

COUNTER-ATTACK CARRIES Foe BACK AT SOME POINTS ALONG THE PIAVE

Enemy, Exhausted By Exceptionally Heavy Losses After Five Pious Attacks West of San Donna-Di-Piave, Forced to Retire

ROME DISPATCH SAYS ENEMY'S LOSSES EXCEED 120,000 MEN

PARIS, June 21.—The Austrian losses in their offensive on the Italian front exceed 120,000 men, according to a dispatch to La Liberté from Rome, quoting the correspondent of the Corriere d'Italia.

FOE TO STRIKE AGAIN.
ITALIAN HEADQUARTERS IN NORTHERN ITALY, June 21.—(By the Associated Press.)—It is considered only a question of time before the Austrians will begin another offensive, instead of scattering them as they did a week ago, when they followed the German plan of attempting to make a general offensive over a long line before revealing their point of attack.

COUNTER OFFENSIVE BEATS Foe ALL WAYS.

ROME, June 21.—A semi-official note issued tonight concerning the Austrian offensive says:

"The Italian counter-offensive is absolutely superior to the enemy's offensive. Yesterday in the Montebello region and on the Trevizo-San Donna di Piave road, and toward the Zenson bend, the Italians reduced by a good half the ground won by the enemy in his grand attack on the preceding day."

"Statements of prisoners and the number of dead counted on the field show that the Austrians lost heavily in the day's fighting."

"The attack at Loson was carried out by a fresh brigade composed of the 15th and 22nd Schuetzen Corps and special detachments. The Italian counter-offensive caught the enemy while assembling and threw him into disorder. Nevertheless, his attack was delivered, and thanks to the artillery support a strong portion got a footing on the edge of the Loson, but later counter-attack. Eighty men were captured and the remainder were killed or wounded."

At Cortellazzo the check was equally costly for the Austrians. Bluelichs and bersaglieri succeeded by a surprise attack in breaking into the third line, wounding death and terror among the defenders and capturing 200 prisoners. The dash enabled the Italians to widen their positions."

plateau to the sea remains insuperable to the Austrians.

The operations by which the enemy had hoped to press his way from the mountain peaks in the Alps and across the Piave River to the plains of Venezia thus far have met with almost signal failure. When the enemy was advanced to the mountains to press back sight, the Allied defenders of the front in the first day of their offensive, the word has been retained. Where he crossed the Piave River and apparently was threatening the plains with invasion, he now is being sorely harassed at every point by the Italian counter-offensive.

Have the Upper Hand.
The battle is not a stalemate. In the mountains the Allies seem to have the upper hand. Along the Piave River the Italians, notwithstanding tremendous thrusts by the enemy here and there, apparently are gaining the mastery.

All along the Piave battles of great violence are in progress, with the invaders meeting resistance upon which they had not counted and being steadily pressed back toward the western bank of the now turbulent river, which has swept away many of their pontoon bridges in the centre of the line, leaving them in a rather precarious predicament.

Fresh rains have forced the river well out of its banks, and the question of sending Austrian reinforcements to the western side or conveying food and military supplies to the men acrosses a critical one.

Hoping to Relieve the Situation.
The Austrians again have delivered attacks on the Montebello plateau, the key to the plains, but like previous thrusts they met with repulse. Between the Trevizo railway bridge and the Zenson loop the Italians have pressed back the enemy closer toward the Piave, while at Loson, near the Foresta Canal, the Austrians have been repulsed. Further down the stream a short distance from the Trevizo bridge, the Austrians have taken 200 men prisoner and firmly held their ground against a counter-attack.

In the violent air fighting that is in progress all along the front the Allied aviators are performing daring feats. American aviators have joined in the fray. The enemy's air service has been the bombing of pontoon bridges thrown by the enemy across the Piave.

Empty stomachs continue to play an important role both in the Austro-Hungarian armies and the people inside the dual monarchy. Prisoners taken by the Italians are noticeably ill-fed and troubles times prevail in cities and towns in the empire and kingdom owing to the lack of food.

U.S. AIR FLEET MAY FLY ITSELF OVER TO FRANCE

Member of British Air Ministry Arranging for Trial Flight.

ARGUES AGAINST DELAY

Declares New British Engine Is Capable of Turning the Trick.

WASHINGTON, June 21.—Establishment of an air route to Europe from the United States, in order to bring the full force of American effort in the air to bear against Germany, has been decided upon as a definite project by the British Air Council, the new organization in which the British air service has been merged. This was disclosed today by Major-General William Branker, controller of equipment on the council, who is in Washington to discuss this and other projects relating to air warfare with American officials.

Plans for an initial flight across the Atlantic in August, September or October of this year are already well advanced. American co-operation is sought, and General Branker hopes to carry both British and American pilots. At least three pilots regarded as qualified for the trip are now here, and several types of machines produced in England have ample capacity for the trip.

Arrangements Made.
The attitude of the American Government toward the project has not been disclosed. Under any consideration, a seaplane, carrying at least 750 horsepower, will be the first craft to attempt the flight. Until arrangements have been made for the touching of airplanes at the Azores en route, it is a difficult matter, owing to the rugged contour of the islands, landing there for refueling will have to be made in the harbor. As the trip is now projected it would start from British soil in Newfoundland, touch at the Azores and again in Portugal and conclude in Ireland, probably to be resumed after a stopover in France. While this is not the shortest route, it is said to offer better weather and operational advantages. There already have been conferences with American meteorological experts in this regard.

With Minimum Loss.
The governing factor of the flight were given by the British officer as engine reliability, navigation, and weather forecasts. The probable loss of machines en route could be minimized, he believed, when the weather forecasts had been fully worked out, and flights were started when it was well established that good weather would prevail. The use of weight-carrying machines such as night bombers is essential as the carrying capacity later to be devoted to having high ceilings to German centres selected for destruction would go into extra fuel during the trip.

The general disclosed the fact that the British air council has definitely decided upon transatlantic flights in order to find a route for the movement of American-made aircraft to the front. His mission in this city has to do with the arranging for the "pioneer flight" in which it is hoped the United States Government will co-operate.

Initial Flight in Autumn.
It is expected that the initial flight will be made this autumn in a machine of British make, probably a seaplane, coming from Newfoundland and touching at the Azores and Portugal before arriving in Ireland. It has been estimated the trip can be made in 40 hours of flying. Plans under consideration call for crews of four men composed of an engineer, a relief of pilots and a navigation officer.

The new British high-powered Rolls-Royce engine has fully demonstrated its reliability. Either a seaplane or a large airplane equipped with two of these 375-horsepower engines, the general said, would have ample engine power to make the trip, probably at an average altitude of 5,000 feet.

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SOME CANADIAN SECURITIES FOR U. S. FLOTATION

Sir Thomas White Makes Arrangements With Capital Issues Board.

THE EXCHANGE SITUATION

Greater Individual Economy Must Be Observed to Remediate Conditions.

OTTAWA, June 21.—Sir Thomas White, on his return from Washington, expresses himself as being well satisfied with the result of his trip to the American capital. The minister announced that he had been able to make certain financial arrangements which will have a helpful effect.

He said: "The immediate object of my visit to Washington was to confer with the capital issues board regarding the general question of permitting the issue and sale of Canadian securities in the United States. The board has before it several Canadian applications and desired to discuss with me the method of procedure and the principles which should be followed in giving them consideration. Upon the invitation of the chairman, Hon. Mr. Hamilton, I addressed the board upon our financial and commercial position and the state of our exchange in international trade with the United States."

Will Admit Certain Issues.
"The board was very courteous and appreciative of the desirability of a partial corrective to exchange, of a mitigating, so far as may be compatible with the national interests of the United States, the issue of Canadian securities in the markets, and I regard our conference as having served a most useful purpose. As a matter of procedure, the board will require that all Canadian issues before being considered by them shall be approved as to issue in Canada by the Canadian minister of finance. This preliminary having been complied with, the board will then consider the individual merits of applications for permission to issue in the United States. These applications must be made and specified before the American capital issues board by the party interested or their representatives. They will not be made or recommended for future consideration by Dominion authorities if for obvious reasons it would be undesirable."

The Exchange Situation.
"While in Washington I resumed with the American and British officials our deferred discussion of the exchange rates between Canada and the United States, which for some time past has been the subject of discussion. The whole exchange problem of the Allies, which is world-wide in its scope, is continuously under study and consideration and is one of the most intricate and anxious questions of the financial side of the war. All the belligerent nations are having very serious difficulties with exchange. That of the enemy has practically broken down. Great Britain's exchange with America is at a discount of over 20 per cent. Both British and American exchange with neutral countries is at a discount representing as high as 30 per cent."

Canada Compares Well.
"Without these credits they could not purchase, but the finding of the purchase money in Canada and the United States deprives both countries for exchange purposes of the value of their trade balance with the rest of the world. The general condition of depressed exchange the Canadian condition is not regarded as onerous. On the contrary, it is thought to be exceptionally favorable in comparison with that of the other Allies. It is recognized that the Canadian premium on New York funds is an impediment to international trade, but considerations alone are not regarded as sufficiently important in view of more pressing war-time necessities to warrant specific sterling or dollar credits merely for the purpose of equalizing or stabilizing our exchange. The war has been a very helpful effect. That will disclose themselves later. At present they cannot be made public."

Decline in Exports.
Speaking of the causes for the decline in our exchange, the minister said that the marked falling in our exports of manufactured and agricultural products during the months of April and May. "As to the former," he said, "I look for a restoration of the previous figures as a result of orders from munitions which have been already obtained from the United States. As for the latter, the falling off seems to be partly due to the fact that there was less grain to come out this year than last year, and partly to the diversion of shipping to the service of carrying American troops who in war-increased numbers are being forwarded to the battle front. There is another factor which is, I think, of considerable importance. There is no private buying in Canada now by British business houses. All the purchases are made by the British Government and are confined to absolute necessities, such as munitions, foodstuffs and other war material, which we now import, and add to our industrial and military power."

It has been suggested that a large Dominion loan in New York would move our exchange difficulties. So it would, but seriously, owing to the expense of our credit, an interest and commission rates are abnormally high for all outside securities. Any such loan by the Dominion would react unfavorably upon our Victory Loan issues, and the rate of interest which we shall have to pay upon them, I would more over, be only a palliative and would promote and facilitate further unnecessary importations. The exchange rate at present, while a detriment to essential international trade, is also a brake upon our export trade. For the present, at least, I do not feel that we should be justified in pledging the Dominion's credit to the effect of a high rate of interest, and the further cost of abnormal brokerage charges to balance the international exchange. It can materially help to balance by reducing our consumption of things which we like to have, but which we do not need."

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Camping Bathing Fishing Boating Restaurants

Picnic Grounds

The ride on the London and Port Stanley Railway is one of the finest on the American continent.

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CHATHAM, June 21.—The local branch of the Lord's Day Alliance issued a request to the garages, drug stores and the ice cream parlors to observe the Lord's Day act. It is alleged that the act is being violated. The president of the organization, D. B. Farquharson, is securing copies of the act, which will be distributed, and it is expected that prosecution will follow violation.

William Brown, alleged to have stolen an automobile and damaged it, was today before Magistrate Arnold after a remand and he paid the cost of repairs, amounting to about \$40 and in addition paid \$11 costs. He was then allowed to go on suspended sentence.

The annual convention of the Ontario Advertising Association of Canada is being held here today and tomorrow. Several matters of importance to the organization are being discussed. Tomorrow the organization will take a trip down the Thames on the Ostrage and the election of officers will be held.

Alan Allen, a youth in the Central school, shows very special ability in art. He worked in an ice cream parlor and he won the art medal this year. He has completed a painting of a study, and he is now working on a study of a figure. He has presented to his alma mater. He is continuing his study now with A. Fleming, a local artist of considerable reputation, and friends predict that he will make rapid progress.

At the annual meeting of the W. C. T. U. Mrs. John Perkins was re-elected president. The eighth annual convention of the organization was held during the afternoon. Other officers in the organization were: Hon. president, Mrs. A. Hall, and treasurer, Mrs. C. C. C.

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