

Allies' Ultimatum to Germany.

Must Decide Within 72 Hours --- Unacceptable Counter Proposals Submitted --- Thrilling Story of Air Flight.

GERMANY MUST DECIDE.

LONDON, May 28. The Allied Blockade Council has completed all arrangements for again putting the blockade of Germany in force in case the German delegates refuse to sign the Peace Treaty. While complete plans have been worked out for the fullest co-operation between the military and economic forces which will be employed in case of necessity, immediately following a failure of the Germans to sign the treaty, putting the Allied and Associated Governments to the necessity of acting, Germany will be given twenty-two hours' notice of the termination of the armistice. On the expiration of this period the British, French and Americans advance into Germany simultaneously, and the blockade will be enforced as tightly as possible.

GERMAN COUNTER PROPOSALS.

BERLIN, May 28. Germany's counter proposals to the terms of the peace treaty presented to her plenipotentiaries at Versailles, include the following points, according to an unofficial summary available today: Germany offers to disarm all her battleships on condition that a part of her mercantile fleet be restored to her. She proposes that there be no territorial changes without consultation of the populations affected. The secession of Upper Silesia and the claims to East Prussia, West Prussia and Memel are emphatically rejected. It is stipulated that Danzig shall become a free port and the River Vistula neutralized within six months. If the League of Nations is established with Germany as a member, Germany shall outline to administer her colonies in accordance with principles of the league as its mandatory. Germany offers to pay twenty billion marks in gold by the year as indemnity and to make annual payments from 1927 onward to a total not in excess of one thousand billion marks in gold. It was expected today that the counter proposals would be officially made known on Wednesday.

GERMAN MERCHANDISE.

MILAN, May 27. Immense quantities of German products are stored in warehouses at Chicago on the frontier between Italy and Switzerland, and it is purposed by Germany to renew immediately her commercial relations with Italy, according to Ulysses Bywater, of the Chamber of Commerce of the United States of America. These included thousands of bicycles and carloads of chemicals and dye stuffs.

TEXT OF COUNTER PROPOSALS.

PARIS, May 27. A Berlin despatch received in Paris gives some detail of the counter proposals to the Peace Treaty of the Allied and Associated Powers which were agreed on at the last conference of the Germans at Spa. "The counter proposals will make a volume of respectable dimensions. Concerning the Saar region, Germany will ask France to give up her territorial pretensions to this region and permit economic control over all coal output there. It is proposed that the German fleet be transferred to an international trust, managed by Americans and controlled by the League of Nations' trust, which would be given mercantile fleets of all other maritime nations, and every nation would be represented in the central administration in a manner corresponding to the nation's tonnage. Germany announces its readiness to deliver up fifty per cent of the mercantile fleet, besides in conformity with the provisions made by a former director of the Hamburg-American line, Germany will pledge herself to build at her own expense in her own dock-

yards and by her own workmen a number of ships necessary to compensate for diminution in the world's tonnage due to Germany's submarine warfare. In return Germany will ask to be allowed large credits for payment for raw materials required to carry out the undertaking, and to be allowed to give in payment some of her own raw or manufactured goods. As regards cable lines, Germany will suggest a system of internationalization which would not prevent Germany from participating in the general traffic of nations. Concerning the territorial question in East Europe counter proposals simply call attention of the Entente to the state of mind of the German population in the contested territories of Upper Silesia and East and West Prussia and Danzig. These populations, it says, would be sure to take up arms in their own defence if they were to be annexed to Poland, and that this might lead to other wars.

THE AIRMEN'S STORY.

LONDON, May 28. Describing the trip of Hawker and Grieve in their attempt to cross the Atlantic in an airplane, the correspondent of the Daily Mail says that Hawker remained seated the whole time, and that Grieve moved about kneeling, to examine the drift indicator, standing up for observation, or going forward for the wireless. Each of them ate a sandwich and drank four cups of coffee out of a vacuum flask. "And the next thing I ate," said Hawker, "was about seventy-two hours later," adding with a laugh, "Yes, we did not take enough calories. The fact is I was very seasick when we got down to the water and afterwards for two days in the ship. It was like being in a small motor boat in a heavy sea, when we flew down to look for a ship; we were between high waves and were bumped quite badly." Describing the position when the plane alighted, Hawker and Grieve said they were in the water up to their knees and the waves were close to the upper plane. At times the nose of the machine was turned into the wind and now and again big waves dashed over it. "I had to laugh," said Hawker, "when one big wave, a real big one, came up under the top plane, which up to that time had been dry, and striking it, lifted us right out and I saw the trailing edge of the top plane broke clean away." Hawker said they spent their time discussing how the Mary was handled and whether she could save the machine and its appliances. All this time the little boat carried by the Sopwith machine was afloat beside the plane, dancing about like a cork. "When the ship's boat reached the plane," said Hawker, "she banged right into the machine and we popped on board." The ship slung a rope out and hauled the boat back and we climbed so long that we felt cautious to the whole thing. We had a jolly good feeling when we saw the ship missing about. Looking for a ship for two hours and being seasick the whole time, was not very merry and bright. We certainly had a feeling of thankfulness and relief when we saw the ship, said Grieve. After that we were all right. The machine was floating well on her general buoyancy. Even the engines held out and there were, of course, also air tanks. Grieve asked the captain whether he could save the machine, but the captain regretted his inability to do so, and said, "That was a narrow escape for you." We were rescued at 8:30 o'clock, Greenwich time, said Grieve, and lost everything. We went aboard the Mary without caps or boots. All my log had been washed out of my pocket, except one small page of rough notes. Both were reluctant to describe their feelings at the time, but summed them up as follows: Grieve, "I did not feel excited in the slightest, either at the start or when rescued," said Hawker. "It seemed a very uneventful affair. When we started we felt it was a hundred to one chance for us."

WHY HAWKER STARTED.

LONDON, May 28. In a statement made to the Daily Mail's correspondent at Edinburgh on Tuesday, Harry G. Hawker said regarding his attempt to cross the Atlantic: "We started because the weather was better and the moon was dying fast, and if we had not started then we might have missed the chance of being the first across. The Americans were off, they were very serious propositions, and they had one leg to go and we had one to go. We knew that one American machine had reached the Azores and reports came that all three were there. That was very serious, and we had decided overnight with Capt. Raynham, who was to attempt the flight from St. John's in a Martynside machine, that we would start if the weather was all possible. As a matter of fact we went away on fewer weather reports than we had any day previously. It was a splendid get off, much better than we had expected. We passed over Quidi Vidi at two thousand feet, being six miles from the airframe in a straight line, a fairly good climb with that load. We saw Raynham and his machine surrounded by a crowd, and kissed him good-bye."

CONTRA ACCOUNT.

VERSAILLES, May 28. The German peace delegation, it was learned today, will present a counter sum of twelve billion, eight hundred and fifty million marks for damages from the Allied blockade, as an offset to the reparations demands of the Allied Powers.

FEARS GERMAN ATTACK.

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DODD'S KIDNEY PILLS

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23 THE PROMENADE

Paris from Warsaw last night. It is said the Germans were active in a preparatory way and might strike in several places.

STRIKE POSTPONED.

TORONTO, May 28. The general strike in Toronto which had been decided upon for Wednesday morning, has been postponed until Friday morning at ten o'clock. In the meantime Borden will be interviewed and a demand made for a forty-four hour week throughout Canada.

FLIERS HONORED.

PARIS, May 28. The crew of the American seaplane NC-4 has been decorated with the Grand Cross of the Order of Tower and Sword, says a message to the Wireless Press from Lisbon.

HAWKER TALKS AGAIN.

LONDON, May 28. Speaking at a luncheon given by the Daily Mail today in his and Lieut. Commander Grieve's honor, Harry G. Hawker depreciated the organization which had won for the United States the honor of the first crossing of the Atlantic by an air machine. He declared that it was not a serious attempt with a ship stationed at "every twenty yards." Hawker continued, "If you put a ship every fifty miles, it shows you have no fight in your motor." This was greeted with absolute silence on the part of the men gathered at the luncheon, numbering between 250 and 300, nearly all of whom were British. A few minutes before they had cheered heartily the statement that the American Navy aviators had been successful in reaching Europe. Hawker disclosed that on Saturday night immediately preceding his start, he and Raynham had agreed that unless the wind changed, they would variation Sunday for a flight by way of the Azores and Portugal. The wind veered slightly Saturday night, enough to give Hawker and Grieve the chance to start from their airframe, but there was trouble for Raynham. He declared that although the weather was unfavorable, the success of the Americans in reaching the Azores forced him to start. "Any Englishman here," he added, "would have done the same thing under the same circumstances." Lieut. Com. Grieve said he was very nervous over his navigational duties when he started, but soon ascertained that the navigating of an airplane was the same as of a ship. There were no difficulties until the clouds predicted the taking of sighting. He predicted that the navigating of airplanes would be a simple matter in the future. The Daily Mail's \$5,000 consolation prize was presented to the two airmen. After their receptions by King George, Hawker and Grieve saw Queen Mary, and the Prince of Wales. The car of the aviators was besieged by the crowd as it left the Palace, and it was with difficulty it was able to proceed.

ON THE LAST LAP.

WASHINGTON, May 28. The seaplane NC-4 will leave Lisbon for Plymouth on the last "leg" of the trans-Atlantic flight to-morrow morning, weather permitting, according to a despatch received at the Navy Dept. from Lieut. Commander Albert C. Read, commander of the plane.

BOLSHEVIK TROUBLES.

LONDON, May 28. The Bolsheviks are faced by further internal troubles, and the official statement received here by wireless from Moscow today refers to the internal front where "an advance against Vienna has been stopped." There has also been an uprising against the Soviet in the district of Shunga, around Lake Ona, northwest of Petrograd.

HAWKER FIRST.

LONDON, May 28. The news of the arrival of the American plane NC-4 at Lisbon, the completion of her trans-Atlantic flight, was entirely overshadowed in this morning's London newspapers by the voluminous details reported of the reception of Harry G. Hawker and Lieut. Commander Mackenzie Grieve, together with the narratives of the airman. None of the newspapers comment upon the first air crossing of the Atlantic flight nor gives the news of the event the biggest headlines.

WOULD LEAVE FOR SPA.

VERSAILLES, May 28. It was reported here today that Count Von Brockdorff Rantzau, head of the German peace delegation, would leave for Spa immediately after the presentation of the German counter proposals which were expected to be submitted some time during the day.

A single full-blown rose may make a table decoration all by itself if you choose to let its petals float in a pretty low bowl full of water. An excellent fruit pudding is made with baking powder biscuit dough for the foundation and fresh fruit added. Put in greased mould and steam for half an hour. Serve with vanilla sauce. Mr. Downey, Mr. Grimes and Mr.



When your boy comes back from "Over There" where they have been showering him with flowers—when he gets back from the landing point where the sirens have been shrieking, the bands playing, and the crowds cheering—make him thrice glad to get back to the Old Home again by greeting him with the very best you can put forth for him.

- Welcome Him Home in a Pretty New Blouse.**
- Georgette Crepe and Crepe de Chines... \$5.50
 - Embroidered Muslin and Voile Blouses, \$1.40 to \$3.20
 - White Silk Blouses... \$2.40 to \$4.80

Let's All Help to Make the Boys Glad to Get Back

There isn't a home with a caribou in the window but what the folks will put forth the best to help make the welcome return of our boys a thing they will long remember.

Here Are Some Things You'll Want to Select From.

WELCOME HIM with the gift of a SHIRT or Tie. SHIRTS, \$1.60 to \$2.20. TIES, 85c. each.	WELCOME HOME. MILLEY'S	WELCOME HIM with the gift of HOSE or GLOVES. HOSE, 45c. to \$1.80 pair. GLOVES, Tan Kid, \$2.70 and \$3.70.
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House of Assembly.

(Yesterday.)
The House met at the usual hour. On motion of the Prime Minister, the rules of the House were suspended in relation to all matters now before the House or to come before it.
The House went into Committee of the Whole to consider resolutions relating to the export of timber. These provided for the export of timber on conditions and the imposition of a tax thereon. The resolutions were duly passed and a bill introduced to give them effect and put through all its stages.
The Select Committee's amendments to the Tenants' Bill were agreed to in Committee, and it was read a third time.
The Revenue Bill also passed through the remaining stages, and the House adjourned at 6 o'clock, to meet again the usual hour this afternoon.

STAR ATHLETIC ASSOCIATION.

—There will be a meeting of this Association to-morrow (Thursday) night at 9 o'clock. All members are requested to be present and new members will be welcome. By order, H. M. WALL, Sec.-Treas. may28.21

Published by Authority.

The following Regulation regarding the sale of Salt in St. John's has been approved by His Excellency the Governor in Council, viz:—
WHEREAS in the Summer months of 1917 and 1918 there was a shortage of Salt for the fisheries;
AND WHEREAS in order to prevent similar conditions occurring this year, the Government, in the Fall of 1918, induced importers of Salt to lay in large stocks with an understanding that Salt so imported should be protected against competition with Salt which might, owing to cessation of hostilities or other cause, be obtained at cheaper rates of freight or cost than that which applied to the Salt imported in 1918 and now in stock;
AND WHEREAS the Salt Importers have agreed to permit the Auditor General to fix the minimum price of the Salt in stock, amounting to 29,243 tons, on the basis of cost and charges increased, plus a fixed profit;
IT IS THEREFORE ORDERED under the War Measures Act, 1914, that, until further notice, no other Salt imported into St. John's shall be sold at any place without the consent of the Minister of Shipping.
J. R. BENNETT,
Colonial Secretary,
Dept. of the Colonial Secretary,
May 28th, 1919. may29.21

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