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tralian fielding in England's second innings today was very brilliant.

London, December 22nd.—The removal or resignation of Major General Sir Edward Strickland in command of the troops in Munster is impending, according to reports printed in the "Daily Herald", the labour organ today. The newspaper adds that the Government already has received General Strickland's interim report of the burning of Cork. The Central News says that General Tudor, commander in chief of the auxiliary police in Ireland, has been granted an indefinite leave. It is added that General Tudor's attitude regarding reprisals made his position difficult.

Grenada, Dec. 23rd.—Mr. George O'Donnell Walton, Attorney General of British Honduras, has been appointed Chief Justice of Grenada in succession to Sir Thomas W. Haycraft, who has been appointed Chief Justice of Palestine.

Cork, Dec. 22nd.—Armed men yesterday evening raided the parcels department in the post office, levelling their revolvers at the staff and citizens in the building, but the police on duty promptly opened fire on them. The rapid exchange of shots, one raider was killed and several persons are reported to have been wounded, including some of the raiding gang who were taken in custody. Troops quickly surrounded the building. A simultaneous attempt was made to raid the post office in Douglas street. This attempt failed. The number of raiders in the parcels department aggregated about a dozen. Their purpose apparently was plunder. It is said they had grabbed a bag containing £600, but this was recovered. The wounded in this raid included one policeman and another man and woman. Later reports are to the effect that all the raiders except the one killed had escaped.

London, Dec. 22nd.—In the bye-election in Aberdillery, George Baker, Labourite, polled 15,498 votes, and Morgan, coalition liberal, 7,842 votes.

New York, Dec. 22nd.—The local market for raw sugar continued firm, and there were additional sales of 350 bags of Peru's afloat at 4c. cif, which represented a further advance of 1/2 cents from the previous sales. No additional sale of Cuba's was reported, but holders were asking 4 1/2 c. cost and freight, equal to 5 26 for centrifugal. The demand for refined was a little more active owing to the steadier feeling in the spot market, but prices were unchanged at 7.90 for fine granulated. Futures were firmer on covering and trade being prompted by firmness of the spot market. Prices at midday were 15 to 20 points net higher.

London, Dec. 22nd.—Mr. Thomas Farrow, head of one of the biggest barks

in the United Kingdom for people of small means, this morning was brought into the police court on charge connected with the failure of his institution on Monday. The man who at one time was hailed as a national benefactor for his notable crusade against usurers, was charged with having been concerned with Mr. Crotch, banker, and Mr. Barts, accountant, in issuing a false report and balance sheet, last January, with the intent to induce people to advance money to Farrow's Bank. He was remanded for three weeks bail being fixed at £15,000 with additional sureties of £14,000.

Athens, Dec. 22nd.—Admiral Kelly, head of the British mission, was summoned unexpectedly yesterday to King Constantine, who presented him with the Grand Cordon of the Royal Order of the Saviour. In conformity with his Government's instructions Admiral Kelly informed the Greek Government that he regretted he was unable to accept the decoration, and returned the insignia.

London, Dec. 22nd.—Mr. David Lloyd George presiding at a luncheon given today, in the House of Commons for the British Dominion delegates to the recent League of Nations Assembly in Geneva, declared the League would never achieve real progress until all nations were represented. He said he looked forward hopefully to the United States coming into the League. This he asserted was essential. There could be no real peace, declared the Premier until competition in armaments ceased and before disarmament was possible the nations must be in the league, for all must march together. He was glad to know that all were doing something. He asserted that if the Geneva assembly had existed in August 1914, the war would have been impossible. There was no use on the one hand labouing for the association of nations and for the establishment of peace the Premier declared and on the other erecting great armament in order to force the other nations into competition in that terrible race for armament which had more to do with the late war than almost any other individual force.

WAR DEPARTMENT
UNITED STATES ENGINEER OFFICE
Porto Rico District
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Notice Of Public Hearing

To Whom It May Concern:

THE River and Harbor Act approved by the President of the United States June 5, 1920 directs that a preliminary

examination be made of "Harbor of Christiansburg, Saint Croix Virgin Islands".

A public hearing will be given in the Government House, Saint Croix, Virgin Islands at 10 A. M., January 6th, 1921 to consider the improvement desired. All interested parties are invited to be present and express their views, while for accuracy of record important facts and arguments should be submitted in writing, oral evidence will be heard. Information is particularly invited on the following points.

1. What is the geographical position of the port and what are the nearest ports each side of it?

2. What are the facilities it now offers navigation in width of channel and depth at mean low water, tidal range, terminals and transfer apparatus.

3. What are the corresponding facilities of adjoining or competitive ports?

4. What are the population, banking interests, business and manufacturing activities of the port under consideration and towns contributory thereto and of its nearest competitors?

5 a. What lines of communication including railroads, highways, rivers and over sea or coastwise steamship or sailing lines terminate at or connect with this port?

b. Describe the class of vessels on each route, the character of the traffic including the point of origin, the kind, the quantity, its destination and use, value per unit, and the freight rates affecting its transportation as now existing. Give the same information as to rail and other traffic to and from the port.

6. In general, what is the territory now tributary to the port and what is produced and consumed there? Where does this tonnage originate and by what routes does it move? What reasons including the freight rates, dictate the routes along which movement takes place.

7. What improvement is now desired?

8. What will be the probable effect of the improvement? Will it reduce the cost or render more convenient the handling of existing business? If so why and to what extent? Will new business be attracted or created. Will this new business be diverted from some other port and if so why?

9. How should the improvement be coordinated with the development of port facilities so as to insure maximum profitable use of the channels created at the expense of the United States and to avoid the creation of little needed facilities.

10. How and to what extent would public or national interests be benefitted by the proposed improvement.

11. What local cooperation can be expected?

J. C. SANFORD,
Colonel, Corps of Engineers.