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TELEGRAM.

ST. CROIX STATION.

London, Feb. 18th.—Mr. Lloyd George declared in the House of Commons today that he stood by his pledge that Germany must pay to the limit of her capacity. The Premier was discussing the German reparations question in answering Mr. Bottomley's arraignment of the Govt's policy of alleged inaptitude with regard to forcing Germany to comply with the reparations demand. "There was a great difference," continued the premier, "between Germany paying for the whole cost of the war and paying to the limit of Germany's capacity," he said. "The Allies had taken the best advice available and summoned the ablest men to be found upon whose advice the present demands had been made, and the Allies were carrying out the peace terms to the utmost of their power. Germany, he pointed out, had delivered bonds to the Allies, but the value of these bonds depended upon the value of the German securities at the present moment. Raw material, ships, property of other sorts, and coal also had been delivered," said the Premier, "and the question was what was their value." Mr. Lloyd George laid stress upon the difficulties of exacting an indemnity in another country and securing its payment here.

London, February 18th.—Mr. Lloyd George explained in the House of Commons yesterday why Russia will not be represented at the London Conference. In replying to a question as to whether Russia had been invited to send a representative to the Conference on the Turkish Treaty, the Premier said, "Russia having foolishly declined an invitation to the Conference of the Allies in London last Summer to settle all outstanding questions, because it would have involved arresting the march of her invading armies in Poland, we do not propose to renew the invitation."

Paris, Feb. 19th.—The promotion of Generals Franchet, Desperay, Lyautey

and Fayelle as Marshalls of France was announced today.

London, Feb. 19th.—The Foreign Office today announced that the attitude of the Govt. with regard to suggestions that Great Britain turn over the British West Indies to the United States in return for the cancellation of war debts had not changed from that of a year ago, at which time the Premier Mr. Lloyd George, declared that Great Britain had not the slightest intention of bartering or selling any part of the West Indies. This statement was made in commenting on the resolution introduced in the United States Senate yesterday by Senator Reed of Missouri concerning possible negotiations for such an exchange of the British West Indies for the wiping out of Great Britain's debt to the United States.

Cardigan, Wales, Feb. 19th.—Mr. Ernest Evans coalition liberal, who was supported by the prime minister, has been elected to the House of Commons over Mr. Llewellyn Williams, independent liberal, in the bye-election held to fill the seat vacated by Mr. Vaughan-Davies, who was elevated to the peerage. The vote was announced today, Evans 14,111, Williams 10,521. Seventy seven percent of the electors voted of whom 14,323 were women.

San Salvador, Feb. 20th.—Denial was given today to a report that the British Cruiser Cambrian had been sent to Salvador because of the failure to pay the interest on a loan made to the Government by the Bank of Canada. It is said the Government has had no dealings with the bank. Denial also was made to a statement that the Foreign Minister had refused to receive Captain Blake, Naval Attache of the British Embassy at Washington. Captain Blake was duly received in audience by President Melendez and the Foreign Minister and is said to have expressed his pleasure at the courtesies paid him. The Cambrian, it was stated, came to Salvador on a friendly visit. The reports denied in the foregoing despatch were circulated by Hearst's News Service during the latter part of January.

London, Feb. 20th.—Mr. Asquith in a speech at London yesterday, severely attacked the Irish policy of the Govt. and its failure to publish the Strickland report. He declared that the hideous succession of blunders and crimes committed during the last six months were the blackest in the annals of Great Britain's relations with Ireland and that never in

the lifetime of the oldest amongst them Great Britain sunk so low in the moral had scale of nations. Mr. Asquith described the Paris agreement on reparations as impossible of fulfilment, and he added that it was an extraordinary paradox, which would be comic, if it were not serious that the people, who were proposing the anti-dumping bill to exclude German goods from the British market, were in the same breath asking Germany to pay the indemnity in goods.

Montreal, Feb. 20th.—Two boys were drowned, damage estimated at over \$100,000 was done, 30 families were rendered homeless and 28 persons were taken to the Montreal Hospital, as the result of a burst high pressure water main, feeding the east end of the city, which occurred at the corner of Strubain and Dorchester streets early this morning.

New York, Feb. 20th.—The belief held by many that the winter climate of California had moved to the eastern United States was rudely displaced early today, when the first important snow-storm of the season descended upon New England, New York and the eastern states. Tonight 7,000 men were at work in the city alone, endeavouring to keep the main arteries of traffic clear. Surface and elevated transportation was badly disrupted from early morning, many lines having discontinued the struggle entirely. Trains arriving in New York were reported fairly well on time, as the centre of the main blizzard was New York City and its vicinity, other districts reporting much lighter snow falls. The storm passed off at New York, at 10 o'clock, leaving a snow-fall of 12½ inches. About an hour later the steamship Coal Harbour, which ran aground at Coney Island, was refloated with the aid of tugs and a rising tide. Western Massachusetts traffic in rural and parts of suburban districts was paralysed. Only a few of the train lines in Springfield were running tonight. In Boston the snow was light, dry and to-night transportation had not been seriously hindered, but the fall was continuing, and the transportation companies looked for trouble before morning. Points in the state of Pennsylvania reported a snow-fall, branch lines of the railroad were having serious trouble keeping traffic on the move. Delaware breakwater reported a gale of 54 miles an hour. A number of ships were anchored inside the harbour waiting for the storm to abate.