Report of the Grand Trunk Ry.

To Pay $16,000,000 for Canada Atlantic in Form of a Guarantee.

Figures Showing the Financial Standing and Outlook in the Future.

The report of the Grand Trunk Railway Company of Canada for the half-year ended 30th June last states that gross receipts have amounted to £2,559,316, a decline of £218,764. From this must be deducted working expenses (being at the rate of 74.06 per cent., as compared with 71.81 per cent. in 1903), £1,895,689, a decline of £99,462, leaving net traffic receipts £663,747, a decline of £112,302. There has been received from the International Bridge Company £12,930; interest on bonds of Central Vermont Railway, £5,566; interest on securities of controlled lines and on St. Clair Tunnel bonds acquired by the issue of Grand Trunk 4 per cent. debenture stock, £60,311; and balance of general interest account, £12,288; making total net revenue receipts £755,778, a decline of £122,137.

The following are the net revenue charges for the half-year: Rents (leased lines), £77,603; interest on debenture stocks and bonds of the Company, £488,721; interest on debenture stock and bonds of lines consolidated with the Grand Trunk Company, £45,461—£911,785, an increase of £2,763; amount advanced to the Detroit, Grand Haven & Milwaukee Company, towards the payment of interest on its bonds, under agreements, half-year to 30th June, £19,583; total, £631,148, leaving a surplus of £124,610, a decline of £129,918. Adding the balance of £2,690 at credit of revenue account on the 31st December, 1903, to the above surplus, the total amount available for dividend is £127,309, from which the directors recommend the payment of the full half-year's dividend on the 4 per cent. guaranteed stock, amounting to £122,946, leaving £4,363 to be carried forward. Passenger receipts for the first half-year show an increase of £10,133, mails and express an increase of £10,238, freight and live stock a decrease of £240,298, and miscellaneous an increase of £1,363. The number of passengers declined by 2,680 persons, but the average of fares shows an increase of 0.65d. Freight and live stock show an increase of 817,590. Earnings per train mile increased 0.77d. The average rate per ton per mile on the entire freight business was 0.72 of a cent, compared with 0.65 of a cent in the corresponding half-year.

Working expenses, including taxes, amounted in the half-year to £1,879,121, or 73.42 per cent. of the gross receipts, as compared with £1,978,850, or 71.23 per cent., a decrease in amount of £99,729, and an increase in the proportion of the gross receipts of 2.19 per cent. Expenditure on account of maintenance of way and structures shows a decrease of £31,439, maintenance of equipment a decline of £110,632, conducting transportation an increase of £41,520, general expenses an increase of £822, taxes an increase of £266. The falling off of revenue and the high ratio of working expenses are attributed to the unprecedented severity of the weather during the first three months of the half-year; every exertion was made by the management to reduce expenditure, which, however, was a matter of special difficulty in view of the heavy charges necessarily resulting from the efforts to conduct the traffic and keep open communication during that period. The train mileage of the half-year shows a decline of 860,232 miles. The total charges of capital account amounted for the half-year to £124,282. Of this amount £39,094 was for discount and commission on £610,143 4 per cent. guaranteed stock issued during the half-year.

The actual expenditure on capital account was:

New works, £905; double track, £51,650; land purchased, £31,757. Five passenger engines have been purchased, and 128 refrigerator cars and twenty-five tank cars have been built in the company's shops during the half-year on revenue account, and at the 30th June there remained an amount of £45,199 at the credit of the engine and car renewal funds, applicable to future renewals. The doubling and deviation of the main line between Whitby and Port Hope has been completed during the half-year, making a continuous double line between St. John's, Montreal, Hamilton and Niagara Falls, a distance of 441¾ miles. The congestion and consequent difficulty of economically handling the traffic, have rendered necessary the doubling of portions of the line west of Hamilton, and it has been decided to proceed with the work between Hamilton and Lynden (14 miles), Brantford and Paris (7.80 miles), and Paris and London (47.29 miles), which is now in hand, and considerable progress will be made during the current half-year.

The gross receipts of the Grand Trunk Western Railway Company for the half-year amounted to £596,147, a decrease of £47,873, and the working expenses were £432,874, a decrease of £42,712, leaving a net profit amounting to £73,273, a decrease of £5,161. Net revenue charges for the half-year were £72,745, against £75,439, so that there was a net revenue surplus for the half-year of £528, as compared with a surplus of £2,995 for the corresponding half-year of 1903. The above surplus of £528 added to the surplus of £2,191 for the half-year ended December 31st, 1903, and the balance of £998 carried forward on the 30th June, 1903, makes a net revenue balance of £3,715 at the 30th June last, which will admit of the payment of 1 per cent. on the second mortgage income bonds. The number of passengers carried during the half-year was 764,030, an increase of 26,393, or 3.58 per cent.; and the passenger train receipts, including mails and express receipts, were £133,746, a decrease of £3,661, or 2.66 per cent. The quantity of freight moved during the half-year was 1,375,720 tons, a decrease of 168,487 tons, or 10.91 per cent., and the receipts from this traffic were £371,786, a decrease of £44,351, or 10.66 per cent.

The gross receipts of the Detroit, Grand Haven and Milwaukee Railway for the half-year were £117,746, an increase of £2,708; the working expenses were £100,078, an increase of £7,670, thus leaving a balance of £17,688, a decrease of £4,962. Net revenue charges for the half-year were £37,051, against £36,995 in 1903, so that there was a net revenue deficiency of £19,383, as compared with £14,365 for the corresponding period of 1903. The number of passengers carried during the half-year was 278,469, an increase of 9,084, or 3.72 per cent.; and the passenger receipts including mails and express receipts, were £40,238, a decrease of £2,466, or 5.77 per cent. The quantity of freight moved was 503,702 tons, an increase of 48,869 tons, or 10.74 per cent.; and the receipts from freigat traffic were £73,783, an increase of £3,218, or 4.56 per cent.

The Act of the Dominion Parliament ratifying the supplemental agreement between the Government and the Grand Trunk Pacific Railway Company, approved by the proprietors on the 8th March last, received the Royal assent on the 18th July. Considerable progress has been made with the surveys of the proposed route of the railway, and it is intended to commence the work of construction in the Spring of next year. A resolution will be submitted for the approval of the proprietors authorising the directors to enter into an agreement for acquiring the control of the Canada Atlantic Railway, and authorising an application to the Parliament of Canada for an act to ratify such agreement. The railway extends from Depot Harbor (Parry Sound) on Georgian Bay, through Ottawa and Coteau to the boundary line of the Province of Quebec and the State of Vermont, a distance of 400.3 miles, and by means of the Vermont & Province Line Railway, a controlled line of 3.1 miles, to a connection with the Central Vermont Railway at Alburgh Junction. The Canada Atlantic Company also owns the Canada Atlantic Transit Companies, incorporated in Canada and the United States the steamers of which line run between Depot Harbor and the Canadian and United States ports on Lake Superior and Lake Michigan. The consideration to be given by the Grand Trunk Company is a guarantee of the principal and interest of a total mortgage of $16,000,000 four per cent. fifty-year gold bonds, of which a proportion will be reserved for future capital expenditure. The line of the Canada Atlantic Railway forms a very valuable connection via the Lakes, between the Grand Trunk and Central Vermont Railways and the north-west of Canada, and its acquisition will tend to strengthen and consolidate the Grand Trunk system, and will also secure to the Company the advantage of possessing its own station in the Capital of the Dominion.

SPEAK IN PRAISE OF THIS PROVINCE

Returned Torontonians Think B. C. Has a Magnificent Future.

"British Columbia will outshine all the provinces in time, and is now running away from Ontario."

This is the opinion of Mr. D. R. Wilkie, general manager of the Imperial Bank, just returned to Toronto from the Pacific coast.

"What most impressed me regarding British Columbia," said Mr. Wilkie, "is the fact that she is being neglected by the rest of the Dominion. Her natural products are in competition with those of the United States upon a free trade basis, yet upon everything British Columbia uses she has to pay duty. She is not properly recognized by the rest of the Dominion, and yet she is, perhaps, at present more prosperous than any of the other provinces, and, as I say, will beat them all in time. Her resources are simply enormous. Ontario, I fear, will have to take third or fourth place in a few years."

Another prominent Torontonian who is sounding the praise of the West, particularly that of British Columbia, is Mr. E. R. Wood, one of the Grand Trunk Pacific directors.

"The development we witnessed is wonderful in British Columbia and throughout the West," said Mr. Wood. "It fully justifies the Grand Trunk Pacific, which, I think, will be constructed easily within the seven-year limit fixed by the government."

"Will you have a line of steamships on the Pacific?"

"Well," he answered, to the surprise of many who heard him, "you could not run a transcontinental line without one."

Mr. Wood said that the sail on the Pacific to select the terminus was the most delightful of his life.

TOKIO EAGERLY AWAITS TIDINGS

The Japanese Lack Official Confirmation of Reports of Battle.

Tokio, Oct. 11.—Tokio tonight is eagerly awaiting tidings of the persistently rumored engagement south of Mukden. It is reported that the Russians assuming the offensive, crossed the Hun river and attacked General Kuroki's forces, capturing a position which the Japanese, being strongly reinforced, recaptured and reoccupied. The Japanese, it is reported, have checked the Russian advance. It is said that the losses on both sides were heavy. Official confirmation of these reports can be obtained.

THOMAS STOREY DEAD.

Pioneer Contractor Passes Away at a Ripe Age.

Thomas Storey, one of Victoria's earliest pioneers, died at the Jubilee hospital early yesterday morning, after a protracted illness. During recent years he was an invalid and his death was not unexpected.

Deceased leaves three daughters and one son—Mrs. Landes, residing at Port Townsend; Mrs. Purdy of Bellingham, Mrs. Roberts of this city and Walter Storey, an employee of the Seattle Electric Company.

BETTER TERMS.

The Columbian.

Better terms for British Columbia promises to be the keynote of every Liberal-Conservative candidate in this province at the coming election. In Victoria the Colonist the party organ, has taken up this policy in advance of the selection of the standard-bearer, and promises a complete review of the hitherto futile negotiations on this subject—negotiations altogether one-sided, since Sir Wilfrid Laurier has not deigned even a reply to the provincial communications on the subject.

A COURAGEOUS LEADER.

Montreal Star.

Mr. R. L. Borden, the Conservative leader, is making great headway with the electorate, and is making this the hottest fight since the days of Confederation. Whether he wins or loses for his party in the coming struggle, the best men of all classes in Canada will admire his courage and the ideals for which he is battling. Mr. Borden very trenchantly says he would rather be right and defeated than wrong and become premier. He says he would rather be defeated than elected by trickery and dishonesty, and the people believe him. He appeals to the manhood of the nation, and those who know him best, who know his iron will, who know of his lofty aspirations, and of his clean, unsullied life, are singling him out as a man commanding admiration, not only for his ability as a statesman; but for his high standards as a patriot. Mr. Laurier was a man who would rather have done right than wrong. He too was a man of most admirable intentions; but he lacked the strong will necessary to make a leader's personality felt in the sense of holding his colleagues in check.

Worn thin?
No! Washed thin! That's so when common soap is used.
SUNLIGHT SOAP REDUCES EXPENSE
Ask for the Octagon Bar.

A BLOODY BATTLE IS NOW PROGRESSING

All Day Monday Fighting Occurred Along the Entire Japanese Front And Russians Forced Back---A Terrific Artillery Fire is Raging.

Mukden, October 11., 1.1 p.m.—A bloody battle is now raging about six miles north of Yental railroad station. The Japanese on Sunday fell back along the whole front and the Russians advanced across the Schili river and came within three miles of Yental but yesterday the Japanese received strong reinforcements of infantry and artillery and not only held their positions but even assumed the offensive. The fighting lasted all day and night. The Japanese directed their artillery fire with great skill and searched the Russian positions so fiercely that the Russians fell back north of the Schili river which crosses the railroad seven miles from Yental. The Russians this morning resumed their advance and once more crossed the river and engaged the Japanese two miles south of it. A terrific artillery engagement is progressing all along the entire front. The result is still unknown.

DISPOSITIONS FOR THE BATTLE

St. Petersburg, Oct. 12.—(2:10 a.m.)—Severe fighting north of Yental, resulting in a temporary check of General Kuropatkin's advance guard, of which the Associated Press correspondent at Mukden telegraphed the first news, is not regarded at the war office here as indicating a general engagement. The least official despatches indicating the disposition of the various corps, show that the whole army is not yet in line of battle. The present engagement may, therefore, be regarded as the result of a counter attack, which an enterprising foe like the Japanese might be expected to make, but without any calculation to prevent the Russian advance.

General Kuropatkin's present superiority in numbers, it is said here, is bound, sooner or later, to compel the Japanese to fall back upon their strong positions within the triangle formed by Yental, Liaoyang and Sykwantun. Everything points to that direction as being the prospective centre of the decisive struggle of this year's campaign. Strategic reasons of the most weighty character render it imperative for the Russians, as well as the Japanese, to bestow their chief attention upon the country east of the railway. The Russians are compelled to this course because the railroad runs northeastward, and hence lines of communication are more vulnerable from the east. The Japanese are influenced by a similar consideration, but the railroad no longer plays a foremost part in their plans. In view of the approaching close of navigation at Yinkow, and of the fact that the line from Pitsewo is long and cumbersome and liable to interruption, they must consider Fengwangcheng and Takushan as the source of supplies during the winter, and, with this in view, the eastern communications of Liaoyang are of the utmost importance.

The Yentai triangle is admirably situated to protect them. Field Marshal Oyama must, therefore, hold this triangle at all costs. The problem confronting General Kuropatkin in the immediate future is the capture of the fortified heights composing this triangle where the Japanese will have the advantage of fighting behind breastworks and utilizing their superiority in mountain guns. The general superiority of the Japanese in mountain operations is conceded. The Russian commander undoubtedly is aware of the difficulties of the task before him, has measured them well and is confident of his ability to overcome them.

If General Kuropatkin possessed an army of half a million men he could leave a sufficient force to attack the triangle while he moved with the remainder around the eastern and western flanks. This is considered, in the best informed circles at the war office, to be impracticable with the numbers now composing General Kuropatkin's army, and a frontal advance is the only alternative. Operations, however, are likely to be marked by feints on the right and left. The Japanese probably will make similar movements until both armies become involved in a death struggle.

KUROPATKIN IS NOT BLUFFING

Baron Hayashi Does Not Take Same Views as British Journals.

London, Oct. 11.—The British government is closely watching to discern the cause and effect of General Kuropatkin's forward movement. Baron Hayashi, the Japanese minister here, deprecates the ridicule which is being showered by the English press on Kuropatkin's proclamation. In an interview today he declared he did not believe Kuropatkin was bluffing.

"I hear on good authority that he has got men almost shoulder to shoulder along the railway," he said.

"I would not be surprised if Kuropatkin, instead of continuing a frontal advance, should launch the whole of his army against General Kuroki's flanking force. It would be a bold stroke and precipitate a great struggle, but the Russians are not accustomed to mountain fighting and would be handicapped even though superior in numbers. The result of the present phase of the Manchurian campaign means much, and perhaps is almost as vital to one side as to the other."

IMMIGRATION INSPECTOR.

U. S. Commissioner Sargent Pays Victoria a Brief Visit.

Yesterday Frank P. Sargent, commissioner general of immigration at Wasnington, whose arrival on the United States revenue cutter Grant on Monday evening was reported in the Colonist of Tuesday, yesterday made his regular inspection of the immigration office of the United States in this city. He also called and paid his respects to Hon. Abram E. Smith, United States consul here.

Accompanied by his private secretary, P. A. Donahue, Mr. Sargent left Washington September 15th, and since that date has visited St. Louis, several cities in Texas and along the Mexican border, in California and Oregon.

When in Seattle Commissioner Sargent was asked regarding an increase in the immigration force in the state. In reply he said that Inspector Estell would make such recommendations. He also added that there had been some talk of establishing an immigrant station on Puget Sound similar to the one on Ellis island, near New York. According to Commissioner Sargent, the report was not sent out from official sources.

"An immigration station may be established on the Sound in a few years," he said. "The immigration business at this time would not warrant the building of a large station."

Concerning his trip along the Mexican border, Commissioner Sargent says that he finds a great many Chinese who are destined for the United States are going to Mexico.

In the past few months the Sound immigration officers have found it a difficult task to watch for Japanese smuggling across the line from Victoria. Recently the Canadian immigration authorities issued a new rule governing the inspection of aliens, which greatly assists the United States officers in their work of keeping out the undesirable Orientals.

Commissioner Sargent will talk with both Inspectors Estell and Fisher and learn of the needs of the state in the way of an increase in inspectors, if any, at this time. The matter of having the government provide the Seattle bureau with a steam launch for harbor patrol will probably come up. One is needed, and it is understood that Commissioner Sargent will make enquiries along that line.

HIS CASE HOPELESS.

From Town Topics.

"There are at least 1,000 good reasons why I should marry her."

"Well, what are they?"

"First, because I want to, and she herself is the other 999."

WAR SUMMARY.

(By Associated Press.)

For three days there has been sharp fighting a little north of the railroad town of Yentai, between Liaoyang and Mukden. The Russian advance was checked and the attacking force was compelled to retire to the north side of the Schilli river, but subsequently recrossed to the south side of that stream, where, at latest accounts, a terrific artillery fight was in progress. In military circles at St. Petersburg the fighting is not considered as being of the magnitude of a general engagement, such as is expected to come, possibly within a few days, somewhere within a triangle indicated by lines connecting Liaoyang, Yentai and Sykwantun. This battle, when it is fought, is expected to be decisive of this year's campaign. Wounded Russian soldiers who have been taken back to Mukden show by their cheerfulness the improvement that has been produced on the spirits of his troops by General Kuropatkin's course in assuming the offensive.

LORD MILNER PUTS OFF THE HARNESS

South Africa's Strong Man Succumbs to Prolonged Strain.

London, Oct. 11.—Lord Milner has resigned the high commissionership of South Africa on account of ill-health, brought about by the prolonged strain in grappling with the situation, which is daily becoming more difficult owing to the financial and racial troubles of the country. Lord Milner has twice previously resigned, but was induced to reconsider his decision, which now is irrevocable.

Lord Milner comes home at Christmas, and after consultation with him his successor will be appointed. Colonel Sir Edward Ward, at present under secretary of state for the war office, and formerly director of supplies of the South African field forces, is considered likely to get the appointment. Sir Edward has great administrative ability and is wholly disconnected with the past political or financial history of South Africa, so his appointment would not engender the antagonism which might be aroused by the nomination of a better known politician.

CORRESPONDENCE SOLICITED.

In order to get in touch with all who are willing to make an honest effort to advance from the plane on which they now stand to a higher one, whether in business or academic line, R. J. Sprott, B.A., the new principal of the New Vogel Commercial College, Vancouver, B. C., takes this means of informing all the ambitious young readers of this journal that he has installed first class departments of Bookkeeping, Shorthand, Typewriting, Telegraphy and all academic or college subjects in the Vogel College, and that if you only write to him he will be very pleased to give you full particulars about the work.

HOW TO KEEP WELL.

The best efforts of the great physicians are now expending in finding how to keep people well and prevent serious disease. Dr. Chase's Nerve Food was prepared with this object in view. It is not only a cure for diseases of the nerves, but also a restorative to be used when vitality runs low and the weakened condition of the system invites attack by fevers or contagious diseases.

SEIZING U. S. MAILS SUBJECT OF PROTEST

Washington Cabinet Consider High-Hand Proceedings of Russians.

Washington, D. C., Oct. 11.—One of the subjects brought before the cabinet meeting today was the protest against the seizure of American mail on the British steamer captured by the Russian Vladivostock squadron. Postmaster-General Wynne presented the protest from Dodwell & Co., representing the steamship line, and also the data collected by the United States post office department to show that American mail was on the ship. These papers were transferred to the state department and will in turn be transmitted to the American embassy at St. Petersburg for submission to the Russian government as part of the whole matter relating to prize seizures. Treaty provisions between the United States and Russia which bear upon this case were discussed, and reports as to the mails taken were submitted. It is anticipated that if the Russian government sustains the act of seizure the contention will be that mails taken were contraband, a question to which the American government is opposed. There are a number of precedents sustaining the inviolability of the mails under the same general circumstances.

NOT A LIBERAL GOVERNMENT.

Montreal Star.

On $7,000 a year and no legitimate accessories, a man cannot serve the public in honor and fidelity and at the same time amass a fortune in seven years. Yet it is undeniable that such men have risen to the rank of cabinet ministers under the present regime and good old Liberals, knowing the facts, bow their heads in shame.

It should be observed, however, that this is not a Liberal government in the strict sense of the word. You cannot blame the decent upright men of a party for the evils which they do not condone.

The government of Canada today is an opportunist government, trafficking in railway deals to gratify the caprice and avarice of individuals. It is not a government that Edward Blake or Alexander Mackenzie, or the Dorions or the Holtons would in their hearts have approved.

But it is a government that appeals to the schemer, offering a field of operation for the rascal, that no Canadian of twenty-five years ago would have believed the Canadian people capable of tolerating.

A BROKEN-DOWN SYSTEM.
This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital force that sustains the system. No matter what may be its causes (for they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is *increased vitality*—vigour.
VITAL STRENGTH & ENERGY to throw off these morbid feelings, and experience proves that as night succeeds the day this may be more certainly secured by a course of the celebrated life-reviving tonic
THERAPION No. 3
than by any other known combination. So surely as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored,
THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH,
and a new existence imparted in place of what had so lately seemed worn-out, "used up," and valueless. This wonderful restorative is purely vegetable and innocuous, is agreeable to the taste—suitable for all constitutions and conditions, in either sex; and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this never-failing recuperative essence, which is destined to cast into oblivion everything that had preceded it for this wide-spread and numerous class of human ailments.
THERAPION is sold by the principal Chemists throughout the world. Price in England 2/9 and 4/6. Purchasers should see that the word 'THERAPION' appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.
WHOLESALE—HENDERSON BROS. LTD.: VANCOUVER AND VICTORIA.

SHOCKING BRUTALITY.

Vancouver Couple Separated by the San Francisco Courts.

Judge Hebbard, of San Francisco, has granted a divorce to Josephine Ellen Waterman from Frederick James Waterman on the ground of cruelty. She married him in Vancouver, B. C., in 1888, Waterman being of English nationality and a remittance man, at all events it is set forth that from time to time during the married life of the couple he received large sums of money from England, very little of which the wife saw, as most of it went in betting on the races and other forms of gambling.

It was Waterman's habit to beat and abuse her in every way, she testified, and also calling her vile names and spitting upon her, this last by way of expressing his contempt for her American nationality. On one occasion he declared, the wife says, that he "would break her bloody American neck." Another time he tore the clothing from her body and spat upon her naked skin. Again he crushed her in a doorway, and frequently threw hot liquids over her if he did not chance to like the manner of her cooking. Smashing the dishes at the table for the same reason was one of his eccentricities. Finally, a year ago, he deserted her. The divorce was granted on the double ground of cruelty and desertion.

THE DAY'S DOINGS AT OTTAWA

Presentation to South African Veterans and Parsimony of Government.

From Our Own Correspondent.

Ottawa, Ont., Oct. 11.—On Parliament hill this afternoon the Governor-General presented the King's colors to the Royal Canadian Field and Garrison Artillery and Royal Canadian Regiment. The function was a brilliant one notwithstanding the parsimony of the minister of militia in only ordering out 20 per cent of the local corps. Nearly the full strength of the regiments turned out in honor of His Majesty, despite the departmental action.

Later His Excellency laid the cornerstone of St. George's Hall, which is to be the capital's home of the Sons of England and St. George's Societies.

Another obvious election dodge is shown in a paragraph of the Free Press, the organ of the Liberal party here. It states that the laborers on the experimental farms have received an increase in wages amounting to between a dollar and a dollar and a half a week, and as a further persuasion adds that this addition which was secured by Mr. Belcourt will go into effect immediately, and also that Mr. Belcourt has obtained an increase in salary for the Dominion constabulary amounting to 25 cents a day.

Collingwood-Screiber, deputy minister of railways, has returned from a tour of inspection of the MacKenzie & Mann railway system. He reports all the work on Canadian Northern as satisfactory.

Sir Richard Cartwright arrived in the city today from Kingston. It is probable that the minister of trade and commerce will go out to the West to assist Mr. Sifton, who is being hard pressed.

WHITNEY'S HORSES UNDER HAMMER

String of the Late New York Millionaire Is Sold at Auction.

New York, Oct. 11.—The imported stallion Meddler, of the stud of the late W. C. Whitney, was sold tonight at Madison Square Garden to Matthew Corbett for $51,000.

Meddler was originally owned by George Abingdon Baird, better known as "Squire Abingdon," the English millionaire, and when the Baird horses were sold after their owner's death, Meddler was bid in for $72,500 by J. Malcolm Forbes, of Boston, at whose death he was bid in by Sidney Paget, acting for Mr. Whitney, for $49,000.

Of the remaining stallions in the Whitney stud, Bally-hoo Boy went to Harry Payne Whitney for $2,500; Yaskeen was bought by W. H. Jencks for $21,500, and Kilmarnock was bid in by J. B. Haggin for $3,000.

Among the other sales were the following: Kilder, b. m., 1888, imp. Dare Din-Lou Laniere, sold to Harry Payne Whitney $7,500.

Leonora Loring, b. m., 1899, Dr. MacBride-Hoyden, sold to E. R. Thomas, New York, for $9,500.

Louise N., ch. m., 1893, Luke Blackburn-Louise T., sold to W. K. Vanderbilt, for $5,000.

Martha II., b. m., 1895, imp. Dandie Dinmonthed-Louise T., sold to Harry Payne Whitney for $9,000.

OUR FRUIT SUPPLY.

The Farmer's Advocate.

The recent experiment of the Ontario Department of Agriculture in shipping fruit to Winnipeg under the supervision of Prof. J. B. Reynolds (Professor of Physics and Literature, O. A. C., Guelph) was signally successful. The fruit arrived in good condition, although brought by freight in two refrigerator cars—one the C. P. R. (Bohn system); the other, the Hanrahan refrigerator car. The significance of the arrival of this fruit in good condition is seen when it is remembered that whereas the express rate is $2.10 per cwt. on fruit from the St. Catharines and Grimsby districts, by freight the rate is 66c. The California package was used, but the packing leaves much to be desired, according to appearance and the testimony of Prof. Reynolds. Some of the packages were not filled full—a lose package increases the risk of damage to fruit—others were packed with too thick paper, and others with excelsior. The growers seem to be afraid to spend a little money, especially for a decent-sized stencil or stamp of their name and address. Grapes were shipped in the box, holding thirty pounds net, which sold at auction (wholesale) at prices ranging from $1.10 to $1.75. The peaches shipped were Alberts and Crawfords, and although the latter is a soft variety, both arrived in good condition, and brought from 95c. to $1.20, the package being approximately 15½x11½ inches. Tomatoes, in similar packages, brought 65c. to 85c., and were in good marketable condition. Pears also, although graded as over-mature when packed, arrived O. K. Bartletts bringing 90c. to 95c. The opinion was advanced by a prominent man, under whose supervision lots of the fruit consumed in Winnipeg comes, that the Californians packed their fruit the best, the British Columbia people being second, the Ontario men third. In Manitoba and the Territories is a market well worth striving for, and one from which we hope to see the British Colombia and the Ontario dispossess the Californian, but, in order to do so, the fruit must be tiptop, of even quality, straight goods, and well packed. Ontario can put in a better-flavored fruit than can California, and British Columbia can do the same, and it's up to our Canadian growers to oust the American from the home market, which should be theirs, not only because it is a Canadian market, but because they can supply what that market calls for. No good Canadian should want his brother to consume Canadian goods merely because such are Canadian, the right stuff always gets the market.

MAKING UP FOR LOST TIME.

Noggs—My little girl is two years old and cannot talk yet.

Beggs—Don't be alarmed. My wife was three years old before she could say a word, and now——Stray Stories.

$800,000 Fire In Winnipeg

Prairie City Visited by One of Worst Conflagrations in History.

Fanned by High Wind Flames Get Beyond Fireman's Control.

From Our Own Correspondent.

Winnipeg, Oct. 11.—Three of the largest business blocks in the centre of Winnipeg were reduced to ashes tonight. The fire started in the new Bulman block, corner of Albert and Bannatyne streets, and the entire building was in flames before the alarm was turned in. The flames shot across Bannatyne to the Ashdown Hardware Company's retail stores, corner of Main and Bannatyne street. This immense establishment, one of the largest in Canada, was burned down within an hour. The cartridges and other inflammable material exploded and spread the fire in a northerly direction to the Rialto block. This business block was also destroyed together with Miller's cigar store, Hyndman's furnishings, the Dominion Express Company and a number of business offices above. The Great Northwestern Telegraph office is also burning.

The loss is estimated at over $800,000, of which the Ashdown Company will lose $500,000. It is impossible to get a list of the insurance tonight.

The Woodbine hotel, Baker block and Duffin block adjoining the Bulman block were all partly damaged. The chief sufferers in these blocks are the Slater Shoe Company, the Grundy Music Company, Calders, photo supplies, Davis, stationery stock, and Connolly, drugs. The Rialto block was saved after a hard fight by the firemen. The fire had such a start that anything they could do was of but little avail. The electric light and power services were all cut off owing to the fire, and all newspaper offices are in darkness at midnight. The Free Press office in the rear of the Bulman block escaped injury.

(By Associated Press.)

Winnipeg had the most disastrous fire in her history tonight, when the Bulman block, J. H. Ashdown's extensive retail hardware stores and several smaller buildings were burned to ashes.

The flames broke out in the second story of the block and within ten minutes had rushed from the second storey to the sixth. In half an hour the entire block, one of the finest in the city was down. The flames crossed Bannatyne street, which is a narrow thoroughfare and ignited the Ashdown retail stores, corner of Main and Bannatyne. The inflammable paints and oils together with small arms ammunition caused numerous small explosions, and spread the fire.

The strong wind blowing rendered the work of the firemen almost useless, and nothing could be done to check the fire or save the Ashdown establishment, which is now in ruins. The Rialto block on the north side was also damaged, but the tenants will suffer small loss, if the fire does not spread tonight.

The loss is estimated at between $600,000 and $700,000, the Bulman block, which was unfinished was only partially insured. Ashdown's loss is covered to the extent of $200,000 in various companies.

A Colonist reporter saw J. Buchanan, chief of the Winnipeg fire department, who was in the city yesterday, just prior to his going aboard the Vancouver boat last night, and showed him the above despatch. Mr. Buchanan said the fire was undoubtedly a very serious one, having broken out right in the heart of the city. The Bulman block was a a fine seven-storey building, and Ashdown carried a magnificent stock, one of the finest in the West.

Chief Buchanan expressed great concern to know if the progress of the fire had been stayed, and regretted that he was absent from the city at this time.

THE CAMPAIGN IN NEW WESTMINSTER.

The Columbian.

With self-sacrificing unanimity the perennial aspirants for political honors in the gift of this city and district have waived their prospects in favor of Mr J. B. Kennedy, as the Liberal nominee for the constituency of New Westminster in the election for the Commons to be determined on the 3rd of November. The Liberal-Conservative candidate, against whom Mr. Kennedy takes the field, is Mr. J. D. Taylor, who was nominated at the convention of his party in February last.

Mr. Taylor's campaign is directed towards making recognition of the rights of British Columbia a part of the Conservative policy, whether Mr. Borden continues to lead the opposition or whether he realizes the prevailing expectation of succeeding to office at once. This subject is not new to the Conservative candidate, nor taken up as a vote-catcher on the eve of a campaign. For years he has kept it prominently before the public of this riding, through the Columbian; and Mr. Taylor may be depended upon to continue the contest for provincial rights on the floor of parliament if the electors determine that he shall represent them there. And besides the broad question of provincial rights, Mr. Taylor presents an arrangement on local issues, as to which the Laurier government have shamefully betrayed the interests of New Westminster city and district. There can be no defence offered locally for the treatment we have received at Ottawa; and the Liberal campaigners make an extraordinary demand when they propose that those in the riding who in the past have voted for Liberal candidates, shall sacrifice all local interests for the gratification of such of the party spirit as has survived the ill-treatment. Of course their candidate must stand for the sins of the government, for if he condemns the government he condemns himself for the present attempt to save them from the only effective form of condemnation the electorate can pronounce.

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