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Allied Government Will Make Declaration.

British and French Have Reached Agreement--May Day Almost Quiet in Paris--Reds Demonstrate in Toronto the Loyal.

AN AGREEMENT REACHED.

LONDON, May 1.—The British and French Governments have reached an agreement on how to deal with Germany to compel payment of reparations and exact immediate guarantees. In broad outline it is agreed that the Allies will make a declaration to-morrow, but not to Germany. They will announce that the Reparations Commission will notify Germany as to the amount she is required to pay and how it is to be met, together with the proposed financial controls. The Allies will then announce that within ten days, this period being subject to possible modification by the Supreme Council to-morrow, they will proceed to carry out the penalties if the terms are not accepted. The plan provides for a competitive scheme of supervision and control of Germany's sources of revenue. It is not yet completed, but while the experts are still working on it, France will proceed with all her military preparations for the occupation of the Ruhr Basin. The French Government will, to-morrow, order the mobilization of one additional class. This is the general result of an agitated day of conversations and conferences that seemed likely to end in sharp disagreement among the Allies. The agreement was brought about by the intervention of the Belgian Foreign Minister, M. Jaspar, at the meeting of the Supreme Council this afternoon. The whole subject will come up for discussion again at another meeting of the Council to-morrow morning. Both sides feel that they measurably succeeded in having their policies accepted. The French Parliament is not in session, as M. Briand was able to accept a short time extension without having to explain to the Chamber forthwith, while Lloyd George has satisfied to the same degree, opposing liberal opinion. The French Premier asked the British naval co-operation, suggesting the blockade of Hamburg. The British Prime Minister replied that public opinion in the United States would not approve of such course, and he could not agree to a blockade which would bring the Allies into controversy with the United States. M. Briand agreed to this point of view. He added that the course of the United States had been absolutely correct. Uncertainty still exists among French delegates over the possibility that Washington may endeavor to mediate, they declare this is not their desire, but some of the delegates have made it understood that it does not originate with French Ambassador M. Jusserand.

FRANCE IS WORKING.

PARIS, May 1.—The first of May with its traditional revolutionary demonstrations, passed to-day with probably less excitement than an ordinary Sunday. There were fewer than the usual number of arrests for minor infringements of the law in the city and not a single case of disorder was reported throughout any other portion of France. In Paris Labor Headquarters closed shop at noon, when it was found that few workers were coming there to have their cards punched, in proof of the fact that they were not working to-day. Generally the only idlers were those persons in trades that never carry on work on Sundays. There were Red flag parades in a number of cities, but these had few spectators. Most of the populace throughout the country enjoyed to-day in watching.

MAY DAY IN BRUSSELS.

BRUSSELS, May 1.—May Day demonstrations throughout Belgium were carried out without any disorders.

KNOX PEACE RESOLUTION.

WASHINGTON, May 1.—The first step of the Harding Administration toward placing the United States on a technical legal basis of peace was taken last night by the Senate in adopting the Knox Peace resolution. The resolution now goes to the House with prospects of prompt action there. It would repeal war resolutions affecting Germany and Austro-Hungary, release enemy property, reserve to United States all rights and privileges under the Treaty of Versailles, and other peace treaties.

NO NEW DEMAND.

WASHINGTON, May 1.—Denial was made at the State Department yesterday that any new demand had been sent to Russian Soviet authorities re prisoners in Soviet Russia. The Department has insisted, however, the release of prisoners, but it has refused to deal directly with the Soviet authorities. A despatch from Riga on Saturday said United States Government had demanded the release of U. S. Citizens held prisoners in Soviet Russia.

LOCKED OUT WORKERS.

CHICAGO, May 1.—The lock out, declared by employing associations in the building trade, summarily stopped work on approximately thirty-five million dollars worth of construction work yesterday. More than ten thousand workers were affected.

REDS IN TORONTO.

TORONTO, May 1.—Two hundred men gathered in Queen's Park Saturday afternoon at a "Red" meeting which was

orderly, but strongly critical, of the local authorities for having used police to scatter a crowd of local unemployed from in front of the City Hall, one day last week. Followers were present in large numbers at the Queen's Park meeting. Mrs. Joseph Knight, one of the local leaders of the "Reds," offered for sale some book, including, "Lenine, his life and works," "Left wing of Communism," by Lenine, and "Red Menace" by Isaac Macbride.

STAMBEES FREED.

BLOCK ISLAND, R.I., May 1.—The Portuguese steamer Mormugud started for New London late to-day under her own power, after having been floated by tugs from the West side of Block Island, where she grounded in heavy fog on Friday last. She was accompanied by several tugs. Her forehold was flooded from a hole torn in her side when she struck rocks, but it was thought she would have no difficulty in reaching New London.

TWELVE MILLIONS NOW DUE.

PARIS, May 1.—The Reparations Commission to-day made public its note to the German War Burden Commission on reparations. The communication, which is dated May 1, informs the German Commission of the intention of the Reparations Commission to establish within the shortest time possible, the amount of damages for which Germany owes reparations under the Treaty of Versailles. Meanwhile without prejudice to the foregoing accounting, the Reparations Commission notifies the War Burden Commission that twelve million marks in gold are due to-day. The note is signed by Louis Dubois, President of the Reparations Commission, and M. De Lacroix, former Premier of Belgium.

WITHDRAWN FROM PERSIA.

RIGA, May 1.—A wireless message from Moscow announces the withdrawal of the British from Persia. A Russian diplomatic mission has arrived in Teheran, the Persian capital, the message adds.

IMPEDENCE ADDED TO INJURY.

BERLIN, May 1.—The German Government does not propose to get into touch with the London Conference while awaiting President Harding's answer to the German proposal. This declaration was made today by a member of the Government, who in discussing the rumor that a suggestion was coming from the Entente that Germany present fresh counter proposals direct to the Supreme Council at London, said, "So long as the door to Washington is open to us we do not propose to knock at our doors."

BELGIUM'S REPARATIONS PLANS.

LONDON, May 1.—A plan for the reconciliation of British and French views with regard to steps to be taken to enforce payment of reparations by Germany, was submitted by M. Jaspar, Belgian Foreign Minister, at a meeting of the Supreme Council this afternoon. This plan now is under consideration by the British Cabinet. British experts and other delegations, and will be further discussed at 11 o'clock on Monday morning. The plan would allow France to continue her preparations for penalties to be applied in view of the failure of Germany to comply with the terms of treaty with respect to reparations and war criminals, and at same time would meet the British view that Germany should be given a short extension of time to meet the Allied terms and give guarantees.

Lake Wonderful.

Lake Eyre is one of the wonders of the Australian continent, according to a Sydney paper. The district is actually below the level of the sea, yet in the near neighborhood of the lake are some fine springs of water that may be considered fresh in that cattle will drink from them. So, too, can drovers, though the water has a medicinal effect which prejudices them in their appraisal of its value.

In the centre of the lake is an island of rare beauty. A legend is that, many years ago, perhaps when the first droving party (Dr. Black's) took cattle through to his northern territory one of the more daring of the party of white men, unheeding the warning of the blacks that an old man debilitated lived in the lake, and fed on men who ventured into the water, undertook to get to the island.

He started away on horseback, but did not return. The blacks, who had mysterious means of communication, gave it out that his horse had made the island, where the animal was seen by some of them long after the cattle party had gone. That proved the legend as far as they were concerned.

One of the peculiarities of the water of the lake is that it will preserve anything thrown into it. It is exceedingly buoyant. Stones thrown into it do not sink. It may be as stated that some of the stones—the kind that does not sink—would probably float in any kind of water, being pumice of the lightest variety, almost sponge in texture.

Jones says "I'd give three dollars to know what they call it." But you can see the whole of "What Happened to Jones?" for much less than that, it's for the Orphans—app30.47

Running a Railway.

Editor Evening Telegram.

Dear Sir.—In my last letter I said that the importation of engines and cars was unnecessary, and in this letter I will try to show why I said it. If the owners of your paper should find that their press is not looking after all the business offerings, they, like good business men, will first ascertain whether the press is being worked to its full capacity. If not, they will see that it is made to do so, and if they find, after speeding up the press, that it can handle all the business offerings there will be no need of buying a new one. The foregoing illustrates in a crude way that which the Government should have done before spending such a huge sum on the purchase of new equipment for which there is no necessity. The trouble with the railroad is not lack of engines and cars, but lack of management. Let me give a sample of it. When an order is given to start a train, the first thing you have to do is to shift about 30 cars a half dozen times in order to get the cars that you are going to take with you. This uses up 4 or 5 hours. Now having got the train made up, you back or pull up to the station for your running orders, but instead of getting your running orders, you are told to put the train in the siding, because a work train had been dispatched with orders giving it the right of track over a stretch of road that you required to pass over. You are now forced to wait another 3 or 4 hours until the work train gets in. When it arrives you will get your running orders, and perhaps a crossing order, which will in all probability delay you another two or three hours on a crossing point, so that from the time you were first called to take out the train until you arrive at your destination, 30 or 35 hours might have elapsed. Now, had both trains been managed in the proper way, the engine that required, say, 30 hours to make the run, could, under proper management, have traversed this section of the road 3 times, which would mean the same thing as if you had three times the number of engines, or in other words, one engine would do as much work as three engines. As I have already said, it is not lack of engines that is the trouble, but the improper way in which engines are handled. We have more engines for the traffic handled than any other railroad in the world, but the reason we do not do as good as other roads is because those roads keep their engines rolling while we keep ours waiting. What has been said about engines applies also to cars, for it is clear that if the capacity of our engines is reduced by two-thirds, the usefulness of the cars is reduced in like ratio, as we cannot run with our cars unless we have the engines to pull them. The foregoing is about the usual course of events on the railroad. Of course, it is not always work trains that cause the delay, sometimes the delay is due to crossing two 10-car trains on a siding that can only hold one car and engine, etc.

It must not be inferred from this that the transportation department is solely to blame for all delays. Some of the blame can be traced to the door of the motive power department, and the degree to which this department is responsible will be discovered in another letter. Even if the engines and cars had been worked to the very limit of their capacity last year, there would have been no need of providing any more rollingstock for this year, nor for some years to come, if ever. At the time the Government made this outlay the financial mechanism of the world was just beginning to totter and the tremor could be felt by all who were economically sensitive. But it appears that the Government was irresponsible to the economic stimuli, and instead of curtailling expenses, it launched out on a policy of railroad expenditure for which there was no justification. The Government ought to have known that there wasn't freight enough offering last year to keep all the engines going. If the Government had known this, perhaps we would not be taxed to pay for engines and cars, etc., which we do not need. But perhaps the Government did know it, in fact, some say that the heavy outlay of money was a move to get the country into such a hopeless financial mixup that there would be nothing for us to do only go over to Canada, lock, stock and barrel, while others claim that the railroad people saw a good chance, now that they had the Government bound hand and foot, to stock up for future years, while others surmise that the change in the personnel of one of the departments had most to do with the weight of the order. Whether such is the case or not, I cannot say, but this I do know, all manufacturing concerns, make it a point to get one of their men placed in a high position on railroads for obvious reasons.

Many are asking why we are importing so much iron goods when there is no need for it. Would it not be better and cheaper for us to repair those parts that are worn than to replace them with new gear. Many of the parts that are being repaired with the scrap pile could be consigned with very little expense and made as good as new and give years of service. We do not blame any man for trying to make a showing, but when this is done at public expense the public has a

right to cry halt. There are other ways to make a showing—and it would show up on the credit side of the balance sheet, too,—than painting gilt letters across the tenders. Such a showing as this will never increase the tractive power of the engine or reduce the coal bill by one cent. It is no profit to a railroad to see an engine going along all "dolled up" with paint and gilt, if that engine is burning 1 to two tons of coal more than it should burn. What we need is the greatest tonnage hauled at the least expense, and we will never get this while attention is given to such things as gilt and paint. We would ask the Government to look into matters, but to do so is the same as asking the officials of the road to do so. The Government is powerless to do anything. It is bound hand and foot by the new deal. Not only this, but there is a rolling hitch around the necks of some of the Government officials, and they must move in what ever direction the string is pulled. In view of this is it any wonder we are paying for railroad material which we do not need?

Yours truly,
W. L. BUTLER.

Beaumont Hamel Fund.

The Committee in charge of the Beaumont Hamel Fund, think it right that all those who are interesting themselves in providing money for the purchase of this battlefield should be told that the Government had paid the price to the French thus preventing the land from being retaken and farmed by the owners, pending the times when the collection would be complete. Col. Nangle, to whose able care the Colony entrusted the memorials to our fallen, wished that this field should be secured as the site of the finest memorial to Newfoundland's sons. Naturally and fortunately there are always differences of opinion as regards every matter. That the purchase should be by the people rather than by the Government was put before the country by the appeal for subscriptions and we may truthfully say that the great majority have shown their wish to share in the purchase by their help in so many ways.

That there should be a variety of opinions as regards the ways and means stands to reason, but it is well that all should do their best in their own way. For the kind hearts and kind thoughts that prompt these helpers we thank all.

Discussing the matter with the Premier this afternoon the question was brought forward of a fund being provided by the people for the perpetual upkeep of this memorial. Those who have been over the ground realize that that week of shelling meant, and why Col. Nangle was so anxious to secure this special scene of Newfoundland's sacrifice in France.

As in the past we ask all who will to continue their efforts on behalf of this fund.

ADELINE E. BROWNING, Chairman.
ELSIE C. EDWARDS,
ANNA M. MITCHELL,
St. John's, April 30th, 1921.

Haunted Royalties.

Perhaps the most widely-known case of Royal hauntings is that of the Hohenzollern family, which possesses a ghost, commonly known as the "White Lady of the Hohenzollerns."

This apparition is said to appear before some dire catastrophe to the ex-Royal House of Prussia.

In December, 1823, prior to the death of the representative of the House, several of the officials in the Palace at Berlin were immesurably startled by seeing the ill-omened figure in the white robes suddenly appear before them.

Uttering the words "Venit, iudicet vivos et mortuos," (I am, judge the quick and the dead; I come for judgment), is glided away from them, disappearing quite inexplicably in one of the ancient archways.

The Ghost of Himself.

On another occasion, far more recently, it revealed itself to one of the princesses of the late Royal House during her sojourn in the Castle of Neuhans, Bohemia. She was standing before her mirror one evening, trying on a new robe, when, wanting something, she called to her attendant.

In response there was a shuffling movement in the rear of the room, and, turning round to ascertain the cause of it, the princess perceived a figure in white, with the face of someone long dead.

It slow and measured tones the figure pronounced the words: "Zehn Uhr ist es ihr Lieben!"—"It is ten o'clock, my love!"—which is the o'clock royalties in that part of the world adapt in addressing one another, and then, stepping backward, vanished behind a screen. The princess was taken ill soon afterwards, and died.

The last time the White Lady is said to have been seen was in July, 1914, prior to the declaration of war against Russia.

Talking of Russia, the late Tsar is said to have seen his double shortly before the great revolution. According to a rumour prevalent in Moscow at the time, the Tsar was passing through that city on his way to the front, when

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Summer Vests. Sleeveless and short sleeves; assorted sizes. Worth 70c. 50c. each.	SERGE. Navy, 42 inches wide, \$3.95 Yard. Navy, 54 inches wide, \$4.90 Yard. Black, 56 inches wide, \$5.00 Yard.	House Dresses. New styles, new patterns; assorted sizes. \$3.50 each.
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descending the staircase of his headquarters one morning, he met a figure slowly ascending with its head very much bowed.

On approaching the Tsar, the figure suddenly looked up, and Nicholas then perceived, to his consternation, the exact counterpart of himself, but with this difference—the countenance revealed to him was that of the dead and not of the living.

Italy's Waving Flame.

The Royal Family of Italy are reported to possess several ghosts, one of which takes the form of a man's head, which is seen looking through a doorway whenever the death of a prince or princess is going to occur.

Another of the ghosts is the shadow of a gigantic plume that is seen waving to and fro on the wall or floor prior to a Royal death, or some very grave catastrophe.

It was alleged to have appeared during a banquet at which the late king, Victor Emmanuel, was present, and to have been seen by everyone there, saving the monarch himself, who died within a week of the event.

Denmark has a very unpleasant royal ghost, that of a prince who murdered his brother in circumstances of almost unparalleled savagery even in those times. For that and other offences he was buried in unconsecrated ground near the Wood of Poole, which his spirit even now haunts in a guise so terrible that those who see it sometimes go mad with terror.

It was reported to have appeared to a number of soldiers prior to the Schleswig-Holstein War of 1866, and again to servants of the Royal Family before the death of the late king.

Another Danish Royal phantom is that of Valdemar IV, that haunts the Forest of Gurro, near Helsingfors. This ghost is alleged not to have any particular significance, excepting if it shows itself to anyone connected with the Royal Household, when its appearance must be taken as a portent of ill to the nation, and to the Royal Family in particular.

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