THE STANDARD, ST. JOHN, N. B., THURSDAY, JANUARY 31, 1918.

ON STRIKE IN BERLIN

THOUSANDS OF WORKMEN STRIKE IN GERMANY MR. JONES REVIEWS EVIDENCE ESTIMATED THAT NEARLY FIVE IN VALLEY RAILWAY ENQUIRY HUNDRED THOUSAND WORKMEI

Claims Existence of Conspiracy and Asks Commissioner to Recommend Indictment of Messrs. Tennant, Nagle, Lindsay and McDonald-Says Attorney General Will Ask Restitution from Hon. J. K. Flemming-Final Session of Enquiry.

Mr. W. P. Jones' address occupied vesterday morning's session of the Valley Railway enquiry before Com inissioner Stevens in the Council Chamber of the Court House. Mr. Jones claimed there was evidence of conspiracy in connection with the ten ders and contracts for the railway and suggested that the commissioner's re-port should contain a recommendation for the indictment of W. B. Tennan and Thomas Nagle of this city, Hamil ton Lindsay of the Nova Scotia Con-struction Company and Alex. K. Mo-Donald of Kennedy and McDonald. He

Movement Being Extended to Provincial Towns and All Men at Kiel Shipyards, Vulcan Works at Hamburg and Thousands of Miners in Rhenish Westphalian Districts Are Out - Strikers Form Workmen's Council of Five Hundred.

Berlin Strikers Threatening, and Address Ultimatum to Government Demanding Conclusion of **General Peace Without Indemnities or Annexa**tion. Amelioration of Food Situation and Immediate Release of All Political Prisoners.

Jury Chosen But Found Not to Be Properly Constituted and New One Will Be Sworn in This Afternoon-Two More Bodies Found, 45 Remaining in Pit.

NOUTS ON THE BODIES OF

Special to The Standard.
New Glasgow, N. S., Jan. 20.—Only two more bodies have been recovered the McGregor mine as to its safety, brought in a report tils aftermoon to Bartholomew and Alf Hanse, both Belglans, making the total of 41 taken to McGregor mine as to its safety, brought in a report tils aftermoon to the destination of the active till be secured. The bodies were in such state that is dentification was difficult, but relatives recognized them. A third pump was started this morning. All three pumps raise the woork of the 962 landing from which a big pump throws if to the surface. There are about four feet of water at the 1200 bottom, but it is hoped that from now on the water will be safe was mined, the 1200 bottom, but it is hoped that from now on the water will be safe was more call. R. H. Murray, K. C., who reports at the 1200 bottom, but it is hoped that from now on the water will be adjourned till comorrow afternoon, sag ranted.
A number of men went to work to the same of a not that in the lows are active.
Committee Reports.
A committee consisting of Alex.

AS BEGIN

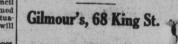
These we have made into three lots, adding to them all lines that have not proved ready sellers—good mater-ials but for some reason have lingered too long. Buying one of these enables you to save the best part of the price of a ton of coal. February Sale Prices \$10, \$15, \$17.50

Sizes 34 to 44-three and two button sacks and some pinch-backs.

Here is You

Chance!

After stock taking we find a number of single suits left, the rest of the lines having been sold.



SHIP CONTROL CON TAKE SUPREME TRANSATL It Will Have Supreme Cha All Ships, American, A

CENTRA

tering and Leaving Unit roads Will Co-operate **Practically Be Under O**

Arrangement as Explaine ficials in Effect Creates Supplies to Europe-N New York Will Be Relie Will Benefit.

Washington, Jan. 30.-Cen lantic shipping was established ship control committee, to have ation of all ships-American, and leaving United States ports

The committee was named shipping board, the war and nav fuel administrations, the directo British government and shipow plan for speeding up the movem comprises P. A. S. Franklin of Marine, chairman; H. H. Raym Mallory Lines, and recently mad York and Sir Cunnop Guthrie, d this country.

The arrangement, as expla cials, in effect creates a pool of s rope. Goods destined for overs ships, whether operated by the I With the aid of the railroad adm will divert to southern ports mu tofore have clogged the port of sels will be directed by wireless which materials of the most imp

The plan yet has to be appr ment and by the other allies, bu assurance of Sir Cunnop Guth ford, of the British Embassy, the A British Plan.

Approval of the neutrals is not nec essary, inasmuch as neutral ships op- to erated by the United States and the in Allies are operated under charter. The wi British long have urged an arrangement of the kind and months ago th sought to have the United States enter the inter-allied chartering conference. The centralized control authorized to







day virtually creates such a conference on this side of the water.

In connection with the action offic- tra ials attached particular significance to the decision to despatch abroad Ray-mond'B. Stevens, vice-chairman of the shipping board, and George Rublee of an the board's legal staff to sit in London the board's legal staff, to sit in London and Paris as permanent representa-tives of the United States in shipping The representatives on the other side will seek to accomplish the same aims sought by creation of the control committee. In addition they will represent the United States in the allocation of neutral tonnage obtained by agreements between the Allies and neutral countries.

Bail and Water Merger.

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A decision to give the control com mittee authority to divert to the var ous ports shipments of goods int ed for overseas transportation, officials said, will accomplish an amalgamatic ties sought since the beginning of the his war. Such a welding, it was declared, ma was impossible until the railroads came under government control.

came under government control. As explained tonight by shipping board officials, the diversion of traffic to ports other than New York will clear New York harbor of its present congestion and do much to speed up loading and unloading. It was declar-ed that at least one million tons of shipping would be gained by a proper co-ordination of effort. co-ordination of effort.

The railroad administration has agreed to co-operate in every way to make the plan a success and will so yroute freight as to get it quickly to on route freight as to get it quickly to southern ports. Charleston and Savan-nah will be the ports through which tr most of the freight diverted from New York will be moved. All cotton and other products coming from the south frr will go largely through these ports and no more will be shipped to New York no to be stored until ship space can be The potained for its transportation. Food- On

