



ALL SHIPPING OF U.S. AND ALLIES POOLED

Trans-Atlantic Traffic to Be Controlled.

SUPREME COMMISSION NAMED

Immense Economy Will Be Effected in Tonnage.

HIGH EFFICIENCY AIMED AT

Amalgamation of Rail and Water Transportation Facilities Is Expected to Have Highly Beneficial Effect During War.

WASHINGTON, Jan. 30.—Centralized control of trans-Atlantic shipping was established today with the creation of a ship control committee to have supreme charge of the operation of all ships—American built and neutral—entering and leaving American ports.

The committee was named by representatives of the Shipping Board, the War and Navy Departments, the Food and Fuel Administration, the Director-General of Railroads, the British government and ship owners, who met to devise some plan for speeding up the movement of supplies to Europe.

It comprises P. A. S. Franklin, of the International Mercantile Marine, chairman; H. H. Raymond, head of the Clyde and Mallory lines and recently made shipping controller at New York, and Sir Cunneen Guthrie, director of British shipping in this country.

The arrangement, as explained by Shipping Board officials, in effect creates a pool of ships moving supplies to Europe. Goods destined for overseas will be loaded in available ships whether operated by the United States or the allies. With the aid of the Railroad Administration the committee will divert to Southern ports much of the supplies that heretofore have clogged the port of New York.

British Approval Certain.

The plan yet has to be approved by the British government and by the other allies, but officials today received the assurance of Sir Cunneen Guthrie and Sir Richard Crawford, of the British embassy, that this would be forthcoming. Approval of the neutrals is not necessary, inasmuch as neutral ships operated by the United States and the allies are operated under charter.

The British long have urged an arrangement of the kind and months ago sought to have an inter-allied chartering conference. The centralized control authorized today virtually creates such a conference on this side of the water.

In connection with the action officials attach particular significance to the decision to dispatch abroad Raymond H. Stevens, vice-chairman of the Shipping Board, and George Hubler, of the board's legal staff, to sit in London and Paris as permanent representatives of the United States in shipping matters.

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 allied and neutral countries.

Vast Savings Possible.

A decision to give the control committee authority to divert to the various ports shipments of goods intended for overseas, transportation officials said, will accomplish an amalgamation of rail and water transportation facilities sought since the beginning of the war. It was declared that at least 1,000,000 tons of shipping would be gained by a proper co-ordination of effort.

While the Army and Navy have no direct representatives on the committee, officials said that both departments saw the need of co-ordination and had expressed themselves as ready to fall into line to accomplish it.

The formation of convoys under the arrangement to ship more goods out of Southern ports will be made somewhat more difficult, but no real obstacles, it was said, will be offered.

The Railroad Administration has agreed to co-operate in every way to make the plan a success and will so route freight as to get it quickly to Southern ports. Charleston and Savannah are the ports through which most of the freight is carried from New York to the south.

Congestion to Be Avoided.

Under the plan tentatively adopted by the conference today materials will be sent to ports in which there is no congestion and in which an abundance of bunker coal may be obtained.

Ships before leaving the other side will be directed to proceed to the ports at which goods which should be moved most promptly are awaiting shipment, or will be notified at sea by wireless.

Thus it might turn out that a British ship carrying American materials while an American ship is transporting British goods.

The arrangement does not displace the Shipping Board's director of operations, Edward F. Carry, but the control committee will be in supreme charge. Mr. Carry's department will deal solely with Shipping Board ships.

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DIRIGIBLE IN SKY THRILLS NEW YORK

American "Zeppelin" Makes Its Trial Trip.

Menace of Revolution Gains Force.

Vienna Grain Stocks Burned

LABOR TROUBLES SPREAD

Kiel Shipyards, Vulcan Works at Hamburg and Great Mining Districts Reported to Be Scenes of Walkouts.

MYRON L. TAFT BIGAMIST

Man Who Committed Suicide Married Twice Without Divorce.

GENERAL WOOD IMPROVED

Wounded American Expects to Quit Paris Hospital in Week.

PLEA MADE TO SAVE GULLS

U. S. WARSHIP IS AGROUND

EXPERT LINGUIST IS DEAD

Zeebrugge Is Raided.

AMSTERDAM, Jan. 30.—An aerial attack of unusual severity was made Tuesday afternoon on Zeebrugge, the German submarine base in Northern Belgium, according to the Telegraaf's frontier correspondent.

CENTRAL EMPIRES FACE GRAVE CRISIS

500,000 Persons Said to Be on Strike in Berlin.

STEAMSHIPS MAY GO EAST

BRAZIL TO BE ACTIVE ALLY

War Fleet and Aeroplanes Will Be Sent to European Front.

Workmen Are Organized.

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U. S. AMBASSADOR IN RUSSIA THREATENED

MR. FRANCIS REPORTS ANARCHISTS MENACE SAFETY.

SHOPGIRL'S OUTLAY EXCEEDS MOTHER'S

"Clothes in Keeping" Now Are Costly.

REED EDUCATOR TESTIFIES

Professor Douglas Addresses Welfare Commission.

MINIMUM WAGE DISCUSSED

Increases in Cost of Food and Raiment Show That Young Woman Supporting Herself Has Little Chance to Save or Waste.

TRAIN HIT; 4 DIE; 2 HURT

Accident Takes Place Near Radford, Va., in Darkness.

ROANOKE, Va., Jan. 30.—Four trainmen were killed, two injured and a number of passengers badly shaken up in a head-on collision late tonight near Radford, Va.

FRENCH GRAIN SHOWS GAIN

Wheat Condition Presages Remarkable Increase in Yield.

PARIS, Jan. 30.—The condition of wheat on January 1, compared with a year ago, shows a gain of 8 per cent. If maintained to maturity this means a remarkable increase in the yield per acre.

SUBMARINE LOSSES RISE

Nine Boats of More Than 1600 Tons Are Sunk, British Report.

LONDON, Jan. 30.—An increase in British shipping losses is shown in the official summary issued tonight, which reports the destruction of nine vessels of more than 1600 tons and six of lesser tonnage.

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Winter weather in varying stages of severity settles over most of United States. Page 3.

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Small peckers declared by Henny to be in process of elimination. Page 2.

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Marines and coppers firmest features of stock market. Page 15.

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Portland and Vicinity.

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School children tie tags on coal shovels of strike men. Page 9.

City Health Officer, Dr. Parrish, makes annual report. Page 2.

Shopgirl's clothing costs more than mother's. Page 1.

Tubercular patient at County Hospital dies from hemorrhage during quarrel. Page 6.

Prisoners men called before grand jury in liquor inquiry. Page 10.

Rev. Samuel C. Benson to speak before Progressive Business Men's Club. Page 11.

Portland jobbers at disadvantage through Interstate Commerce decision. Page 16.

Weather report, date and forecast. Page 12.

TEUTON AIRPLANES SWOOP OVER PARIS

SEVERAL PERSONS REPORTED KILLED BY RAIDERS.

Germans Rain Down Bombs on French Capital and Cause Material Damage to Property.

PARIS, Jan. 31, 2:41 A. M.—German airplanes raided Paris last night. The alarm was given at 11:30 o'clock. Bombs were thrown at various points in Paris and the suburbs.

Several persons were killed and material damage is reported, according to an official announcement. Full details are lacking at present, but a further statement will be issued as soon as accurate information is received.

German air raids on Paris have not been frequent during the past year. During the first year of the war Zeppelins were in the habit of bombing the French capital, but defensive measures proved too much for them.

The last previous raid on Paris was made on the night of July 27, 1917. Two bombs were dropped without doing damage. Before that the last air raid on Paris was given on the night of March 15-17, but the raiders did not reach the city.

On January 29, 1916, Paris was raided by Zeppelins for the last time, 24 persons being killed and 27 injured.

Accident Takes Place Near Radford, Va., in Darkness.

ROANOKE, Va., Jan. 30.—Four trainmen were killed, two injured and a number of passengers badly shaken up in a head-on collision late tonight near Radford, Va.

The collision occurred between the Southern Railway's Memphis special and a westbound Norfolk & Western freight train, according to information given out here tonight at the Norfolk & Western division offices.

FRENCH GRAIN SHOWS GAIN

Wheat Condition Presages Remarkable Increase in Yield.

PARIS, Jan. 30.—The condition of wheat on January 1, compared with a year ago, shows a gain of 8 per cent. If maintained to maturity this means a remarkable increase in the yield per acre.

The Journal Official gives the acreage of winter wheat this year as 800,000 acres more than a year ago.

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FREIGHT RATES TO COAST TO ADVANCE

Schedules Are Too Low for War Business.

INTERMOUNTAIN CASE DECIDED

Rise Due to Removal of Water Competition.

INTERIOR CITIES BENEFIT

Increases Provided For by Commerce Commission Range From 5 to 30 Per Cent, Making an Average of About 15.

WASHINGTON, Jan. 30.—Increases of about 15 per cent in railroad commodity rates from the East and interior points were authorized by the Interstate Commerce Commission today in finally deciding the famous inter-mountain rate case pending in various forms for years. This action will make the through rates to the Coast equal to higher rates maintained to Spokane, Denver, Salt Lake City, Reno and other intermediate cities and remove the rate discrimination against which commercial interests of these cities have long protested. The order becomes effective March 15.

Lack of Vessels Cause.

The decision disposes of one of the most generally discussed rate cases before the Commission in recent years. Formerly lower rates were maintained to the Pacific Coast than to intermediate points because of the competition of low freight charges by water carriers from Atlantic ports through the Panama Canal to the Pacific seaboard. This scheme was disarranged several years ago by the temporary blocking of the canal and by the withdrawal of the vessels from coast-wise trade soon after the war opened in 1914. Since then the question has been under active consideration by the Commission. The new rates are expected to remain in effect at least until the resumption of peace or until water competition is renewed.

Miscellaneous Freight Unaffected.

The increases apply to materials carried in large quantities under commodity rates, such as iron and steel, both in carloads and in less than carloads, but not to miscellaneous freight carried under class rates. Practically all manufacturing districts of the country are affected.

Commissioner Aitchison Dissented, in Part, from the Majority Decision, Holding that, although it was necessary to remove the rate discrimination against inter-mountain cities, the result might have been obtained by reducing the intermediate charges.

Rates Abnormally Low.

After analyzing the figures presented by railroads, the commission decided that rates to the Coast were abnormally low considering service rendered and transportation expenses. For that reason, the petition of commercial interests of Pacific points that the inter-mountain rates be lowered were refused.

The Commission's decision will mean many thousand dollars added revenue to the railroads and will remove a long-standing source of complaint by interior Western cities.

The Commission refused the railroads' application to carry all commodity shipments of less than a carload at class rates, which would effect a considerable increase. This was opposed by the roads as the easiest method of complying with the Commission's order of last June 29, requiring that these rates to intermediate points should bear the same relation to terminals as class rates to intermediate points bear to the terminal rates. The Commission found, however, that business would be unduly disturbed by the change.

Partial Water Shipment Refused.

The Southern Pacific Railroad complicated the question by proposing to establish low rates on 24 specific commodities by water from New York to Galveston and by rail to the Pacific Coast. This the Commission refused to permit, unless all commodities were included in the preferential list. Previously, however, the railroad had stated that lack of tonnage prevented the application of these rates to all shipments.

A similar proposal of other roads to maintain low rates to the coast by way of water shipment from Norfolk to Galveston in order to compete with the Southern Pacific's proposed practice also was rejected.

The Commission allowed an increase of about 40 per cent on through rates to the Pacific ports for export, applying to iron and steel articles, machinery, railway equipment and other materials. The rates apply principally from Chicago and points west of there. A smaller increase on imported shipments was permitted.

Average Increase 15 Per Cent.

The increases resulting from the Commission's action range from 5 to 30 per cent over existing rates to the Coast, and are generally estimated at an average of a little less than 15 per cent.

An indication that the new rate scheme will last only as long as water competition is lacking is seen in parts of the Commission's decision.

In refusing to allow the general substitution of higher class rates for less

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