

a garrison remains on the right bank of the Rhine in a fifty kilometre zone, consisting of ten battalions of infantry and some other arms.

Paris, June 11th.—The conference of ambassadors today considered the case of Colonel Xylander, whose removal as head of the German delegation in the Sarre Basin was recently demanded by France, and studied a proposal for a collective note to be addressed to Germany relative to the carrying into effect of clauses of the treaty establishing commercial equality.

Paris, June 11th.—Advices from Essen state that the workmen in the Krupp factories at Rheinhausen have struck, in consequence of the refusal of their demand for an increase of wages, the strikers number ten thousand five hundred.

Amsterdam, June 11th.—The English tugboat "Bowell", while towing the steamer "Huerta" struck a mine off the island of Terschelling and sixteen persons were drowned.

Rome, June 11th.—The Press announces that Signor Giolitti has been invited to form a new cabinet, and the "Messengers" even asserts that he has accepted the offer. The King yesterday received him and later Signor Salandra and others also had audiences with His Majesty.

Vienna, June 11th.—In consequence of dissension between the Christian party and the Social Democrat party, on the subject of the decree relative to the soldiers council, the abrogation of which was demanded by the former Premier and his colleagues has resigned.

Zurich, June 11th.—The troubles in Upper Silesia continue and many incidents are taking place. On the 9th, during an affray provoked by the Germans. A French sapper was killed at Oppeln.

Paris, June 11th.—Lieut. Roget, who left Villacoublay on the 9th, on a flight around Europe, arrived yesterday at Warsaw.

Berlin, June 11th.—The re-election of Herr Muller, the Chancellor, is announced.

Rome, June 11th.—The Spoca states that during disturbances caused by a strike at Taranto the carabinieri charged the crowd, one person being killed and four wounded.

THE GREAT OCEAN RACERS.

It may be believed that the world prays sincerely for lasting peace, and yet of the building of big warships there is no end in sight. Charles M. Schwab announces that the United States will soon have the largest. She is to be a battle cruiser, 1000 feet long. That is 50 feet longer than the Leviathan the immense liner which is coming to Boston for repairs. The new vessel, says Mr. Schwab, will be capable of a speed 10 knots an hour faster than the

Lusitania, "once Queen of the Seas." That will mean about 35 knots an hour. The present queen of the Atlantic liners is the Mauretania, whose speed record is 27.04 knots an hour on her fastest day's run. Since that day, in 1911, the palm for speed has passed from passenger ships to warships, and in the speed of these no new construction will bring anything like a 10-knot leap.

The British battle cruiser Renown, on which the Prince of Wales recently went over the Panama canal has a speed of 32 knots, and three sister ships are her equals. Another battle cruiser, the Hood, has just gone through her trial runs at a mean speed of 32.07. So the coming ship to which Mr. Schwab refers will take the lead of these ships by about 3 knots an hour, and will be the fastest afloat—for a time. The British have run ahead of us with swift torpedo boat destroyers, having more than a hundred of 36 knots each. But these do not come into comparison with the huge battle cruisers. All the vessels in our suspended battle cruiser program are to be of 35 knots.

In armament our big ships are designed to surpass those of all other nations. Thus far the British, have been content with 15-inch guns on their most powerful vessels, but on the ship of which Mr. Schwab speaks is to carry sixteen 16-inch guns—just the same as the main battery of the dreadnought Massachusetts, which is under construction at Fore River. Compare this with the twelve 14-inch guns of the dreadnought Tennessee, which was completed and commissioned in February last, and then we see how quickly the construction designs grows from big to bigger. Our giant warships are both ocean racers and floating forts. "The building of enough of these," says Mr. Schwab, "will be a simple way of maintaining peace with the world." Time will tell. And the verdict will largely depend on the spirit of the plan—defence or defiance.—*Boston Herald May 18th.*

MARYLAND'S CURIOUS ISLAND

Maryland has an island where the minister of religion has all the authority, and more, that belonged to the divine of three centuries ago, where absence from church is not only a mark of disgrace but actually illegal according to the ordinances passed in the times of the Puritans and strictly maintained by the older residents of this isolated community in Chesapeake bay. Not since the time of its settlement away back in the days of Capt. John Smith had this island of Tenger been before the world so conspicuously as now, for foreign newspapers as well as American dailies have noticed the shooting of a young man by the island's one policeman because of disobedience to the law that requires all inhabitants either to attend church or to

keep out of sight during the hours of service, appearing neither in the street nor at a door or window. The youth was not "decently hidden," and when he refused to obey the officer's command he was shot and wounded in the struggle that followed.

On this island the church—Methodist in denomination—is everything. The people are not fanatical but theirs is the "old fashioned religion." The island knows not baseball, nor playing cards, nor the movies, nor libraries; pleasure is sinful and modern conveniences are superfluous. The shooting has called the attention of the world to one of the queerest places in America, its population of 1200 men and women of inter-blended blood going back through more than 250 years segregation, and most of them resenting the notice the world now is taking of their affairs. Some of the younger people who occasionally have lingered upon the mainland are developing liberal tendencies, and the "ancients" are somewhat alarmed in consequence. The islanders are loyal Americans; 250 of them fought in the Argonne and one of the number now rests in France. A more curious survival of the tradition would be hard to find.—*Ibid.*

SUGAR NOTES.

Trinidad reports a large increase of tonnage but very poor yield of sugar. Cane prices have jumped from \$8.40 to \$10. and \$12. a ton. Late December and January rains affected the quality of the cane stalks. There has been some trouble between the government and the manufactures the latter refusing to sell their yellow crystals at 35 pounds sterling and the committee finally settled matters by raising it ten pounds. Two-thirds of the crop was harvested by March 31. *Louisiana Planter, May 22nd.*

The Danish people sent Mr. Selmar Loft over to Utah in March. He is visiting the various sugar companies with the purpose of engaging their interest to send their beet seed business to Denmark. Mr. Loft, so the dispatches say, claims that he has a seed that can remain in the ground during winter without injury and that will give it all the storage space needed without paying high rent and running other concomitant dangers. Mr. Loft has been all over the West and it is believed that he will get some of the trade that the Germans once had. At least, that is his intent.—*Ibid.*

The world's sugar production for 1918-19 is put at 16,032,000 tons and for 1919-1920 it is estimated at 15,458,500 tons. The Cuban crop was originally estimated at 4,300,000 tons but turns out to be 3,800,000 tons.—*Ibid.*