

GERMANS MAY OFFER 19 BILLIONS REPARATION

Spa Delegates Reported Ready to Make Definite Offer — Experts paint Sad Economic Picture, Hoping to Reduce Treaty Terms.

By S. B. Conger
Special Wireless Dispatch.
Copyright, 1920, by Public Ledger Co., Berlin, July 11.—High authority for stating that despite strong intimations to the contrary, the German representatives at Spa are prepared ultimately to make a proposal as to the amount of indemnity Germany is prepared to pay, should the Entente representatives insist in their request to this effect. Their offer will be decidedly lower than the 100,000,000,000 marks in gold (\$25,000,000,000) proposed at Versailles—probably at least a fourth less than that amount and will be conditioned upon the reduction of upper Silesia and the actual production of the coal fields in East and West Prussia which will materially affect Germany's capacity to pay. Before outlining to the Entente representatives a mass of statistical matter and argumentation tending to prove Germany's inability to pay anything under present conditions, and the necessity of her former enemies suspending the hampering restrictions of the peace treaty and lending a helping hand to place Germany on her feet industrially and financially.

Germany's case will be based largely upon three memoranda on Germany's solvency, supplemented by verbal statements of the ministers of finance, economic reconstruction and food and their expert subordinates. Your correspondent spent hours working through the memoranda without, however, finding any positive data on the sum which can be paid under the best conditions. The nearest approach was that at any rate, Germany has 92,000,000 gold marks pre-war wealth based upon the results of the assessments for the levy on capital and writing off 120,000,000,000 marks for lost territory, mercantile marine, foreign securities, suppression of foreign trade resources and facilities, exhaustion of mercantile manufacturing stocks at home and depreciation of industrial and transportation plants, amounting to 8,000,000,000 to 10,000,000,000 marks for debts abroad.

All the rest of the material is negative. It is intended to show what Germany cannot pay under treaty conditions which, the experts insist, include the possibility of making an offer of payment. Twenty German experts from the business, industrial and financial world who were called upon by the government to formulate a statement of Germany's economic capacity insist, for example, that any necessary premises to any new offer on the part of Germany she must be given the most favorable national treatment and be immediately freed from trade disabilities and restrictions abroad and from the threat of renewal of the blockade; she must be made mistress in her own economic life; a limitation placed upon the expenses of the army of occupation, which now run almost to 3,000,000,000 marks a year, and retain part of her mercantile fleet. Practically all these premises run counter to the provisions of the Versailles treaty and are equivalent to a demand for a favorable revision.

Experts declare that to insist on an enormous indemnity which can only be paid by a country with a favorable balance of trade, and simultaneously to destroy all her assets abroad flies in the face of all the fundamental laws of economics. Analyzing the reparation obligations under the Versailles treaty, Chancellor Fehrenbach and his colleagues will argue that strict compliance with their requirements means an annual charge upon Germany of 5,500,000,000 gold marks, composed of two billions in revenue from productive capital in the shape of cables and other property surrendered to make up a twenty-billion installment due May, 1921; 1,000,000,000 marks to pay for coal and new tonnage built for the Entente annually, add twenty-four hundred millions for interest and amortization charges on forty billion gold marks deliverable as a second installment on the indemnity. The figure do not even allow for the full amount of 43,000,000 tons of coal prescribed for annual delivery to the Entente, declaring it futile to expect her to deliver more than 12,000,000 of the utmost and improbable that the empire will be able to pay for mining this quantity.

The above charge in gold, translated into terms of present currency means an annual burden of fifty-eight billion paper marks, which sum is far beyond any possibility of payment. The German thesis regarding the possibility of the payment of any reparation whatever is based on the presumption that the present unfavorable balance of trade must be converted into an active balance with a surplus of exports which can be applied toward the payment of reparation. This, it is authoritatively declared, is possible only if German industry is again able to attain a high pitch of productivity which in turn is possible only if the Entente renounces claims upon enough coal to permit industrial plants to work at full speed and allows Germany to dispose of its high exports and resources to pay for imported raw materials of industry and food for workers. The cost of such indispensable imports in coming years including a large amount of America is placed at eight billions in cotton, copper, phosphates, etc., from paper marks, with exports for the present are estimated at not more than thirty-five or forty billions. Until this unfavorable balance of trade is overcome for which there is no prospect for a number of years there will be no surplus available for reparation, particularly for the twenty-four hundred million marks in gold for the annual interest and redemption charges due after 1926. On the second issue of forty billion marks reparation bonds the government expects that the first installment of twenty billions due in May, 1921, will be extinguished by the surrender of ships and other property, but it appears to have no cover in mind for the billion in gold due in annual in-

COW-PUNCHER MAKES A HIT AS PREACHER

English Baronet Who Lived Life of Adventure in America Now in Ministry.

By HUGH DRYDEN.
London, July 10.—A former soldier in the Spanish-American war, and cow-puncher in the American Southwest, who has also been sailor and miner, though an English baronet, Sir Genille Caves-Brown-Cave, the twelfth of his line, is holding big congregations at a suburban London church.

Walthamstow, a working class suburb, is a district in East London, but already realized that it has something out of the common in spiritual guides. Instead of spending their money in getting a number of years thinking over the matter and felt that I was destined for something better than a life of adventure. There is not much Christianity in adventure, gams, hunting, soliciting or the cowboy business, and I have decided to end my days in preparing all who will follow me in finding a better world than the one we are living in at the moment.

At the same time I am inclined to say that a life of adventure, the same as my own, might be an education; but much must depend on the character of the individual. He may lead a life of adventure, but he may be a safety for observation or he may be a go-as-you-please party who thinks only of today and cares nothing about tomorrow. I was not one of this type any more, but I was recruited to fight the prohibition amendment, Anti-tobacco legislation, and Sunday theatre closing, is known as the "Order of Camels."



CITY OF SAINT JOHN.

SEALED TENDERS will be received by H. E. Warder Esq., Common Clerk on forms furnished by the City endorsed "Tender for water main excavation to Spruce Lake" until THURSDAY THE 22ND DAY OF JULY INST.

Cash or a certified check for five per centum of the amount of the tender must accompany each bid, this will be returned to all rejected bidders but the City will hold the deposit accompanying the successful bid until a satisfactory security bond for sum equal to one half the amount of the contract is furnished by the contractor guaranteeing the pipe and the maintenance thereof for two years.

J. B. JONES, Commissioner W. & S. ADAM P. MACINTYRE, Comptroller. St. John, N. B., July 8, 1920.

SALE OF MOTOR TRUCKS AND CARS

SEALED TENDERS addressed to the undersigned and endorsed on envelope "Tender for Motor Transport" will be received up to noon on Monday, the 19th July, 1920, for the purchase of the following:

- Motor Truck, 4 ton, Bradford.
- Motor Truck, 3 1/2 ton, Kelly-Springfield.
- Motor Truck, 2 1/2 ton, Kelly-Springfield.
- Motor Ambulance, Cadillac, Type 55 Motor Car, Overland.
- At Naval Air Station, North Sydney.
- Motor Truck, 3 1/2 ton, Kelly-Springfield.
- Motor Car, Chalmers.

The above will be sold as they stand. Deliveries are to be taken within fourteen days of acceptance of tenders.

LATE SHIPPING INTELLIGENCE

PORT OF ST. JOHN.
Monday, July 12.
Arrived Saturday.
Coastwise—Str. Connors Bros, 64, Warnock, Chance Harbor; sch Dorothy, 49, Hill, Walton, N. S.
Cleared Saturday.
Coastwise—Sch. Abbe Kpass, 96, Bullerwell, Parroboro, N. B.; str. Glouholme, 125, Blenkhorn, Spencer, led; sch Dorothy, 49, Hill, Walton, N. S.; str. Kanawha, 2488, Bailey, Halifax.

CANADIAN PORTS.
Quebec, July 9.—Ard S. B. J. A. Magee, Sydney; tug Boston and barge Northern No. 25, from Great Lakes. Cld—Str Tarzita, for Hamburg; tug Albouze, for American port.

BRITISH PORTS.
Southampton, July 8.—Ard str. Mauratania, New York.
Avonmouth, July 5.—Ard str. Westorn Plains, Montreal.
Greenock, July 5.—Sld str. Saturnia, Montreal.
Liverpool, July 5.—Sld str. Wuldenhorst, Montreal.

FOREIGN PORTS.
Piraeus, July 6.—Ard str. Admiral Cochrane, Montreal.
New York, July 9.—Ard str. Cretic Naples.
Sailed Saturday.
S.S. Kanawha, Purves Line, Capt. Balfour, left St. John Saturday morning.

never deserted me even in my darkest and most dangerous moments." Asked why he chose Walthamstow for his first missionary work, he replied, "I could have a fashionable church but I prefer to work among the poor and middle class; they want encouragement and assistance; the wealthy classes are able to look after themselves. I care nothing about politics, and I am not going to discuss them."

Asked whether he might not later go out among those of his earlier experiences and preach the Gospel there he replied, "Nothing could give me greater pleasure, but of course I am under the jurisdiction of my bishop and I am not at liberty to go where I like. Thousands of those with whom I have worked and associated in other days need enlightenment, and I hope I shall have an opportunity of going again into these regions and preaching the Gospel. It is really one of my greatest ambitions and I may say that it was the darkness I noticed during my wide and varied experience that determined my final step to become a minister of religion."

Orders of the Camels.
New York—The camel has become the accepted mascot for the Anti-Prohibition movement that is gaining impetus daily in the middle west, and recently invaded Chicago. The new organization, recruited to fight the prohibition amendment, Anti-tobacco legislation, and Sunday theatre closing, is known as the "Order of Camels."

CANADIAN NATIONAL RAILWAYS THROUGH SLEEPER To Campbellton

Standard Sleeper on No. 10 train leaving at 11:45 p.m. will be carried on Monday, Tuesday, Wednesday, Thursday and Friday nights, connecting with No. 31 train leaving Montreal at 2:30 a.m.

A good connection for all North Shore points and the Gaspé Peninsula.

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Commencing June 1st steamer leaves Grand Manan Mondays, 7:30 a.m., for St. John via Campbellton and Eastport, returning leaves St. John Tuesdays, 10 a.m., for Grand Manan, via the same ports.

Wednesdays leave Grand Manan 8:30 a.m., for St. Stephen, via intermediate ports, returning Thursdays, 10 a.m., for Grand Manan, 6:30 a.m., for St. John direct, returning 2:30 a.m. day.

Saturdays leave Grand Manan, 7:30 a.m., for St. Andrews, via intermediate ports, returning 1:30 same day.

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WANTED—Linotype operator; best wages; steady work. Apply Standard office.
WANTED—A teacher as principal of the Andover Grammar School; 42 so a teacher each for the primary and intermediate departments for coming year. Write stating terms, length of service and giving references to E. H. Hoyt, Secretary School District No. 2, Andover, N. B.

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FOR SALE—Farm, one mile from station. Apply Edward McKel, Browns Plains.

FOR SALE
FOR SALE—Nice little driving mare, part pony. Also carriage and harness, must sell as lady who drives is in poor health. Apply Mrs. E. Sherwood, 76 Laplanche St., Amherst, N. S.

ADMINISTRATOR'S NOTICE
All persons indebted to the Estate of the late William A. Cairns, Carriage Dealer, Saint John, N. B., are requested to pay all accounts due said Estate to the undersigned Administrator, and all persons having claims against the said Estate will file same, duly sworn to, with the said Administrator forthwith.

ESTATE SALE
CARRIAGES, COACHES, BAROUCHES, HEARSES, BUGGIES, SLEIGHS, HARNESS ETC.
BY AUCTION
I am instructed by the Administrators of the Estate of the late William A. Cairns, carriage dealer, St. John, N. B., to sell by Public Auction at the Warehouses of the late William A. Cairns, No. 264-266 Duke Street, St. John, N. B., on Wednesday, the 21st day of July, sale starting at 10 a.m. (daylight time). The following is a partial list of the goods to be sold:

1 Coupe, 1 Studebaker Furniture Wagon, 1 Studebaker Express Wagon, 7 Coaches and 2 Winter Coaches, 7 Express Wagons, 1 Landau, 1 Station Wagon, 1 Spider Phaeton, 3 Beech Wagons, double and single; 1 Barouch Sleigh, 4 Hearses, 1 Undertaker's Wagon, 18 Single Wagons and Buggies, 1 Lumber Wagon, 1 Murdoch Wagon, 3 Two-seated Carriages, Milk Wagon, 2 Speed Cutter Sleighs, 13 Sets Single Harness, 6 Sets Double Heavy Harness, 7 Boxes Carriage Paint, Rubber Tiring for Carriages, 1 Buffalo Robe, 1 Horse. Terms cash.

F. L. POTTS, Auctioneer. DeWITT CAIRNS, Administrator. L. P. D. TILLEY, Solicitor for Estate.

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The St. John Standard is looking for a young man, preferably just out of High School, who can be developed into a forceful newspaper man. He must be willing to work hard, must know enough to be polite and pleasant, and at the same time have a hide thick enough to take the hard knocks he is bound to run into in any sort of selling. In other words I want a young chap who can be developed into salesman enough and executive enough to make an honest to goodness newspaper man. To such a chap there is an unlimited future. If you think you would like to have a try at this see Mr. Fenton at the Standard office any morning between 10 and 12 o'clock.

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