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No. 13,067. [REGISTERED FOR TRANSMISSION IN THE UNITED KINGDOM.] TUESDAY, MAY 4, 1920. FOUR PAGES. ONE PENNY.

PARIS CONFUSED.

EFFECT OF "GENERAL" STRIKE.

TRAIN WRECKING ATTEMPT.

LEADING PORTS AT A STANDSTILL.

Although much confusion prevails in Paris and other French cities in consequence of the proclamation of a general strike, there is nothing approaching a complete stoppage of work. On several of the railway systems the services are normal, but sailors and dockers have brought everything to a standstill at Marseilles, Bordeaux, and Havre. An anti-strike movement is in progress.

PORTS PARALYSED.

Much confusion prevails in Paris as the result of the strike order of the General Confederation of Labour. It is now apparent, however, that only printers, dockers, miners, and sailors are in any way affected. Sailors and dockers are responding little more to the strike call. The strike is complete at Marseilles, Bordeaux, and Havre. The strike is rapidly diminishing, and anti-strike movement is gaining in operation.—Reuter.

According to the *Echo de Paris*, on the Paris-Lyon-Mediterranean system a large number of employés, particularly at Dijon, are so discontented with the strike decisions of the Railway Men's Federation that they are thinking of abandoning the association and forming a purely occupational union, without political tendencies or affiliation to the General Confederation of Labour.

Strikers at Clermont-Ferrand have turned the switches. Troops intervened and fifty people were killed.

Six agitators have been arrested for plotting against the safety of the state.

Only in the south have the miners carried out the strike order.

ATTEMPT AT TRAIN WRECKING.

There have been several attempts at sabotage on the various lines, and a large iron bar placed across the rails near Perpignan was discovered only just in time to prevent the wrecking of an express. A train left the rails near Les Lannes, Alesia, and a volunteer student, who was riding on the engine with the driver for instruction purposes, but who was taking no part in the driving of the engine, was killed. It is not yet known whether the accident was due to a criminal act.

RUSSIAN STEAMER CHARTERED.

A member of the Railway Men's Strike Committee was arrested at a meeting at Marseilles yesterday afternoon. Two policemen were slightly injured in the disturbance which followed the arrest.

The Russian steamer Emperor Nicholas I. has been chartered for Brest and passenger service between Marseilles and Algiers.

Nantes dockers held a meeting yesterday, at which 1,000 men were present, and a resolution was passed in favour of remaining on strike until the railwaymen resume work.

In the various mines in the Valenciennes district work is proceeding normally, and the usual railway service is being run.

The *Matin* says that the Minister of Public Works declared that he had already taken steps to maintain the shipping services required for indispensable supplies. He remarked that he would be much surprised if the miners joined in the movement.

MAY DAY RIOTERS SENTENCED.

A Reuter's Paris correspondent telegraphs that May Day demonstrators were provided with bottles, or improvised weapons from a week to 15 months for assault, rebellion, or interference with the freedom of labour.

The strike as a whole is, in fact, now crystallising, and it seems evident that a large proportion both of railway men and miners have no intention of obeying the order of the G.C.L. On the other hand the outlook as regards the dockers and seamen is serious.

M. Le Troquer informed the Cabinet yesterday that there was no difficulty in running an adequate train service, owing to the number of men who had resumed at work, and the number of offers received from volunteers.

As most of the strikers are lower grade workers it stops it is easy to replace them with unskilled labour, whilst students from technical colleges are replacing the few drivers on strike.

SPANISH STRIKERS KILLED.

A general strike began in Valencia yesterday, to demand the release of workmen arrested on the May Day demonstration. A party of 200 strikers attacked the central telegraph office, destroying a number of stalls. When the police interfered, they were entrenched, two workers being killed and four arrested.—Reuter.

STRAIGHT TALK TO MINERS.

HODGES AND BRACE APPEAL FOR GREATER PRODUCTION.

At a demonstration of miners at Newbridge (Mon.) yesterday, Mr. Frank Hodges, general secretary of the Miners' Federation, and Mr. W. Brace, M.P., president of the South Wales Miners' Federation, appealed for greater production.

Mr. Hodges said financially they were going direct to ruin, and the only country in the Western world which contended to be upon something like an economic foundation was America. The working-class of Europe had to do something more than demonstrate, and that was to concentrate upon Mars which would gain material advantage, and would be worthy of the great Labour movement.

If a Soviet Government was suitable for the Russian temperament, Russian people should be allowed unlimited freedom to work out their own salvation of society. In England the goal was the same as in Russia, but their methods might be different in character. Their temperament was different. Progress was not marked by increases in wages. When they had a sufficiency of goods to meet their requirements they could reduce the working-day.

Mr. Brace, after insisting that majorities must rule, said: "By all means demand shorter hours and more wages, but remember you produce to the last ounce of your capacity things needful for human life you will be unable to reduce the cost of living, commodities will rise in price."

He knew that they did not like it, because they said nothing it promised. If they did not like the present system of colliery working, they should concentrate upon ways and means of changing the Government.

INCREASED RAIL RATES.

COMPANIES' CLAIM AGAINST BUTTERLEY COAL CO.

Today in the Railway and Canal Commission Court, the Justice Lawrence heard a claim for rates in the case of the Butterley Coal and Iron Company, Limited, against the London and North-Western and Lancashire and Yorkshire Railway Companies, which arose out of the 4 per cent. increase in charges for carriage of goods, which the railways justified on the ground of increased cost of working the railways, and the Court found in favour of the railway companies. The latter applied for their rates.

His Lordship said the litigation was against the two companies and the Midland Railway, but applicants, acting on advice, did not question any part of the through rates payable to the companies in question, and gave notice to that effect. He could not see any ground for making the order for the costs of the railway companies, and he did not think that the Court had any power under the circumstances of the case to make the order.

LICENSING BILL'S FATE.

LIKELY TO BE DROPPED FOR THIS SESSION.

It has, I am told (says the London correspondent of the *Manchester Evening News*), been practically settled to drop the big Licensing Bill for the session. There will be a short measure to continue present powers of control.

Treasury notes to the amount of £350 were stolen from the office at Messrs. Palmer and Mackay's woollen mills, Trowbridge, during the dinner hour.

LUCKY NOTTINGHAM.

RATE OF 15s. 4d. AGAINST ILKESTON'S 22s.

COMPARISONS WITH OTHER TOWNS.

The citizens of Nottingham generally will learn with satisfaction that, instead of being 16s. in the pound, as was at one time feared, the total rates for the current year will be only 15s. 4d.

This decision was arrived at last evening by the Finance Committee, after a final revision of the estimates of the various committees, and on Monday next, the City Council will be asked to confirm a recommendation that the district rate be 12s. 4d., compared with 10s. 5d. last year—an increase of 1s. 6d.; while the poor rate has already been fixed at 3s., against 2s. 4d. levied for 1919.

We understand that it was only by insistence on the exercise of rigid economy by the individual committees that such a rise found possible to avoid placing a much heavier burden upon the ratepayers.

The total estimated expenditure to be met out of the new rates amounts to £1,000,000, against £627,000 last year, an increase of £143,000, which is accounted for, in the main, by substantial increases in the cost of education, advances in salaries and wages, reduced hours of workmen, and the ever rising cost of materials.

TRADING CONCERNS' PROFITS.

The contributions in relief of the rates from three concerns this year are rather less than last, consequent upon reduced profits. For instance, while the Gas Committee is providing £30,000—the same as last year—the Tramways give £24,000, or £6,000 less than in 1919, and it is estimated about £4,000 will result from the Bridge estate, and £5,000 or £6,000 from Stoke Farm.

By perpetuating the practice of suspending the lighting of the city in the early months inaugurated last year, it is hoped a saving of £6,000 or £7,000 will be effected, and in other directions economies have also been introduced.

The criticism which has been levelled against the administration of the city, Nottingham will have the satisfaction of being one of the minority which can point to the fact that it may be gathered from a glance at the rates of the following: Birmingham, 1s.; Halifax, 1s. 3d.; Leeds, 16s. 6d. (after utilising a considerable part of the reserve fund of the Tramways); Derby, 15s. 8d.; Leicester, 16s. 8d.; Hanley, 16s. 6d.; Ilkeston, 15s. 8d.; Ilkeston, 22s.; Lincoln, 16s. 2d.; and Bradford, 16s. 10d.

THREE CYCLE FATALITIES.

INQUESTS UPON TWO NOTTM. MEN AND A BOY.

On Saturday two Nottingham cyclists sustained fatal injuries in separate accidents at the Corporation Depôt at the Eastcroft and the other on the Gregory-boulevard—and at the General Hospital between Deputy City Coroner inquired into the circumstances.

The accident at the Eastcroft resulted in the death of Mr. Ernest Bradley, of Ladysmith-street, Lady-street. From the evidence of Harry Bray, a labourer, 26, Carlton-road, it transpired that as he turned to cross the road he was caught on the left side of the body by Bradbury, who was riding a cycle. He fell from his machine in front of an electric motor lorry, and was removed to the hospital, but died on the way. The jury returned a verdict of "Accidental death," and exonerated the driver of the lorry from blame.

A similar verdict was returned at the inquest on William Arthur Spicer, aged 9, of Mansfield-road, who was fatally injured on Gregory-boulevard.

The evidence was that whilst learning to ride a cycle the boy lost control of the machine, and ran in front of a motor van belonging to Messrs. Skenner and Hoyes, of London-road. He was removed to the hospital, but was found to be dead on arrival.

In the third case the District Coroner (Mr. H. Bredell) recorded a verdict of "Found drowned." On Friday Baden Statham, 19, of Pass Hill-road, Nottingham, left home on his machine, saying he was going to Bulwell to see his brother. He was recovered from the Great Northern Railway Canal at Wollaton. An abrasion over his right eye showed that in coming down a sharp descent in the towing path he collided with a bridge, and was thrown into the canal.

CLOAK ROOM LOSS.

RAILWAY'S COMPANY'S CONDITION OVERRULED.

In the City of London Court yesterday Judge Atherley-Jones, K.C., delivered a considered judgment in a case of interest to all users of railway cloak-rooms, in which James J. Gibaud, leather stock manufacturer, of Wellington-road, Bush Hill Park, claimed 15 guineas against the Great Eastern Railway Company, being the value of a bicycle deposited at their Liverpool Street station cloak-room on September 2nd, and since lost by them.

The plaintiff said he left his bicycle with the defendants and paid 4d. A ticket was given to him, and it now turned out that it bore on the face of it the following condition:

"The company will not be in any way responsible for any article deposited, the value whereof exceeds £5, unless at the time of deposit the true value and nature of the article shall have been declared, and 1d. per pound sterling of the declared value be paid for each day or part of a day in addition to the ordinary cloak-room fee."

If they had limited their liability to £5, said Mr. Gibaud in evidence, he had undoubtedly, but it was not so. It was the first time a railway company had attempted to shelter itself in such a manner, and it placed a great hardship on the public if the condition was binding.

Mr. G. P. Scott, for the defendants, contended that they had taken all reasonable steps to bring the condition to the plaintiff's notice, and he was bound by it, even if he did not read it. The cloak-room accommodation was purely voluntary on their part.

Mr. Fortune, for the plaintiff, urged that if the railway companies wanted to put up an obvious liability they should exhibit huge notices to that effect in the cloak-rooms. They had not do that, as they then would do no cloak-room business. The condition relied on was framed to meet a condition of things existing 50 years ago, and was unreasonable to-day.

Judge Atherley-Jones found for the plaintiff, with costs on the higher scale. He held that the condition was unreasonable and therefore no protection to the railway company.

PRINCE'S PROGRESS.

GREAT RECEPTIONS BY LOYAL NEW ZEALANDERS.

An immense crowd gathered at Wanganui to bid farewell to the Prince of Wales to-day. His Royal Highness during his brief visit to the town, inspected a parade of children, headed by black and blue-ribboned schoolgirls, and the Boy Scouts of Wanganui.

The Prince on leaving motored for 25 miles through undulating fields rich with cultivation, and covered with crops of turnips, and rape, alternating with patches of yellow gorse. This plant, which was originally introduced here from the old country as a protection against rabbits, has tremendous sway in this part of New Zealand. Crossing the beautiful valleys of Wangaroi and Turakina rivers, thick with ratapine and gum trees, with the Ruapehu range showing through the morning mist, and upon the left the spacious green-swep farms sloping seawards, the Royal party proceeded to the populous township of Marton, and on Saturday gaily decorated streets were lined by enthusiastic inhabitants.

The Prince inspected the returned soldiers, sailors, and nurses, as well as the cadets and school children, and addressed them on the war, country, and school authorities were presented to the Prince, who made suitable replies.

His Royal Highness afterwards proceeded by train to the townships of Feilding and Palmerston, where similar ceremonies were enacted. At Palmerston Station representatives of the Rangitane tribe met the Prince, who was presented with a Maori address.—Press Association.

Yesterday afternoon a man named Richardson, driving a lorry over the Great Northern bridge at Peterborough, collapsed and died at his post. The horse was stopped by a passer-by, and the body was taken to the mortuary.

Nottingham boys to perform before Prince Henry. A group of boys of the 1st Nottingham Cadet Battalion of the Boys' Brigade, one of 14 teams picked out of the whole of the brigade, to perform before Prince Henry at the Royal Albert Hall, London, to-morrow. They are to give a display of physical dancing exercises.

20,000 IN MAN HUNT.

LONDON POLICE STUDY TOPLIS'S PHOTO.

IS HE IN HIDING?

A police hunt, in which 20,000 men took part, took place in the metropolitan area yesterday in search of Percy Toplis, wanted in connection with the murder of Sidney Spicer, the motor-car driver, on Salisbury Plain, near Amesbury.

Every police officer has now made a study of Toplis's photograph and has been specially instructed in the peculiar identification marks. Port policemen and the railway police are especially on the watch.

Some surprise has been expressed that a man with so many identification marks should have so long eluded arrest if he were out and about. "We are not losing sight of the possibility that Toplis may be hidden in a house by a man or woman friend," said a high police official yesterday. "That would increase the difficulties of the search, but as has been shown in other similar cases, it does not hold out any insuperable obstacle to success. We have every hope that we shall find the man before long."

A MYSTERIOUS LETTER.

The following Grantham letter has been received by *The Star*, and has been handed to the police for what is is worth:

Mr. P. Toplis.
May 1, 1920.

Sir,—I wish to inform you to publish the statement to concern those people with the Toplis letter, who have been seeing me at Leigh-on-Sea, Felixstowe, Southend, Covent Garden, and other places, etc., that they are wrong, as I have never moved from the place I am in since Monday, as been since Tuesday afternoon, when I boarded in one of Rockingham Station, and my present address, which is more comfortable than my country home.

Good luck to all, and I hope they succeed in doing the trick, but they won't catch old birds with bread and bird-lime.

Take this letter to my parents, who will identify my handwriting.

The letter bears the East London postmark.

A NEWPORT INCIDENT.

In connection with the search for Toplis, a remarkable incident is reported from Newport, Mon.

On a crowded railway platform there about midday on Saturday a man displayed a Webley revolver while in conversation with another person, and handed it to a railway porter with the remark, "You may take it; I have no further use for it."

The porter did not report the matter to the police until four hours later. The man left by a train which proceeded to Swindon.

The police have the revolver.

AN EX-NAVAL MAN SUSPECT.

Quite a stir was caused in Ludgershall village, near Tidworth, Salisbury Plain, yesterday morning when a man with a remarkable resemblance to Toplis, who is wanted in connection with the motor car murder, entered the village by the 10 o'clock London train.

Many people noticed him, and precautions were taken, but the man when accosted outside the station proved to be an old naval pensioner. Several people followed up the unfortunate man until his identity was satisfactorily proved.

ARMY MOTOR THEFT.

TOPLIS SAID TO HAVE BEEN CONCERNED.

At Salisbury to-day, Morgan Radford Gardiner was charged with stealing a motor-car, the property of the Secretary for War, at Bulford Camp, on December 30th last.

Superintendent Buchanan, applying for a remand, said the accused, in company with Percy Toplis, who was wanted for murder, stole the car in December from Bulford Camp, and all trace of it was lost until last Friday when Gardiner was arrested at Swansea and the car recovered. A new body had been fitted upon the car, but arrangements had been made to replace the original body. When the car came back the case would be proceeded with.

Accused was remanded for a week.

GLASGOW MURDER.

TWO MEN CHARGED WITH THE CRIME.

Glasgow High Court was crowded to-day, when the trial opened of two men charged with murder in Queen's Park, last February, when an ex-soldier named Henry Lee, was found dead. Two men and two women were arrested under dramatic circumstances in Ireland. The two men, Albert James Fraser and James Robbins were indicted for murder, while the two women were cited as witnesses. Owing to the sudden illness of Lord Cullen, Lord Sands is the judge.

Before proceeding with the evidence, the judge heard three charges of assault and robbery, and preferred against the accused.

Thomas Gordon, a friend of the murdered man, said deceased had 14 years' military service. On the night of his tragedy he told witness he was to see a girl from Fife, and he took £10 out of his pocket. Even in his mother's suggestion he replaced most of the money.

SHOCK FOR TAXI DRIVER.

FARE SHOOTS HIMSELF IN THE HEAD.

Whilst driving a taxicab to Westminster early this morning from Pall Mall, Geo. Dunk heard a shot, and looking round found that his fare was covered with blood. He took him to Guy's Hospital, where he died at 5 o'clock yesterday morning.

The victim's name was Noel George Max Dupont, aged 30, bank clerk, of Anerley, S.E.

OFFICE TRAGEDY.

SUICIDE OF A LONDON STOCK-BROKER.

During the lunch hour to-day Mr. E. T. Bits, a stockbroker, shot himself in his office in Austin Friars, London.

The body has been removed to the mortuary.

Mr. G. P. Huntley, the well-known comedian, has decided to make Southern California his home.

AN OLD MAN'S TRAVELS.

STOLE £255 FROM CHESTERFIELD SHOP.

A BELATED CONFESSION.

John Morrison, 72, was charged at Chesterfield to-day with stealing £255 10s. in cash, belonging to Messrs. Burton, Ltd., tailors and clothiers, of 8, Burlington-street, Chesterfield, on or about May 4th, 1919, exactly 12 months ago today.

The Chief Constable said that four months prior to the date named prisoner was employed by Messrs. Burton as shop porter. The manager at that time entrusted the keys of the shop to prisoner in order that he might go into the shop on the Sunday (May 4th, 1919) and lower the blinds. He would be seen by the Previously Convicted had been permitted to know where the money was kept. Prisoner was seen to leave the shop on the Sunday, and on the Monday the £255 10s. was missing, and an overcoat and the prisoner, who was arrested at Manchester, yesterday.

Morrison: On my own confession.

The Chief Constable explained that at the time he had notices relative to the larceny posted all over England, Ireland, Scotland and Wales. Prisoner was traced to Liverpool, but was lost sight of. He decided to abscond with the money, and had travelled to Edinburgh, Glasgow, Paisley, Yarmouth, London, Brighton and the south coast. He had decided to go to the Isle of Carlisle, where he obtained employment as a porter, and on leaving gave a good character. Having spent his last farthing, prisoner gave himself up to the Manchester police.

Asked if he had anything to say why he should not be remanded, prisoner said that, had it not been for the manager placing the money before him, he would not have taken it.

The Clerk: You don't suppose he asked you to take it?

Prisoner: No, but anyone that brought me with £255!

The Magistrate: You should have been above that sort of thing.

Prisoner: I have been unfortunate all my life. I am myself up, and I will abide by the consequences.

A remand in custody was ordered.

SURRENDERED NAVY.

BRITAIN'S SHARE OF GERMAN SHIPS.

Viscount Curzon asked in the House of Commons whether details of the provisional allocation of ex-German warships could now be published. And Sir J. Craig (Parliamentary Secretary, Admiralty) replied: The allocation is far decided on as follows:

To Great Britain—Baden, Hollgoland, Posen, Bulavia, Westfalen, Nurnberg, 124 submarines.

To France—Thuringen, Emden, 36 submarines.

To Japan—Oldenburg, Nassau, Augsburg.

To United States—Frankfurt, Prankfurt.

To Italy—Seven submarines.

In addition, there will be also the ships sunk at Scapa Flow as part of her share, namely: Ten battleships, five battle cruisers, five light cruisers, and 33 destroyers.

The allocation of the remaining 12 light cruisers, 59 destroyers and 41 torpedo boats depends on the selections made by France and Italy from the ships to be surrendered under the Armistice.

The German Shipping Commission, headed by Privy Councillor Herr Seelinger, has left for London to continue the negotiations relative to the surrender of German ships.—Reuter.

SUNKEN MILLIONS.

DIVERS' SEARCH FOR LAURENTIC'S GOLD.

It is hoped that during the next six months several million pounds' worth of gold ingots will be recovered from the Laurentic, which was sunk by a German submarine in Lough Swilly in 1917.

The Admiralty salvage claimant Razee has arrived, and operations will begin as soon as the weather permits. They have been held up during the winter.

"No statement can be made as to the exact amount of treasure on the ship, as the Treasury is anxious that we should not disclose the figure," said an Admiralty official yesterday. It is understood, however, that when the ship was torpedoed there was between six and eight millions worth of bullion aboard. Ingots valued at £2,000,000 have been recovered during previous operations.

30 SECONDS TO DECIDE

GENERAL DYER & HIS "HORRIBLE DUTY"

The *Mail* prints a statement made yesterday by Brigadier-General R. E. H. Dyer in defence of his action in ordering his troops to fire on the crowd at Amritsar (Punjab) during the Indian riots of April in last year.

General Dyer, who is on home leave and landed in Italy yesterday, declared it was a "horrible, dirty duty" to give the order which resulted in about 300 deaths.

If he had done anything wrong, he contended, he should be unmeritoriously blamed if he had been "ordered to go," although not told to resign his commission. While the authorities had been 12 months making up their minds about him he had only 30 seconds in which to decide what to do at Amritsar.

JIM LARKIN'S SENTENCE.

FIVE YEARS FOR NOTORIOUS IRISHMAN.

Jim Larkin has been sentenced to an indeterminate period of from five to ten years' imprisonment in a State prison, with hard labour.

Larkin was found guilty of complicity in an Anarchist conspiracy. The proceedings against him were begun last July. He is a notorious Irish agitator, and said to be a relative of the "Manchester Martyr" of the same name who was hanged in 1867 for the shooting of Police-sergeant Brett. He led the famous Dublin transport strike in 1913, which lasted for nearly six months. In this connection he was sentenced to a term of imprisonment for using seditious language, and subsequently he went to America, where he continued his career as an agitator.

William Smith, a Leeds workman, accused of wife murder and lying in the infirmary suffering from wounds in the throat, has been on hunger strike 25 days.

CHEAPER FOOD?

BUTTER, LARD, AND TINNED GOODS.

BREAKING THE VICIOUS CIRCLE.

An early reduction in food prices was predicted by Mr. Felix J. Blakemore, of Wolverhampton, ex-president of the Grocers' Association and a member of the Standing Committee on Trusts, who presided at the conference of the National Chamber of Trade at Bournemouth yesterday.

We were gradually emerging, said Mr. Blakemore, from what Miss Press called "the vicious circle." Food prices were coming down: Soap had already been reduced a penny a lb.; free butter would be reduced by 4d. per lb. (butter is now very early date); lard would be reduced by 4d. and butter substitutes would be cheaper. Canned or corned beef would be down at least 1s. 6d. instead of 1s. 11d. per lb. Tinned fruits, which a month or two ago were 3s. 6d. and 4s. 6d. per tin, were now 2s. 3d. Dried fruits, such as currants and raisins, were being sold below the controlled prices. The cause of the fall in prices was that the consumer had at last taken the matter in his own hands and was not consuming and warehouses at our ports were loaded with food supplies.

Mr. Blakemore said that so far there had been very little attempt on the part of Capital to take advantage of its organised position to inflate prices artificially, but they must seek some protection against that in future. In the other hand, Labour was very highly organised, and trades should be powerfully organised if they did not want to be crushed between the upper and nether millstone.

Speaking on the report of the Profiteering Commission, of which he was a member, Mr. J. Walker Clark, of Halifax, said that only one voter in six was an taxable payer. The Government had presented the whole war relief by indirect taxation, with the exception of the tax on tobacco and spirits. Consequently while the bread subsidy was in force the working man did not pay a farthing towards the maintenance of the State.

SLUMP IN BUTTER.

Owing to a glut of farmers' butter at Selby Market yesterday, prices fell to a pound below that of a week ago.

Fresh 2s. 6d. per lb. the supply exceeded the demand. A lot of farmers had to take their butter home.

NEWARK SUGAR MACHINERY.

THE PROTEST AGAINST THE FRENCH CONTRACT.

The action of Home-grown Sugar, Limited (Newark), in ordering their sugar machinery from France in preference to placing the contract with English manufacturers continues to arouse discussion.

The facts, as stated by a member of the British Sugar Beet Machinery Manufacturers' Association, are these. After Lord Selborne's Committee's report on Agriculture in 1918 it was recognised by the Government that one of the methods of increasing supplies of home-grown food was the cultivation of sugar beet. When the Government found the Sugar Beet Growers' Society was doing earnestly everything possible to encourage the growing of sugar beet, it promised to support the project to the extent of a quarter of a million pounds.

The society, knowing that Government support was forthcoming, then appointed a technical adviser, said to be a Frenchman, who had worked for a French sugar machinery manufacturer. When Home-grown Sugar, Limited, was formed and the question of contracting for its machinery came up it was but natural that he should advise the directors to go to his firm.

ORDER MAY RETURN TO THIS COUNTRY.

British manufacturers hold that, as Sir Arthur Griffith-Boscawen said, "It is perfectly right that the new industry should want the best possible machinery," but that it is useless to go to a country that is unable to make enough machinery to recondition her own factories.

The French beet sugar firms, they say, have placed orders in Amsterdam and Prague for their machinery. In this case the order may even come back to this country after it has been "French" in a circuitous method of business which would involve much needless waste of the taxpayers' money.

"When one looks back," said a member of the deputation, "on the achievements of some industries during the war, such as the chair-makers, who made aeroplanes, or the motor manufacturers, who made munitions, we wonder why the directors of Home-grown Sugar, Limited, should not have realised the ease with which the British sugar machinery manufacturers could have carried out any order.

"The latter feel that as the experiment has been established in this country, half with taxpayers' money, the machinery should have been bought in this country."

TENANT MUST YIELD TO EMPLOYEE.

LORD CHIEF JUSTICE & OWNER'S RIGHT.

In the King's Bench Division a Mr. F. Wall appealed against the decision of the Elmbridge (Worcester) Tribunal ordering him to give up possession of a cottage to Miss Gibbs, a farmer, and who wanted it for an employee named "Willie."

Under the Increase of Rents Act (1915), said Mr. Joy (for Mr. Wall), the owner could not obtain possession of a house unless he could prove that he wanted it for the use of an employee. In this case, he said, Miss Gibbs gave casual employment to a man aged 18, whose regular employment was night-work at a motor works near by. On Sundays "Willie" fed Mr. Wall's cattle and did odd jobs.

"In fact," said Mr. Joy, "the man did a double job."

The Court dismissed the appeal, the Lord Chief Justice holding that "Willie" was in Miss Gibbs' employment "regularly, though partially."

GERMAN DELIVERY OF MATERIAL

Yesterday learns that Germany has delivered 4,878 of the 5,000 locomotives to be surrendered under the Peace Treaty, and 147,216 of the 150,000 railway waggons.—Reuter.

A white dove and dance held at Victoria Hall last month by the Nottingham and District Butchers' Institute, raised £21 for the Nottingham General Hospital. This is the third dance given by the association, and the hospital has received £63.

OUR SECOND LINE ARMY.

DUKE OF RUTLAND AND THE TERRITORIALS.

GREATEST FORM OF NATIONAL INSURANCE.

Writing on the subject of the Territorial Force in *The Times*, the Duke of Rutland, who is president of the Leicestershire and Rutland Territorial Association, says:

If the "grousers" will only refrain from grumbling in the Press, and let those who are working hard to carry out the fresh creation of the Territorial Army go on with their work unhindered, all will eventually be every well with that force—a force which did such magnificent work on every front during the Great War.

The Territorial Army is being reconstituted on terms which are largely better than those under which the original Territorial Force existed. Now that divisional, brigade, and regimental command-ing officers are at last being selected, together with the necessary sergeant instructors and adjutant, the machine will quickly get to work.

And when it does begin to move, I am certain it will once more prove of inestimable value to the country. The War Office and the Army Council have instituted a system which keeps them in close touch with the Council of the Territorial Army; for which act we should all be very grateful.

EMPLOYERS AND RECRUITING.

This enables those who have to carry out the work of raising the Second Line Army on the new basis to act with the knowledge that it is my responsibility to keep in close touch with the War Office and to communicate easily with the authorities when it is necessary to do so.

What is of the highest importance at this moment is that it should be instilled into all employers of labour, both in towns and the country districts, that it is up to them to see that those in their employment who wish to join the Territorial Army should have every help and encouragement to do so, by giving them the necessary leave for the annual training, without any loss of pay or holiday time.

The Territorial Army is the greatest and, I may add, the cheapest form of national insurance; and so I trust, and believe, that all who can render help will be given to intending recruits by employers generally.

If this is done, and the perpetual pinpricks which some folk seem to think should be inserted into the fresh composition of the Territorial Army cease to be given, then, within a very reasonable time it will be found that the nation is in possession of a second-line army worthy of ranking with the countries of the regular army.

UNNECESSARY EXPENDITURE.

Two things are clear. The first is, the camps and platoon officers are the men who will get the majority of the recruits. It was so when the original Territorial Army was created. The country should be very grateful to them, for it will be in their personal hands that much of the success will be assured.

The second point is that if Mr. Lloyd George will only now see that some of the gigantic and, in many instances, unnecessary Civil Service expenditures—such as building new Labour Exchanges—are cut down, or preferably, abolished—and some small portion of the money so saved be devoted to the work of the Territorial Army, it will enable those who are in charge of the work of rebuilding that force to smooth off some of the rough edges—they are very many—which now somewhat hinder the effective completion of this national undertaking.

TERRITORIALS AND WAR PENSIONS.

It is officially stated that enlistment into the Territorial Force will not affect a man's pension, whether temporary or permanent.

THE EFFICIENCY MEDAL.

IMPORTANT CONCESSION TO MEN WITH WAR SERVICE.

The Government are gradually realising that they must make the terms more attractive if the Efficiency Medal is to be a success. The Army Council has just made an important announcement in regard to the Efficiency Medal, which will be of special interest to the non-commissioned officers and men who served during the war.

It has been decided that in the case of men who served during hostilities, continuity of qualifying service for the grant of the Efficiency Medal will be admitted provided that re-enlistment in the newly-constituted unit takes place within three months of the date of their discharge or recruiting to that unit.

As men who have served abroad are allowed double time for such service, this decision is of importance to non-commissioned officers and men who have been four years in France or other war areas; they will have eight years placed to their credit for the Efficiency Medal. Twelve years' service is required for the medal.

GOLDERS GREEN MURDER.

DEAD WOMAN'S HUSBAND UNDER ARREST.

The woman whose body was found in the River Brent at Golders Green on Sunday has been identified as Mrs. Evelyn Goslett, of Golders Green-road. Her husband, Captain Goslett, has been arrested.

Mrs. Goslett had been twice married, her first husband dying several years ago. She had three children by the first marriage and one by the second. Her mother, Mrs. Binks, who keeps a servants' registry office at Golders Green, said she became aware that something was amiss when Jules, the dead woman's eldest son, came round to her house on Sunday morning and asked if his mother was there.

Yesterday the police were dragging the Brent in the hope of finding some weapon and jewellery which Mrs. Goslett is supposed to have been wearing. Late in the afternoon they found what is considered to be a very important clue in the shape of a chisel with blood marks on it, which was used as a weapon. It shows signs of having been thrown into the water after it was used, at some distance from the scene of the tragedy.

The inquest will be held to-morrow.

MESSENGER MURDERED.

STABBED TO DEATH ON REFUSING TO DELIVER SECURITIES.

A hitherto unreported crime has been disclosed in New York, where the police admitted that Benjamin Rubinstein, messenger for Richard Whitney and Co., bankers and brokers, Wall-street, who disappeared last August with £36,000 worth of securities belonging to his employers, was the victim of hired assassins, who stabbed him to death on the shore near Milford Conn., because he refused to turn over the stolen securities for £600.

Rubinstein was one of the Wall-street messengers nobbled by the "Nicky" Arnstein gang, who professed an anxiety to assist in recovering stolen bonds and stocks. Despite big rewards the police had been unable to find Arnstein, but they know people who have been "in confidence" with him, and still hope to effect his arrest.

The men at the head of the plot to slay young Rinkowitz were said to be associates of Arnstein and his confederate Cohen, who by bribing messengers, succeeded in getting at least £500,000 worth of securities, which they sold for something like one-fourth their value.

AMERICAN CHURCH MURDER.

SURGEON'S ASSAILANT SENT TO CRIMINAL ASYLUM.

Thomas Simpkins, the escaped lunatic, who fatally shot Dr. James Markoe, the distinguished American surgeon, in a fashionable New York church on April 18th, has been sent to the State Hospital for criminal insane at Matteawan.—Reuter.

Major-General Lester Hornsby Sibthorpe, an Indian Mutiny veteran, died at Exeter to-day aged 85.

Charles Garrett, 21, of Castle-court, Howard-street, Nottingham, was admitted to the General Hospital to day with injuries to his back caused by falling down a lift shaft at the Messrs. Skinner and Stock's, North Church street.

RAIL REORGANISATION.

TRANSPORT PROBLEM TO BE TACKLED.

PROPOSED TRAFFIC AREAS.

SIMPLER CONTROL; MERGING OF SMALL LINES.

It is understood that the Ministry of Transport, in its scheme of railway reorganisation, contemplates the elimination of companies owning sections of track which they do not operate, and *The Times* gives an outline of proposals submitted to the Ministry which coincide in the main with the intentions of the Government.

There are in the United Kingdom no fewer than 138 different railway companies, of which 120 are the owners of lines actually managed by larger companies, who work those systems under agreement. It is stated that the majority of these "track-owning" companies would be willing, if the Government granted the necessary facilities, to sell their lines to the companies who at present are responsible for their working.

The parties to such an arrangement are well known to one another, and it is thought that, with some slight assistance from the Government, friendly settlements could be made without the slightest difficulty. It is not anticipated that any great difficulty would result from the purchase by the larger companies of the stock of the smaller ones. The large companies would continue to pay the present rate of interest to the shareholders in the small concerns, who would merely exchange the stock that they held for stock in the companies acquiring their systems.

VOLUNTARY AGREEMENTS.

In the majority of cases valuation would not be necessary to this transaction, since all the stock bearing a fixed dividend, could be computed on a basis of dividends paid over a preceding period of five or ten years. Only such ordinary stocks as have not during such a period paid their dividends in full would need valuation, which in this case would be based on the satisfactory conclusion of voluntary agreements between the parties. The Ministry of Transport would merely act as a helper in removing as far as possible the legislative or other difficulties in the way. Have to be, if the Government did not provide special facilities.

It is urged that some such scheme as this is needed to increase the general efficiency of the trunk line services by saving unnecessary duplicating the cross-country communications to modern needs. The geographical "lay out" of the railway system of the United Kingdom is organised on trunk line principles rather than in zone areas.

SECTIONAL CONTROL.

The lateral communications, cutting at right angles across the main trunk systems, are, in comparison, comparatively few, and it is suggested that the efficient management of cross-country services can be more satisfactorily secured by area committees representative of the companies concerned and responsible to the Ministry of Transport, will probably be found advisable to create separate traffic committees for Scotland, South Wales, Ireland, and Kent.

It is proposed that the present congestion at various points should be dealt with without reference to the interest of one company or another. In the case of the Kent coast, the Transport will have the opportunity of considering the needs of various industrial areas served by several ports. An end would be made to the "zones" system, which in the past has led in certain ports being unduly developed at the expense of others.

STANDARDISATION OF LOCOMOTIVES.

The main problem to be dealt with, since a considerable number of locomotives belonging to the great railway companies intact, with the Ministry of Transport generally supervising the traffic requirements of the country, controlling the boards of the companies to remove the hindrances of past legislation, and promoting co-ordination of workshop for the elimination of expensive and unnecessary competition.

Sir Eric Geddes has been investigating the various causes that have resulted in the present multiplicity of locomotive types. Committees have been established at the Ministry to inquire into standardising the locomotives, railway waggons, and deficiencies of rolling stock.

Considerable progress has already been considering the advisability of standardising various types of locomotives and rolling stock to enable interchange between one company to another, which at the present time is impracticable.

THE DOCKERS' MINIMUM.

A conference of dockers' delegates from all ports held in London yesterday endorsed the provisional agreement reached between employers regarding the award of the Court of Inquiry.

ANOTHER COTTON PEACE EFFORT.

Sir David Shackleton, Minister of Labour, is expected to-day at Manchester, from London, to-day, to renew his efforts to bring about a settlement of the cotton dispute in the cotton trade.

Notices to cease work expire on Saturday.

MERCHANT WORK AT THE DOCKYARDS.

ADMIRALTY OFFER CONDEMNED.

A definite statement has been made by the Admiralty as to the building of ships other than warships in the Royal Dockyards.

An Admiralty order received at Portsmouth states that a 10,000-ton oil-carrying ship is to be built in that dockyard, with a proportion of the ship's machinery, and a portion of the machinery of two Monitors's ships is also to be built at Devonport a 10,000-ton oil-carrying ship is to be built, with a proportion of the machinery, and an 8,000-ton merchant ship. Facilities are also to be provided for the unloading of merchant vessels.

Chatham Dockyard has been allocated the construction of the portion of machinery for three carrying ships and one oil-carrying ship.