

HARD FIGHTING CONTINUES AND SEVEN COUNTER-ATTACKS REPULSED

British Improve New Positions Captured in Flanders and Take 1,614 Prisoners.

A despatch from British Front in France and Belgium, says:—The British on Thursday continued to strengthen the line to which they battled their way on Wednesday. The Australians completed their conquest of the German positions at the eastern extremity of Polygon Wood. Two places secured here represented the only remaining troublesome points along the Anzac front, which reaches northward to the east of Polygon Wood.

There has been much hard fighting in this section, but on Thursday the weary Germans apparently withdrew to more favorable ground further back and the Australians pushed forward.

To the south of that point the Germans continue to hammer away with their artillery at the British defences a stride the Meunin road and make threats of an infantry assault. The neighborhood of Hill 40 north-west of Zonnebeke, continues to be hotly contested ground, with little give or take on either side.

Consolidations have been completed by the British in a majority of the places, the Anzacs having finished this work.

The report from Field Marshal Haig on Thursday night refers only briefly to the operations of Thursday in Flanders. On the previous day seven powerful hostile counter-attacks, it says, were repulsed with heavy losses, and 1,614 Germans were taken prisoner.

During Wednesday's fighting large numbers of British aeroplanes aided the infantrymen, attacking the Germans from low altitudes with great effect. The German airmen put up strong opposition and as a result the casualties among the flyers were high. Fifteen German machines were accounted for, but thirteen of the British planes failed to return to their base.

On the northern front of the new offensive, in the region east of St. Julien, some interesting German prisoners were to be found on Thursday. A number of the prisoner cages were filled with a nondescript lot of middle-aged men, who looked far from the men of the warrior type. They said the Germans had used up all their 1918 class, and that as the 1919 class were not ready they were calling up old men.

USE AIRPLANE TO CARRY WOUNDED

Remarkable Tests Carried Out by French Army Officials.

A despatch from Paris says: Tests made on Saturday at Villa Coublay of an airplane fitted with two stretchers for carrying wounded proved highly satisfactory. Dr. Chassaing of the Army Medical Service and Corporal Tetu represented wounded passengers during a twelve-minute flight, the equivalent to a fifteen-mile journey.

Corporal Tetu declared that this form of transport was far superior to an ambulance, of which he had vivid recollections when wounded two years ago. Dr. Chassaing removed a muffer from his head and unfastened straps during the flight. He expressed the opinion that there would be no unnecessary pain to a wounded passenger, because the equilibrium of the airplane is so perfect. The airplane was constructed by the Aero-nautical Service of the army, which hopes to use this form of transport for the severely wounded, declaring that the absence of any jolting fully compensated the patient for any risk.

BIG SHIPPING PLAN UNDER WAY IN U.S.

Year's Programme Involves the Construction of Tonnage Aggregating 6,000,000.

A despatch from Washington says: The magnitude of the American Government's shipbuilding programme was revealed in a statement by the shipping board, showing that nearly 1,200 merchant vessels of about 6,000,000 tonnage will be completed within a little more than a year.

Completion of ships commandeered in shipyards and of vessels actually or about to be contracted for will give the country a fleet of 1,600 ships with a total tonnage of more than 9,000,000. In addition to this, the board will complete in 1919 vessels already contracted for, and under negotiation of about 4,000,000 tons. A billion dollars has just been asked of Congress to complete the programme.

The United States now is leading the world in shipbuilding, and if the present rate of construction were kept up, would become the leading shipping nation of the world in a few years.

COMPELLED TO WEAR CHAINS ON HIS FEET.

A despatch from Petrograd says: The result of the trial of General Soukhomlinoff proved to be a surprise to the general public, who foresaw the acquittal of Madame Soukhomlinoff and expected that the former War Minister would be found not guilty. The Procurer-General declares that the verdict cannot be quashed on a technicality, as no higher court exists.

Soukhomlinoff's sentence, life imprisonment, carries with it the severest form of incarceration, called "katorga." The first ten years the convict passes through different stages of punishment, including chains on the feet, sometimes on the hands, also, and he may be chained to a wheel-barrow. The next several years, "on reformation," are spent in prison without chains. Next, "on probation," until finally the stage is reached where the convict is set at liberty in a village, from which he must not depart. The several stages are shortened by good conduct, and the convict finally has the chance to become a free Siberian settler.

MANY PRAIRIE FIRES IN SASKATCHEWAN.

A despatch from Prince Albert, Sask., says: Large quantities of hay have been destroyed by prairie fires in Northern Saskatchewan. The principal losses are in the Star City and the Tisdale districts. Fires are also raging in the timber areas, north of Big River, and that town has been enveloped in smoke for several days.

Markets of the World

Breadstuffs
Toronto, Oct. 2.—Manitoba wheat—No. 1 Northern, \$2.22; No. 2, do., \$2.20; No. 3, do., \$2.17; No. 4, do., \$2.15; No. 5, do., \$2.13; No. 6, do., \$2.11; No. 7, do., \$2.09; No. 8, do., \$2.07; No. 9, do., \$2.05; No. 10, do., \$2.03; No. 11, do., \$2.01; No. 12, do., \$1.99; No. 13, do., \$1.97; No. 14, do., \$1.95; No. 15, do., \$1.93; No. 16, do., \$1.91; No. 17, do., \$1.89; No. 18, do., \$1.87; No. 19, do., \$1.85; No. 20, do., \$1.83; No. 21, do., \$1.81; No. 22, do., \$1.79; No. 23, do., \$1.77; No. 24, do., \$1.75; No. 25, do., \$1.73; No. 26, do., \$1.71; No. 27, do., \$1.69; No. 28, do., \$1.67; No. 29, do., \$1.65; No. 30, do., \$1.63; No. 31, do., \$1.61; No. 32, do., \$1.59; No. 33, do., \$1.57; No. 34, do., \$1.55; No. 35, do., \$1.53; No. 36, do., \$1.51; No. 37, do., \$1.49; No. 38, do., \$1.47; No. 39, do., \$1.45; No. 40, do., \$1.43; No. 41, do., \$1.41; No. 42, do., \$1.39; No. 43, do., \$1.37; No. 44, do., \$1.35; No. 45, do., \$1.33; No. 46, do., \$1.31; No. 47, do., \$1.29; 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No. 602, do., \$0.00; No. 603, do., \$0.00; No. 604, do., \$0.00; No. 605, do., \$0.00; No. 606, do., \$0.00; No. 607, do., \$0.00; No. 608, do., \$0.00; No. 609, do., \$0.00; No. 610, do., \$0.00; No. 611, do., \$0.00; No. 612, do., \$0.00; No. 613, do., \$0.00; No. 614, do., \$0.00; No. 615, do., \$0.00; No. 616, do., \$0.00; No. 617, do., \$0.00; No. 618, do., \$0.00; No. 619, do., \$0.00; No. 620, do., \$0.00; No. 621, do., \$0.00; No. 622, do., \$0.00; No. 623, do., \$0.00; No. 624, do., \$0.00; No. 625, do., \$0.00; No. 626, do., \$0.00; No. 627, do., \$0.00; No. 628, do., \$0.00; No. 629, do., \$0.00; No. 630, do., \$0.00; No. 631, do., \$0.00; No. 632, do., \$0.00; No. 633, do., \$0.00; No. 634, do., \$0.00; No. 635, do., \$0.00; No. 636, do., \$0.00; No. 637, do., \$0.00; No. 638, do., \$0.00; No. 639, do., \$0.00; No. 640, do., \$0.00; No. 641, do., \$0.00; No. 642, do., \$0.00; No. 643, do., \$0.00; No. 644, do., \$0.00; No. 645, do., \$0.00; No. 646, do., \$0.00; No. 647, do., \$0.00; No. 648, do., \$0.00; No. 649, do., \$0.00; No. 650, do., \$0.00; No. 651, do., \$0.00; No. 652, do., \$0.00; No. 653, do., \$0.00; No. 654, do., \$0.00; No. 655, do., \$0.00; No. 656, do., \$0.00; No. 657, do., \$0.00; No. 658, do., \$0.00; No. 659, do., \$0.00; No. 660, do., \$0.00; No. 661, do., \$0.00; No. 662, do., \$0.00; No. 663, do., \$0.00; No. 664, do., \$0.00; No. 665, do., \$0.00; No. 666, do., \$0.00; No. 667, do., \$0.00; No. 668, do., \$0.00; No. 669, do., \$0.00; No. 670, do., \$0.00; No. 671, do., \$0.00; No. 672, do., \$0.00; No. 673, do., \$0.00; No. 674, do., \$0.00; No. 675, do., \$0.00; No. 676, do., \$0.00; No. 677, do., \$0.00; No. 678, do., \$0.00; No. 679, do., \$0.00; No. 680, do., \$0.00; No. 681, do., \$0.00; No. 682, do., \$0.00; No. 683, do., \$0.00; No. 684, do., \$0.00; No. 685, do., \$0.00; No. 686, do., \$0.00; No. 687, do., \$0.00; No. 688, do., \$0.00; No. 689, do., \$0.00; No. 690, do., \$0.00; No. 691, do., \$0.00; No. 692, do., \$0.00; No. 693, do., \$0.00; No. 694, do., \$0.00; No. 695, do., \$0.00; No. 696, do., \$0.00; No. 697, do., \$0.00; No. 698, do., \$0.00; No. 699, do., \$0.00; No. 700, do., \$0.00; No. 701, do., \$0.00; No. 702, do., \$0.00; No. 703, do., \$0.00; No. 704, do., \$0.00; No. 705, do., \$0.00; No. 706, do., \$0.00; No. 707, do., \$0.00; No. 708, do., \$0.00; No. 709, do., \$0.00; No. 710, do., \$0.00; No. 711, do., \$0.00; No. 712