TEUTON FORCES NO LONGER OUTNUMBER THE FRENCH TROOPS

Rheims is Regarded as a Local Offensive and the German Objective as Still Paris and the Channel Ports.

A despatch from Paris says: The heavy defeat of the Germans in the Rheims salient again shows that every time the French have had in front of them more or less equal forces and have not been overpowered by numbers the Germans have been made to feel the superior fighting quality of the poilus. Never, in the opinion of French military authorities, will the Germans break through these lines.

At Rheims, as at Noyon, the enemy fell short of his elemental surprise. Everything had been carefully prepared. French batteries of field and heavy guns, which had been placed in position, quickly answered the German bombardment. French air pilots, who had previously reconnoitred the country, picked out the German reserves and bombed them, had signalled their presence to the French guns, which poured forth a murdering fire on the enemy's lines and communications, thereby greatly impeding the advance of his shock reserve troops.

Germany's impressions of the superior quality of French resistance are revealed by letters found on prisoners made in the recent attack. One of these is typical of the morale of the German soldier. This letter says: Enthusiasm and ardor have disappeared. The German army now begins to realize that the time of easy victories has passed, and that it will again see its soldiers piled up into walls of corpses. The memory of Verdun is being refreshed.

French military circles regard the German attack at Rheims as a local action. They believe their main effort will still be either northward toward the channel ports or southward toward Paris.

A New Use For the Gas Mask.
An American soldier in camp "somewhere" who does not intend to weep while he's peeling onions.

AUSTRIAN ARMY SHORT OF FOOD

Prisoners Ate on First Day All Rations Intended to Last Until They Reached Italian Stores.

A despatch from Italian Army Headquarters, says:—At the beginning of the offensive the Austrians in the front line each received three rations of meat, one for each day of the attack until they reached the Italian stores. They were so hungry, however, that they ate all of them the first day.

During a tour of the battlefront the correspondent talked with an Austrian prisoner, a member of a manufacturing firm with offices in all the great world centres.

"I have been fighting for forty months," said the prisoner. "First, on the Russian front, where I had an easy time, and now here, where the Italians are making things too hot for us. There is no food for the people of Austria, and next to none for the army. I had but a few pieces of bread and potatoes before the fight and since the fight began I have had none.

"The army cannot last more than a couple of months at the best. There are no good officers left. We have plenty of ammunition, but no one to use it properly."

The Italian losses were comparatively small, while to the known Austrian losses will have to be added the many Austrian dead which still encumber the wooded mountain sides.

MILITARY SERVICE ACT HAS SUPPLIED 74,102.

A despatch from Ottawa says: The following statement was issued on Thursday by the Department of Militia and Defence:

"In connection with the recent published returns, covering the operations of the Military Service Act, it is evident from some of the comment in the press that the form in which the statement was made out has led to misunderstanding as to the total number of men obtained in relation to the 100,000 reinforcements authorized by the statute.

"The total number of men obtained by the machinery of the Military Service Act up to June 19 was 57,295, to which may be added for the purpose of determining the number of men available, 16,807 who have reported voluntarily."

21 Destroyers, Many U-Boats Penned Up In Bruges Canal.

A despatch from London says Twenty-one German destroyers, a large number of submarines and numerous auxiliary craft are penned up in the Bruges Canal docks as the result of the recent British naval operations at Zeebrugge, the German submarine base on the Belgian coast. Thomas J. Macnamara, Financial Secretary of the Admiralty, made this announcement in the House of Commons, and said that the operations were more successful than at first had been supposed. He added that the German craft were now the subject of constant bombing.

AIR ROUTE TO EUROPE PLANNED

British Air Council Organizes Service From United States to Begin About September.

A despatch from Washington says: —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 into which all British Air Service has been merged. This was disclosed on Friday by Major-General William Brancker, 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 Gen. Brancker hopes that the first machine to make the crossing will carry both British and American pilots. At least three British pilots, regarded as qualified for the trip, are now here and several types of machines produced in England have ample fuel capacity for the 40 hours of flying it is estimated the trip would take.

BRITISH DAILY DEMOLISH ZEEBRUGGE REPAIRS.

A despatch from Amsterdam says: The entrance to the harbor at Zeebrugge is blocked, according to Lieuts. George Coward and John Read, of the British Royal Air Force, who landed in the Province of Zeeland, Monday, and are to be interned at The Hague. In an interview published in the Telegraaf, they say the Germans are working day and night to clear the passage, but each night British aviators demolish the German's progress. The cement ships sunk in the harbor are still there, and the Germans are afraid to blow them up for fear they will also destroy the sluices. The lieutenants assert that no submarines can enter or leave Zeebrugge. The blockade of Ostend is not so complete, but the Germans are having great trouble there.

FOOD BOARD'S REMINDER OF STARVATION IN FRANCE.

A despatch from Ottawa says: A bulletin issued by the Canada Food Board reads as follows:

The population of France, our ally in this war, was about 39,000,000 when the war broke out. About 7,000,000 able-bodied men were conscripted, 1,000,000 have since been killed, and over 1,000,000 more were put out of action. Agricultural production has dropped to nearly one-third. Women, children, old men and crippled soldiers are struggling to till the fields of France. Horses were also conscripted for military service, and French women hitched themselves to the plows and harrows in place of draft animals. Frenchmen are fighting Germans, French women are fighting starvation. Deaths from starvation among the allies in Europe since the war are estimated at 4,790,000.

Markets of the World

Breadstuffs

Toronto, June 25—Manitoba wheat —No. 1 Northern, $2.23½; No. 2 do., $2.20½; No. 3 do., $2.17½; No. 4 wheat, $2.10½; in store Fort William, including 2½c tax.

Manitoba oats—No. 2 C.W., 86⅛c; No. 3 C.W., 83⅛c; extra No. 1 feed, 83⅛c; No. 1 feed, 80⅛c, in store Fort William.

American corn—No. 3 yellow, kiln dried nominal; No. 4 yellow, kiln dried, nominal.

Ontario oats—No. 2 white, 79 to 80c; No. 3 white, 78 to 79c, according to freights outside.

Ontario wheat—No. 2 Winter, per car lot, $2.22; basis in store Montreal.

Peas—Nominal.

Barley—Malting, $1.18 to $1.20, according to freights outside.

Buckwheat—$1.80, according to freights outside.

Rye—No. 22, $1.90, according to freights outside.

Manitoba flour—War quality, $10.95; new bags, Toronto and Montreal freights, prompt shipment.

Ontario flour—War quality, $10.65, in bags, Toronto and Montreal; prompt shipment.

Millfeed—Car lots—Delivered Montreal freights, bags included: Bran, per ton, $35.00; shorts, per ton, $40.00.

Hay—No. 1, per ton, $13.50 to $14.50; mixed, $12.00 to $13.00. track Toronto.

Straw—Car lots, per ton, $8.00 to $8.50, track Toronto.

Country Produce—Wholesale

Butter—Creamery, solids, per lb., 42½ to 43c; prints, per lb., 43 to 43½c; dairy, per lb., 35 to 36c.

Eggs—New laid, 36 to 37c.

Poultry—Roosters, 23 to 25c; fowl, 28 to 30c; ducks, 25 to 30c; turkeys, 27 to 30c.

Wholesalers are selling to the retail trade at the following prices:—

Cheese—New, large, 23½ to 24c; twins, 23¾ to 24¼c; old, large, 25½ to 26c; twin 26 to 26½c.

Butter—Fresh, dairy, choice, 40 to 42c; creamery prints, fresh made, 45 to 47c; solids, 44 to 45c.

Margarine—28 to 33c lb.

Eggs—New laid, 40 to 41c; new laid, in cartons, 44 to 45c.

Dressed poultry—Spring chickens, 65c; roosters, 28c; fowl, 38 to 40c; turkeys, 40 to 45c.

Live poultry—Spring chickens, 55c; roosters, 26c; turkeys, 30c; hens, 33 to 34c.

Beans — Canadian, hand-picked, bushel, $8.75; imp., hand-picked, Burma or Indian, $6.75; Japan, $8.50 to $8.75; Limas, 18 to 20c.

Maple syrup—3½-lb. tins, 10 to a case, $14.50; imperial gallon tins, per tin, $2.25; imperial five-gallon cans, per can, $10.50; 15-gallon kegs, per gal., $2.00; maple sugar 1-lb. box, pure, per lb., 24 to 25c.

Provisions—Wholesale

Smoked meats—Hams, medium, 36 to 38c; do., heavy, 30 to 32c; cooked, 50 to 51c; rolls, 32 to 33c; breakfast bacon, 41 to 44c; backs, plain 44 to 45c; boneless 48 to 49c.

Cured meats—Long clear bacon, 30 to 31c; clear bellies, 29 to 30c.

Lard—Pure, tierces, 30¾ to 31¼c; tubs, 31 to 31½c; pails, 31¼ to 31¾c; prints, 32¾c; to 33¼c. Compound tierces, 26 to 26½c; tubs, 26½ to 26¾c; pails, 26¾ to 27c; prints, 28 to 28½c.

Montreal Markets

Montreal, June 25.—Oats—Canadian Western, No. 2, 97½c; extra No. 1 feed, 94½c. Flour—New standard grade $10.95 to $11.05. Rolled oats —Bags, 90 lbs, $5.10 to $5.15. Bran, $35.00. Shorts, $40.00. Mouillie, $70.00. Hay—No. 2, per ton, car lots, $15.50.

Live Stock Markets

Toronto, June 25—Extra choice heavy steers, $15.50 to $16.00; choice heavy steers, $14.50 to $14.75; butchers' cattle, choice, $14.50 to $15.00; do., good, $13.75 to $14.00; do, medium, $12.00 to $12.50; do, common, $11.00 to $11.25; butchers' bulls, choice, $12.00 to $12.50; do., good bulls, $11.00 to $11.50; do., rough bulls, $7.50 to $8.50; butchers' cows, choice, $12.00 to $12.50; do. good, $11.50 to $11.75; do., medium, $10.00 to $10.50; stockers, $9.25 to $11.00; feeders, $10.00 to $11.50; canners and cutters, $5.50 to $7.50; milkers, good to choice, $90.00 to $140.00; do., com. and med. $65.00 to $80.00; springers, $90.00 to $140.00; light ewes, $16.25 to $17.00; yearlings, $18.50 to $20.00; spring lambs, 23 to 25c; calves, $10.00 to $17.25; hogs, fed and watered, $18.00; do., weighed off cars, $18.25; do., f.o.b., $17.00.

Montreal, June 25—Choice steers, $13.50 to $15.50; good steers, $11.00 to $13.00; choice butchers' cows $10.00 to $12.50; poorer quality, $7.00 to $9.50; butchers' bulls, $8.00 to $12.00; milk-fed calves, $9.50 to $15.00; select hogs $19.00 to $19.50.

DAMAGE BY FROST IN NEW BRUNSWICK.

A despatch from Fredericton, N.B., says: From all sections of the province come reports to the Department of Agriculture that heavy frosts on Thursday night have ruined crops. Buckwheat has been laid low and must be replanted. Potatoes have been affected, but it is thought they will recover. Beans, corn and tomato plants were nipped. The temperature at the lowest point on Thursday night was 32 degrees.

AUSTRIAN LINE DRIVEN IN BEFORE ITALIAN ONSLAUGHT

Further Gains on Piave River and Towns Recaptured by Allies—Enemy is Now Twenty Miles From Venice.

A despatch from London says:—To all outward appearances the Austrian offensive in the Italian theatre thus far has met with failure all along the front from the Venetian Alps to the Adriatic Sea.

In the hill region additional ground has been recaptured from the invaders, while along the Piave River, where intensive fighting is in progress, at some points with fluctuating results, the balance toward ultimate victory seems to sway in favor of the Italian arms.

South and east of Asiago the French and Italians, in brilliant counter-offensives, have retaken Pennar, Bertigo and Costalungs, past which the Austrians had hoped to push their front and gain the Astico River Valley, which leads to Vicenza on the plains below.

Still farther south, between Fossalta and San Dona di Piave, the Italians have farther pushed back the invaders, and unofficial reports assert that they have recaptured the village of Capo Sile, lying on the edge of the marsh region, some twenty miles east of historic Venice.

It is not outside the range of possibility that a large number of the Austrians are in a fair way to be taken prisoner by the Italians, for a large number of the pontoon bridges which they threw across the Piave River over the 14½-mile front between the Conegiano Railway bridge and the Zenson loop have been carried away on the bosom of the swollen stream. At any rate the loss of these bridges will necessarily seriously impede the reinforcement of the Austrians on the west bank of the stream and the replenishment of their supplies.

A despatch from Rome says: Italian forces on Thursday continued their counter-offensive on the Piave River front in the region of Fagara and Zenson, and gained further ground from the Austro-Hungarians, the Italian War Office announced on Friday.

The Austro-Hungarians launched five heavy attacks on the Italian lines at Losson, to the west of San Dona di Piave. Exhausted by their exceptionally heavy losses, the attackers were forced to retire in the face of the Italian resistance. Enemy pressure continued strongly on the Montello, but everywhere the invaders were checked and the Italians counter-attacking, regained ground.

A despatch from Italian Headquarters in Northern Italy says: Fresh rains have turned the Piave River into a swirling, yellow flood, which moves silently, but swiftly, dealing a fateful blow to the Austrians on its western bank, tearing up the communication lines and preventing succor being given the shattered divisions struggling under the steady pounding of the Italian guns of the Duke of Aosta's third army.

The satisfaction of the Italians over the present situation is matched only by the anger of the Austrian command. According to prisoners, the swollen river has been the culmination of a series of difficulties which prevented the Austrians from making headway either in Montello plateau or that section of the country lying between the Treviso-Mestre and the San Dona di Piave-Mestre railway lines, where the fighting has been hard and cruel all the week, with the Austrians sorely pressed at every point and harassed on both sides of the river by the Italian small guns and also huge pieces belonging to the navy, mounted upon floats, which move about the waterway at will.

NEW ENEMY DEVICE OF FRIGHTFULNESS

A despatch from Paris says:—"Fliegermaus," a device of frightfulness, is the name given by the Germans to a recently perfected bomb which, according to their own claims, will multiply one hundredfold the precision and effect of night bombardments. The bomb weighs less than two pounds, enabling an aviator to carry hundreds at a single trip and is said to be employed especially against crowds of people. Instructions found on the person of a German aviation officer made prisoner the other day say that in order to get the greatest efficiency and permit the low flying aviator to see the result obained, the following method is employed: First, the aviator must throw several incendiary bombs on the object of attack. After a pause of some minutes to permit the crowd to gather around the burning object, as they naturally would in order to extinguish the flames, the aviators must swoop down and throw this fliegermaus into the midst of the group.

BRITAIN SPENDS $34,400,000 DAILY.

A despatch from London says: Great Britain's daily average expenditure during the current financial quarter was £6,848,000 (34,400,000), said Andrew Bonar Law, Chancellor of the Exchequer, in introducing a vote of credit for £500,000,000 ($2,500,000,000) in the House of Commons.

Mr. Bonar Law said that the present vote, which would bring the total war credits to £7,342,000,000, would cover expenditures until the end of August.

The debt due Great Britain from her allies is £1,370,000,000, Mr. Bonar Law said, while the dominions owe £206,000,000.

TORONTO TO MONTREAL FLIGHT IN 270 MINUTES.

A despatch from Montreal says: Capt. Bryan Peck arrived in Montreal via airship from Leaside, Toronto, at noon on Friday. He flew the 330 miles in four hours and 30 minutes, the last half of the trip being in a furious gale. He was accompanied by a corporal on the trip. The aviator landed at Bois Franc, where a guard of soldiers took over charge of the machine until the trip back to Leaside begins on Monday.

NOT TO BE CALLED BEFORE HARVEST

Fifty-Five Thousand Men of 19 Years of Age Register For Service.

A despatch from Ottawa says: Fifty-five thousand men of nineteen years of age have registered for service under the Military Service Act, and, as indicated, it is not the intention of the Government to call any of the men to the colors probably before the harvest is over.

Keen satisfaction is expressed with the way in which the young men responded to the call to register. In a number of cases the number of registrations was considerably higher than the estimated possible registration. Over the Dominion as a whole actual registration was 98.11 per cent. of the estimated possible registration.

Registrations by districts were as follows, the return for Quebec districts still being incomplete:

London, 5,883; Toronto, 9,248; Kingston, 5,261; Hull, 916; Montreal, 924; St. John, 3,018; Charlottetown, 878; Kenora, 309; Winnipeg, 3,198; Vancouver, 3,018; Regina, 5,042; Calgary, 3,194; total, 55,281.

Improved conditions in the Province of Quebec are reflected in the Montreal and Hull figures. In Montreal actual registration was 103.77 of the estimate, and in Hull 91.23 per cent.

Estimated possible registration for the Dominion was 56,244.

FOUR MILLION TONS OF COAL FOR CANADA

A despatch from Washington says: —Arrangements to ship 28,000,000 tons of coal to North-western States and portions of Canada via the Great Lakes were made to-day by the Fuel and Railroad Administrations. Approximately four million tons of this quantity will go to Canada.

ITALIAN TRANSPORT TORPEDOED— 640 PERISHED.

A despatch from Paris says: The transport Santa Anna, proceeding from Bizeria for Malta, was torpedoed and sunk, according to the Havas Agency. There were on board 2,150 soldiers and native workmen, of whom 1,512 were saved.

The Doings of the Duffs.