

LONDONDERRY ENJOYS FEELING OF SECURITY AFTER TURBULENT WEEK

Only Three Shots Disturbed Calm of Sunday and They Were Discharged by Patrols—Jail at Sligo Broken Open and Sinn Fein Released.

Londonderry, June 27.—Only three shots disturbed the Sabbath calm of Derry to-day. These were discharged by military patrols applying the curfew order. In the hours of darkness armored cars rumbled over the paved streets to assist the infantry, while cyclists also scoured the outlying areas. Two men were arrested.

Yesterday the feeling of security, after a week of terror, was such that tiny children clambered unchecked over the soldiers' sandbag barricades, and peeped down the barrels of their Lewis guns, while the gunners smoked, sprawling at full length, in an atmosphere of relaxation.

In the Carlisle Bridge area several Union Jacks are flying undisputed, but there is an uneasy impression that only a display of armed force produced the cessation of hostilities, and that they will be renewed if and when the soldiers are withdrawn. But each day that peace continues should assist in the formation of that spirit of amity which the Citizens' Conciliation Committee is urging upon all sections to foster. Appeals are being published broadcast by the Citizens' Committee for work to be resumed.

Unfortunately, some local labor disputes are complicating the question. All public houses are to be closed between 4 p.m. and 10 a.m. until including July 8.

In all churches this morning the outbreak was roundly condemned, and prayers were asked for the victims. The delivery of letters is promised tomorrow. The only method of obtaining mail so far has been the primitive one of waiting in a crowd on the post-office steps while the postman calls out the names and addresses.

Sligo, Ireland, June 27.—A raid carried out yesterday on the Sligo Jail had as its object the liberation of Frank Carty, member of the newly-elected Sinn Fein Town Council, who had been held, according to the Sinn Feiners, on the charge of having given false evidence regarding a raid for arms.

The party numbered about 100. The gate of the jail was forced, as well as the inner doors, and the single night watchman was compelled to hand over his keys. The raiders went straight to Carty's cell and took him away with them in motor cars.

CLASH BETWEEN GREEKS AND TURKS

British Force at Ismid Overcomes Nationalists.

Constantinople, June 27.—Constantinople is beginning to feel the effects of the Greek advance. The Greek steamer Yacintus has arrived here, having on board sixty Nationalist officers captured on June 23, and Greek refugees are arriving from Killa and other Black Sea ports and the interior villages of the peninsula between Ismid and Constantinople. They report that the Turks, incensed by the Ismid and Smyrna fighting, are burning Greek villages and shooting down the Greek.

According to the refugees, this is but a forerunner of a general Moslem attack upon the Greeks, which is expected when the news generally is circulated throughout Anatolia of the Greek advance and the Turkish casualties.

The Nationalists of Trebizond province have begun the deportation of Greeks into the interior, and this probably will be general all along the Black Sea coast of Anatolia.

The Greeks have landed forces at points along the Gulf of Saros, and will land additional troops at Rodosto, and will soon begin their movement from Rodosto into Oriental Thrace.

The Turks are being evacuated from the shores of the Bosphorus, to make shipping safe from snipers, and it is expected that a state of siege will be declared at Constantinople in order to give the Entente closer control of the civil population in this city.

Athens, June 27.—Hope was expressed at the Greek General Headquarters to-day that the campaign against the Turks would not exceed three weeks. It is recognized, however, that the Nationalists probably will take refuge in the mountains and carry on guerrilla warfare indefinitely.

Constantinople, June 27.—One thousand British troops disembarked at Mudania, on the Sea of Marmara, Friday morning, and occupied the town for four hours. They then evacuated. The Nationalists resisted and six Turks were killed. Two British were wounded.

Depression prevails in Turkish circles over the news that the Nationalists retreated in disorder in the first attack against them. The Turkish newspapers do not conceal their fear that the situation is becoming grave, owing to the reported heavy losses of the Nationalist bands in the Ismid region, where they are retreating.

New Governor-General of South Africa

A despatch from London says: Prince Arthur of Connaught has been appointed Governor-General of the Union of South Africa. He will succeed Viscount Buxton.



SIR CAMPBELL STUART
Vice-Chairman of the London Times, who will be the personal representative of Lord Northcliffe at the coming Imperial Press Conference in Canada next month.

BRITISH ISLES ARE POOR FIELD

The Dominions Furnish Better Conditions for Aviation.

A despatch from London says: More suitable fields for private enterprise and for exploitation of British air transport services exist in Canada and the other Dominions and colonies than in Britain, according to a report issued by the Advisory Committee on Civil Aviation. The British Isles, owing to the climatic conditions and their relatively small area, are not suitable for the early development of aviation in the opinion of the committee, but the dominions and routes between the United Kingdom and foreign countries offer better opportunities. State financial assistance is recommended, limited to a quarter of a million pounds, for the next two-year period for the development of the London-Paris, London-Brussels and another route which will permit the use of flying boats. There is no recommendation for trans-Atlantic air service.

United States Population Totals 105,000,000

A despatch from Washington says: The population of continental United States, under the 1920 census enumeration, is approximately 105,000,000, according to an estimate worked out by Dr. Joseph A. Hill, chief statistician of the Bureau of Census, division of revision and results. Under this estimate the increase over 1910 is 13,000,000, in round numbers, or approximately 14 per cent. The population in 1910 was 91,972,266.



Weekly Market Report

Wholesale Grain.

Toronto, June 29.—Man. wheat—No. 1 Northern, \$3.15; No. 2 Northern, \$3.12; No. 3 Northern, \$3.08, in store Fort William.

Manitoba oats—No. 2 CW, \$1.30; No. 3 CW, \$1.30; extra No. 1 feed, \$1.30; No. 1 feed, \$1.29; No. 2 feed, \$1.25, in store Fort William.

Manitoba barley—No. 4 CW, \$1.63; rejected, \$1.61; feed, \$1.61, in store Fort William.

American corn—No. 2 yellow, \$2.40; nominal, track, Toronto, prompt shipment.

Ontario oats—No. 3 white, nominal.

Ontario wheat—No. 1 Winter, per car lot, \$2 to \$2.01; No. 2 do, \$1.98 to \$2.01; No. 3 do, \$1.92 to \$1.93, f.o.b. shipping points, according to freight.

Ontario wheat—No. 1 Spring, per car lot, \$2.02 to \$2.03; No. 2 do, \$1.98 to \$2.01; No. 3 do, \$1.93 to \$2.01, f.o.b. shipping points, according to freight.

Peas—No. 2, \$3.00.

Barley—Malt, \$1.87 to \$1.89, according to freight outside.

Buckwheat—No. 2, nominal.

Rye—No. 3, \$2.20 to \$2.25, according to freight outside.

Manitoba flour—Government standard, \$14.85, Toronto.

Ontario flour—Government standard, \$13, nominal.

Mill feed—Car lots, delivered Montreal freights, bags included: Bran, per ton, \$5.4; shorts, per ton, \$5.1; good feed flour, \$3.75 to \$4.00.

Hay—No. 1, per ton, \$31; mixed, per ton, \$27, track.

Straw—Car lots, per ton, \$15 to \$16, track, Toronto.

Country Produce—Wholesale.

Cheese—New, large, 32 to 33c; twins, 32 1/2 to 33 1/2c; triplets, 32 1/2 to 34c; Stilton, new, 34 to 35c; old, large, 33 to 34c; do, twins, 33 1/2 to 34 1/2c.

Butter—Fresh dairy, choice, 49 to 50c; creamery prints, 57 to 60c.

Margarine—35 to 39c.

Eggs—No. 1, 52 to 53c; select, 54 to 55c.

Dressed poultry—Spring chickens, 70c; roosters, 30c; fowl, 35c; turkeys, 53 to 60c; ducks, 38 to 40c; squabs, doz., \$6.50.

Live poultry—Spring chickens, 60c; roosters, 26c; fowl, 30c; ducks, 35 to 40c.

Beans—Canadian, hand-picked, bus., \$5.25 to \$5.50; primes, \$4.50; Japan, \$5; Lima, Madagascar, 13 to 14c; Japan, 11 to 12c.

Maple products—Syrup, per imp. gal., \$3.50 to \$3.75; per 5 imp. gals., \$3.25 to \$3.50; maple sugar, 33 to 34c.

Provisions—Wholesale.

Smoked meats—Hams, med., 44 to

Live Stock Markets.

Toronto, June 29.—Choice heavy steers, \$15.50 to \$16; good heavy steers, \$15 to \$15.25; butchers' cattle, choice, \$15 to \$15.50; do, good, \$14.25 to \$14.75; do, med., \$12.50 to \$13; do, c., \$11.75 to \$12; bulls, choice, \$12.50 to \$13; do, good, \$11.25 to \$11.75; do, rough, \$7.50 to \$8; butchers' cows, choice, \$12.50 to \$13; do, good, \$11.50 to \$12; do, com., \$7.50 to \$8.25; stockers, \$9.25 to \$11; feeders, \$11 to \$12.50; canners and cutters, \$4 to \$6; milkers, good to choice, \$10 to \$10.50; do, com. and med., \$6 to \$7; springers, \$9 to \$10; lambs, yearlings, \$12 to \$13; do, spring, \$14.50 to \$20; calves, good to choice, \$16 to \$17; sheep, \$6 to \$9.75; hogs, fed and watered, \$19.50; do, weighed off cars, \$19.75; do, f.o.b., \$18.50; do, country points, \$18.25.

Montreal, June 29.—Oats, No. 2 C, W., \$1.50; No. 3 CW, \$1.49; Flour, new standard grade, \$14.85 to \$15.05.

Rolls oats, bag 90 lbs., \$5.35 to \$5.95.

Bran, \$54.25. Shorts, \$51.25. Hay, No. 2, per ton, car lots, \$29 to \$30.

Cheese, finest eastern, 27.9-16c. Butter, choice creamery, 56c. Eggs, fresh, 55c. Potatoes, per bag, car lots, \$4.75 to \$5.00.

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Montreal, June 29.—Butcher heifers, com., \$7.50 to \$10; butchers' cows, med., \$7 to \$9; canners, \$5; cutters, \$6 to \$6.50; butchers' bulls, com., \$7.50 to \$9.50. Good veal, \$10 to \$12; med., \$7 to \$10; grass, \$7 to \$9. Ewes, \$8 to \$10; lambs, good, \$18 to \$20. Hogs, off car weights, select, \$20; sows, \$15 to \$16.

Germany Killed in War Did Not Exceed 1,350,000

A despatch from Geneva says: Recent statistics published in Germany on that country's war losses state that 1,350,000 men were killed. There are to-day 352,000 war widows, according to the statistics, 1,130,000 war orphans and 500,000 maimed or consumptive, supported mostly by charity.

The Hague to be Seat of Nations' Court

A despatch from The Hague says: The League of Nations' Court Advisory Committee passed a resolution to have the seat of the permanent Court of Justice at The Hague with a unanimous vote. Although the jurists can be said to agree on many questions before the committee, this is the first resolution actually passed and it is one that will bring much rejoicing on the part of the Netherlands. The Dutch Government will be officially informed and the resolution will be put before the League Council at its next meeting.

British Labor Against Prohibition by 2,131,000

A despatch from Scarborough, Eng., says: The British Labor Party, in convention here, took a vote on prohibition on Friday. Result: For, 472,000; against, 2,131,000.

A proposal for Government purchase and control of saloons, was defeated by a majority of 320,000 votes. Local option carried.

500,000 STONES FOR HEROES' GRAVES

A despatch from London says:—More Portland stone that was used in St. Paul's Cathedral will be required for the tombstones of the British soldiers who fell in France. More than 500,000 headstones will be erected there before the work is finished.

The Imperial War Graves Commission has the task of erecting the headstones for all British dead. This commission represents all parts of the empire that fought in the war, and is controlled by the various parliaments of the empire. Each state pays for the graves of its own dead.

There has been criticism of the uniform headstones by relatives of the dead, who desire their own design to be placed over the graves. But the commission has pointed out that though individual memorials may be erected in England, it is essential that absolute equality of treatment be given all graves in France. The only difference in headstones will be the dead man's symbol of grade and regimental badge and an inscription of not more than eighty letters that may be supplied by his family.

A famous English author, who lost a son in France, has described how in one cemetery, glancing along the lines of stones, he noticed the graves of a nurse, a private and a lieutenant-colonel lying side by side. Already some fifty thousand graves are ready for the erection of stones, and more than 75 per cent. of the relatives of such men have chosen inscriptions for the stones. The memorials are to last as long as stone and mortar can last. They are placed in a concrete layer, so that no change in condition of soil can ever affect them. So for generations the name of every soldier will remain in sight.

Concerning the objections to the form of cemeteries and headstones, the reply is that the uniform character is the proper expression of their purpose. They are the graves of young men who served together, fell together and were bound together by a common resolve and common fate.

Even if it were desirable it would not be practicable for relatives to put up their own monuments. The rich would erect different stones from the poor. The relatives in the British Isles would possibly have monuments made and erected in France, whereas these in remote parts of the empire would not be able to do so for years afterward. And then there would be diversity in design and inscription.

In each cemetery it is planned to erect a Stone of Remembrance. It will take the form of a block of Portland stone weighing ten tons, with the inscription, "Their names liveth for evermore." This, it is estimated, will last from two to three thousand years, and survive the individual markers.

OLYMPIC NOW AN OIL-BURNER

Begins First Voyage After Being Refitted.

A despatch from London says:—The White Star liner Olympic left Southampton for New York via Cherbourg with 510 first and 550 second class passengers on her first voyage after being converted into an oil-burning ship. She will pick up 1,000 steerage passengers at Cherbourg.

The Olympic has been refitted throughout and looks better than she did on her first voyage. One of the improvements is a safety steering device on the bridge, which compels the quartermaster to put his helm to port or starboard as marked on the indicator by the officer in command of the bridge.

The Olympic is the largest British liner and is likely to remain so, because it is too expensive to operate such big vessels. It is considered unlikely now by officials of the International Mercantile Marine Company that the company will bid for the Leviathan, as she proves to be a very costly white elephant.

AIRPLANE FINDS NEW OIL AREAS

Vicinity of Jeddah, Near Red Sea Coast.

A despatch from London says:—British experts discovered another highly important oil bearing area in the vicinity of Jeddah, not far from the coast of the Red Sea. This discovery was made by an auxiliary airplane from Egypt. Airplanes are being extensively used by British authorities from Egypt for oil prospecting in Arabia, as well as in Mesopotamia, Palestine and Persia. The find near Jeddah still remains a closely guarded official secret. The proximity of the new Jeddah field to the Red Sea coast makes the transport question easy and adds immensely to the value of the field. The uncertainty surrounding the future Government of Arabia presents difficulties in obtaining British control for this new oil field for the time being, but whichever of the contending authorities is prepared to recognize British rights to the oil field will probably have British support.

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LEAGUE OF NATIONS STILL INOPERATIVE

United States Making Political Plaything of Treaty With Disastrous Results.

London, June 27.—The first anniversary of the solemn signing of the Treaty of Versailles finds that document, in the most important respects, still a dead letter. The Covenant of the League of Nations, devised as the preventative of all wars and the foundation of the future peace of the world, not only remains inoperative through the abstention of the United States, but is actually threatened with complete extinction. There are some thirty wars going on at the moment and the League of Nations is powerless to prevent the smallest of them.

As to the treaty itself, none of the Allied or Associated powers has yet touched a mark of the money that Germany was ordered to pay in cash or bonds. It is now recognized by all the allies except France that the financial burden proposed to be placed on Germany's shoulders by the treaty is such that no country could bear it and live.

First at San Remo, next at Lymann, tentative effort seems to have been made by Mr. Lloyd George to bring the financial demands into some form of approaching the bounds of reason. But France not only insists on priority of payment, but she refuses to abate one farthing of the letter of the bond. Italy objects to the priority proposed for France, and claims it for herself; while Belgium points to the agreement in Paris by which she was to receive the first \$500,000,000 of the indemnity forthcoming from Germany.

Reparations have proved the great stumbling-block owing to their impossible character. The restitution of stolen material, whether machinery, valuables, money or cattle, represents only a small percentage of what is actually due under the treaty.

The only provisions of the treaty which have almost been fully carried out are those relating to territorial acquisitions and naval and mercantile shipping. The fulfilment in these respects did not depend on Germany or the other enemy powers, because the territory and most of the shipping were either already in the possession of the different Allied powers as the result of victory, or where, as in the case of Alsace-Lorraine, her overthrow made it impossible for Germany to resist its occupation.

FOUR-DAY CAR STRIKE ENDS IN TORONTO

Ontario Railway Board Offered 55¢-57 1/2¢ and 60¢ Cents Per Hour.

Toronto, June 28.—Once more the jitney has been ousted from Toronto. When the city awoke from its slumbers Sunday morning the distant rumble of passing street cars told the anxious citizens that the strike of the railwaymen was over. By a vote of 841 to 337 the Toronto Street Railway employees decided Saturday night to accept the five-cent increase. After four days of enforced suspension the regular service was resumed, and the conductors and motormen were back at their posts as if nothing had happened to interrupt their routine.

The immediate cause for the cessation of the strike was the acceptance of the suggestion by the Ontario Railway and Municipal Board, following an application from the Trades and Labor Council that the board operate the railway, and from the railway company that the board endeavor to bring the two parties together, and that an all-round increase of five cents an hour be paid. The increase will mean 55, 57 1/2 and 60 cents an hour, according to length of service.

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There has been criticism of the uniform headstones by relatives of the dead, who desire their own design to be placed over the graves. But the commission has pointed out that though individual memorials may be erected in England, it is essential that absolute equality of treatment be given all graves in France. The only difference in headstones will be the dead man's symbol of grade and regimental badge and an inscription of not more than eighty letters that may be supplied by his family.

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