

ROADS TO BAR EXPORT SHIPPING

Thirty Leading Railways of County Enter "Gentlemen's Agreement."

WASHINGTON, Feb. 14.—The chief railroads of the country took summary action Thursday to relieve the shortage of freight cars and the traffic congestion at eastern seaports again approaching an acute stage because of the curtailment of trans-Atlantic sailings by Germany's new submarine campaign.

Representatives of 30 roads, at a meeting here attended by interstate commerce commission officials reached a "gentlemen's agreement" for a new and drastic campaign of relief, including the following measures:

Embargo on Exports.
Adoption of regulations tantamount to a virtual embargo on all export shipments through eastern ports, until a part of the vast accumulation already waiting steamships can be cleared away.

Liberal use of "an intelligent embargo" on all domestic eastbound shipments. Such an embargo, already effective on some roads, may be extended.

A policy of separation of empty from loaded cars in the congested yards and sending the empties back, with others released by unloading, to western lines in solid trainloads, ahead of all other traffic except passenger trains.

Eastern roads agreed to give in addition an empty car to their western connections for every loaded car received.

Eastern Roads Jammed.

Export traffic through the east will remain virtually at a standstill during the period of adjustment and east bound domestic traffic will be greatly curtailed if the plans work out. The amount of freight for export has increased greatly at eastern ports because of the great decrease in steamship sailing, since the severance of diplomatic relations with Germany, the congestion at some eastern yards, it was said, having become so serious that it is extremely difficult to move anything. One road is reported to have every track crowded and in addition, cars loaded with export wheat standing on 24 barges in New York harbor. Every eastern grain elevator is said to be overflowing and in addition there are 4,000,000 bushels of export wheat in Minneapolis, which have been awaiting transportation east for more than two months.

In New England the railroad men say there is a threatened shortage of grain, while the flour supply of Pittsburgh, Philadelphia, New York and New England cities is none too large. At today's meeting it was decided to move two trainloads of 50 cars each east from Minneapolis daily, one laden with wheat for New England, the other carrying flour to New England and the three

BRITISH ARE CHARMED BY BELGIAN PRINCESS



PRINCESS MARIE JOSE.

LONDON.—The little Princess Marie Jose of Belgium, though only nine years old, is one of the most tireless workers in the city. She is fully alive to the stern necessities of war and the fate of her country and is doing "her bit" to try to make life more pleasant for the wounded.

So cheery has the little princess been throughout the war that the Belgian soldiers have lovingly entitled her "Marie Sunshine."

cities named. Representatives of Minneapolis milling interests voiced a protest at the long delay in moving export wheat eastward, but when informed of the extraordinary efforts contemplated by the roads to prevent an actual shortage of foodstuffs in eastern cities they withdrew their objections and promised to co-operate in meeting domestic needs.

The two daily trainloads of wheat and flour are to be given the right of way over all other traffic, except passenger business. Railroad officials believe the plan will succeed in averting any foodstuffs shortage in eastern cities. The embargo applying east bound ships, it was said, will not apply to foodstuffs for domestic use, which will be expedited as much as possible. The roads also will move coal promptly to eastern cities and to any points where a shortage threatens directing their first energies to keeping the lines open for coal and food.

As fast as sailing ocean steamers diminish the accumulation of freight awaiting export at eastern ports, the railroads will let down the bars of the embargo, permitting the shipment, ton for ton, of supplies to replace those taken away. In this manner, it is thought, the old accumulation can be disposed of and fresh shipments will await their turn.

Reading the empties in crowded yards, making them into trains and despatching them westward on fast freight schedules is a task which some officials regard as almost herculean, though necessary if adequate relief is to be obtained. Some of the roads, it is understood, have offered to place their own empties at the disposal of other roads hit harder by the general shortage, and all the roads, it was said, will work in close co-operation toward amelioration of conditions throughout the country.

COMMISSION TO STAY IN BELGIUM

German Government Retracts Order—Feel Bluff Has Been Called.

LONDON, Feb. 15.—Representatives of the American commission for relief in Belgium will not withdraw from the occupied portions of Belgium and northern France, as previously has been arranged, but will remain for the present, it now is stated.

The commission received Thursday a dispatch from its office in Rotterdam stating that at a meeting held in Brussels, the German authorities announced that all representatives of the commission might remain in Belgium and northern France on the same footing as heretofore. Present at this meeting were Baron von Der Lancken, civil governor of Brussels, the American and Spanish ministers, representatives of the Belgian relief commission and of the Belgian national committee.

FEEL ANOTHER GERMAN BLUFF HAS BEEN CALLED.

WASHINGTON, Feb. 14.—News of Germany's retraction of her order forcing the American members of the Belgian relief committee to leave Belgium and northern France was received by state department officials and by Herbert C. Hoover, chairman of the committee, with both surprise and pleasure. Apart from a brief telegram from Brand Whitlock saying negotiations of some sort were under way, neither the department nor Mr. Hoover had any official advice on the subject.

The impression here is that Germany did not expect the commission's prompt and final response to the suggestion that "a few Americans, among them Brand Whitlock, might reside in Brussels and exercise general supervision of the work." The commission refused flatly to accept this compromise and at once ordered all its men to withdraw from the field.

Half American control probably never would have been recognized by the allied governments. If a handful of Americans had continued on in restricted supervision unable to leave Brussels, there had been official intimations from the British that supplies would no longer be passed through the blockade. The question therefore was placed directly before Germany by the complete withdrawal as to whether she would or would not evict American relief from Belgium and northern France.

Big, husky Morris Bauman reached for slender, puny little Charlie Gusek's handbag in New York. Charlie nipped his wrist, gave it a jiu jitsu twist and landed Morris first on his back, then in jail.

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