

Satisfactory Settlement of The London Railway Dispute Was Reached Last Night

Londoners Are Not Yet Back to Happy Moments as the Hotels and Restaurants Are Still Handicapped by Strikers—Electricians Still Defying Government and Candles May be in Use Tomorrow—Tell Their Story.

London, Feb. 6.—A satisfactory settlement of the London railway dispute has been reached, it was officially stated tonight. It is understood that the settlement includes the tubes and all the London railway systems.

It has been agreed, pending consideration of general conditions, according to a press bureau strike bulletin issued this evening, that the railway men on the underground services will work eight hours per day, exclusive of meal time. The companies, the bulletin adds, will offer reasonable facilities for the men meeting their ordinary physical needs.

Electrical Workers.

At a meeting of the electrical workers' union this afternoon, it was decided to withdraw tonight all labor of electricians outside of the power houses, according to one of the delegates. Shifts inside the power houses, however, will be worked normally until Saturday at midnight in order, it was said, to give the Government the opportunity of reconsidering the situation.

The electrical trades union has addressed a letter to the newspaper publishers' association, informing that organization that unless the newspapers controlled by the members of the association are sympathetic toward the strikers in published articles, the trades unionists employed in newspaper offices will be called upon to act as censors and to deal with articles which give offence to the strikers.

The people of London were not allowed to ride; they are still prevented from eating in restaurants, and candles may be the only means of illumination. That is the present total of discomforts due to the strike, but no one knows how soon it may be added to. Yet people insist on crowding into London.

A sympathetic strike in the great Chelsea generating station stopped the District Railway. This was the Londoners' last hope, and everybody turned pedestrian. The majority thereby acquired a terrible unclean appetite. Thereupon the cooks and waiters in most of the principal hotels, including the Carlton, Ritz, Claridge, Berkeley and Waldorf, promptly downed dishes and joined the strike, demanding an eight hour day and abolition of the "trons" system.

Forty-eight out of fifty cooks in the Ritz Hotel struck. The remaining two, aided by four head waiters, worked valiantly to supply their patrons with a breakfast consisting of toast, rolls and coffee. The guests were served in the public restaurant.

Dinner parties arranged for tonight by the American and Japanese Ambassadors have been cancelled. Hotel directors and elevator attendants came to the rescue of the depleted staff at Claridge's and managed to find food for the hotel guests. The Savoy and Berkeley, by similarly improvising, just managed to carry on.

Several other local stoppages in transit were reported. In Southwestern England, most of the people were kept away from their work by an extension of the strike. They were mostly business men and clerks. The government stepped into the gap, using several hundred motor lorries to convey workers from the outskirts of London, giving them free rides to their business places.

As a result of this action the officials of the licensed motor vehicles union, which includes drivers of motor buses and taxicabs, held a meeting to discuss the strike.

Today was a day of meetings. The cabinet was in session during the day and Sir Albert H. Stanley, president of the board of trade, conferred with the locomotive engineers' and firemen's associations at the board of trade. During the day a statement was made on behalf of the cabinet saying the government stood by its policy of non-interference.

MURDERS WIFE, SHOOT'S SELF

New York, Feb. 6.—Ignoring the pleas of neighbors, who looked on helplessly, George Kine, 28 years old, fired five bullets into the body of his wife, Alice, in their home today, killing her instantly. He then reloaded the weapon and shot himself twice below the heart. He is expected to die. Neighbors said the couple had quarreled frequently.

RUSSIAN SOVIET GOVERNMENT WOULD TALK WITH THE ENTENTE

Desires to Bring About a Cessation of Military Activities and is Willing to Acknowledge Financial Obligations Regarding Creditors of Russia of Entente Nationality.

London, Feb. 6.—The Russian Soviet government in a wireless message, announcing that it is willing to begin conversations with the Entente with the object of bringing about a cessation of military activities, declares it is willing to acknowledge financial obligations regarding the creditors of Russia of Entente nationality.

The announcement was sent out from Moscow by M. Tchitcherin, the Russian minister of foreign affairs. Besides willingness to recognize Entente creditors, the Soviet government offers to guarantee the payment of interest on its debts by means of stipulated quantities of raw materials.

The Bolshevik government is likewise willing, it declares, to place concessions in mines and forests at the disposition of the citizens of the Entente provided the social and economic order of the Soviet government is not affected by internal disorders connected with those concessions.

The message adds: "The extent to which the Soviet government is prepared to meet the Entente will depend on its military position in relation to that of the Entente governments, and it must be emphasized that its position improves every day."

The wireless message was addressed to the governments of the Entente.

HALIFAX EXCITED OVER STEAMERS

Learned That Olympic and Aquitania Were to be Withdrawn—Real Estate Transfers.

Halifax, Feb. 6.—W. A. Shanks has sold his property at the corner of Spring Garden Road and Dresden Row. It is believed that the purchase of property was made in the interests of the Royal Bank, and that the latter is to replace the wooden building at the corner of Queen street, where its branch is operating, by a permanent structure in the meantime.

The Shanks store is to be utilized as temporary quarters of the bank branch. Halifax people have been much disturbed over a report that the steamers Aquitania and Olympic were to be discontinued their trips to Halifax with soldiers. It is pretty well understood that these steamers are being turned over by their admiralty to their respective lines, in which case they would, doubtless, return to the New York route. The following letter from K. MacLean, Ottawa, was read at the Board of Control today:

"While the transport service is not strictly within the control of the Dominion government, still I am unable to learn here why these steamers are to be withdrawn from the Halifax route. It is my knowledge that the government has been contemplating to withdraw such steamers upon the ground of inadequate facilities in the port of Halifax. I can hardly believe that this government has been urged at all, even if a change of steamers were contemplated. I am pursuing my enquiries in this matter. If I hear anything in addition, I will advise you."

A letter from L. S. Brown, Supt. Canadian National Railways, was submitted stating that lumber storage space would be given on the high level at the ocean terminals to unforeseen circumstances have not been shipped. The secretary reported having notified the lumber merchants in this connection.

DISSATISFACTION EXPRESSED BY MEN

Soldiers Who Sent Their Families Home from England on Request at Own Expense Now Complaining.

Toronto, Feb. 6.—A special cable to the Telegram from London says: "For two years the Canadian Government exhorted all ranks with dependents in England to send them home. Hundreds of officers and other ranks responded, returning their families at their own expense. They did not do so on having dependents' passage paid third class, which is five pounds under first class rate. The patriotic ones who responded are now showing dissatisfaction, and will be obliged to suffer the expense."

BALTIC BRINGS PROMINENT MEN

Officers Who Distinguished Themselves in War Among the Passengers—Party of Americans Aboard.

Halifax, Feb. 6.—Among the better known soldiers arriving on the Baltic were the Earl of Dunmore, V. C. D. S. O., who had a distinguished record in the Abyssinian war, and who was prominently identified in propaganda work during the last campaign. Colonel Charles Ayre Peters, D. S. O., of the Canadian Army Medical Corps, of Montreal; Lieut. Colonel Alan A. Magee, D. S. O., of Montreal; and a staff officer of the Second Canadian Division; Lieut.-Col. W. Gow Tate, deputy minister O. M. F. C., and Major Lord R. Innes Kerr, who, serving with the famous Irish Guards, went to the front at the outbreak of the war. He was wounded in September, 1914, in the battle of Villers-Cottich, and taken prisoner by the Huns. Three weeks later, when the French forced the Huns to retreat, Major Kerr was taken from the enemy and sent to a French hospital. After recuperating from his wounds, Major Kerr joined the Royal Air Corps and served for nearly two years.

A party of American Red Cross nurses, workers, officers and doctors were en route home in charge of Capt. Knapp, of Hartford, Conn. The Americans served in England and France the past two years.

The returning Canadian soldiers had all left the Baltic shortly after ten o'clock and the ship had sailed for New York before noon. Six trainees were used in the forwarding of the veterans to their homes.

N. S. LEGISLATURE

Halifax, Feb. 6.—The Nova Scotia Legislature is called to meet on February 27th.

Soldiers and Sailors Start Serious Riots in Magdeburg

Paris, Feb. 6.—Serious disorders have occurred in Magdeburg, capital of the Province of Saxony, according to Berlin advices. Soldiers and sailors, armed with grenades and machine guns, broke down the doors of the court house, liberated 160 prisoners, smashed shop windows, pillaged shops and trained machine guns on the inhabitants. The government troops are vigorously attacking the revolutionists.

Magdeburg lies on the Elbe, seventy-six miles southwest of Berlin. It is considered one of the strongest fortresses of the German empire, consisting of a citadel, redoubts and a circle of detached forts. Before the war the city had a population of nearly 300,000.

Magdeburg is one of the most important commercial towns in Northern Germany. It does a large business in sugar refining, and also has large iron foundries and machine making plants. The iron and steel industry of Magdeburg was closely associated before the war, and probably during the period of hostilities, with the great Krupp establishment at Essen.

FAMINE PRICES FOR FOODSTUFFS PREVAIL IN PARIS TODAY

They Have Reached Such Incredible Heights That the Government Will Send All Persons Accused of Illicit Speculation in Necessaries of Life to Trial by Court Martial.

By Hampton Hunt. (Special Cable to The N. Y. Tribune and The St. John Standard.)

Paris, Feb. 6.—Ruthless speculation in foodstuffs and supplies of all kinds has now reached such an incredible height in Paris, and other great towns of France, that it was announced this morning that the government had come to the drastic decision to send all persons accused of illicit speculation in the necessities of life to trial by court martial. Prices, during the last few weeks have soared to famine heights and conditions have been worse than in the darkest period of the war. Official municipal statistics prove that there are abundant arrivals of foodstuffs in Paris daily, yet butter and other commodities are practically never placed on public sale in the shops.

In order to avoid selling at the official prices, tradesmen risk heavy penalties by disposing of goods, privately, at much higher rates. A large section of the public is complaining in this. When told that there is no butter in the shop they pay a dollar a pound for it at the side door.

A grocer's bill dated July, 1914, for twenty-two articles of common use, which came to a total of \$5, is reproduced in one of the newspapers this morning beside figures based on the present prices, which total \$15. In this bill butter now figures at \$1.50 a pound, and a common bar of soap at 36 cents. Fruits, which before the war cost 10 cents are now \$1.50. Candles are \$1 a pound. Small bananas are 10 cents each. Wine, which before the war was 10 cents a bottle, now costs 40 cents. Beer, which was 2 cents then, is now 24 cents.

URGES STEPS SHOULD BE TAKEN TO REBUILD MERCHANT MARINE

The Losses of United Kingdom in Ships During the War Was Ten Times Greater Than That of France or Italy—Half of Tonnage Under British Flag Was Destroyed.

London, Feb. 6.—In urging that immediate steps be taken to rebuild the British merchant marine, Archibald S. Macdonald, in an article in the Daily Telegraph, says that although the United Kingdom was not invaded, Great Britain has lost more than nine million tons of shipping, ten times as much as that lost by either France or Italy. The British losses were seven times as much as that of the United States.

"It is certain that, if it had not been for the British merchant marine and navy, France and Italy would have been driven out of the war, and America could never have been able to intervene. When the war came the vast volume of British merchant shipping was placed at the service of the state, and became the principal target of the enemy's naval forces. The result was that, approximately, half the tonnage under the British flag was destroyed."

"The following figures show the total losses in gross tonnage of merchant steamers, sustained by this and other countries, during the war. The United Kingdom and dominions, 9,955,583; the United States, 501,033; Belgium, 105,081; Brazil, 31,273; Denmark, 245,302; Holland, 229,041; France, 807,977; Greece, 414,575; Italy, 381,435; Japan, 270,033; Norway, 1,171,760; Spain, 237,852; Sweden, 254,001.

"The British tonnage sunk, therefore, was more than ten times as much as that lost by either France or Italy, and seventeen times as much as that lost by America.

"We depend on shipping for almost all that we require. Virtually all of our remaining ships are to be overhauled, which means that they are handicapped in trading, and it is doubtful if some are worth the expense of restoration. In effect, we have to build the whole of our mercantile marine as soon as we can.

"That is one item from the war bill, due to us as a maritime nation, and our case is separate from that of other countries, which are not islands and are not pivotal points of maritime empire. Moreover, the above figures do not exhibit the value of the cargo sunk, the number of lives destroyed, or the incalculable injury caused by our withdrawal of ships from distant trade routes in order that we might help our Allies, and transport over the Atlantic a majority of the American troops which turned the scale on the western front."

THE BIG FIVE STRUCK A SNAG WHEN GREEK PRESENTED CLAIMS

If Claims Are Granted the Area of Greece Would be Larger Than Rumania or Austria and Turkey Would Disappear.

BY FREDERICK MOORE. (By Wireless, Copyright)

Paris, Feb. 6.—The Big Five struck a snag when Premier Venizelos presented the Greek claims. The hard fighting Greek Premier offered such a strong argument that it was finally decided to appoint a committee composed of delegates from the United States, Great Britain, France and Italy to hear and modify the demands.

It is the policy of the Big Five to shelve all knotty problems, rather than concentrate on them until a solution is reached.

Under a secret treaty and by racial, religious and historical rights, Venizelos asked for southern Albania, Thracia, including Constantinople, the southern part of Bulgaria running through to the Black Sea, and in Asia Minor a part, approximately, half the seaboard and the islands of the Aegean.

If these demands are granted, the area of Greece would be larger than Rumania or Austria. Turkey would practically disappear. Albania would be reduced almost to the size of

GERMANY MUST BE MADE TO PAY TO THE LIMIT OF HER ABILITY; NO CONSIDERATION FOR FEELINGS

Making Every Effort to Have Allies Believe She is Nearing Bankruptcy—Raoul Peret Proposes Methods of Procedure to Determine Germany's Ability to Pay and Plans for Enforcing Payment—Believes in the Allies Pooling Financial Obligations.

Paris, Feb. 6. (Associated Press.)—Germany is making utmost efforts to have the Allies believe that she is nearing bankruptcy, declared Raoul Peret, chairman of the budget commission of the Chamber of Deputies, and former minister of justice, in discussing today the financial problems facing the peace conference.

"The first measures of the conference along financial lines, he added, should be to take measures to prevent Germany from declaring herself an insolvent debtor or a bankrupt state.

"Then," Peret continued, "we should immediately fix the amount of our account against Germany which she must be made to pay to the full limit of her financial ability without consideration for her feelings. It will be time enough then to decide about the method of pay. She may pay either in capital immediately, or in yearly instalments.

"I do not believe that all importations of raw material to Germany should be forbidden, because their industry would then be at a standstill, and they would be unable to pay. Neither do I believe that they should be permitted to import without limitation, because with their higher wages, longer working hours and undepicted supplies of machinery, they would be able to under sell any other country on the market, which would be quite as great a calamity as being unable to pay. However, it will be a long time before any European country can export any raw material, and the question mainly interests America.

"I would suggest that preferential treatment be given the Allied countries, such as France, Belgium and Serbia, who have suffered the greater damage. Raw material from America should be sent to these three countries first, the overflow being allowed to revert to Germany so as to enable her to keep her machinery working without enabling her to underbid us.

"The financial problem is the most momentous one before the peace conference, and I am greatly surprised that it has not been considered before this. The first thing, usually done when a society is formed, is to elect a treasurer. Thus if a Society of Nations is formed, a treasurer should at once be appointed by the creation of a financial society of nations. The solution of the problem, to my mind, is the foundation of a financial society of nations in which all the expenses of every belligerent opposed to Germany shall be compiled into one sum. An inventory of Germany's resources should then be made and she should be made to pay by every mark she can get together. Then there should be international taxation, including the neutrals, to make up the balance."

"Whether the instalments, we shall demand from Germany, be twenty, thirty or fifty billions of francs, year by year, depends entirely upon our decision, after an investigation as to what Germany will be able to pay. These payments would be guaranteed by customs tariffs, decided upon at the conference, reserving for ourselves the right to raise such tariffs should Germany fail to meet her obligations.

"I believe in the creation of a society of occupation until her debt is paid. It would act as a means of coercion, because I do not believe that we should occupy Germany with a military force until her debt is paid. It is my opinion that once our armies of occupation return from Germany, all measures should be taken to make re-occupation unnecessary.

"I believe in the creation of a financial society of nations, and that all expenses incurred by each nation should be put in common, and an international tax levied upon all such debts are paid. Neutrals should be included in this financial society of nations, especially those neutrals who profited by the war. As a matter of balance."

CANADA'S PREMIER ON COMMISSION

Chief Representative of the Empire on Commission to Define Future Boundaries of Greece and Rumania.

Ottawa, Feb. 6.—Official advices have been received here that the British government has offered to Sir Robert Borden, and that Sir Robert has accepted, the post of chief representative of the Empire on a commission consisting of two representatives of each of the five great powers, to define future boundaries of Greece and Rumania. It will not be necessary for Sir Robert to visit either of the countries. It is stated that he will be occupied in the work for two or three weeks time.

GOV'T LOAN FOR NEWFOUNDLAND

Finance Minister in Canada to Float Loan of \$7,000,000.

Halifax, N.S., Feb. 6.—Sir Michael Cashin, Finance Minister of Newfoundland, is at present in Canada engaged in business connected with making a government loan of \$7,000,000. Of this sum \$5,000,000 is to retire that amount of three year notes, which mature on June 30, 1919, and \$2,000,000 is for other government purposes.

GERMAN RY. COACHES PLAY MYSTERIOUS PART IN ACCIDENT

Cars Handed Over to France by Germany Emit Obnoxious Gases While Passing Through Tunnel—Fire Follows and Another Train Crashes Into Passengers.

Paris, Feb. 6.—Two railway coaches, recently handed over to France by Germany, played a most important part in a puzzling accident on the Paris-Metz railway line last night, in which five persons lost their lives. Sixteen persons were injured.

Train No. 47, bound for Metz, had just entered the tunnel at Nantilly when the passengers occupying the two coaches, handed over by Germany, began to experience trouble in breathing, and strong obnoxious gases began to fill up the coaches. The passengers smashed the windows, but as soon as fresh air came in contact with the gases, the coaches

became a mass of fire. The passengers, in the interior of the coaches, were in the dark tunnel. The train going in the opposite direction crashed into them and five were killed. Of the sixteen injured, all of them were treated at the hospital at Chaumont-Thierry, eight suffered only from the effects of asphyxiating gas.

An official statement given out by the railroad company says: "The fire in the coaches was not due to any defect in the lighting or heating apparatus, nor to a hot box. The presence of the obnoxious gases is still unexplained. Both coaches were consumed by the flames."