

GERMANS TO ATTEND FIRST LEAGUE MEETING ON CERTAIN CONDITIONS

Conclusions of the Peace Conference in Final Answer to Germany Show Modifications in Minor Details—Huns Withdraw War Material From Probable Line of Allied Advance.

A despatch from Paris says:—The reply of the Allies to the German counter-proposals will be incorporated in the treaty itself.

No time has been fixed for Germany's entrance into the League of Nations, but if she conforms to the conditions, it is expected that she will be represented at the first meeting of the assembly. These conditions are: 1st, the establishment of a stable government; 2nd, the signing of the Treaty of Peace; 3rd, the loyal execution of the Peace Treaty. A proposed fourth condition, relative to Germany's abolishing compulsory military service, was finally omitted, as it was considered that the treaty sufficiently provided for Germany's disarmament.

The serious differences in the Council of Four over modification of the German treaty have yielded to the spirit of compromise. The treaty will be unmodified except in minor details, but the German plenipotentiaries in the final communication from the powers will get certain assurances designed to remove their objections to what they termed impossible conditions.

The amount of reparations is not fixed, but the Germans will be told that the reparations Commission will consider representations from the German Commission as to

the amount Germany is able to pay, and will fix that amount within three or four months instead of two years from the time of signing.

The Germans will be informed also that the Army of Occupation will be reduced to something more than 100,000, with a comparatively moderate annual amount payable by Germany for its maintenance.

A despatch from Coblenz says:—The movement of war material by the Germans from territory beyond the occupied territories continues, according to German newspapers. The beginning of this withdrawal was made several weeks ago when there was a hitch in peace negotiations. The withdrawal of troops from various sectors opposite the allies' bridgeheads is also reported.

Several days ago the removal of material from the Frankfurt area began. The most of this material is going in the direction of Cassel, but there are no indications that it is being unloaded there, that city being on a line over which the allies would advance should they be ordered to move further into Germany.

Beyond the Coblenz bridgehead much war material has been withdrawn for a distance of more than 60 miles. In the Ruhr district the military retirement is virtually complete.

Markets of the World

Breadstuffs.
Toronto, June 17.—Man. Wheat—No. 1 Northern, \$2.24; No. 2 Northern, \$2.21; No. 3 Northern, \$2.17; No. 4 wheat, \$2.11; in store Fort William.

Manitoba Oats—No. 2 CW, 78%; No. 3 CW, 76%; extra No. 1 feed, 76%; No. 1 feed, 74%; No. 2 feed, 69%; in store Fort William.

Manitoba barley—No. 3 CW, \$1.30; No. 4 CW, \$1.25; rejected, \$1.15; feed, \$1.15, in store Fort William.

American corn—Nominal.
Ontario oats—No. 3 white, 77 to 79%, according to freight outside.

Ontario wheat—No. 1 winter, per car lot, \$2.14 to \$2.20; No. 2, \$2.11 to \$2.19; No. 3, \$2.07 to \$2.15; No. 4, \$2.00 to \$2.07, according to freight.

Ontario wheat—No. 1 spring, \$2.09 to \$2.17; No. 2, \$2.06 to \$2.14; No. 3, \$2.02 to \$2.10, f.o.b. shipping points, according to freight.

Peas—No. 2, nominal.
Barley—Malting, \$1.28 to \$1.32, nominal.

Buckwheat—No. 2, nominal.
Rye—No. 2, nominal.

Manitoba flour—Government standard, \$1.10.
Ontario flour—Government standard, \$1.07 to \$1.11, in tube bags, Toronto and Montreal, prompt shipment.

Milled—Car lots, delivered Montreal freight, bag included, Bran, \$42 per ton; shorts, \$44 per ton; good feed flour, \$2.80 to \$2.90 per bag.

Hay—No. 1, \$32 to \$35 per ton; mixed, \$20 to \$24 per ton, track, Toronto.

Straw—Car lots, \$10 to \$11 per ton, track, Toronto.

Country Produce—Wholesale.
Butter—Dairy, tubs and rolls, 38 to 40c; prints, 40 to 42c. Creamery, fresh made, solids, 50% to 52c; prints, 51 to 51½c.

Eggs—New laid, 40c.
Dressed poultry—Spring chickens, 60c; roosters, 55c; fowl, 32 to 35c; ducks, 32c; turkeys, 35 to 40c; squabs, doz., 86c.

Live poultry—Spring chickens, 50c; roosters, 25c; fowl, 32 to 35c; ducks, 30c; turkeys, 30c.

Wholesalers are selling to the retail trade at the following prices: Cheese—New large, 28 to 33½c; twins, 23½ to 34c; triplets, 32½ to 33c; Sultana, 34 to 35c.

Butter—Fresh dairy, choice, 47 to 48c; creamery prints, 54 to 55c. Margarine—35 to 38c.

Eggs—New laid, 45 to 50c; new laid, in cartons, 51 to 53c.

Dressed poultry—Spring chickens, 60 to 70c; roosters, 28 to 30c; fowl, 37 to 38c; turkeys, 40 to 45c; ducks, 35 to 38c; squabs, doz., 87c; geese, 28 to 30c.

Potatoes—Ontario, f.o.b., track Toronto, car lots, \$2; on track outside, \$1.50.

Beans—Canadian, hand-pick, bus, \$4.25 to \$4.50; primes, \$3 to \$3.25; imported hand-pick, Burma or Indian, \$3; Lima, 12c.

Honey—Extracted clover, 5 lb. tin,

25 to 26c lb.; 10 lb. tins, 24½ to 25c; 60 lb. tins, 24 to 25c; buckwheat, 60 lb. tins, 19 to 20c; comb, 16 oz., \$4.50 to \$5, doz.; 10 oz., \$3.50 to \$4 dozen.

Maple products—Syrup, per imperial gallon, \$2.45 to \$2.50; per 5 imperial gallons, \$2.35 to \$2.40; sugar, lb., 27c.

Provisions—Wholesale.
Smoked meats—Hams, med., 46 to 47c; do, heavy, 39 to 40c; cooked, 60 to 62c; rolls, 35 to 36c; breakfast bacon, 47 to 50c; backs, plain, 50 to 51c; boneless, 55 to 57c; clear bellies, 33 to 35c.

Cured meats—Long clear bacon, 32 to 33c; clear bellies, 31 to 32c. Lard—Pure tierces, 35 to 35½c; tubs, 36½ to 37c; pails, 36½ to 37½c; prints, 37½ to 38c. Compound tierces, 30½ to 31c; tubs, 31 to 31½c; pails, 31½ to 31¾c; prints, 32 to 32½c.

Montreal Markets.
Montreal, June 17.—Oats, extra No. 1 feed, 89½c. Flour, new standard grade, \$11 to \$11.10. Rolled oats, bags 90 lbs., \$4.10 to \$4.25. Bran, \$41 to \$41.50. Shorts, \$44 to \$44.50.

Hay, No. 2, per ton, \$40 to \$41. Cheese, finest easterns, 28½ to 29c. Butter, choicest creamery, 55 to 56c. Eggs, selected, 54 to 55c; No. 1 stock, 51 to 52c; No. 2 stock, 48 to 49c. Potatoes, per bag, \$2.25 to \$2.30. Dressed hogs, abattoir killed, \$30 to \$30.50. Lard, pure, wood pails, 20 lbs. net, 37c.

Live Stock Markets.
Toronto, June 17.—Heavy steers, \$13 to \$13.25; choice butchers' steers, \$12.50 to \$12.75; butchers' cattle, choice, \$12.25 to \$12.75; do, good, \$11.25 to \$11.75; do, medium, \$10.50 to \$10.75; do, common, \$8.75 to \$9.25; bulls, choice, \$10.50 to \$11; do, med., \$9.50 to \$9.75; do, rough, \$7.50 to \$7.75; butchers' cows, choice, \$10.50 to \$11.25; do, good, \$9.75 to \$10.25; do, med., \$8.50 to \$9; do, com., \$7.25 to \$7.50; stockers, \$8.75 to \$11.75; calves, \$12.50 to \$13; canners and cutters, \$4.25 to \$5.75; milkers, good to choice, \$90 to \$150; do, com. and med., \$65 to \$75; springers, \$90 to \$100; light ewes, \$10 to \$12; yearlings, \$12 to \$13; choice lambs, \$18 to \$19; spring lambs, \$11 to \$14; calves, good to choice, \$15 to \$17; hogs, fed and watered, \$22.50; do, weighed off cars, \$22.75; do, f.o.b., \$21.50.

The "Big Four" Hereafter To Be Styled "The Big Five"
A despatch from Paris says:—Baron Makino, Japanese delegate, today joined Premiers Lloyd George, Clemenceau and Orlando, and President Wilson and the Council, known as the "Big Four," will hereafter be styled the "Big Five." The decision adding Baron Makino to the Council is explained by the fact that his Government must be given an opportunity for full concurrence, if full adherence is expected.



GET AFTER THESE DOLLARS.
Our town should get ALL of the trade in our trade area. We don't worry about our neighboring town's business. We have enough to do to take care of our OWN. But we should get ALL of our own. How about these dollars that are GETTING away from us? How about the dollars that are SLIPPING through our fingers? We have the GOODS. We have the values. Our prices are RIGHT. And yet there is a LOT of money slipping AWAY from us constantly. The best way to get AFTER this money is to tell the truth about the man or the system that is taking it away. Join the Trade-at-Home campaign.

BRITISH WAR AVIATORS FLY ATLANTIC IN 16 HOURS, 12 MINUTES

Vickers-Vimy Biplane Navigated by Capt. Alcock and Lieut. Brown, Left St. John's, Nfld., Saturday at 4.28 p.m., and Lands at Clifden, Ireland, at 8.40 Sunday Morning.

London, June 15.—The final goal of all the ambitions which flying men have ventured to dream since the Wright brothers first rose from the earth in a heavier-than-air machine, was realized this morning, when two young British officers, Capt. John Alcock and Lieut. Arthur W. Brown, landed on the Irish coast after the first non-stop flight across the Atlantic Ocean.

Their voyage was without accident and without unforeseen incident, so far as can be learned. It was a straightforward, clean-cut flight, achieved in sixteen hours and twelve minutes, from Newfoundland to Clifden, Ireland, a distance of more than 1500 miles.

But the brief and modest description which comes from the airmen at Clifden tells of an adventurous and amazingly hazardous enterprise. Fog and mists hung over the North Atlantic, and the Vickers-Vimy biplane climbed and dove, struggling to extricate herself from the fog-airplanes' worst enemies. She rose to 11,000 feet, swooped down almost to the surface of the sea, and at times the two navigators found themselves flying upside down, only ten feet above the water.

Before coming to earth, near the Clifden Wireless Station, Alcock circled the wireless aerials, seeking the best spot to reach the earth. But no suitable ground was found, so he changed it in a bog.

The wireless staff rushed to the aid of the aviators. They found Brown dazed and Alcock temporarily deafened by the force of the impact. As soon as they were able to be escorted to the wireless station they telegraphed the news to their friends; then they had breakfast. "That is the best way to cross the Atlantic," said Lieut. Brown after he had eaten.

The report of Alcock and Brown to the Aero Club, was as follows:

"Landed at Clifden at 8.40 a.m. Greenwich mean time, 15th of June, Vickers-Vimy Atlantic machine, leaving Newfoundland coast at 4.28 p.m. Greenwich mean time, 14th of June. "Total time 16 hours, 12 minutes. (Signed) "Alcock and Brown."

A wireless from the Clifden Station says the machine of Capt. Alcock and Lieut. Brown is sticking nose-deep in the bog.

ARMIES TO ADVANCE IF HUNS DON'T SIGN
Paris, June 14.—"The allied armies are ready to move forward upon an instant's notice if Germany does not sign the treaty," The Temps says today. "The German armies are without airplanes, without material and without food supplies, and would be unable to make any effective resistance."

"The Belgians, holding from Cologne to the frontier of Holland, are within a day's march of Essen, and the British, supporting the Belgians, would move forward and occupy the mining regions."

"The American army would occupy Frankfurt, and the French would take Hanau, Würzburg and Ulm."

ALL THE GERMAN STATES TO SHARE RESPONSIBILITY
Basle, June 14.—The Ministers of all the German States have been summoned by telegraph to Weimar to jointly consider the German answer to the allies.

BIG PARIS STRIKE IS CALLED OFF

Premier Clemenceau's Appeal to Transport Workers is Successful.

Paris, June 15.—The strike of transport workers was called off last night, and will be resumed by all companies on Monday. The workers having appealed to Premier Clemenceau, the latter conferred late this afternoon with municipal representatives and members of transport companies and a workers' delegation. Some claims of the workers were recognized and others were rejected, but the Premier appealed to the strikers' sense of patriotism and justice, pointing out the necessity for union and concord at the present grave juncture. It was in response to his appeal that decision was reached to resume work.

BRITISH SQUADRON BOMBARDS KRONSTADT
A despatch from Stockholm says:—A British squadron bombarded the Bolshevik base at Kronstadt with heavy guns, according to a report published in The Aftonblad on Friday. The Bolshevik batteries, however, did not reply to the British fire. The Bolsheviks have placed floating mines in the nearby waters.

The report suggests that the Bolsheviks are trying to evacuate the town.

KING SENDS MESSAGE TO AERIAL ARGONAUTS
London, June 15.—Major-General Sykes, Chief of the Air Staff, on behalf of King George, wired Alcock and Brown as follows:

"It is with pleasure that I have conveyed to you the following message I have received from the King: "The King is delighted to receive the welcome announcement that Capt. Alcock and Lieut. Brown have landed safely in Ireland, after a trans-Atlantic flight."

"His Majesty wishes you to communicate at once with the officers and to convey to them the King's warmest congratulations on the success of their splendid achievement."

BRITISH HOLD OESSEL ISLAND
A despatch from Paris says:—The Council of Four has sanctioned the occupation of Oessel Island, which commands the entrance to the Gulf of Riga, by British troops. The Estonian Government agreed on the occupation as a guarantee for the payment of financial aid to the Estonians.

TREATY SIGNED ABOUT JUNE 30

Redraft Will Have to be Revised Before Being Given to German Delegates.

A despatch from Paris says:—It looks as if the revised treaty will not be presented to the German plenipotentiaries as soon as early reports indicated. The French and Americans, who have been predicting the treaty and its accompanying explanatory letter would be ready for presentation by the time specified, now indicate it will be impossible to complete both documents, while the British think there will be a still further delay, and the British estimate seems more reasonable in view of the fact that the communication explanatory of the treaty will comprise 20,000 words, and the work of redrafting this has hardly begun. The draft will have to be revised by the Council of the leading plenipotentiaries, and there is every indication that the German delegation will not get the treaty until next week.

Under these circumstances, with Tuesday accepted as the date for handing the revised draft to the Germans, it will be Monday, June 23, before the Germans are obliged to say whether they will sign or not, and if the answer is in the affirmative it will probably be June 30th before the formal ceremony of signing takes place at Versailles.

TWO MILLIONS INCREASE IN DOMINION REVENUE

A despatch from Ottawa says:—Dominion revenues for the month of May were \$25,553,399, as compared with \$23,758,912 in May, 1918. The total net debt of the Dominion on May 31 was \$25,862,332, as compared with \$24,112,627 on May 31, 1918. Expenditure of consolidated fund account during May was \$25,967,710 as compared with \$7,531,673 in May last year.

Arrangements in Progress For the Prince's Visit

A despatch from Ottawa says:—So far as official advice is concerned, there is no intimation that the proposed visit to Canada of the Prince of Wales is likely to be postponed. Arrangements for the visit are in progress. The Prince is expected to arrive about the middle of August.

Rounding Up the Aliens In the Manitoba Capital

A despatch from Winnipeg says:—Special police officers arrested Carl Boisse, a Russian Pole, who is believed to have been one of the alien ringleaders responsible for the rioting which took place on Main Street last week. Two well-known aliens were also arrested at the Swift Canadian plant. They are charged with attempted intimidation.

PARLIAMENT TO FINISH BY THE 1ST OF JULY

A despatch from Ottawa says:—It is expected that Parliament will prorogue by July 1. Morning sittings commence on Monday next and the House will sit this Saturday.

CALGARY STRIKE ENDS IN FAILURE

Postal Situation Practically the Only Unsettled Element.

A despatch from Calgary says:—With the postal situation practically the only unsettled element of the sympathetic strike in Calgary, the strike here is regarded as a failure. Express business in Calgary is now going forward as usual, the Dominion Express workers being all on the job with the exception of half a dozen. The Canadian Northern Express workers voted to return to work, were on the job as usual on Thursday morning.

Press telegraphers have returned, freight is being handled with dispatch under normal conditions, and the postal employees, who were served with notice of dismissal by the Government for going on a sympathetic strike, are now making a strong effort to get their positions back.

The postal strikers have set forth the terms on which they were willing to return to work, and it is said they represent a big backdown from their first position.

CANADA AND SHIPPING.

Transportation is the Vital Question of the Moment For British Empire.

The "Daily Express," of London, drawn recently, under the heading of "Imperial Shipping: Plan for Building Under State Aid and Control," contained a statement from a "prominent Canadian business man who just arrived in London." He stated that in his opinion the vital question of the moment was tonnage, and that Canada was unable to send to Europe all the urgent materials she can supply for purposes of reconstruction if shipping is not available. He added:—

"As a nationalization of shipping would mean England's doom as a merchant marine power, we must look to some other method of control such as subsidy or reduced taxation for ships trading inter-imperial, but in order to give effect to our imperial programme something more solid than high-sounding phrases and copy-book platitudes such as 'Trade follows the flag' must be used as the real connecting link."

Practice must follow, and, indeed, ought to precede phrases. The Empire's resources are boundless, and we ought to harness them by action rather than eloquence.

"Their financial burden has been the greatest in the war, and in order that she shall quickly recuperate the trade of the Empire must be developed."

"In developing our land areas in Canada we have had to link up place to place with railroads. That was vital to the development of dominion overseas. These railroads have had to be built with Government aid and under a certain amount of Government guidance and control. Just as internal transport was needed and must increase, so external transports is now of vital and urgent importance. How this is to be attained must and should be the work of legislation without delay."

FLYING TO HIS BRIDE AS WELL AS FOR PRIZE

London, June 15.—There is something romantic about the accomplishment of the flight besides its spanning of the Atlantic, and that is because Lt. Brown, born in Glasgow, was in reality flying to his bride, for according to the Daily Mail, "arrangements are on foot for the immediate celebration of the wedding of Lieut. Brown and Miss G. R. Kennedy, daughter of Major D. E. Kennedy of the chief aircraft production department of the Ministry of Munitions, a department in which Brown was scheduled for duty as specially released by the Ministry at Messrs. Vickers' request to act as navigator of the Vimy."

GERMANY WILL BE ALLOWED AN ARMY OF 200,000 MEN

Paris, June 15.—Germany is to be allowed an army of 200,000 men for three years. This is one of the changes in the peace terms which has been sedulously kept secret.

Germany's admission to the League of Nations is fixed for "the near future." Germany will be given four months to submit to the allies' proposals dealing with her total indebtedness through reparations, and methods for the payment thereof. The allies are to reply within two months.

Negro Laborers to be Interned Until Repatriated

A despatch from Liverpool says:—It is announced that as a result of a conference held between representatives of the Ministry of Labor and the Lord Mayor of Liverpool and the chief of police of the city, it has been decided to intern the negroes from Africa and other countries, brought to Europe to serve as labor battalions in the war, pending their repatriation. Recently there have been race riots in England and Wales due to the presence of the negroes.

Milk, cheese and eggs are among the most wholesome forms of protein.

