

CAPTAIN YIELDS ONLY WHEN SHIP AFIRE; GERMANS THREATEN RUSSIAN BASE IN POLAND

HUN DRIVE IN POLAND GATHERS FORCE; ALLIES GAIN AT DARDANELLES

London, July 1, 10.30 p. m.—The northern drive of the Austro-German armies from Galicia into Poland is daily becoming more formidable, and England is puzzled as to whether they propose to make their main effort in this direction, instead of maintaining a concentrated offensive to the eastward, to force the Russians out of the southeast tip of Galicia.

Whatever the ultimate object is, the fighting along the Galla Lipa has not abated, and this afternoon's Berlin official communication not only records progress in this sector, but further north, in the arc around Lemberg, as well as along what has now become the northern front, between the Vistula and Bug rivers.

2,000,000 MEN MOVING IN ATTACK

The Austro-German forces on this front are estimated at 2,000,000 men, and their progress has been rapid. They have crossed the forest fringing the Tanew river, and are not far from the Zamosc fortress, 25 miles north of the Galician frontier.

Only 100 miles to the north is the great Russian base, Brest Litovsk, linked with Warsaw by important railways, and lying almost due east of the Polish capital.

The development of the Galician campaign has created a situation entirely unexpected by the Allies. A few months ago the Russians were at the Carpathian Passes, and during the spring months there were confident predictions, both in England and France, that Hungary would soon be overrun. The British press has been optimistic for weeks that the Russians would turn and make a stand, but it now frankly concedes that the new invasion of Russia is serious. The papers, however, place faith in Russia's munitions campaign, much the same as the British public is relying upon David Lloyd George's plan to equip the British army in France as ultimately to match the Germans in explosives and munitions, especially machine guns.

Heavy fighting on the Italian front north of Monfalcone is reported. The Aras sector maintains its reputation as the storm centre of the western front, but despite the fact that the losses are piling up daily, neither side has been able to deliver a decisive blow.

REPORT CAPTURE OF KRITHIA BY ALLIES

A despatch tonight from Athens says that the Allies have taken the Turkish stronghold of Krithia, on the Gallipoli Peninsula, to the western edge of which General Ian Hamilton's report of yesterday carried his forces; but there is no confirmation.

Gratification over the British progress in Gallipoli is hardly more pronounced than the realization of the tremendous task which faces England and France in their attempt to clear the Turks from their natural defenses barring the way to Constantinople.

The first stroke against British naval craft in home waters for some time is announced tonight by the admiralty tonight, which says that fifteen men have been lost by the mining or torpedoing of the destroyer Lightning, an old craft laid down two decades ago.

Bulgaria, which both sides are using every effort to bring into the conflict, has notified its reservists in England to be ready to join the colors, but the Bulgarian officials here say that this is a purely perfunctory procedure.

Swiss Frontier Closed

Geneva, via Paris, July 1.—The Swiss people are wondering what is happening on the other side of the Rhine. No German trains are arriving at Constance, and the Swiss railway, as a consequence, has been obliged to suspend its international service in this section. The Germans have suspended the steamer service on Lake Constance.

Swiss, as well as other neutrals, including Americans, have been unable to enter Switzerland, all being stopped at the frontier.

It is believed here that the Germans are sending large reinforcements through southern Germany from the Russian to the French front, and for this reason have put the usual restriction on travel. Paris, July 1.—The German frontier along the Swiss-Baden line has been closed since Sunday. Travelers who proceeded by boat from Switzerland to Friedrichshafen were reduced to the alternative of returning immediately or remaining in Germany for several days, possibly several weeks.

Germans Lose Ground Gained

Paris, July 1, 10.45 p. m.—The following official communication was issued by the war office tonight:

"In the north the day has been relatively calm; although to the north of Arras the cannonade has been very violent."

"Before Doullens one of our mines demolished some of the enemy's works. The cannonading has continued on the Aisne front."

"The Germans attacked, on June 30, between the road from Benarville and LeFour de Paris with great energy, with the intention of penetrating our lines of defence. They reached our first trenches only by reason of the destruction caused by projectiles of heavy calibre and by the employment of asphyxiating shells."

"The enemy was stopped, thanks to the solidity of our second line, and immediately driven back by counter attacks of our infantry, which established itself on a front about 200 yards distant from the destroyed works of our first line."

"The enemy's bombardment diminished today. Two new attacks were immediately arrested by our artillery."

"There was an artillery duel in the region of the Bois D'Ailly, Pliery and Le Pretre forest."

"In the Vosges, after the bombardment of our front of Langensfeldkop and Elgersmirst, two attacks were delivered against us by the enemy, but were completely repulsed."

Russians Fighting Stubbornly

Petrograd, via London, July 2, 2.35 a. m.—The following official statement regarding the progress of hostilities was issued tonight by the Russian army headquarters:

"The enemy's offensive between the Vepre and Bug rivers continues. Rear guard actions of the most stubborn character occurred on June 29, on the Tomaszow and Zamosc roads, as well as on the roads to Sankolka."

"In Galicia the enemy, on June 29

Call Comes to Bulgarians to Leave London

London, July 1, 8.17 p. m.—Bulgarian reservists in London were served with a notice today to gather at their respective regiments so as to know where to report immediately in the event of being called to the colors.

At the Bulgarian consulate it was said that the notification was only a "normality necessitated by a change of regimental depot."

Only 22 Deaths of Inoculated Men From Typhoid

London, July 1, 5.22 p. m.—Remarkable evidence of the efficacy of inoculation against typhoid was furnished by Harold J. Tennant, parliamentary under secretary for war, in the house of commons this afternoon.

In the British Expeditionary Force in France, he said, there had been only 827 cases and 129 deaths up to May 27. Of this number 508 cases were persons who had not been inoculated, and 106 of these died. There were only 22 deaths among the 308 men inoculated who, despite inoculation, contracted the disease.

Many Canadians In Hospital Without Being Reported

London, July 1.—(Montreal Gazette Cable)—The difficulty of tracing wounded Canadians is becoming greater as their numbers increase. Notwithstanding the elaborate organization, and the determined efforts of the Canadian Red Cross, cases occur where men enter hospitals in England without being reported.

Richard Reid, agent-general for Ontario, mentioned a case in which he had made inquiries in all quarters on behalf of the parents, but failed to obtain any information. Quite accidentally he learned from a clergyman that the man sought was in a London hospital, five minutes' walk from Mr. Reid's office.

The fault apparently lies with the staff, who fail to report the names to the war office.

Russian Report On Atrocities Goes To Washington

Petrograd, July 1.—Senator Krivtsoff, president of the extraordinary commission, which investigated the reports of German atrocities, shipped today to the Russian ambassador at Washington 500 copies of the first edition of the report of the commission. These copies are to be distributed by the ambassador to President Wilson, to present and former members of congress, to the newspapers, to governors of the states and to learned societies.

The commission also has taken the depositions of eleven Russian survivors of the steamship Lusitania, which will be made public in a subsequent report.

GEN. HUGHES TO SAIL FOR ENGLAND ON SATURDAY

Ottawa, July 1.—Major-Gen. Sam Hughes, Canadian minister of militia, left this afternoon for New York, whence he will sail for England on Saturday.

General Hughes is going over to inspect the second Canadian division at Shorncliffe, and transact pending business with the war office. He will also likely visit the Canadians in France.

Hon. Senator J. A. Lougheed, minister without portfolio, and leader of the government in the Upper House, will be acting minister of militia during the general's absence.

NEW YORK POLISH EDITOR ARRESTED FOR ABUSIVE LETTERS TO WILSON

New York, July 1.—Alphonso Chrostowsky, a Polish editor, was arrested at his home here tonight on a charge of sending abusive and abusive letters to President Wilson.

The arrest was made on a warrant sworn out by secret service agents. Chrostowsky was locked up at police headquarters.

THIRD READING OF MUNITIONS BILL

Lloyd George Admits Mistakes
Have Been Made by
War Office

LOOK TO FUTURE

Liberal Member Withdraws Amend-
ment to Transfer Ordnance Depart-
ment to Control of New Minister—
U. S. to Send Note to Britain Re-
garding Use of American Flag.

London, July 2.—The house of commons, after suspending the 11 o'clock rising rule, sat until after midnight this morning in order to put the munitions measure through the last stages.

An amendment limiting the government's power to enforce, by arbitration, all labor disputes, together with other changes, was adopted.

In proposing a new clause transferring all powers possessed by the ordnance department of the war office to the new minister of munitions, Sir Henry Dalziel declared that the management of the department had been recognized as a national scandal. Other members criticized the department, and urged the government to enlighten the house on the truth of the accusations.

David Lloyd George, in replying, said that it was more important to guarantee that mistakes made in the past should not be perpetuated. He admitted that there had been serious mistakes of judgment, and added that the questions raised would have to be investigated and responsibility placed on the right shoulders. He assured the house that the powers already given him were adequate to prevent a repetition of the mistakes.

After the minister's assurance Sir Henry withdrew the proposed clause, and the bill passed through the remaining stages to a third reading.

German Trade Cut to One-Fourteenth. Berlin, July 1, via London.—During the first six months of this year there was exported to the United States and American possessions from Hamburg, Lubeck and Kiel goods to the value of \$1,438,000.

Statistics on this trade for the first six months of 1914 show the export of goods valued at \$14,994,000.

This information is taken from the first of the American consular reports to the United States by the United States issued this year. It was prepared by Consul-General Henry H. Morgan, of Hamburg.

Controlling Netherlands Trade. London, July 1.—A representative of the Netherlands Overseas Trust is here for the purpose of negotiating an agreement with Great Britain renewing the providing for the limiting of imports by Holland to an amount necessary for the normal consumption. The agreement contemplates regulations which will prevent accumulations that might tempt the ultimate consignees of the goods to re-export them to Germany.

The British government is in possession of evidence that the United States is already receiving the proceeds of the Holland large stocks of goods, some of them in contemplation of the advantage of having the goods there when peace is declared, while others appear to have been intended for running the blockade into Germany.

Since a virtual blockade of American exports to Holland already exists the only effect of the proposed new measure would be to give them more definite information relating to the amounts they can ship.

New Protest From U. S. Washington, July 1.—Searching investigation is being conducted by the United States into several cases in which it has been reported that British ships flew the American flag, apparently to avoid attacks by German submarines.

Reports have been received not only from Ambassador Gerard in Berlin but from American consular sources in Great Britain, with affidavits and other evidence tending to show allowed mis-employment of the United States flag.

The issue is regarded as of such importance to the safety of ships really entitled to fly the American flag that a note may soon be sent by the United States to Great Britain renewing the request that the British admiralty agents have consulted with the masters of vessels and, instructing them to take certain courses, advised the use of the American flag.

The United States will not act until it has received complete information, but in view of the emphasis which is laid in Berlin upon the dangers of such a proceeding, the British admiralty agents have been instructed to take certain courses, advised the use of the American flag.

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ELEVEN AMERICANS LOSE LIVES ON BRITISH SHIP IN GRIM RACE WITH SUBMARINE

DESTROYER DAMAGED; SEVEN VESSELS LOST

FOUR NEUTRALS GONE

The Lightning, of British Navy, Lost Fourteen of Crew

The Scottish Monarch, Well-known in St. John, Lost With Cargo of Sugar—Germans Taken Under Sea By Submarine Attacking Norwegian Ship—Second Officer of Lemas Killed by Shell.

London, July 2.—The torpede boat destroyer Lightning was damaged last night off the east coast by a mine or torpedo explosion. She is now in harbor. Fourteen members of the crew are reported as missing.

The captain and 19 men were picked up near the Hook Point lightship, not far from Dunmore Harbor, Ireland, and were landed at Dunmore. Heavy seas were running at the time.

The Scottish Monarch was 400 feet long and was of 5,048 tons gross. She was built in 1908 and was owned by the Monarch Steamship Company of Glasgow.

The Scottish Monarch arrived here in ballast on December 24, 1914, after a passage which one of the officers of the vessel referred to as a "bouncing voyage," on account of the buffeting which the vessel was subjected to in the stormy weather which prevailed.

The steamer loaded stores for the admiralty and left for England on Jan. 6. She was a fine steamer and greatly admired.

Torpedoed Without Warning. London, July 2, 12.33 a. m.—The Italian ship Sardinia, a timber laden, was torpedoed without warning five miles from Castletown, Bear Haven, Ireland.

Word was received later from Castle-town, Bear Haven, that nine of the Sardinia's crew were drowned and two others died of injuries. The mate is the only officer among the nine survivors, two of whom were wounded.

The Sardinia sailed from Bunbury on Feb. 21 for London. She was a vessel of 2,000 tons gross and was built in 1882.

Second Officer Slain. London, July 1.—The British steamer Lomas, bound from Argentina for Belfast, with a cargo of corn, was sunk by a German submarine Wednesday afternoon, sixty miles west of the Scilly Islands.

The submarine first fired two shots, presumably as a summons to haul-down, but the second shell struck the steamer, killing the second officer. The crew took to the boats, and were picked up by a Belgian trawler and landed at Milford Haven.

The submarine sent the Lomas to the bottom by a torpedo and shell-fire.

The Lomas was of 3,048 tons gross, her length being 325 feet. She was built in 1898 at West Hartlepool and was owned by the Buenos Aires and Southern Railroad Company of Hull.

The Norwegian ship Cambuskenneth, which sailed from Portland (Ore.), Feb. 9, with a cargo of wheat valued at \$171,880, for Liverpool or Manchester, was sunk today by the German submarine U-39, by gun-fire, 20 miles south of Galley Head, on the Cork coast.

The submarine signaled her to halt. Then it was asserted that there were a number of Germans among the ship's crew and eight men had the novel experience of being rowed to the submarine and later disappearing under the sea with her while their mates were left floating in the ship's boats.

The latter crew was landed at North Shields. The Norwegian bark Kotka was sunk today off Fastnet by the gunfire of a submarine.

The Norwegian steamer Glesjo, of 1,094 tons gross, also was sunk by a German submarine's torpedo today. The crew was landed at North Shields.

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The Armenian, Mule-laden, On Fire in Three Places Before Captain Gave Up the Fight

Twelve Men Lay Dead on Decks From Shell Fire Before Ship Surrendered and Others Perished in Water When Shrapnel Severs Boat Falls— Steamer in Service of Admiralty, Thus Plac- ing Americans on Board at Their Own Risk.

Washington, July 1.—Official information on which to base an accurate judgment of circumstances under which the British steamer Armenian was destroyed, with the loss of a number of American lives, was lacking tonight, and until all details are available, Secretary Lansing stated, the position of the American government could not be determined.

There was little tension over the incident in official quarters here after it became known that the Armenian had sought to evade capture. It was admitted that if official reports bore out the press despatches there was no likelihood that any new cause of complaint would be added to the issues pending between the United States and Germany.

Avonmouth, Eng., July 1.—There were eleven Americans among the nineteen members of the crew who lost their lives in the sinking of the Leyland Line freight steamer Armenian by the German submarine U-38, off Trevose Head, Cornwall, on Monday. Some members of the crew were killed outright when the German torpedo struck the ship.

When sunk by the German submarine the Armenian was carrying a cargo of 1,422 mules from Newport News to Avonmouth, the animals to be used by the French armies in Belgium and France. The vessel had a crew of 72 men, and carried 96 men as mule tenders.

The submarine was first sighted by the man at the wheel, and though the ship was pushed to the limit the underwater craft rapidly overhauled her and commenced shelling. The Armenian's efforts to keep her stern to the submarine were futile.

The faster vessel circled the freighter and the German commander speaking through a megaphone, ordered the Armenian's captain to surrender or he would sink the ship.

The skipper of the Leyland liner struggled hard to evade the undersea boat, but the latter dropped a shell through a skylight into the steamer's engine room, putting the engines out of action. The Armenian then surrendered. Lifeboats were lowered and the crew and some seventy mule tenders, nearly all Americans, scrambled into them.

As one of the boats were being lowered a shell from the submarine cut the falls of the boat. The occupants were spilled into the water and presumably were drowned.

Five boats loaded with survivors got away. The submarine then fired two torpedoes into the Armenian and the vessel sank within thirty minutes. The survivors rowed around in the boats till Tuesday morning when a steam trawler landed them at Avonmouth.

NO EFFORT TO RESCUE DROWNING. Cardiff, Wales, July 1.—Survivors of the sunken Armenian arriving here say that the German submarine ran close to the drowning men who had been thrown into the water by a capsizing boat, but that the crew of the submarine did not attempt to rescue any of them.

CAPTAIN TRICKEY'S THRILLING STORY. London, July 1, 5.33 p. m.—Captain Trickey, of the steamship Armenian, in an interview today, said that he only surrendered to the German submarine when the freighter was afire in three places, and after the ship's engines had been put out of action and a dozen members of the crew had been killed by shrapnel fire. Most of the members of the crew who perished, Captain Trickey said, were Americans.

"The submarine, as a signal for us to stop," said Captain Trickey, "first put a couple of shots over our bows when we were four miles off. I put my stern to him and ran for it."

"The submarine then began to shell us in earnest, the shrapnel bursting all around us, killing several of the crew and knocking others overboard. I soon realized that the enemy was gaining on us, but did not propose to surrender without a struggle. But my steering gear was soon hit and placed out of commission. Then a shell fell into the engine room and another carried the Marconi house away. Still another cut down the funnel and disabled the stokers, preventing them from keeping steam up."

"By this time the ship was on fire in three places and I decided to surrender. We had resisted the enemy for an hour, and twelve or thirteen men lay dead on the deck."

"The submarine commander then forced me to clear ship, and at seven minutes past 8 the Armenian went down, shattered by two torpedoes."

"I must say that the submarine commander showed us every fairness after we had given up picking up many of the crew who, because of a damaged boat, had fallen into the water."

"Most of the crew who perished were Americans."

100 SHELLS FIRED AT STEAMER. Joseph Carter, a colored muleteer, of Norfolk (Va.), one of those rescued after the life boat was swamped, said that his friends, King, Oakes, Speed, Small and Foreman Sedden, all were drowned. Carter added:

"The submarine chased the ship for two hours and fired about 100 shells, 25 of them striking the ship. I was in the boat, with 38 others, when it fell into the water. I was swimming nearly an hour before I was picked up."

"Twenty-eight men were rescued from the water. Four members of the crew died in the boat. A part of the head of one of them had been blown away. Another had lost both legs. One man had been blown to pieces by a shell."

"I owe my life to Muleteer Johnson, who knocked me down just in time to avoid being hit by a shell. Captain Trickey was the last man to leave the ship."

WIRELESS OPERATOR STUCK TO POST. London, July 2, 1.05 a. m.—One of the Armenian's officers, in an interview tonight, said that the German submarine which sank the freighter was of the latest type, large and speedy.

"As we tried to escape said the officer, "she bursted us with a perfect storm of shrapnel; the first shell to find its mark struck on the starboard deck, killing ten men outright. The wireless operator stuck to his post to the last, sending 'S.O.S.' signals until his apparatus was broken."

"We finally saw that escape was hopeless and have-to, lifting the wounded into boats. Four of these died and were buried at sea before we were rescued."

**ATHAM MEN
LANT CHARGE
H WOLF FAN**

might are the names of two N. Dorchester street, St. John, were in that gallant charge week adian force. Smith is suffering from official list also contains the name wounded with the 16th battalion, Woodstock, wounded with the

George Henderson (formerly 9th battalion, corner Oak and James street Innonon (Alta.); Sergt. Archie Murphy, Mount Brydges (Ont.); Donald Henry Bruce, Campbell, and Grove (Ont.); Company Sergeant F. A. Piper, Stratroy (Ont.) founded June 15.

Sergt. Peter J. Ford, 151 Emma (Alta.)

SECOND BATTALION,
filled in Action.

Joseph Harold White (formerly 1st battalion), Washington (D. C.) founded.

Albert Royall, Park avenue, Montreal, Gordon (formerly 9th Battalion, southeast corner James and Oak street Innonon (Alta.)

THIRD BATTALION,
filled in Action.

Corporal Robert Smith, Edmonton (Alta.) founded.

Leslie Barrett, New Toronto, Ontario; Corporal Julian H. Willcox, Ontario; James A. Smith (formerly 1st battalion), Toronto.

FOURTH BATTALION,
filled in Action.

Percy K. Davis (formerly 9th battalion), Post Office Strathcona, Died June 22.

George W. Weir (formerly 2nd battalion), Trail (B. C.); Sydney Macbrother, Lock No. 2 Hill (Catharines) (Ont.); Lance Corporal Angus McCallum, Winnipeg; John John Montgomery (formerly 1st battalion), Arnprior (Ont.); Noble (formerly 14th Battalion) (Ont.)

FIFTH BATTALION,
filled in Action.

Erie P. Doherty (formerly 10th battalion), Winnipeg; John James formerly 82nd Battalion, B. C. (Alta.)

Joseph Thompson Hardy, Ramoth, Ontario.

John H. Sheane, McAuley (Manitoba).

A. Barkey, England.

SEVENTH BATTALION,
filled in Action.

Frank Boshier, England.

W. C. Hodgson, Scotland.

EIGHT BATTALION,
filled in Action.

Alexander Fraser, (formerly 2nd battalion), Scotland; Geo. H. Williams, formerly 82nd Battalion, England.

TENTH BATTALION,
filled in Action.

Geo. William Pickering, (formerly 11th Battalion), Prince Albert (Saskatchewan).

Previously Reported Missing, Not Officially Reported Prisoner at War, Germany.

Harry J. Jarvis, England.

FIFTEENTH BATTALION,
filled in Action.

James Jackson Connolly, Toronto. Previously Reported Missing, Not Officially Prisoner.

Archibald Laing Wallace, Toronto. Killed in Action.

John McNaughton, Toronto.

SIXTEENTH BATTALION,
filled in Action.

JOHN WATSON, (FORMERLY 12TH BATTALION), FREDERIC TON JCT. (N. B.)

FIRST FIELD COMPANY CANADIAN ENGINEERS.

Wounded.

LANCE CORPORAL BURT WILLIAM HARMON, WOODSTOCK (N. B.)

DIVISIONAL AMMUNITION PARK. Severely Wounded.

A. Ackroyd, Edmonton (Alb.)

**CANADA DRINKING
AND SMOKING LESS
SINCE THE WAR**

Ottawa, June 24.—(Special)—The increased taxes are producing the more revenue, although the percentage increase in revenue is by no means commensurate with the percentage increase in taxes. The May excise revenue was \$1,844,614, an increase of \$200,000 compared with May of last year. The consumption of liquor and tobacco is evidently less now than it was before the war started.

Several hundred dog owners will be to secure their licenses in the next days if they are to avoid the double tax of \$2 and \$4. So far only 789 licenses have been taken out while the number at the same date last year was 1,000. There are at least about 1,500 dogs in the city and nearly half of this number will be liable for the double tax at July 1.