



\$10 LADIES' and MISSES' Silk Dresses

Special offering of Ladies' and Misses' Messaline Silk Dresses, in black, navy blue, Copenhagen blue, tan and rose shades; nicely made and finished with Bulgarian trimmed collar and cuffs and silk sash.

\$12.50 Special in Coats

Ladies' and Misses' Smartly Tailored Fall and Winter Coats, in fancy tweeds and boucle cloths. Three-quarter lengths, with convertible collar and belted back. Very special values.

\$1.49 Black Satin Underskirts

Extra making in these fine Underskirts for trade. Twelve-inch pleated flounce. Black only. All sizes.

Cascade Cord Silks at 75c

40 inches wide, in sky, pink, tan, champagne, Copenhagen. Extra fine for drape skirts and regular \$1.00 value.

New Dress Fabrics, Special at 25c

Tartans, Shepherd Checks and New Stripe Vicunas. Nice qualities and full 42 inches wide. Very special value.

Two Big Specials in Men's Cashmere Socks

THREE PAIRS FOR 50c—Fine English Cashmere Socks, with double heels and toes and fine ribbed top. All sizes. Regular 25c.

THREE PAIRS FOR \$1.00—Extra fine Pure Wool English Cashmere Socks, splendid weight, silky finish, all sizes. Regular 50c.

Men's Worsteds Socks, in black, with card mending yarn 25c

Extra fine black and heather Worsteds Socks, Scotch make 2 pairs 75c

\$1 Blanket Cloth Coating

Special quality in All-Wool Blanket Cloth Coating, 54 inches wide; navy, scarlet and cardinal shades.

10c Special Flannelette

20 pieces special 30-inch Scotch Shaker, in pretty new pinks, blues and fawns.

37c for 50c Towels

20 doz. fine Bleached Huck Towels, hemstitched, with fancy border; pure linen. Our regular 50c quality.

\$1 Special Quilts

2 dozen only special White Crochet Quilts. Size 70x72. Handsome patterns.

Men's Winter Underwear Is In Now

Stanfield's at \$1.00, \$1.25, \$1.50; Watson's at \$1.00; Tiger Brand, wool and wool fleece, at 75c; Mitchell's heavy wool at \$1.00; Heavy Cotton Fleece at 50c; Boys' Fleece and Wool, 25c to 75c.

Men's Extra Heavy Shaker Nightgowns, \$1

Made in Scotland of extra fine and heavy Scotch shaker; extra large bodies and good sewing. Good value at \$1.25

BUTTERICK PATTERNS.

R. J. YOUNG & CO.

BUTTERICK PATTERNS.

LIBS. LIKELY TO PROTEST CHATEAUGUAYBY-ELECTION

Wholesale Corruption Is Alleged in Connection With Voting—County Was Flooded With Paid Conservative Agents—Ample Evidence of Bribery.

Montreal, Oct. 11. — James Morris, Conservative candidate in Chateauguay, was returned today by a majority of 140.

It is practically certain that the Liberals will contest the election, even though the majority is 140, on the ground of wholesale corruption. It was the hottest contest ever seen in the county, and it was the common remark by both French and English voters, "Never before in my life have I seen so many outsiders in the county."

Corruption Campaign. Fearing that legitimate methods would be insufficient, the Conservative machine has waged a campaign of wholesale corruption, the worst that has ever disgraced a Quebec election since Confederation. It has been openly stated throughout the county by Conservatives that "We will win this county. If it costs us \$100,000 to do it."

The opinion of voters on public questions has been sought by offering them public works more lavishly than any government could dream of performing for a single county, and by the buying of individual votes with sums ranging from \$5 to \$30, although it is commonly reported that as much as \$200 has been paid in certain obscure cases.

One of the surest signs of Liberal leadership of the campaign is to find out the class of men who have been corrupted. In more than one case well-to-do farmers have accepted bribes.

Conscience Tormented Him. One pathetic case is that of a man who on the night previous to the election drove over to a neighbor's, who was known as a strong Liberal, and threw a roll of bank bills on the floor, saying: "There it is! I have not had a minute's sleep since I accepted it. I cannot eat, and my conscience won't let me rest for having done such a thing. You can do what you like in the matter, but I want to feel honest again." His affidavit implicating Conservative workers has been taken, and affidavits of other men in the county acknowledging the receipt of bribes have been received.

The Conservative party had the county flooded with paid agents, while the Liberals depended on the efforts of local members of Liberal associations. These did yeoman service in whatever time they could spare from their own businesses or occupations.

FRANK PEDLEY RESIGNED AS RESULT OF MUCH CRITICISM

Duncan Campbell Scott Succeeds Him as Deputy Minister of Indian Affairs—No Official Statement Has Yet Been Made—Surprise at Ottawa.

Ottawa, Oct. 11.—Frank Pedley, which position he was appointed in 1902. From 1897 to 1902 he was superintendent of immigration, and did splendid service under Hon. Clifford Sifton in organizing the department on its present efficient basis. Prior to that Mr. Pedley practiced law in Toronto for some years. Mr. Duncan Campbell Scott, who succeeds him in the Indian department, has been in the civil service since 1879, and has a wide reputation as one of the best of his class.

Mr. Pedley's retirement comes after eleven years' service as deputy head of the department of Indian affairs, to

Canada's most brilliant lyric poets. Criticism Was Made.

No official statement is given as to the reason for Mr. Pedley's retirement from the service, but it is understood that it is due to some criticisms made of his connection with a syndicate which purchased public tenders for a block of Indian land in Saskatchewan for the Government. This purchase originated while Mr. Pedley was superintendent of immigration.

A report on the matter was made some months ago to the Minister of the Interior by Mr. T. R. Ferguson, K.C., who has been retained by the Government to investigate governmental transactions dating from years back relating to the sale of public lands, etc.

An Old Case. The case in question has been said, dates back to twenty years ago, when Mr. Pedley became connected with the Indian department, and there is no charge that the land was not sold to the highest tenderers, after due public advertisement, or that the action was illegal. It was stated, however, that Mr. Ferguson's report calls in question the propriety, as a matter of public policy, of Mr. Pedley having any connection with an official who was an efficient and valued administrative official, and to this Hon. Mr. Roche has borne testimony. He will devote his time to private business interests with which he is to be connected.

The situation got worse almost as fast as we breathed. It wasn't long until we could see things blazing down below. There were cries for the boats, but the sea was rolling in, and the cries for the boats were drowned. There was confusion, running about, cursing.

"Captain Inch behaved splendidly, and so did the officers, who are English and many of them are from the crew, made up of Germans and Belgians, behaved very badly. People were rushing about wildly, and instead of trying to quiet them, the crew were trying to get into the boats. They were making the panic worse.

DUTTON CYCLIST WAS HURT NEAR GLENCOE

William Bambridge Dislocated Shoulder and Had Head Badly Cut. [Special to The Advertiser.]

Glenoe, Oct. 13.—Wm. Bambridge, aged 22, of Dutton, had his head badly cut, and his shoulder dislocated near here on Sunday afternoon, when as he was on his way to visit his parents in Watford on his motorcycle the machine suddenly stopped and he was hurled over the handlebars.

Bambridge was speeding along about 20 miles an hour on a piece of the road when the wheel suddenly jammed. Several stitches had to be put in a cut in his hip, where a tooth was forced through.

Bambridge went to Victoria Hospital, London, to have an X-ray photo taken of himself to ascertain if he had sustained any internal injuries.

BLACK HAND BOMB WRECKED BIG STORE

East Side Startled By Worst Explosion in Many Years. [Canadian Press.]

New York, Oct. 12.—Despite the recent round-up of Italians suspected of being responsible for most of the bomb outrages committed in New York, the East Side was startled today by one of the most terrific explosions in years. An entire block was shaken, and almost every pane of glass throughout the block was smashed. The grocery store of Candeo Gatto was wrecked. Gatto said he had received several black hand letters recently, but had ignored them. Two hundred and fifty persons were driven from their homes by the explosion.

Laid Over for a Week. [Special to The Advertiser.]

Sarnia, Oct. 11.—The case of Roy George, the Sarnia young man who was arrested in Windsor, on a charge of seduction, under promise of marriage, which was to have come before the court today, has been laid over for a week.

SURVIVOR TELLS AWFUL STORY OF OCEAN TRAGEDY

Declares Crew Was Responsible for Many Passengers Being Killed.

CAPTAIN DREW REVOLVER

Forced Men Who Were Crowding Women From Boats to Desert.

London, Oct. 13.—It is now practically certain that no more than 136 lives were lost in the burning of the Voltorno.

Panic was the first cause of the loss of life when the Voltorno burned. Members of the crew and men of the steerage passengers pushed aside women with babies in their arms and sprang into the first boats. These boats were crowded against the ship's side and all in them perished. Captain Inch drew his revolver and threatened to prevent more boats being lowered.

Survivor's Story. The story of the burning of the ship, of the panic, of the coming of the rescuing Carmania, and of the incidents of the disaster is told by a survivor on the Carmania, Walter Trintepohl, who will be landed at Fishguard this morning by the Curanair. It is he who charges the crew and some of the men passengers with cowardice and brutality. His story, sent to London by Arthur Spurgeon, a London publisher, who talked to him on the Carmania, leaves little doubt that there would have been no loss of life by drowning if the men of the Voltorno had kept courage and patience.

Risked His Life. Mr. Spurgeon obtained the story from Arthur Trintepohl, a German commercial traveller, who jumped from the blazing Voltorno on Thursday night, and was rescued by a sailor of the Carmania, who risked his own life by going into the sea after Trintepohl.

Before the survivor lost consciousness from exposure and weakness he told his story to Mr. Spurgeon. Until the English publisher called the man's attention to it, he didn't know that his shoes were burned off from the fire that had charred the Voltorno's decks.

Mr. Trintepohl was working for a firm of merchants in Barcelona. He said Mr. Trintepohl, "I got an offer of a position in New York, so I took a steamer passage class the Voltorno. We sailed from Rotterdam on Oct. 2, and all went well until 6 o'clock the following Thursday.

Alarm Was Sounded. "We heard a fire alarm sounded, and we were ordered to go down. The officers told us that a fire had broken out in the hold. They didn't know how bad it was, but they were afraid that it had gained a big start. As soon as we reached the big start, the officers and stewards handed life-belts around and the passengers began at once to put them on. Lots of us didn't know how to put them on, and the officers kept telling us to get out the life-belts as a precaution, although they believed the fire might soon be put out.

"All of the passengers were much upset, especially the women and children. The children got scared easily, and many of them cried. Some of the women who had babies in arms were hysterical, but the officers went around and soothed them, telling them that it would be all right, every body would be taken care of.

"The situation got worse almost as fast as we breathed. It wasn't long until we could see things blazing down below. There were cries for the boats, but the sea was rolling in, and the cries for the boats were drowned. There was confusion, running about, cursing.

"Captain Inch behaved splendidly, and so did the officers, who are English and many of them are from the crew, made up of Germans and Belgians, behaved very badly. People were rushing about wildly, and instead of trying to quiet them, the crew were trying to get into the boats. They were making the panic worse.

"The first officer took charge of the first boat that was gotten ready. He called for women and children, but there was a rush from the crew, and many of the people who got in the first boat were members of the crew.

"They managed to lower the boat in spite of the wind, which kept swinging it against the side of the ship, pouring it in and out as the ship rolled. It had just reached the water when a great wave hit it, jammed it against the ship and broke it in two. Every soul in it was drowned.

Left the Women. "Others of the officers and crew were trying to launch a second boat while this was happening, but I can't say who was in charge of the boat. I do know that after the chief steward had thrown some provisions into the boat he jumped in himself. I know, too, that there were more men than women in this women and children were pushed one way and another, despite what Captain Inch and his officers could do. This boat was quickly broken against the side of the ship, crushing it like an eggshell. All in it went down.

Great Confusion. "These two boats were launched amidships. Three other boats were put out from the after part of the ship. The fourth officer was in one of them. I cannot say what was his boat. Everything was in confusion. Ropes were broken; tackle jammed. The occupants of the boats were turning over into the water and drowned.

"Captain Inch saw what had happened, saw the tangle of rigging and tackle. He cut the tackle off the other boats so that they couldn't be brunched. It was his duty to try to leave the ship in such a storm. We on board knew that the Carmania had answered our call for help and we were glad that the Captain had cut

the tackle. We wanted to stay where we were to wait for the Carmania.

Captain Drew Revolver. "When the Carmania came in sight we all became better off. We were just drifting with the wind. As soon as the Carmania came in sight the captain made all of the women and children go to one side of the ship and kept the men on the other side. He was compelled to leave the bridge because the fire had got too hot. This was about the worst hour of the day. Women were shrieking. Some laughed crazily. Some fainter. No man can remember all of the things that happened.

"We hadn't thought of food, but after the Carmania got near we considered that we had better get something. We went to the kitchen. No cooks or stewards were there, so some of us passengers made coffee, helped ourselves to biscuits and pickled beef and tinned stuff. Most of the passengers refused to eat anything. There were some that could see nothing but death in sight. They were sure that the storm would last and that the fire would drive them into the sea.

"We saw rafts sent out from the Carmania, but nobody told us to jump. In fact, we didn't know what the rafts were there for. At 6 o'clock on Thursday night the decks all began to get hot.

"The decks got hotter and hotter, but we were too excited to feel the heat."

Boats Burned Off. Trintepohl paused in his story at this point. Mr. Spurgeon says, and glanced at his shoes. Mr. Spurgeon had shown him the burned soles. "I don't remember when that happened, but when the flames burst out. Many of the women and some of the men tore their hair and screamed in their fear. Others grovelled on the deck. Some stood quite still.

"There was an explosion, which threw up great quantities of blazing wood and red-hot metal. Some were killed. This made the panic worse. After the explosion I thought I had jumped. I am a good swimmer, and I thought I could make the Carmania, which by then was comparatively close to us. One of the passengers, an Englishman, said he would go with me, and one of the crew was willing to take a chance. I jumped first. They followed, but I never saw them again. Undoubtedly they were drowned.

Could Not Hear. "I made for a German ship and shouted as loudly as I could. They never heard me. I suppose the wind kept them from hearing. It was hard work swimming, and several times I thought I was gone, but I kept fighting and turning toward the Carmania. I continued to help myself by pulling myself up mechanically. I don't know how I was taken out.

"The main reason I was taken out was that I believed the whole ship would blow up and destroy us all.

Burned to Death. "During the day five sailors and one steward fell in the fire and were burned to death. Then I came away. I don't think of anything else now."

When Trintepohl told that, according to the captain's wireless message, six boats had been launched and two got away, he said: "It is not so; I was there. I saw everything. No boats got away."

Trintepohl became very ill and was unable to continue his story. He was attended by a doctor of the Carmania and put to bed. He will recover from his frightful experience. For a time he was threatened with pneumonia, having been in the ocean more than an hour.

His story was told somewhat incoherently in broken English. He was attended by a doctor of the Carmania and put to bed. He will recover from his frightful experience. For a time he was threatened with pneumonia, having been in the ocean more than an hour.

From Mr. Spurgeon there was received an additional story by aerogram, in which he said that the last message received on the Carmania from the Voltorno was at 9 o'clock on Thursday night. The last appeal was: "For God's sake help us, or we perish."

Wireless Gave Out. The wireless apparatus of the Voltorno then gave out.

"At that time the Aereport of the ship appeared to burst into flames, but by some sort of miracle the fire didn't spread to the rest of the ship.

Mr. Spurgeon says that Mr. Trintepohl insists that all the boats that were lowered were broken by the waves against the Voltorno's side, and that everyone in them perished. When Trintepohl was told that previous messages had said that two boats had been launched and two got away, he said: "It was not so; I was there. I saw everything. No boats got away."

It is very likely that the Government will send a warship to the scene of the disaster for the purpose of searching for the two boats that are said to have escaped from the burning ship, and to recover bodies. It is not known yet whether or not the Voltorno burned to the water's edge and sank, or whether she became a charred hulk, a derelict dangerous to navigation. In the latter case the warship dispatched from this country would probably sink the wreck.

NOT IN PORT YET. [Canadian Press.]

London, Oct. 13.—None of the steamers which went to the aid of the ill-fated Voltorno when she was burning in mid-Atlantic had arrived at their destination today, but a wireless report from the Curanair, the Carmania, which was the first to reach the scene of the disaster, told that she had passed Brow Head at 2:46 a.m. today, and expected to reach Fishguard at half-past one this afternoon.

A heroic part in the rescue of the Voltorno's passengers, and which were coming toward Europe, and which expected to reach port with survivors of the wreck on board today or tomorrow. The Minneapolis is due at Gravesend in the Thames at half-past 1 o'clock on Tuesday afternoon, the Devonian at Liverpool and the Czar at Rotterdam on the same evening, while La Couronne may arrive at Havre this evening.

The Uranium line has made arrangements to send those survivors who desire to proceed to their destinations to America on board other vessels as soon as possible.

The Amsterdam correspondent of the Times learns that all the Voltorno's cabin passengers were saved.

A BIG EXPLOSION. [Canadian Press.]

Montreal, Oct. 12.—Evidence that the explosion which started the fire upon the Voltorno was of tremendous force, is to be found in a statement received by wireless here via Cape Race from one of the rescue vessels, the Grosser Kurfuert, and which says that forty men were killed by it. This statement also contains the information that Captain Inch, of the Voltorno, is surrounded, though no details of his injury or how he came by it are given.

LARGE NEW ISLAND FOUND BY RUSSIANS NORTH OF SIBERIA

Most Important Geographical Discovery of Century Made by Lieut. Wiltski.

NICHOLAS SECOND LAND

Large Amount of Invaluable Geological Data Obtained by Exploring Party.

[Canadian Press.]

St. Michael, Alaska, Oct. 13.—Further report on the Russian Polar expedition which has just reached St. Michael brings the news of the discovery of a large island or a continent north of Siberia, was given out today by Lieutenant Commander Wiltski.

He said he succeeded to the command of the expedition after General Sergieff was stricken with apoplexy in Behring Sea.

General Sergieff returned from Plover Bay on the Russian cruiser Argon.

The ships brought back a remarkable collection of Polar marine animal life, marine plants found about the new land, and which are microscopical, and a large geological collection.

Nicholas' Second Land, the new tract was named, was discovered Aug. 21, and possession taken Aug. 22, Russian calendar. The Russian coast now are lying in latitude 80, longitude 100 east.

Saw Green Sun. The ships witnessed a splendid occurrence, rare in the Arctic, the phenomenon of a green sun, lasting ninety seconds each time at sunset July 30 and Sept. 14. The spectacle was sketched in colors by Lieutenant Ponson, chief engineer.

The vessels have a barograph record of the Behring Sea storm, and photographs showing the extensive incursion of the vessels during the storm, with mountainous seas apparently about to overwhelm them.

The Russian officers are very courteous, but reticent regarding scientific data and results obtained.

LAST GREAT DISCOVERY. [Canadian Press.]

Washington, Oct. 13.—Members of the National Geographic Society said here that the reported Russian discovery of a continent 500 miles north of Asia, if true, would be the last great discovery of land. They pronounced it the most important discovery within the Arctic circle in the last century.

The report from St. Michael, Alaska, that Commander Wiltski, in command of the Russian Government steamer Taimyr, and the Wayatch, had arrived there and announced the discovery of a body of land as large as Greenland, extending beyond latitude 81 north, and longitude 102 east, came as a great surprise to the members of the society.

A Rich Field. It was known that the Russian Government for years had pursued a survey in the Siberian ocean, but no word had reached them of a regular exploring expedition into the frozen north.

The expanse north of Canada, Alaska and Siberia has long been regarded as an inviting field for investigation, however, and the Canadian Government sent Vilhjalmur Stefansson into the Arctic last summer on a three-year expedition.

REPORT CONFIRMED. [Canadian Press.]

St. Petersburg, Oct. 13.—Confirmation of the discovery of new land in the Arctic Ocean was received by the Russian admiralty today in a brief official wireless report from Commander Wiltski, of the Russian navy.

Commander Wiltski is a son of the famous hydrographer who died last year. He wanted to go west to the River Yenesei to winter, but met with solid ice, and on this account proceeded in a northerly direction, where he discovered land extending for 200 nautical miles.

The expedition was then compelled by the ice to return toward the east. When passing Bennett Island in latitude 76.40 north, longitude 148.30 east, they found the diaries and documents.

LIVE STOCK AND PRODUCE MARKET

LIVE STOCK.

CHICAGO, Oct. 13.—Cattle—Receipts, 21,600; market steady, beef, \$7 to \$9; hogs, \$6.50 to \$7.50; sheep, \$4.50 to \$5.50; calves, \$5 to \$6; pigs, \$4 to \$5; bulk of sales at 10 to \$5.60. Sheep—Receipts, 41,000; market steady; natives, \$3.50 to \$4.50; yearlings, \$5 to \$6; lambs, natives, \$5.50 to \$7.50. Hogs—Receipts, 13,000; market steady; heavy, \$6.50 to \$7.50; medium, \$5.50 to \$6.50; light, \$4.50 to \$5.50; bulk of sales at 10 to \$5.60. Pigs—Receipts, 1,000; market steady; bulk of sales at 10 to \$5.60. Cattle—Receipts, 1,000; market steady; heavy, \$6.50 to \$7.50; medium, \$5.50 to \$6.50; light, \$4.50 to \$5.50; bulk of sales at 10 to \$5.60. Sheep—Receipts, 1,000; market steady; natives, \$3.50 to \$4.50; yearlings, \$5 to \$6; lambs, natives, \$5.50 to \$7.50. Hogs—Receipts, 1,000; market steady; heavy, \$6.50 to \$7.50; medium, \$5.50 to \$6.50; light, \$4.50 to \$5.50; bulk of sales at 10 to \$5.60. Pigs—Receipts, 1,000; market steady; bulk of sales at 10 to \$5.60.

FOR THE TOILET

We have about all the toilet aids or requisites that you can ask for. The perfumes, creams, lotions, powders and beautifiers that have real worth will always be found here. We have several of our own make, which we sell at a guarantee, and which we know to be as harmless as they are effective.

Strong's Drug Store

184 DUNDAS STREET.

We are leaders in the growing and

cutting of CUT FLOWERS F. Dicks & Son 235 Dundas St. E. Tel. 437.

Stylish and Attractive Designs in Ladies' and Misses' SUITS, COATS, DRESSES AND MILLINERY

Now Being Shown at the

...LONDON... Ready-to-Wear 256 DUNDAS STREET.

We would be glad of an opportunity to show you these lines.

Sole Agents for GURNEY OXFORD RANGES Smallman & Ingram

EAST END FLORAL STORE J. H. TAYLOR, 111—PHONE 719. All Kinds of Flowers in Season

613 Dundas Street

The Values We Offer in Furniture

Cannot be beaten elsewhere. When buying Furniture you will find it to your advantage to come to

PATTEN 247 Dundas St. Phone 1680

Firm: sales, 1,720; receipts, 1,521; shipments, 20; stocks, 153,248.

LONDON, Oct. 13.—Cattle—Receipts, 21,600; market steady, beef, \$7 to \$9; hogs, \$6.50 to \$7.50; sheep, \$4.50 to \$5.50; calves, \$5 to \$6; pigs, \$4 to \$5; bulk of sales at 10 to \$5.60. Sheep—Receipts, 41,000; market steady; natives, \$3.50 to \$4.50; yearlings, \$5 to \$6; lambs, natives, \$5.50 to \$7.50. Hogs—Receipts, 13,000; market steady; heavy, \$6.50 to \$7.50; medium, \$5.50 to \$6.50; light, \$4.50 to \$5.50; bulk of sales at 10 to \$5.60. Pigs—Receipts, 1,000; market steady; bulk of sales at 10 to \$5.60.

TORONTO, Oct. 13.—Sugars are quoted in Toronto, wholesale, as follows: Extra granulated, 100-lb bags, \$4.50; No. 1, \$4.40; No. 2, \$4.30; No. 3, \$4.20; No. 4, \$4.10; No. 5, \$4.00; No. 6, \$3.90; No. 7, \$3.80; No. 8, \$3.70; No. 9, \$3.60; No. 10, \$3.50; No. 11, \$3.40; No. 12, \$3.30; No. 13, \$3.20; No. 14, \$3.10; No. 15, \$3.00; No. 16, \$2.90; No. 17, \$2.80; No. 18, \$2.70; No. 19, \$2.60; No. 20, \$2.50; No. 21, \$2.40; No. 22, \$2.30; No. 23, \$2.20; No. 24, \$2.10; No. 25, \$2.00; No. 26, \$1.90; No. 27, \$1.80; No. 28, \$1.70; No. 29, \$1.60; No. 30, \$1.50; No. 31, \$1.40; No. 32, \$1.30; No. 33, \$1.20; No. 34, \$1.10; No. 35, \$1.00; No. 36, \$0.90; No. 37, \$0.80; No. 38, \$0.70; No. 39, \$0.60; No. 40, \$0.50; No. 41, \$0.40; No. 42, \$0.30; No. 43, \$0.20; No. 44, \$0.10; No. 45, \$0.00.

TORONTO, Oct. 13.—Beef hides—The demand is sufficient to keep stocks from accumulating; tanners are most reluctant to pay present prices, which are now on a high record; by inspected hides, No. 1, 13 1/2¢; No. 2, 12 1/2¢; country, 10¢; No. 3, 9 1/2¢; No. 4, 8 1/2¢; No. 5, 7 1/2¢; No. 6, 6 1/2¢; No. 7, 5 1/2¢; No. 8, 4 1/2¢; No. 9, 3 1/2¢; No. 10, 2 1/2¢; No. 11, 1 1/2¢; No. 12, 1 1/4¢; No. 13, 1 1/2¢; No. 14, 1 1/4¢; No. 15, 1 1/2¢; No. 16, 1 1/4¢; No. 17, 1 1/2¢; No. 18, 1 1/4¢; No. 19, 1 1/2¢; No. 20, 1 1/4¢; No. 21, 1 1/2¢; No. 22, 1 1/4¢; No. 23, 1 1/2¢; No.