



AEROPLANES BOMBARD PALACE OF THE KING OF WURTEMBERG

Paris Announces Reprisal for German Raids on London and Other Places

A despatch from Paris says: French aviators have bombed Stuttgart, capital of the Kingdom of Wurtemberg, according to the French official communication. They dropped about a hundred shells on the Royal palace and the station. The official report says: "In retaliation for the bombardments by the Germans of open towns and civilian populations of France and England, a group of aeroplanes set out recently to bombard Stuttgart. About a hundred shells were dropped on the Royal palace and the station. Our aeroplanes, which were cannon-

aded at different points along the line, returned in safety to their base." The point of departure is not named in the communiqué. If this was Nancy, the aviators had a straightaway flight of 135 miles to Stuttgart, allowing for no detours. The distance from Belfort is a matter of five miles shorter. A statement issued before the announcement of the attack on Stuttgart tells of the effective bombardment of the railroad station at Conflans, which is in occupied French territory on the line between Verdun and Metz, by a group of seven French airplanes.

SAVED NANCY FROM SHELLING

A French Aviator Single-Handed Puts Six Hostile Air Craft to Flight.

A despatch from Paris says: With the exception of an attack by an enemy submarine in the Champagne region, the fighting recently has been largely in the hands of the artillery. Cannonading has broken out in Belgium, according to the French official report given out in this city. Artillery fighting has taken place also near Arras, between the Somme and Oise, between the Aisne and the Argonne region, and in Lorraine. One French aeroplane carrying Lieut. Dum, as observer, and Sergt. Garnier, as pilot, attacked and defeated a fleet of six German battle aeroplanes, it was revealed in a general order. Both French aviators are mentioned for conspicuous gallantry. The fight took place over Nancy. The French aviators attacked the German machines one by one, preventing them from bombarding the town. When the French machine landed it was riddled with bullets.

General Joffre, the French Commander-in-Chief, and the allied commanders on this front—Field Marshal Sir John French and King Albert of Belgium—are developing a new plan of campaign that involves the almost continuous use of artillery on a vast scale along the whole line.

ENTRANCE TO BALTIC IS MINED BY GERMANS

A despatch from Amsterdam says: A Berlin despatch received here says the German Government has announced that a new mine field will be laid south of the outlet to the Sound and that a pilot service will be established to enable neutral shipping to traverse the danger zone. The Sound is the channel between the Danish Island of Seeland and Sweden which connects the Baltic with the Cattegat and the North Sea. The waterway formerly belonged to the Danish sovereigns, who for many years collected tolls from foreign vessels using it. In 1857, however, by a treaty with the commercial nations of Europe, the dues were abolished.

MURDERED BY GERMAN

Canadian Spared Life of Hun Who Shot Him in the Back.

A despatch from Lethbridge, Alta., says: That Captain Frank Pett, a Lethbridge officer, with the Tenth Battalion, was intentionally murdered by a wounded German on the field of battle at Ypres is now established by word from one of the soldiers with Captain Pett at the famous charge. Captain Pett, in the charge, came across a wounded enemy, who asked him to spare his life, which he did. When he turned to go the German shot him with his own rifle in the back.

STATES NOW OPEN TO RUSSIAN EXPORTS

A despatch to Washington says: The formal agreement lifting the Russian embargo against exports to the United States has been signed by Secretary Lansing and George Bakmeteff, the Russian Ambassador. Russian goods will be allowed to come to the United States consigned to the Secretary of Commerce, on condition that the Russian Government is given satisfactory guarantees that the merchandise will not reach her enemies.

GERMANS DROP BOMBS ON SWISS TERRITORY

A despatch from Paris says: Two German aeroplanes flew over Swiss territory between Couffeyan and Porrentruy and dropped a bomb near the Cras Dermont farm, injuring a child, according to newspaper despatches from Berne.

BIPLANES PRESENTED BY CLUBS IN CANADA

A despatch from London says: Eight biplanes have been presented to the British Government by overseas clubs. Three of them are from Montreal, St. Catharines, Ont., and Nova Scotia.

How the Submarines Get Victims

A despatch to the London Daily Telegraph from Copenhagen says the Danish steamer Frode, which was sunk in the North Sea September 5, was sent to the bottom by a German submarine after a German sailor who boarded the steamer at Buenos Ayres by means of alleged false papers of Norwegian citizenship had been taken off by the submarine.

This testimony, the correspondent says, was adduced by the Danish marine court at an enquiry into the sinking of the Frode. When the steamer was halted by the submarine, according to the testimony, the sailor immediately declared himself a German and was transferred to the submarine. Later the Frode was torpedoed and two men were killed by the explosion.

The Leading Markets

Breadstuffs.

Toronto, Sept. 27.—Manitoba wheat—New crop, No. 1 Northern, \$1.02; No. 2, \$1, track lake ports, immediate shipment. American corn—No. 2 yellow, 84c, track lake ports. Canadian corn—No. 2 yellow, 81c, track Toronto. Ontario oats—New crop, No. 2 white, 38 to 39c; No. 3 white, 36 to 38c, according to freights outside. Ontario wheat—New No. 2 Winter, per car lot, 90 to 92c; wheat slightly tough, 80 to 85c; sprouted or smutty, 70 to 85c, according to sample. Peas—No. 2, per car lot, nominal, according to freights outside. Barley—Good malting barley, 52 to 54c; feed barley, 43 to 45c, according to freights outside. Buckwheat—No. 1, nominal, according to freights outside. Rye—No. 2, nominal, 75 to 78c, according to freights outside. Manitoba flour—First patents, in jute bags, \$5.25; second patents, in jute bags, \$5.25; strong bakers', in jute bags, \$5.05, Toronto. Ontario flour—New Winter, 90 per cent. patents, \$5.25; second patents, \$5.00; freight in bags, prompt shipment. Millfeed—Car lots, delivered Montreal, freight on, \$24, shorts, per ton, \$26; middlings, per ton, \$27; good feed flour, per bag, \$1.80.

Country Produce.

Butter—Fresh dairy, 25 to 27c; inferior, 22 to 23c; creamery prints, 29 to 30c; do, solids, 27 to 28c. Eggs—No. 1, 25 to 26c per dozen, in case lots; extra at 26 to 27c. Hens—No. 1, light (wholesales), 10 to 11c; do, retail, 12c to 15c. Combs (wholesale), per dozen, No. 1, \$2.40; No. 2, \$1.50 to \$2. Poultry—Spring chickens, 20c; fowl, 16 to 17c; ducks, 17 to 18c; turkeys, 22 to 24c. Cheese—Large, 15 to 15c; twins, 15c to 15c. Potatoes—The market is quiet, with car lots quoted at 60c per bag on track.

Provisions.

Bacon, long clear, 14 to 14c per lb. in case lots. Hams—Mediums, 18c to 19c; do, heavy, 14c to 15c; rolls, 15 to 16c; breakfast bacon, 20 to 23c; backs, plain, 23 to 24c; boneless backs, 25 to 25c. Lard—Tubs, 12c to 12c; do, packed, 12c to 12c; second hand, tubs, 9c to 10c; do, pails, 11c.

Wholesale Hay Market.

Baled hay, new—No. 1, ton, \$15 to \$16.50; No. 2, ton, \$13 to \$14; baled straw, ton, \$6.50.

Business in Montreal.

Montreal, Sept. 27.—Corn, American No. 2 yellow, 87c to 88c. Oats, extra No. 1, 43c; No. 2, local white, 42c; No. 3, local white, 41c. Flour, Man. Spring wheat patents, firsts, \$5.85; seconds, \$5.35; strong bakers', \$5.15; Winter patents, choice, \$5.30; straight rollers, \$4.80 to \$5; do, bags, \$2.25 to \$2.35. Rolled oats, barrels, \$5.25 to \$5.35; do, bags, 90 lbs., \$2.40 to \$2.45. Bran, \$25. Shorts, \$27. Middlings, \$29 to \$33. Moulins, \$30 to \$34. Hay, No. 2, 11c; No. 3, 10c; No. 4, 9c. Cheese, finest westerns, 15 to 15c; finest easterns, 14c to 14c. Butter, choice creamery, 20c; second, 19c; do, tubs, 18c. Eggs, fresh, 33 to 34c; selected, 30c. No. 1 stock, 27 to 28c; No. 2 stock, 24c. Potatoes, per bag, car lots, 60c. Dressed hogs, abattoir, 11c. Pork, heavy, Canada short mess, bbls., 35 to 45 pieces, \$28 to \$28.50; Canada short cut, bbls., 45 to 55 pieces, \$27 to \$27.50. Lard, compound, 20c; do, 18c; do, 16c; pails, 20 lbs. net, 10c; pure, tierces, 37c; do, 11c; wood pails, 20 lbs. net, 12c to 13c.

U. S. Markets.

Minneapolis, Sept. 27.—Wheat—No. 1 hard, \$1.06 1/2; No. 1 Northern, \$1.00 1/2 to \$1.05 1/2; No. 2 Northern, 97c to \$1.02 1/2; September, 98c; December, 92c. Corn—No. 2 yellow, 70 1/2 to 71 1/2c. Oats—No. 3 white, 32c to 33c. Flour and bran unchanged. Duluth, Sept. 27.—Wheat—No. 1 hard, \$1.03 1/2; No. 1 Northern, \$1.02 1/2; No. 2 Northern, \$1.00 1/2; Montana No. 2, \$1.02 1/2; September, \$1.00 1/2; December, 93c. Lined—Cash, \$1.67 1/2; September, \$1.67 1/2; December, \$1.66 1/2.

Live Stock Markets.

Toronto, Sept. 27.—The quotations were: Best heavy steers, \$7.75 to \$8; butchers' cattle, choice, \$7.50 to \$7.65; do, good, \$7 to \$7.40; do, medium, \$6.25 to \$6.75; do, common, \$5 to \$5.25; butchers' bulls, choice, \$6.25 to \$6.75; do, good bulls, \$5.75 to \$6; do, rough bulls, \$4.75 to \$5.25; butchers' calves, choice, \$5 to \$5.25; do, good, \$4.50 to \$5; do, medium, \$4 to \$4.50; do, common, \$3.50 to \$4; do, feeders, good, \$6.50 to \$7.25; stockers, 700 to 900 lbs., \$6.25 to \$7; canners and cutters, \$5 to \$5.50; milkers, choice, each, \$85 to \$100; do, common and medium, each, \$35 to \$50; Springers, \$50 to \$95; light ewes, \$5 to \$6; sheep, heavy, \$4.25 to \$4.75; do, bucks, \$3.50 to \$4.50; yearling lambs, cwt., \$7.75 to \$8.60; calves, medium to choice, \$7 to \$10.50; hogs, off cars, \$9.65 to \$10; do, fed and watered, \$9.50 to \$9.60; do, f.o.b., \$9.15 to \$9.25. Montreal, Sept. 27.—Sales of good steers were made at \$7.25 to \$7.50; fair at \$6.25 to \$7; and common at \$4.75 to \$5.75. Butchers' cows, \$4.75 to \$6.75; and bulls from \$4.75 to \$6.50 per cwt. Canning stock, bulls, \$4.25 to \$4.35, and cows at \$3.25 to \$3.50 per cwt. Lambs, Ontario, \$7.75 to \$8.75, and Quebec at \$7 to \$7.25 per cwt. Sheep brought from \$4.50 to \$5.50 per cwt. Calves, \$5 to \$20 each, as to size and quality. Hogs, choice selected lots, \$9.55 to \$9.75; do, rougher lots, \$9.25 to \$9.50 per cwt., weighed off cars.

QUEEN'S HOSPITAL BEST SENT TO EGYPT

A despatch from Kingston, Ont., says: Dean J. C. Connell has issued a statement regarding the work of Queen's Stationary Hospital at Cairo, Egypt. The opinion was expressed by the authorities in Egypt that Queen's Hospital was the best equipped that had arrived. It is the only hospital there with a laboratory and expert pathologist. The wards have been named after prominent Kingston and Queen's donors. There are 480 beds in the hospital, which is situated in the Abbassia cavalry barracks, built by Kitchener.

THREE BELGIANS TO DIE FOR SMUGGLING MAIL

A despatch from Amsterdam says: For smuggling letters into Holland, a German court-martial at Antwerp has sentenced three Belgian citizens to death and thirty-three others to hard labor in prison for terms ranging from fifteen months to ten years, according to the Echo Belge.

Nighdress of Mars Worn at the Front



This looks like a medieval costume, but it is an "invisible uniform," which officers of the European armies don at night and in which they walk into the open to inspect trenches, etc. Because of the black material of which it is made it can hardly be seen after night-fall.

PURELY PERSONAL.

Interesting Chats About Men and Women of the Day.

Mr. Ronald McNeill is one of the tallest members in the British House of Commons. It is a toss-up whether he does not beat Mr. Eugene Wason, the giant who represents Clackmannan.

The Tsar is probably the best whist-player to be found on any throne. When times are normal a game of whist is a constant recreation of his. He plays with cards specially made from linen, with a water-mark of the Imperial Eagle and Crown.

Sister Agnes, in charge of the Hospital for Officers in Grosvenor Gardens, London, is the nurse who attended King Edward in his last illness. She has a horror of publicity, and does not remember any paper that, for a long time at any rate, has reproduced her photograph.

One of the wittiest of the English hostesses is Lady Crewe. At dinner, Lord Rosebery, her father, happened to be sitting between Mrs. Asquith and the late Duchess of Cleveland. "Look at papa!" she exclaimed, "sitting between the nineteenth and twentieth centuries!"

There is one British M.P. who should be able to set a practical example to the nation. This is Mr. Arthur Peel. At the time of the famous Budget he said economy for him was imperative. His wife must have fewer clothes, he must go to fewer theatres and possibly have a suit or two less.

Signor D'Annunzio, who has had the exciting experience of a flight in an aeroplane while under fire, asserts that the contempt of women is the vital condition of the modern hero, just as the contempt of men is that of the latter-day heroine. D'Annunzio is, of course, the supreme interpreter of passion.

Mr. Bernard Shaw has always had a bias in his somewhat in the shape of Germany. In his sketch entitled "Press Cuttings," which the Censor refused to license, he introduced, to quote his own words, "a wildly impossible Teutophobe German, whom I christened Mitchever, in order to clear him of all possible suspicion of being a caricature of Lord Roberts."

The British famous actresses always confess to some disappointment. That of Miss Ellen Terry is that, during the twenty years she has played Portia, she has seldom had a Bassiano to her way of thinking. They were usually all too genteel. Of one Bassiano she has remarked: "In the love-scenes he appeared to be taking orders for furniture."

Although Mr. Roosevelt's attitude over Germany's outrages against America has been very militant, it is a mistake to describe him as a fire-eater. There is a notable saying of his to judge him by: "I have always remembered the battle at Santiago, in which I fought; I have always remembered the horror and the sadness of war, and I have said to myself it must end."

CONSCRIPTION AHEAD FOR BRITISH DOCTORS

A despatch from London says: "There will be no course open but to apply to the United States to fill up the necessary complements of medical men if this country cannot produce the requisite doctors," writes Sir James Barr, vice-president of the British Medical Association, and a lieutenant-colonel in the Royal Army Medical Corps, in appealing for doctors for the armies going abroad. "Two thousand five hundred of them are required," declares Sir James, who adds: "Conscription is coming."

STEAMSHIP BLOWN UP AND ONE MAN KILLED

A despatch from London says: The British steamship Groningen, 988 tons gross, has been blown up. One member of the crew lost his life and several others were wounded.

INVALID PRISONERS GO TO SWITZERLAND

A despatch from Geneva says: Conscription prisoners to the number of 2,500 will shortly arrive from belligerent countries for asylum and treatment in Switzerland under an agreement recently reached between the Swiss Government and those of belligerent nations providing for the care of invalid prisoners of war guarded at the expense of the belligerent.

THE DIFFERENCE.

Little Clarence—"Pa, what is an optimist?" Mr. Callipers—"An optimist, my son, is a person who doesn't care what happens if it doesn't happen to him."

Looking-glasses are commonly to be seen hanging outside Dutch dwellings. These are so arranged that persons sitting inside can, without being seen, enjoy a reflection of all that is going on in the street.

BRITISH AIR MEN DOING FINE WORK

NAVAL AIR SERVICE PATROLS THE NORTH SEA.

Military Birdmen Possibly Saved Paris by Keeping General French Informed.

British aviators, naval and military, have done fine work during the war. At the very beginning of the conflict, when the British fleet was chiefly concerned with protecting the transport of the British expeditionary force across the Channel, naval airships kept up a continual patrol between the mouth of the Thames and the mouth of the Scheldt, thus covering any possible attempt of German warships to approach the Straits of Dover. At the same time seaplane patrols guarded the Straits of Dover themselves, constant coast patrols were kept up along the east coast of Great Britain by naval aviators on seaplanes and shore-going aeroplanes, and in the far north a seaplane station was established at Scapa Flow, from which seaplane patrols went out into the North Sea practically to the Norwegian coast, on the lookout for any German warships which might make an attempt to break out into the Atlantic with the intention of damaging British shipping.

The fact that these patrols discovered very little in the way of hostile vessels was not due to any remissness on their part but to the absence of enemy warships, and though one cannot of course give details of what the aviators did discover, it may be taken that their time was by no means wasted. During this period only two lives were lost at sea—two naval officers disappearing on a seaplane which went out from Scapa. Their fate still remains a mystery.

Patrol North Sea.

Shortly after the outbreak of the war various ships were commissioned as seaplane carriers, and several of these have been briefly mentioned in Admiralty despatches. Seaplanes carried on these ships sailed up and down the coast of Great Britain, and a considerable amount of information was gathered, and some material damage was done, but that is all that has been heard officially of that particular squadron. However, for months on end the same squadron has regularly patrolled the North Sea, and in the absence of German shipping, the seaplanes have done quite useful work in spotting mines which would otherwise be invisible to ships on the surface, and they have also been engaged in sundry minor operations.

Other seaplane carrying ships have done good work in the Dardanelles which destroyed the Konigsberg. Seaplanes have also assisted in controlling the fire of warships bombarding the Belgian coast towns which are occupied by the Germans and have taken part in various raids against Zeppelin bases. One destroyed a Zeppelin at Dusseldorf, etc.

Probably the finest exploit of the naval aviators was the destruction in one day of two Zeppelins. In one case two of them dropped bombs on a shed with a Zeppelin inside it, and in the other an officer who was in search of another shed where they came across a Zeppelin returning from a raid on the British coast and destroyed it while in the air.

Possibly Saved Paris.

The work of the Royal Flying Corps (the land service) has been undoubtedly one of the most remarkable features of the war in that it has influenced the course of operations in a manner very different from that in which it was expected to do. When it was first proved that aeroplanes were of military value it was foretold that they would hasten the end of a war by enabling the different commanders to watch one another's movements and so to bring about a decisive action.

What actually happened was that when the little British expeditionary force found itself first opposed to the German army the Commander-in-Chief was warned by his air scouts that the German forces were so enormous that it was impossible for his army to oppose them with the hope of success. Consequently the masterly retreat to the Marne was carried out. In the absence of aircraft it is more than probable that the German forces would have been underestimated and the expeditionary force would have stood and fought till it was practically annihilated.

The Germans might have occupied Paris and have established themselves firmly along the whole coast of Northern France, in which case the position of Great Britain would have been considerably more difficult. It is, therefore, quite reasonable to claim that the four squadrons of the Royal Flying Corps which went to France at the beginning of the war, saved the bulk of the original expeditionary force, and very possibly saved Paris.

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ITALIANS SEIZE MOUNTAIN WHICH HAD LONG RESISTED

Removal of Austrian Garrison From Monte Coston Officially Admitted by Vienna

A despatch from London says: The loss of a mountain position on the Italian front is admitted in the official statement sent out from Vienna by the Austrian War Office. The garrison on Monte Coston, the communication says, evacuated the position as the result of an attack by "forces ten times their number." The mountain for some months had presented an awkward wedge in the Italian front, which now has been straightened. Winter snows are still falling in the Alps, rendering still more perilous the work of the Italian and Austrian troops who are engaged in warfare in the mountainous region near the border. A correspondent of the Gazette de Lusanne describes the recent battle for possession of the Austrian stronghold on top of Freikofel mountain, 9,000 feet high. The attack was made under most difficult conditions. The Austrians had prepared for an assault from the east. Two battalions of Italian Alpine troops made their way around the mountains and attacked the Austrians from the rear. To reach the summit they were compelled to scale the precipitous side of the mountain, clinging to ropes placed in position by mountaineers. The correspondent states that the Italians captured 250 Austrians and a large quantity of munitions.

A CHERISHED GRIEVANCE.

When an Automobile Ran Over Drusilla Vance's Hen.

To cherish a grievance is usually to manifest a sullen or vindictive disposition—a serious fault indeed. There may be, however, exceptions to the rule, as Lydia Peters of Hentley realized. When an automobile ran over her lame hen, she was doubly distressed. "I'm sorry for the hen," she explained, "but I'm sorer for Drusilla Vance. Whenever she got extra love in her mind and needed chinking up, she's a kind of half-invalid, you know, these last years, and she don't find life any too exciting,—I'd let that hen get through Drusilla's fence. The poor critter couldn't scratch, not to amount to anything, so I knew there'd be no real harm; but she'd cluck round the garden just about half a minute before Drusilla'd discover her—and then there'd be doings! She'd send out Johnny to shoo poor Limpy out; and of course Limpy never could find the hole she got in at,—you know what hens are,—and she'd squawk, and run, and flutter, this way and that,—with Johnny chasing her, and Drusilla at the window as interested! What! Oh, yes, of course! Mad as a hatter, but it did her good. You'd ought to hear her rake me over the coals when I'd drop in to apologise! She wouldn't forget it for a week; kept her eye on the fence, like a cat at a mousehole, and thought up new and cunninger things to say about my carelessness every time I run over. My, my, I do wish that scolding, tooting young idiot had run over my hen but Limpy! Drusilla does so enjoy a good grievance!"

Anthony Trollope, the English novelist, who was for many years a valued official of the post office, was once made to realize in an amusing way the occasional blessings of a grievance to the aggrieved. It was a part of his duty to investigate complaints, and the department had received so many and such irate letters from an Irish gentleman in a remote village of County Cavan, that he was at length dispatched to visit the complainant.

It was midwinter, and Trollope arrived at dark, chilled to the bone, after a long drive in an open jaunting car through a sleety snowstorm. He at once began to explain his errand; but the Irishman, observing that he was wet through, hastily sent the butler for a hot drink, began peeling off the investigator's coat, and suggested that he should go up to his bedroom before troubling himself about business.

"Bedroom!" exclaimed Trollope. "I wouldn't turn a dog out on such a night as this—and yourself a man and a gentleman," was the reply. On coming downstairs, warmed within and without, and attired in dry borrowed clothing, the novelist tried again—in vain. Business must not be talked at dinner. After dinner he must hear the daughter of the house sing. After she had sung, his host morning breakfast must not be spoiled by a discussion; and when, after breakfast, Trollope insisted that they really must discuss things, the genial host "wring his hands in disgust, almost in despair."

"But what am I to say in my report?" persisted the representative of the post office. "Anything you please!" cried the Irishman gayly. "Don't spare me if you want an excuse for yourself. Here I sit all day—and I like writing letters."

That was all there was to it. Trollope reported his hospitable entertainer as "now quite satisfied with the postal arrangements of his district," but with a distinct sense of ingratitude in robbing him of his grievance.

Crown Prince in Boy Scout Garb

A despatch from London says: The Russian Crown Prince, who was seen in boy scout garb, was seen in boy scout garb, was seen in boy scout garb.



Above is shown Crown Prince Humbert of Italy in his new uniform as a Boy Scout.

WELL REPRESENTED TO COUNTRY'S SERVICE

A despatch from Guelph says: Mrs. Scott, of Howitt Street, has a son and six brothers, fourteen cousins and seven nephews serving their King and country.

"Poverty, my dear, is no disgrace." "I know that; but, on the other hand, you know, it's nothing to brag about, either!"