

BRITAIN MAY PURSUE SEPARATE POLICY TO SAVE EUROPEAN CIVILIZATION

British Premier Declares That French Policy is Destroying Germany and That Occupation of the Ruhr Should Cease—Will Strive to Maintain Entente but if Necessary Will Take Separate Action—Germany Must Make Reparations to Full Extent of Her Capacity.

A despatch from London says:—The British Prime Minister, Rt. Hon. Stanley Baldwin, made his expected statement of Government policy in regard to the Ruhr and German reparations on Thursday afternoon in a crowded House. An identical statement was read in the Lords by Marquis Curzon, but whereas, according to prearrangement, there was no discussion of the statement in the Commons, speeches were made in the Lords by Viscount Grey and Earl Birkenhead, which were, in the words of Lord Curzon, "a little irregular."

It is assumed that the French and Belgian assent had already been obtained to the general outline of the British proposals. If and when the French and Belgian assent is obtained to the text of the note which Britain will draft in reply to the German offer, the British, or, as it will then be, the allied note, will be presented to Berlin.

The next stage will be the appointment of an international expert commission to determine what amount of indemnity Germany can pay.

In contrast to such statements by his predecessors, Mr. Lloyd George and Mr. Bonar Law, which were very lengthy, Premier Baldwin's pronouncements were particularly brief, taking about 16 minutes for delivery.

The question on everybody's lips—how far the British Government's open disapproval of the French Ruhr policy and its holding aloof therefrom were to be converted into an active policy separate from France—was to a great extent unanswered. Premier Baldwin certainly moved quite perceptibly away from Mr. Bonar Law's attitude of passivism, inasmuch as he announced the Government's decision to submit to the allies a separate reply to Germany's latest offer. But he did not give the slightest indication of the nature of the proposed reply.

This was the only important point in the pronouncement, which, for the remainder, was a warning couched in the most friendly language, but plainly telling France that the British Government could not much longer remain a passive spectator to a policy which threatened the economic collapse of Germany and with it disaster to the whole of Europe.

Taken as a whole, the pronouncement seemed to be a new appeal to France to retrace her steps and come into line with all the allies in a new effort to settle the reparations problem by negotiation, instead of by military penalties. The Premier was most careful to avoid any shutting of the doors on renewed negotiations.

Notable points were the complete absence of any reference to the United States in connection with the negotiations and emphasis that Italy was with Great Britain, rather than with France.

The real meaning of Premier Baldwin's speech might be roughly paraphrased thus:

"The French are destroying Germany and the result must be chaos and war. French methods are already devastating our industry as the Germans devastated France, and the French should withdraw from the Ruhr, permit Germany to recover and pay."

"Germany has made an offer containing the germ of a settlement. We insist upon accepting their proposal to carry out the award of an impartial commission as to what they can pay. We want France to agree with us, but if she does not, we with Italy, will act notwithstanding."

"We desire most earnestly to maintain the Entente, but we cannot let European civilization fall to pieces for its sake."

FRANCE MAINTAINS DETERMINED STAND

Attitude on Ruhr Remains Unchanged Despite British Premier's Declaration.

Paris, July 15.—Premier Poincare to-day made a speech at Senlis, the tenor of which is taken as a polite refusal to budge from the position he has taken since January, in spite of British Premier Baldwin's recent declaration in the House of Commons.

Senlis was the nearest to Paris that the Germans got in their 1914 drive and was one of the first French towns to suffer wilful destruction at the hands of the enemy.

The Premier's statement here was expected to be a reply to Mr. Baldwin, but he refrained, apparently with studious care, from making any definite reference to the new British policy. However, he made it clear the French attitude remains unchanged on the following points:

First—France will not discuss reparations with Germany until Reich ceases passive resistance in the Ruhr. Paris believes this resistance would have stopped before now but for the encouragement given Berlin by the policy of other allies.

Second—France sees no reason to evacuate the Ruhr until reparations are paid.

Third—France opposes substitution of an international commission of experts for the Reparations Commission. Mr. Baldwin suggested such an international body to assess Germany's capacity to pay.

Fourth—France sticks to her determination to obtain 26,000,000 gold marks for herself, plus a sufficient sum to meet her own debts to Great



Lincoln Goldie, M.P.P. Appointed Provincial Secretary in the new Ferguson Cabinet in Ontario. His home is in Guelph.

Britain and the United States, unless these countries are prepared to accept the worthless German "C" bonds in place of the French obligations.

TRIPLE COLLISION IN NORTH SEA

Two Steamers Met and Survivor Later Struck by Third Vessel.

London, July 15.—Three steamers were in collision in the fog in the North Sea to-day. Two of them were sunk, but their crews were rescued, and the third proceeded on her voyage in a damaged condition.

Owing to the heavy fog, the Swedish steamer Eldorado hove to, and the Spanish steamer Begona No. 5 crashed into her. While the two vessels were locked the Eldorado's crew, numbering 18, climbed aboard the Begona, and soon after the Eldorado went to the bottom.

Later the British steamer Sheridan, coming through the fog, hit the Begona amidships, and as the latter began to fill her boats were lowered, and her own crew and that of the Eldorado, totalling 43 men, reached the Sheridan. The captain of the Britisher sent a radio message to Yarmouth, from which port tugs were despatched and took off the survivors.

The Sheridan was considerably smashed in her forepeak but was able to proceed without assistance.

Arrangements are being concluded according to report by the Alberta Government for the financing of the extensions of railways in the Peace River and Grande Prairie districts, the farthest north railways in Canada.



John S. Martin Minister of Agriculture in the New Ontario Cabinet.

BIG BOND ISSUE TO EQUIP NATIONAL RY.

\$22,500,000 Flotation is to be Guaranteed by Canadian Government.

Ottawa, Ont., July 15.—Arrangements are being made for the issue, in Canada, of \$22,500,000 bonds of the Canadian National Railway Company. It was announced to-day, by Hon. W. S. Fielding, Minister of Finance. The bonds will be guaranteed as to principle and interest by the Canadian Government, which owns all the stock of the company.

These bonds are to be issued for the purpose of equipping the railway with necessary rolling stock. In accordance with the custom respecting equipment bonds, one quarter of the cost of equipment is to be paid in cash. The remainder will be represented by serial bonds covering a period of fifteen years. In this case the equipment to be acquired is costing \$30,000,000. One-quarter of this is provided out of the general appropriation made by Parliament for the railways. The remainder, \$22,500,000, will be covered by bonds. The bonds will bear five per cent. interest.

There are large loans maturing this year which necessarily engage the attention of the Minister, but it is understood that no further issue will be made in Canada before October first.

Halifax Starts Campaign With British Shipping Companies

A despatch from Halifax says:—The City Council has begun a campaign to induce British steamship companies to use Halifax as a port of call for large passenger and mail



A new member of the Ontario House, who has been made Minister of Lands and Forests in the Ferguson Cabinet. His grandfather emigrated to Canada seventy years ago with four brothers. The ship in which they sailed met disaster on the voyage, and the new minister's grandfather was the sole survivor of the family to reach Canada.

steamships and it has instructed the Mayor to cable Rear Admiral Sir Guy Gaunt thanking him for his interest in developing a fast Atlantic mail service via Halifax.

A message was sent to the British Postmaster-General urging him to test Halifax as a mail port with a steamer of the Mauretania type. It was said that the port possesses "increased facilities for the expeditious handling and transit of mails for practically the whole continent."

Wheat Drops to 98 3/4 Cents on Chicago Market

Chicago, July 15.—Wheat, which a few days ago dropped below \$1 for the first time since 1914, dropped to a still lower record on the Chicago Board of Trade, when July wheat slumped to 98 3/4 cents closing at 98 3/4 cents. September futures dropped to a new low since 1915, selling at 98 1-4 cents and closing at 98 1-4 cents. December delivery dropped to \$1.01 1-8 and closed at \$1.01 1-4.

A larger increase in the production of dairy products than in any previous year in Manitoba's history was recorded during the past year, according to the annual report of the Provincial Dairy Commissioner. The total value of dairy products in 1922, was approximately \$12,434,223. The production of creamery butter, as reported by 44 creameries, amounted to 10,559,601 lbs., which was 2,009,496 lbs. more than in 1921, and the selling price at the creameries was \$3,695,860.

DAMAGE CLAIMS IN IRELAND ESTIMATED AT \$150,000,000

Problem of Settlement Involves Sifting Just from Fraudulent Demands Upon Imperial and Free State Governments.

A despatch from London says:—Now that peace has been restored in the Irish Free State, an effort will be made to speed up negotiations to settle damages growing out of disturbances in Southern Ireland. The total of such claims will be enormous. The problem is a big one, and there are numerous complications which militate against haste in arriving at terms of settlement.

The aggregate of damage done to property in Ireland in the last four and one-half years is variously estimated, but the sum of \$150,000,000 seems to be a fair computation. Of course, all claims are not yet in, and when the last claim has been filed, the real task will begin—that of sifting just from fraudulent demands upon the Imperial and the Free State exchequers.

The Colonial Office, presided over by the Duke of Devonshire, which is, of course, concerned with claims arising before the truce, received deputations of Lords and members of Commons, representing former Southern loyalists from time to time, but rather strict secrecy is maintained concerning the course which the conversations take at those conferences. But, as usually is the case in the award of damages, the claimants are up in arms because they do not think they are going to receive as much as they are entitled to.

The claims fall into two categories. First, there are those arising before the truce of July, 1921, which was a preliminary to the peace treaty and the subsequent erection of the Irish Free State. Those claims must be met jointly by the Free State and the Imperial Government. All claims for damages arising after July, 1921, must be met by the Free State alone. That is, the Free State and the Imperial Government each assume responsibility for payment of valid com-

pensation in respect of injuries to its own supporters in the pre-truce period. Subsequent damage will be settled under a criminal injuries bill passed by Dail Eireann.

This latter bill provides for cash settlement of approved claims up to \$1,000. Claims above this amount will be settled partly in cash and partly in Free State securities. Acceptance of government securities is very distasteful to former Southern Irish loyalists, who would like to have their settlements in cold cash, and they are pressing the Imperial Government to guarantee payment of their losses. That the Government here has steadfastly refused to do.

Among those former Southern loyalists are many who, having done everything in their power to thwart Irish home rule, finally abandoned Ireland altogether upon the creation of the Free State. Their position is akin to that of the loyalists in the United States after the Revolutionary War. Though much of the property of the American loyalists was confiscated, there arose no end of Revolutionary War claims, which, to this day, are still in process of settlement by a special standing committee of the United States Senate.

The American precedent may well be cited as an indication of the time it will require to adjust all of the claims growing out of the wholesale destruction which has been carried on in Ireland in the last five years.

Payment of those claims will, of course, be a drag on the Free State treasury—now nearly empty—for some years. Nevertheless claims aggregating nearly \$5,000,000 have already been paid, although that, of course, is not a drop in the bucket compared to what must be found when the Government settles down to the serious task of paying the fiddler for all that has been going on in Ireland, particularly in the last year.

The Week's Markets

TORONTO.

Manitoba wheat—No. 1 Northern, \$1.14 1/2.
Manitoba oats—No. 3 CW, 49 1/2¢.
No. 1 feed, 48¢.
Manitoba barley—Nominal.
All the above, track, bay ports.
Am. corn—No. 2 yellow, \$1.05.
Barley—Malt, 67 to 69¢, according to freights outside.
Buckwheat—No. 2, 68 to 69¢.
Rye—No. 2, nominal.
Peas—No. 2, \$1.40 to \$1.45.
Millfeed—Del., Montreal freights, bags included: Bran, per ton, \$25 to \$26; shorts, per ton, \$27 to \$29; middlings, \$33 to \$35; good feed flour, \$2.15 to \$2.25.
Ontario wheat—No. 2 white, nominal.

Ontario No. 2 white oats—46 to 48¢.
Ontario corn—Nominal.
Ontario flour—Ninety per cent. pat., in jute bags, Montreal, prompt shipment, \$5.10 to \$5.20; Toronto basis, \$5.05 to \$5.15; bulk seaboard, \$4.95 to \$5.00.

Manitoba flour—1st pats., in cotton sacks, \$6.90 per bbl.; 2nd pats., \$6.85.
Hay—Extra No. 2 timothy, per ton, track, Toronto, \$15; No. 3 timothy, \$13; mixed, \$12.50 to \$13.50.
Straw—Car lots, per ton, track, Toronto, \$9.50.

Cheese—New, large, 21¢; twins, 22¢; triplets, 23¢; Stiltons, 24¢. Old, large, 32¢; twins, 32 1/2¢; triplets, 33¢; Stiltons, 33 1/2¢. New Zealand old cheese, 30¢.

Butter—Finest creamery prints, 34¢; ordinary creamery prints, 32¢; No. 2, 31¢.

Eggs—Firsts, 29¢; extras, 33¢; extras in cartons, 25¢.

Live poultry—Spring chickens, 40¢; hens, over 5 lbs., 22¢; do, 4 to 5 lbs., 20¢; do, 3 to 4 lbs., 17¢; roosters, 15¢; ducklings, over 5 lbs., 30¢; do, 4 to 5 lbs., 28¢; turkeys, young, 10 lbs. and up, 25¢.

Dressed poultry—Spring chickens, 45¢; hens, over 5 lbs., 28¢; do, 4 to 5 lbs., 24¢; do, 3 to 4 lbs., 20¢; roosters, 17¢; ducklings, over 5 lbs., 30¢; do, 4 to 5 lbs., 29¢; turkeys, young, 10 lbs. and up, 30¢.

Beans—Can. hand-picked, lb., 7¢; primes, 6 1/2¢.

Maple products—Syrup, per imp. gal., \$2.50; per 5-gal. tin, \$2.40 per gal.; maple sugar, lb., 25¢.

Honey—50-lb. tins, 10 1/2¢ to 11¢ per lb.; 3 and 2 1/2-lb. tins, 11 to 12 1/2¢ per lb.; Ontario comb honey, per doz. No. 1, \$4.50 to \$5; No. 2, \$5.75 to \$4.25.

Smoked meats—Hams, med., 26 to 28¢; cooked hams, 42 to 45¢; smoked rolls, 26 to 28¢; cottage rash, 25 to 28¢; breakfast bacon, 30 to 34¢; special brand breakfast bacon, 34 to 38¢; backs, boneless, 37 to 42¢.

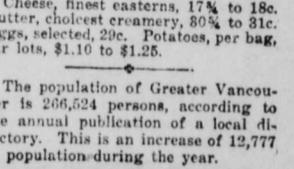
Cured meats—Long clear bacon, 50 to 70 lbs., \$18; 70 to 90 lbs., \$17.50; 90 lbs. and up, \$16.50; lightweight rolls, in barrels, \$36; heavyweight rolls, \$33.

Lard—Pure tierces, 15 1/2¢ to 15 3/4¢; tubs, 15 1/2¢ to 16¢; pails, 16 to 16 1/2¢; prints, 18¢; Shortening, tierces, 14 1/2¢ to 15¢; tubs, 15 to 15 1/2¢; pails, 15 1/2¢ to 16¢; prints, 17 to 17 1/2¢.

Choice heavy steers, \$8.35 to \$8.50; butcher steers, choice, \$7.75 to \$8; do, good, \$7 to \$7.50; do, med., \$6.50 to \$7; do, com., \$6 to \$6.25; butcher heifers, choice, \$7 to \$7.50; do, med., \$6.50 to \$7; do, com., \$6 to \$6.50; but-her cows, choice, \$5.50 to \$6.25; do, med., \$4 to \$5; canners and cutters, \$1.50 to \$2; butcher bulls, good, \$4.50 to \$5.50; do, com., \$3 to \$4; feeding steers, good, \$7 to \$7.50; do, fair, \$6 to \$6.75; stockers, good, \$5 to \$6; do, fair, \$4.50 to \$5; milkers, springers, each, \$80 to \$80; calves, choice, \$8 to \$10; do, med., \$6.50 to \$8; do, com., \$4.50 to \$6;

MONTREAL.
Corn, Am. No. 2 yellow, 95¢. Oats, Can. West., No. 2, 57 to 57 1/2¢; do, Can. West. No. 3, 55 to 55 1/2¢; do, extra No. 1 feed, 63 1/2 to 64¢; do, No. 2 local white, 52 1/2 to 53¢. Flour, Man. spring wheat pats., 1sts, \$6.90; do, 2nds, \$6.40; do, strong bakers, \$6.20; do, winter pats., choice, \$5.75 to \$5.85. Rolled oats, bag, 90 lbs., \$3.05 to \$3.15. Bran, \$26. Shorts, \$29. Middlings, \$34. Hay, No. 2, per ton, car lots, \$13 to \$14.
Cheese, finest easterns, 17 1/2 to 18¢. Butter, choicest creamery, 30 1/2 to 31¢. Eggs, selected, 20¢. Potatoes, per bag, car lots, \$1.10 to \$1.25.

The population of Greater Vancouver is 266,524 persons, according to the annual publication of a local directory. This is an increase of 12,777 in population during the year.



Capt. Joe. Thompson The newly appointed Speaker of the Ontario House.



Col. W. H. Price of Toronto The Provincial Treasurer in Premier Ferguson's cabinet.