enlistments, 6,809; wastage, 21,955.
March enlistments, 6,640; wastage, 6,151.
April enlistments, 5,330; wastage, 16,894.
May enlistments, 6,407; wastage, 13,347.
June enlistments, 6,348; wastage, 7,913.
July enlistments, 3,882; wastage, 7,906.
August enlistments, 3,117; wastage, 2,922.

Includes Discharged Men.

The number of enlistments in England for the C. E. F. from February 1, 1915, to June 30, 1917, a total of 1,452, is added by the militia department to the totals given above, making the grand total of 49,179. Under the head of "wastage" are classified all these men who have been discharged in Canada, discharged in England, have become casualties overseas, or have been returned to Canada for discharge. The statement declares that figures transmitted by Sir George Perley show the percentage of infantry casualties from January 1 to July 1, 1917, as 89.24.

During the month of September a total of 3,588 men joined the ranks of the various units classified as infantry, artillery, railway construction and forestry, and miscellaneous, as against a total wastage of 10,990 men. Of this number 1,252 were recruited in the United States, 2,310 in Canada and 26 in England. The net loss during September was 7,402.

For the period from the 16th to the 30th of September, 648 men were recruited for the C. E. F., while the wastage totaled 3,237, leaving a net loss of 2,589. Of the 600 men recruited 445 were enlisted in the United States, 194 in Canada, and 9 in England.

CAPTAIN MALONE WAS HONORED BY STRATHROY LODGE

Given Gold-Headed Cane at Last Night's Meeting.

STRATHROY, Oct. 9.—At a special meeting of Strathroy L. O. L., No. 937, this evening, Capt. A. P. Malone, who recently returned from France, was presented with an address of welcome and a gold-headed cane. The presentation was made by Bro. S. Oaks, who referred to the splendid work Capt. Malone has done. Capt. Malone, who is a member of the lodge, made a suitable reply, thanking the brethren for honoring him.

The annual meeting of the West Middlesex Teachers' Association will be held here on Thursday and Friday in the Colborne Street School. Principal S. J. Radcliffe of London Normal School will give an address on Friday evening at a meeting of the teachers to be held in the Presbyterian Church. It is expected that over one hundred teachers from the district will attend the convention.

NORTHCLIFFE SPEAKS OF HANNA'S DIFFICULTIES

Farmers Must Produce More Beef, Cheese, Butter and Milk.

MONTREAL, Oct. 9.—Asserting that the urgent insistence of strict food control was not yet understood in Canada, Lord Northcliffe, warmly defended Food Controller W. J. Hanna, in the course of an address to the Canadian Club this afternoon. His lordship said that Mr. Hanna had been subjected to the same series of attacks that were showered upon the British and United States food controllers.

"The food controller in a democratic country," said Lord Northcliffe, "needs the courage of a lion, the eye of a hawk and the hide of a buffalo."

It amounted to this, remarked his lordship, that unless the food question was taken up as vigorously in Canada as it has been in Great Britain there must be a cutting down of the rations of the soldiers at the front. There must not only be an elimination of all waste, but the farmers must be stimulated to increase the production of beef, pork, cheese, butter and milk.

FALL WAS FATAL TO AGED JOSEPH YOUMANS

SIMCOE, Oct. 9.—Joseph Youmans, Brock street, died late last evening, aged 76. He fell 25 feet from the second story of the new south ward school into the basement recently, and as he suffered no broken bones, it was hoped that he would recover. His heart was too weak to withstand the shock. The funeral will take place on Thursday afternoon. He is survived by two sons, Wyatt of Toronto, and Herbert of Rockford, Ill., and two daughters, Misses Mabel and May Youmans at home.

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JAMES M'ADAMS KILLED IN ACCIDENT ON WISCONSIN RY.

St. Thomas Engineer Met Death at Fond du Lac.

FORMERLY WITH M. C. R.

Petition Is Being Circulated Asking for Release of Thos. Mathers.

ST. THOMAS, Oct. 9.—Mrs. James McAdams received a telegram today from Fond du Lac, Wis., notifying her that her son, James McAdams, an engineer on the Wisconsin Central Railway, had been killed in a railway accident. Deceased was well known in St. Thomas, formerly being employed as an engineman on the M. C. R. here.

ASK MATHERS' RELEASE.

ST. THOMAS, Oct. 9.—A petition is being circulated in the city, asking for the release of Thomas B. Mathers, who was sent to Kingston Penitentiary for three years on a charge of wrongfully detaining his sister-in-law for immoral purposes. His friends claim that since his incarceration he has been quite ill, and if not given his freedom, fear the results.

Continued From Page One

ALLIED ADVANCE

They surrendered in large numbers in many places or ran away as fast as they could.

One Counter-Attack.

The Germans attempted one counter-attack of considerable size. This was astride the Ypres-Boulers Railway, and was smashed by the British artillery fire. As in the battle last Thursday a large body of Germans was caught unawares and virtually wiped out. An entire division—the 227th—was brought up during the night to relieve the, division in the line between Poelcapelle and the Houthoulst Forest. They were transported in motor lorries from Roulers and arrived at the advanced positions about 3 o'clock this morning. They were ignorant of the nature of the country, and when caught in the attack some two hours later they were bewildered, but put up a little resistance.

Started at Dawn.

The attack was launched as dawn was breaking. The French army on the left flank of the British were facing probably the worst section along the line, for the ground over which they had to advance was interlaced with little streams, and the rain had turned the ground into a bog.

The French pushed forward rapidly, however, reducing numerous German "pill boxes" and redoubts and had accomplished all they had set out to do by 10 o'clock. This meant that they were some five hundred yards beyond Mangelaere and almost at the edge of the Houthoulst Forest. Heavy casualties were inflicted on the Germans by the preliminary bombardment and during the fighting. At an early hour the French reported the capture of several hundred prisoners and also that their own losses were light.

Crossed River.

The northern flank of the British attack had to cross the Broenbeek River, and much mud and water was encountered. The troops, however, negotiated the crossing without much delay. The region was studded with concrete redoubts, and the embankment of the Ypres-Staden Railway furnished cover from which Germans could work their machine guns to advantage. The redoubt gave little trouble, but several near the railway northwest of Poelcapelle put up strenuous resistance. There was heavy fighting at Kokkut, north of Langemarck, where there was a nest of redoubts. For the most part the Germans in this region surrendered without making strong resistance.

A Hot Corner.

Some of the hottest work of the day occurred in the town of Poelcapelle. In last Thursday's drive the British had established themselves in the western half of the village, and vigorous fighting has continued there ever since. At dawn today hand-to-hand fighting among the ruins began in earnest, and the Germans were gradually pushed back to the western outskirts of the town, where they took up a position in a big brewery. This place was well fortified, and every window furnished an opening for a machine gun. The battle continued several hours, but early in the afternoon it was announced that the Germans had been forced to evacuate the brewery, and to withdraw still further.

The forward line in the region of Poelcapelle was held thinly by the Germans, and except for the fight in the town itself the British had comparatively little difficulty in breaking through.

The advance on the Passchandaele Ridge involved the capture of many redoubt positions. A small party of British troops, who joined in the attack in this section had marched eleven hours through the deep mud and water before they reached their assembly line. During their journey, they fell into shell holes full of water and often had to pause to pull one out of the boggy ground. Half an hour after their arrival they went over the top and fought gallantly. The story of the fighting in this section is much the same as elsewhere, the Germans apparently being demoralized and giving little resistance.

Guns in Trees.

One temporarily disconcerting feature was encountered as troops neared the neighborhood of the town of Passchendaele. The British shell fire had not destroyed all trees here, and the Germans had mounted machine guns in them. From these nests the enemy was able to worry the advancing troops, but ultimately the gunners were cleared out.

It was from this section that a wounded British soldier came back to a station this morning leading a youthful German prisoner. The young German had shot the Tommy through the arm as the latter advanced. The German was about to follow this up with a bayonet thrust, but Tommy pushed the steel aside and made his antagonist a prisoner.

"He was so young I could not kill him," was the Tommy's explanation.

On the ridge north of Broodseinde, the British pushed forward over the ruins of the hamlets of Keerslaarhoek and Nieuwemolen without much difficulty. Delsaux Wood, just north of Broodseinde was still holding out at the latest report, but it was virtually surrounded.

A separate attack made by the British south of the main offensive line—on a narrow front embracing Reutel and Poedler was reported successful. No deep advance was attempted here, the operation being mainly to improve the positions reached last Thursday.

On the whole, the Germans made a weak resistance today. Their infantry appeared to be demoralized in many sections and their artillery fire was weak and erratic.

GERMANS COMPLETELY TAKEN BY SURPRISE.

London, Oct. 10.—A dispatch from Reuter's correspondent at British headquarters in France says the Germans held their front much more heavily than in recent battles, which suggests to the correspondent a return to their earlier defensive tactics, depending rather upon manpower than upon concrete.

"The Germans were taken by surprise," says the correspondent. "Prisoners frankly confess the probability of an attack in such weather, and over such ground was not thought of. How little it was expected was shown by the fact that two German divisions which had to bear the brunt of the onslaught only completed taking over the line at 4 o'clock this morning, and were wholly unfamiliar with their surroundings.

"The prisoners include men from still another division from the Russian front."

NIGHT A BUSY TIME IN ARMY AIRDROMES ON WESTERN FRONT

Machines Have To Be Repaired While Pilots Sleep.

AND TUNED FOR MORROW

Heavy Responsibility Rests on Shoulders of the Mechanics.

BEHIND THE BRITISH LINES IN FRANCE, Sept. 25.—Correspondence of the Associated Press.—Night, as well as day, is full of work and hustle at an army aerodrome. Night flights are not frequent, but the night is the time when the mechanics are busiest, putting everything right for whatever tomorrow may bring forth.

Long after the sun had sunk beneath the tops of the hangars and the trees have changed from green to black, the hard-worked airplanes drift homeward, crossing the evening sky like black specks on a purple cloth and landing with a deep groaning on the clipped grass, lame and weary from a long afternoon's work over the lines. The day's work is finished; reports are handed in, and the pilots saunter down to their mess tent among the trees. The mechanics appear, wheel the machines into their respective hangars, and the night's work is begun.

Much To Be Done.

It is seventeen miles to the shell-holes of No Man's Land and all the horrors of war. The long, white road, thick with the dust of transport, is silent. The flat aerodrome is in darkness, but the hangars, looming black against the evening sky, are bright within. There is much to be done. Mazes of wires must be overhauled; many must be replaced or tautened. The enemy anti-aircraft artillery has been active, and some of the planes bear witness of its work. The canvas wings of one machine are riddled and need long and patient attention before it will be fit for service again. On another the flying struts must be renewed; on another the wings are out of shape, the result of strenuous manoeuvres in acrobatic fighting.

The whole means a hard seven hours of work for the entire staff of mechanics. They settle down to it as a matter of routine. Every time a machine comes back from the lines it has to be overhauled, perhaps dismantled. New gadgets must be fitted, the engines repaired and cleaned. Airplanes are after all very delicate pieces of mechanism and need continual attention. Without it they are useless, even dangerous. The accuracy of hundreds of measurements, the trustworthiness of hundreds of parts, are essential to good flying and reliability, and just as much depends on these factors as on the skill of the pilot.

The airplane mechanic doesn't share the dangers of the field or the hardships of the infantryman or artilleryman, but he has endless work and a very heavy responsibility. When there is heavy air fighting he must frequently work all day and all night, and woe betide the pilot if he should skimp any of his work. Upon his shoulders rests the strength of the squadron and its efficiency.

The officer in charge of the airdrome during the night hours is known as the "orderly officer." Warmly clad, to keep out the chills of the night, he walks around the busy sheds and hangars, now and then offering a word of advice or encouragement, but always with an ear for the telephone bell, for at any moment orders may come through for night bombing or the warding off of some hostile aircraft. Such orders are very rare, but everything is ready for them when they come.

The work in the hangars is so arranged that the steeds appointed for the next day's work shall be ready an hour before dawn. As the first rays of the sun light up the airdrome, the machines are wheeled out on the "tarmac," oiled and attuned for the morning's flight.

SEVEN THOUSAND SEE FINE EXHIBITS AT RIDGETOWN FAIR

Biggest Second-Day Crowd on Grounds in 63 Years.

RIDGETOWN, Oct. 9.—With snow in the forenoon and rain in the afternoon today, an apparently never-ending stream of autos made their way to the Ridgetown Fair, bringing one of the largest second day crowds ever present at the annual exhibition, which was founded 63 years ago. There were also two or three hundred horses and buggies in the line. While the figures have not been given out, an estimate of 7,000 people would be a fair one. The showing of livestock was unusually fine, many handsome carriage horses being on exhibition. The cattle, sheep and pigs could not be beaten anywhere, for Howard and Orford Townships have a continental reputation for their livestock.

The farmers' trot only brought out two horses and but two contested for the purse in the 2:25 class, much to the disappointment of the lovers of horse races. However, both exhibitions were good. Wednesday, however, will see some keen contests, as there are three good races, including the free-for-all, and some speedy ones are entered.

The showing of poultry was not up to the standard in number, but some fine birds were shown. The vegetables were good and showed what can be raised in this section in a favorable season.

An exhibit worthy of special mention was made by one of the schools of Howard Township. It was a collection of vegetables and seeds, and conspicuous was a frame around the picture of the King, made of corn of different colors. A Union Jack, made of corn and letters from the kernels, "What we have we hold," attracted much attention. In the crystal palace a fine showing of apples and other fruits, canned goods and pastry was a feature, and the art and ladies' work in the second story was of a very high order.

Tomorrow, the third and last day of the show, promises to break all records.

FLOUR

Toronto, Oct. 9.—Flour—Manitoba. Listed quotations at Toronto are: First patents, $11.50; second patents, $11; strong bakers, $10.60; Ontario winter, 90 per cent patents, $9.50, seaboard.

Millfeed—Manitoba bran, $35 per ton; shorts, $42 per ton, on track, Toronto.

Montreal, Oct. 9.—There were no further changes in flour. The demand for spring wheat grades continues good, and a more active trade was also done in winter wheat flour at the decline. An active trade continues to be done in millfeed, and millers generally are largely oversold.

Flour—Manitoba spring wheat patents, firsts, $11.60; seconds, $11.10; strong bakers, $10.90; winter patents, choice, $11.25; straight rollers, $10.70; do., bags, $11.

Rolled Oats—Barrels, $5.20@5.35; do., bags, 90 lbs., $4.

Bran—$35.

Shorts—$40@42.

Middlings—$48@50.

Moullie—$55@60.

New York, Oct. 9.—Rye Flour—Easier; No. 2 western, $1.30, c.i.f., New York.

Minneapolis, Oct. 9.—Flour—Fancy patents, $10.50; first clears, $9.70; other grades, unchanged.

Bran—$30@31.

Financial, Market and Commercial Section

HOGS ADVANCE TO $17.75 PER CWT.

General London Market, However, Draggy, With Few Purchasers Today.

Trading was slow on the market this morning, the offerings and the number of purchasers being below the usual standard.

The number of loads of hay increased and the demand consequently became slower. No change in the price of fodder was recorded, because of this condition of the market, however. It is not anticipated that a reduction in the price of hay will occur before the winter. The price has fluctuated greatly during the late months, but seems to have reached a stationary figure now, as it has been unchanged for some weeks.

The offering of barley has been the poorest shown for years on the square. Only three loads have made an appearance since the harvest, which is not enough to establish a current price. The few loads appearing sold at $2.40 to $2.50 per cwt.

The quantity of wheat offered on the market has also fallen off to a large extent this season, but enough to standardize a value has been purchased. A decline occurred last week in wheat when some hundredweights sold at $2.12.

With the exception of tomatoes the quotations for the vegetable market remain unchanged. The tomatoes offered showed a reduced value Tuesday, when all baskets sold at 35c to 40c. The vegetable has ripened considerably because of the favorable weather of last week, and a full yield is now expected.

Peaches remain relatively cheap. Baskets of the finest variety may be purchased for 75c. A large proportion of local housewives bought and preserved the fruit earlier in the season when the prices were supposed to have reached a minimum level. The quality of peach offered at present is mellower and of a superior all-round grade than that offered previously.

Home-grown grapes are selling at 40c a basket, which is 5c above the value of the imported kind.

Apples are becoming more abundant as the season progresses, but no change for a decreased price is expected.

Live hogs are selling at $17.75. This is a jump of 25c over the prices prevailing last week. No substantial advance is expected within the next month, according to pork men.

Other produce remains unchanged. Butter and eggs are in good demand and fairly scarce.

New oats, per cwt..	1 75	to	1 85
Grain, Bushel—			
Wheat, per bu.....	2 12	to	2 12
Oats, per bu.....	61	to	61
Vegetables—			
String beans, qt.....	8	to	9
Beets, doz bunches..	15	to	25
Cucumbers, doz.....	10	to	25
Celery, per doz.....	30	to	50
Cauliflowers, each...	10	to	25
Corn, cob, doz.....	12	to	20
New cabbage, each..	5	to	5
New carrots, per doz bunches	15	to	25
Lettuce, per doz.....	20	to	20
Lettuce, per head.....	5	to	5
Pumpkins, each.....	10	to	20
Hubbard squash.....	15	to	25
Parsnips, bunch.....	5	to	5
Pickling cucumbers, per 100.....	40	to	60
Green onions, bunch.	5	to	5
Green onions, doz....	25	to	25
Parsley, doz.....	40	to	40
Home-grown potatoes, per bu.....	90	to	1 00
Rhubarb, per doz....	30	to	30
Radishes, 2 bunches.	5	to	5
Tomatoes, basket ...	35	to	40
Vegetable marrow...	10	to	10
Hay and Straw—			
New hay, ton.....	9 50	to	11 50
Straw, per ton.....	7 00	to	8 00
Fruit—			
Peaches, per basket.	40	to	75
Plums, per basket...	90	to	1 00
Pears, per basket...	75	to	1 00
Grapes, per basket..	30	to	35
Elderberries, box....	10	to	15
Apples, bush.....	1 50	to	2 00
Canteloupes, each....	5	to	25
Citrons	15	to	25
Dairy Products, Retail—			
Butter, creamery, lb.	47	to	48
Butter, dairy, lb. rolls	47	to	47
Butter, crocks, lb....	43	to	45
Butter, store lots, lb.	43	to	45
Eggs, per doz.....	47	to	47
New honey, pail.....	1 60	to	1 80
Dairy Produce, wholesale—			
Butter, creamery, lb.	43	to	44
Butter, dairy lb. rolls	43	to	43
Butter, crocks, lb....	43	to	46
Eggs, crate lots.....	44	to	44
Eggs, basket lots....	44	to	44
Poultry, Dressed, Retail—			
Spring ducks, each..	90	to	1 00
Spring chickens, lb..	22	to	22
Old fowl, lb.....	24	to	30
Livestock—			
Hogs, per cwt	17 75	to	17 75
Small pigs, per pair..	12 00	to	16 00
Butcher Meats—			
Dressed hogs, cwt...	23 00	to	23 00
Fat sows, cwt.....	14 50	to	14 75
Beef, per cwt.....	13 00	to	16 50
Veal, per cwt.....	20 00	to	22 00
Heifer beef, cwt.....	16 00	to	16 00
Lambs, per cwt.....	20 00	to	22 00
Spring lambs, per lb.	28	to	28
Hides and Wool—			
Wool, unwashed, lb..	50	to	50
Wool, washed, lb....	60	to	62
Calf skins.....	25	to	30
Cowhides, No. 1.....	22	to	22
Cowhides, No. 2.....	21	to	21
Cowhides, No. 3.....	20	to	20

LIVE STOCK.

Toronto, Oct. 10.—Hogs, sheep and lambs were steady at the Union stockyards this morning. Calves advanced a little. Receipts, 1,122 cattle, 56 calves, 1,724 hogs and 1,777 sheep. Quotations:

Cattle—Exporters, choice, per cwt., $11 50@12 25 butchers, choice, $10 25@11; do, medium, $8@9 25; do, common, $7 25@7 75; do, cows, choice, $8@8 50; do, medium, $7@7 50; do, canners, $5 25@6; do, bulls, $6@9 2; feeding steers, $8@9 25; stockers, choice, $8@8 50; do, light, $7 25@7 75; milkers, choice, each, $65@125; springers, each, $65@125; calves, $8@16.

Sheep—Ewes, cwt, $11@13; bucks and culls, $7 50@8 50; lambs, $16 50@16 75.

Hogs—Fed and watered, cwt, $18 25@18 50.

Montreal, Oct. 10.—The offerings at the Canadian Pacific stockyards this morning were 600 cattle, 300 sheep and lambs, 600 hogs and 300 calves.

There was an exceptionally brisk demand for all lines, and the market was cleaned, with the demands still unsatisfied. Prices were decidedly stronger and advances were noted in many lines. Especially is strength manifested in small meats, which have all advanced. There is an export demand for lambs and sheep that cannot be met owing to insufficient supplies coming forward which has caused the price to stiffen. This week there were over 20 cars of sheep and lambs shipped from the market for various American points, and other orders had to be refused. There seems to be a scarcity of hogs, and very few are offering. The price this morning went upwards, and choice selects sold off cars at $19.

Calves are becoming less numerous, and as a consequence prices have increased. They sold as high as $13 50 this morning. The cattle demand is better than it has been, and there is no sign of weakening. Quotations:

Choice steers, $10 50; good, $8 50@9; butcher cows, $6@8; canners, cows, $5@6; butcher bulls, $6 25@7; milk-fed calves, $11@13 50; grass-fed, $6 50@7 50.

Sheep, $9 75@10 50; lambs, $13 50@$15 25.

Choice select hogs, off cars, $19@ good selects, $18 50@18 75; roughs, $17; sows, $17 50@18.

East Buffalo, N.Y., Oct. 10.—Cattle—Receipts, 800; steady.

Veals—Receipts, 550; market slow, at $7 50@16 25.

Hogs—Receipts, 4,400; slow; heavy, $19 50@19 65; mixed, $19 40@19 50; yorkers, $19 25@19 40; light yorkers, $17 50@18; pigs, $17 50; roughs, $18 25@18 50; stags, $16@17.

Sheep and Lambs—Receipts, 1,600; active; lambs, $12@18 50; others unchanged.

Chicago, Oct. 10.—Cattle—Receipts, 20,000; market unsettled; beeves, $7 10@17 50; westerns, $8 25@14 50; stockers and feeders, $6 15@11 40; cows and heifers, $5@12 25; calves, $9 50@16.

Hogs—Receipts, 15,000; market weak; light, $17 50@19 95; mixed, $17 70@19 60; heavy, $17 75@19 10; rough, $17 75@18; pigs, $13 50@17 50; bulk of sales at $18@19 10.

Sheep—Receipts, 26,000; market was steady; lambs, native, $13 50@18 35; wethers, $9 10@13.

GRAIN.

Chicago, Oct. 10.—Opening: Corn—December, $1 18@1 17⅛; May, $1 14@1 13.

Oats—December, 59@58¾c; May, 60⅝@60⅝c.

Chicago, Oct. 10.—Sharp breaks in the value of grain and provisions resulted today from peace talk and from uncertainty as to the extent of price reductions which might result from new movements regarding food control. Free selling, which characterized the corn market, came chiefly from commission houses.

Opening prices, which ranged from ¼c to 1¼c lower, at $1 17¾@1 18 for December, and $1 13@1 14 for May, were followed by important further declines.

WALL STREET.

New York, Oct. 10—Wall Street, 10:30 a.m.—A further slump of 7½ points in People's Gas to 44, on suspension of the dividend was the overshadowing feature of today's early dealings on the stock exchange. Ohio Gas dropped 5½ points and Laclede Gas 2. Changes elsewhere were mainly downward, coppers, shippings, oils, tobaccos and the general war group sustaining losses ranging from substantial fractions to 2½ points. United States Steel hardened at the outset, but yielded later with allied industrials, and rails were irregular.

Noon.—Consolidated Gas, Brooklyn Union Gas and Columbia Gas were added to the list of weak utilities, declining 5⅝, 4¾ and 2 points respectively. Unsettlement soon extended to the entire list. Steel reacted from 106 to 103½, with gross declines of 1 to 3 points in other steels and equipments, coppers and specialties. Texas Company supplemented yesterday's 7-point decline with a further break of 6 points. Rails were under less pressure, though various investment shares lost 1 or 2 points. Bonds were heavy.

PROVISIONS.

Liverpool, Oct. 10.—Beef—Extra India mess, 290s.

Pork—Prime mess western, 240s.

Hams—Short cut, 137s.

Bacon—Cumberland cut, 152s; Wiltshire cut, 152s; clear bellies, 160s; long clear middles, light, 160s; do, heavy, 159s; short clear backs, 157s; shoulders, square, 128s.

Lard—Prime western, in tierces, 122s; American refined, in pails, 125s 3d.

CHEESE.

Liverpool, Oct. 10.—Cheese—Canadian and American nominal.

OILS.

Liverpool, Oct. 10.—Tallow—Australian (in London), 71s 9d.

Turpentine Spirits—73s 3d.

Rosin—Common, 31s 6d.

Petroleum—Refined, 1s 8⅝d.

Linseed Oil—62s.

Cottonseed Oil—68s 6d.

War Kerosene—No. 2, 1s 2¾d.

COTTON.

Liverpool, Oct. 10.—Cotton—Futures closed easy. New contracts: January, 19.06d; February, 18.91d; March, 18.76d; April, 18.63d; May, 18.50d. Old contracts (fixed prices): October, 18.97d; October and November, 18.55d; November and December, 18.15d; December and January, 18d; January and February, 17.90d; February and March, 17.81d; March and April, 17.72d; April and May, 17.64d; May and June, 17.56d; June and July, 17.48d.

LONDON STOCK EXCHANGE.

London, Oct. 10.—All sections of the stock market had a cheerful tone today. Despite a good demand for the new war bonds, there was quite a good business in war loans, consols, Brazilian bonds and other first-class securities at firm prices. Mining shares were more active, and rubber and industrial stocks received attention.

Closing prices were:

British 5 per cent loan.....	95⅞
British 4½ per cent loan.....	100⅝
Consols, for money	55¾
Anaconda Copper	£14 5s
Atchison, com.	101
Baltimore & Ohio	62
Canadian Pacific	166
Chesapeake & Ohio	57
Chicago Great Western	10
Chicago, Milwaukee & St. Paul....	54
De Beers	13⅛
Denver & Rio Grande	10
Erie, com.	25
Erie, 1st pfd.	34½
Grand Trunk	9⅝
Illinois Central	105
Louisville & Nashville	125
Missouri, Kansas & Texas.....	7¼
New York Central	76½
Norfolk & Western	113
Ontario & Western	22
Pennsylvania Railway	54
Rand Mines	3⅜
Reading Railway	84½
Southern Railway	29
Southern Pacific	95
Union Pacific	132
United States Steel	110

MONEY.

New York, Oct. 10.—Bar silver, 88⅞c per ounce.

London, Oct. 10.—Money was in moderate supply and discount rates were steady.

Exchequer returns show a reduction in the sales of treasury bills last week, and also in the total amount outstanding.

G. T. R. EARNINGS.

Montreal, Oct. 10.—G. T. R. traffic earnings from October 1 to 7 were: 1917, $1,342,050; 1916, $1,319,090; increase, $22,960.

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INVESTMENTS

Cronyn Building, 71 Bay St., Toronto.

BIG GRAIN VOLUME FORECAST TODAY

Yesterday's Offerings Comparatively Light at Winnipeg.

Winnipeg, Oct. 9.—There are as yet no returns from the unloading at the lake heads, so that offerings of all cash grains were comparatively light. By Wednesday there will be a considerable volume. Cash wheat prices were unchanged on all grades excepting No. 6 wheat, which was 1c higher. Cash oats were unchanged, with only a fair demand and light offerings. Cash barley was uncertain for all grades owing to scarcity of tonnage. No. 3 Canadian western was unchanged. Lower grades were 1c down. The trade in cash flax continues light.

Oats futures closed ⅝c lower to ⅝c higher.

Barley was 1c lower.

Flax closed from 3¼c to 4¾c lower.

Oats—October, 67⅝c to 67½@67⅝c; November, 66c to 66c; November, 65c to 64⅞c; May, 67½c to 67⅝c.

Barley—October closed $1.20.

Flax—October, $2.99½ to $3; November, $2.99 to $2.98; December, $2.88 to $2.94.

Cash grain: Wheat—No. 1 northern, $2.21; No. 2 northern, $2.18; No. 3 northern, $2.15; No. 4, $2.09; No. 5, $1.94; No. 6, $1.86; feed, $1.75.

Oats—No. 2 Canadian western, 67⅜c; No. 3 Canadian western, 64⅝c; extra No. 1 feed, 64⅝c; No. 1 feed, 63⅝c; No. 2 feed, 62⅞c.

Barley—No. 3, $1.21; No. 4, $1.17; rejected and feed, $1.10.

Flax—No. 1 N. W. C., $3.03; No. 2 Canadian western, $2.97; No. 3 Canadian western, $2.86.

TORONTO.

Toronto, Oct. 9.—Grain quotations are as follows:

Wheat—Ontario, No. 2 winter, $2.05@2.08, outside, according to location; Manitoba, No. 1 northern, $2.31; No. 2 northern, $2.28; No. 3 northern, $2.25.

Oats—Canada western, No. 2, 74@75c; Ontario, No. 2 white, 62, outside; No. 3 white, 61c, outside.

Rye—No. 2, $1.75.

Barley—$1.18@1.10, outside for malting.

MONTREAL.

Montreal, Oct. 9.—The trade in grain on spot today was very quiet, there being little demand for any line, but the tone of the market was steady.

Corn—American, No. 2 yellow, $2.15@2.20.

Oats—Canadian western, No. 2, 77c; Canadian western, No. 3, 75½c; extra No. 1 feed, 75½c; No. 2 local white, 72c; No. 3 local white, 71c.

Barley—Manitoba feed, $1.29; malting, $1.30@1.33.

NEW YORK STOCK EXCHANGE.

Thomson & McKinnon, brokers, Royal Bank Building, report fluctuations in New York stocks for The Advertiser as follows:

New York, Oct. 10.

Trunk Lines and Grangers—	Open.	High.	Low.	1:30.
Baltimore & Ohio.	58½	58½	57¾	57⅞
Erie, com.....	19⅞	19⅞	19½	19½
New Haven.....	28⅛	28⅛	27⅞	27⅞
New York Central	73⅛	73⅜	71	71
Rock Island.....	24⅜	24⅜	23¼	23¼
St. Paul.....	50½	50¾	50	50½
Pacifics and Southerns—				
Atchison, com....	94⅞	95	94	94
Canadian Pacific.	150¼	151	149¼	151
Louis. & Nash..	118⅛	..	..	..
Missouri Pacific..	28⅛	28¾	27¾	28
Northern Pacific..	97¾	97⅞	97⅝	97⅞
Southern Pacific..	90¼	90⅛	89⅞	89s
Southern Railway	27½	27½	26⅞	27
Union Pacific.....	126½	126½	125⅞	125⅞
Coalers—				
Ches. & Ohio.....	54	54	53¾	53¾
Lehigh Valley....	49¼	..	..	..
Norfolk & West..	107½	..	..	..
Pennsylvania	51½	51½	51⅜	51⅜
Reading Railway.	78	78	75¾	76
Industrials—				
Allis-Chalmers ...	22	22	21	21
Am. Beet Sugar..	82¼	82¼	80	80
American Can....	42½	42½	40	40¼
American Car....	67⅞	67¾	66	66
Am. Locomotive..	57	57	54¾	55⅝
American Sugar..	106	106	104⅞	104⅞
Am. Smelters.....	91¾	92¼	90	90½
Am. Tel. & Tel....	114⅛	114⅜	114¼	114¼
American Wool..	43¼	43¼	42¾	42¾
Baldwin Loco....	57⅝	58	55½	55½
Central Leather..	78	78	74½	75¾
Corn Products....	28½	28⅞	27⅞	28¼
Col. Fuel & Iron..	39⅛	39⅛	39	39
Distillers	32	33½	31⅝	32½
Dome Mines.....	8¼	..	..	..
General Electric..	137	137	135	135½
General Motors...	94⅛	96	94	94¾
Goodrich Rubber.	42	43	41¾	41¾
G. Northern Ore..	94½	95½	94	94¾
Inter. Nickel.....	31½	31½	30½	30½
Marwell Motors...	32⅝	..	..	..
Marine, com.....	26¼	26½	25¼	25¾
Marine, pfd.....	84	82½	82½	82½
Studebaker	42¼	42¼	39¼	39¼
U. S. Rubber.....	58½	58½	57¾	57¾
Westinghouse ...	43¼	43⅜	42	42¼
Willys-Overland...	24