

Local rains Thursday, except snow
extreme west portion; Friday fair.

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FACTORIES MUST CLOSE FOR FIVE DAYS

DESPERATE REMEDY IS APPLIED BY THE FUEL ADMINISTRATION FOR THE CONSERVATION OF COAL

Beginning Tomorrow All Except Food, Ship and Public Utilities Plants Suspend

EVERY MONDAY A HOLIDAY

Stores, Except Drug and Food Theatres and Office Buildings Will be Closed

CONTINUES FOR 10 WEEKS

Order Applies to States East of Mississippi River

Washington, Jan. 16.—American manufacturing enterprises with few exceptions in all states east of the Mississippi river, were ordered by the government tonight to suspend operations for five days beginning Friday morning as a drastic measure for relieving the fuel famine.

At the same time as a further means of relief it was directed that industry and business generally including all normal activities that require heated buildings, observe a holiday every Monday for the next ten weeks. This will close down on Mondays not only factories, but saloons, stores, (except for the sale of drugs and food), places of amusement and nearly all office buildings. While the order does not mention shipyards, it is known they will be permitted to continue operation as usual, although munitions plants will be closed.

Action Without Warning.
The government's move came entirely without warning in an order issued by Fuel Administrator Garfield with the approval of President Wilson prescribing stringent restrictions governing the distribution and use of coal. It was decided upon hurriedly by the President and government heads as a desperate remedy for the fuel crisis and the transportation tangle in the eastern states. Even munitions plants are not excepted from the closing-down order.

Officials tonight would not discuss the far-reaching effects the action would have on the industrial fabric and questions as to how the order was to be interpreted to meet specific problems went unanswered.

Preferential List.
The order prescribes a preferential list of consumers in whose interest it was drawn. These users will get coal in the following order:

1. Households, consumers, hospitals, charitable institutions and army and navy cantonments.
2. Public utilities, telephone and telegraph plants.
3. Strictly government enterprises excepting factories and plants working on government contracts.
4. Public buildings and necessary government, state and municipal requirements.
5. Factories producing perishable foods and foods for immediate consumption.

Official Opinion Unanimous.
Announcement of the provisions of the order was made by Fuel Administrator Garfield after a White House conference which was attended also by Secretaries Baker and Daniels. Earlier in the day, Dr. Garfield had sought the views of other officials and it was said tonight the unanimous opinion that the measure contemplated was necessary under the circumstances.
As first drawn and as approved at the White House the order called for the closing of factories beginning tomorrow morning. This was changed upon consideration of the confusion which would result when millions of workers went to their duties unaware of the government's step.
No Serious Effects.
Inclusion of war industries among those to which fuel will be denied caused some surprise, but fuel officials explained that war plants have been producing so much more material than the transportation systems can handle that no serious effects will be felt. War supplies manufactured for export have proved to be shipped faster than ships were being made.
An exception is made in the case of shipping plants because of a great need for vessels to move supplies already awaiting shipment overseas.
Administration officials will make an effort to increase production of other business during the period that under contract to supply industries shut down will be directed in supplies.

Plants East of Mississippi Suspend Tomorrow Morning

Washington, Jan. 16.—Fuel Administrator Garfield tonight issued this statement:
"Adverse weather conditions in the recent week and the inadequacy of the present coal supply and transportation facilities to meet the wartime demand, have made necessary immediate restrictive measures as to the use of coal in that part of the United States east of the Mississippi river.
"The movement of coal in transportation must be directed as to aid the director-general of railways in dealing with the railway emergency created by recent blizzard conditions. Domestic consumers of coal must be kept warm and other absolutely necessary consumers must be supplied.
"All industry must be fully restricted in its use of coal in order that the available supply for the remainder of the winter may be properly distributed and may be made sufficient for absolutely essential needs during the remainder of the winter.
"To meet these necessities the fuel administration has ordered as an immediate emergency measure that on the days of January 18, 19, 21, and 22 preference and priority in the use of coal shall be given only to those consumers whose consumption of coal is absolutely necessary. These include in order: Railroads, domestic consumers, hospitals and charitable institutions, public utilities, ships at tidewater for bunker purposes, United States government use, municipal or county governments for necessary public use, manufacturers of perishable food or food for immediate consumption.
"During the five days designated no manufacturing industry shall be allowed to operate even if it has its coal supply on hand. By this means all industry will be placed on an equal footing and each will be called upon to make its share of the sacrifice necessary to maintain the nation at the highest possible point of military and (Continued on Page Ten.)

REED'S TACTICS CAUSE A CLASH

Senator Jones Objects to Restrictions Placed on Testimony of the Witness

SUGAR INQUIRY RESUMED

George H. Earle, of the Pennsylvania Sugar Company, Offers Testimony in Proof That Sugar Shortage Exists.

Washington, Jan. 16.—Another sharp clash over Chairman Reed's handling of witnesses occurred today when the senate manufacturers committee resumed its sugar inquiry with George H. Earle, president of the Pennsylvania Sugar Co., on the stand.
Mr. Earle undertook to challenge testimony of Claus A. Spreckels, who attacked the food administration, but Senator Reed insisted he desist from referring to previous testimony and give whatever facts he might have.
Earle said he could not proceed without mentioning the other testimony, and Senator Jones, of New Mexico, hotly objected to the chairman's restriction. After some discussion, however, Senator Jones said he would not press the point and the examination went on under the chairman's ruling.
Earle, testifying as an independent refiner, said consumption in the United States last year was 235,000 tons greater than in 1916, and that the supply was less than the year before.
Considering only supply and demand, Earle said, the food administration faced a greater task in 1917 than it would have in 1918. He maintained that Spreckels had attempted to show that there was no shortage of sugar and desired to refer to his testimony to emphasize his statement that a shortage existed. Mr. Earle will continue his testimony tomorrow.

Francis S. Peabody, chairman of the coal production committee of the council of national defense, submitted to the committee a coal price list together with a zone system plan which he said would be fair to operators and consumers, increase production and insure better coal to the consumer.

CIVIL RIGHTS BILL TO BE TAKEN UP IN THE SENATE

Washington, Jan. 16.—Hearings on the administration measure known as the soldiers and sailors' civil rights bill, which passed the House unanimously last fall but failed to get through the Senate, will be resumed next Friday by a Senate Judiciary sub-committee, which will hear representatives of insurance and real estate interests.
The bill is designed virtually as a moratorium for men in military service. It has been strongly urged by Secretary Baker and Provost Marshal Crowder, but in the Senate opposition on alleged unconstitutionality developed.

WELCOMES HOUSE PROBE.

Chairman Hurley Says Senate Inquiry Helped Shipping Board.

Washington, Jan. 16.—Chairman Hurley, of the shipping board, told the house rules committee today that the senate investigation of shipping has been so helpful that the board would welcome a similar inquiry by the House. The committee had under consideration a resolution by Representative Edmonds calling for such an investigation, but action was deferred.

SUBMITS PLANS TO MAKE SHIPS SAFE

Hudson Maxim Has Construction Idea for Minimizing the Effect of Torpedoes

FAVORS CONCRETE SHIPS

Inventor Says They Would Prove Even More Effective Than His Plan for Lining Hulls With Water-Filled Cylinders.

Washington, Jan. 16.—Hudson Maxim, the inventor, today outlined to the ship investigating committee plans for ship construction which he claimed would minimize the effect on merchant vessels of explosions of torpedoes by instantly disintegrating through a cooling process the gases formed by the explosions. He said he had sought in vain to interest the emergency fleet corporation in his proposal and that he came to the committee in the hope that the government would conduct experiments to determine its worth.
His plan, the inventor said, was to line the inside of the hulls of vessels with cylinders containing water with a steel screen behind them. When the torpedo exploded the water tanks, he said, would be hurled against the screen, atomizing the water which would disperse the heat and absorb the gases. A cargo, such as apples, potatoes and similar produce containing a large percentage of water would serve as effectively as the tanks, he said.
Mr. Maxim declared that the ship protection executive committee had made an "irrelevant and untrue" report on his plan, asserting that it would be expensive and ineffective on ships of less than 10,000 tons. He denied that the plan would be costly and said it would operate on ships of 3,000 or 5,000 tons practically as well as on larger vessels.
Concrete ships, the inventor said, offer a greater advantage in combating the submarine menace than steel or wooden ships, as they give greater resistance and absorb heat better.
"If the hull, he said, would localize an explosion and he strongly urged construction of concrete skins for steel vessels.
Loss in shipping due to submarines was estimated by the inventor at \$8,000 a minute and he said this country could afford to expend a little extra money in order to make its ships "torpedo proof." He said the Germans were strengthening their submarine force by leaving their bases or build torpedo proof ships, as he did not think they should attempt to offset the submarine campaign by building new vessels.
Maine shipbuilders who also appeared before the committee, said the output of wooden ships in that state could be increased. They urged the construction of all the ships possible, declaring that even with the maximum of effort enough vessels could not be built to meet the demands for the war.

THREE OFFICERS DIE OF MENINGITIS AT BEAUREGARD

Alexandria, La., Jan. 15.—Capt. Jacob Stein, of Bessemer, Ala.; Capt. Ois Hopkins, of Ohio, and First Lieut. Dan Beall, of Mississippi, died today of meningitis, according to an announcement made at the base hospital at Camp Beauregard tonight. One death from pneumonia was also announced.
No new cases of meningitis in the camp were reported tonight and army health authorities stated that in spite of the three deaths today the meningitis situation was improving.

BEGINS WORK ON LEGISLATION FOR ONE-MAN CONTROL

Senate Committee Drafting Bill Proposing Centralized Authority Over Munitions

DANIEL WILLARD RESIGNS

Appointment of His Successor as Chairman of War Industries Board is Postponed

Washington, Jan. 16.—With the announcement today of the resignation of Daniel Willard as chairman of the war industries board, it was intimated that there would be no appointment of a new chairman pending action in congress on proposals for the creation of a war supply department or administration that would take over the work of the industries board as well as that of bureaus of the war and navy departments.
The task of perfecting the proposed legislation was undertaken today by the senate military committee which temporarily suspended its investigation of war preparations for the purpose. Daily meetings of the committee will be held until a bill for one-man control of munitions and supplies is ready for presentation to the senate.
Mr. Willard's request to be relieved was sent to the president in a letter dated January 11, in which he said government operation of the railroads had raised so many unforeseen and intricate questions that it seemed clear that he should devote all his time to the affairs of the Baltimore & Ohio railroad, of which he is president.
While there had not been the slightest indication of Mr. Willard's intention to resign, during his recent testimony before the senate committee he strongly advocated one-man control of munitions and expressed the opinion that Secretary Baker's new organization plan was faulty in that it did not concentrate control and relieve to an extent upon voluntary effort.
The position of the president and Secretary Baker toward the plan on which the senate committee now virtually is agreed to create a supply director with broad powers but not a member of the cabinet, has not been disclosed. Both the president and the secretary oppose making a new cabinet officer, but in some quarters the belief is expressed that they will not seek to block the legislation with this feature eliminated.
Committee members joined tonight in predicting that a substitute for Chairman Chamberlain's original measure proposing a department of munitions with a cabinet head, would be brought out soon with unanimous support. As tentatively drafted, the legislation would provide for a "director of war industries"—an individual directly under the president without cabinet membership but with sweeping authority to coordinate the war industry and control production, purchase and distribution of war supplies.
The determination of the committee to press its legislation was further strengthened today by a statement received from Waddill Catchings, president of the Sloss-Sheffield Steel Company and chairman of the war committee of the United States chamber of commerce. As a representative of American business interests of the chamber and individually Mr. Catchings vigorously urged action to insure centralized direction of the war. He criticized Secretary Baker's reorganization plan and recommended that the industrial head be a member of the cabinet.

MASONIC GRAND LODGE ELECTS NEW OFFICERS

George S. Norfleet, of Winston-Salem, Grand Master

Henry W. Grady, of Clinton, Becomes the Deputy Grand Master—Concert Class From Orphanage Arouses Enthusiasm.

(Special Star Telegram.)
Raleigh, Jan. 15.—The North Carolina Grand Lodge of Masons elected George S. Norfleet, of Winston-Salem, to the Grand Mastership to succeed Dr. Claude L. Pridden, of Wilmington, thus conferring the office on one who has worked his way up to this highest Masonic position through a long and devoted service. He was acting Grand Master during a portion of the past year on account of Dr. Pridden having entered the National Army service and being out of the state training camp.

The new OR. Grady, of Clinton, was elected to the Deputy Grand Mastership and is in line for promotion to Grand (Continued on Page Two)

EASTERN ROADS LOOK TO WEST FOR MACHINISTS

Cars, Badly Needed for Hauling Freight, Are Tied Up for Lack of Repairs

WILL TRANSFER WORKMEN

Railroads to Take Advantage of Period During Which Factories Are Closed

Washington, Jan. 16.—To meet the shortage of machinists and other skilled railroad workers in the East the railroad administration today took steps looking to moving a number of these men from western roads for a few weeks until the overburdened eastern lines can make delayed repairs to locomotives and freight cars which cannot be operated.
A. H. Smith, assistant to Director-General McAdoo, in charge of transportation in the East, was asked to report on the number of mechanics needed by the eastern roads, while several executives of Western roads started a survey to ascertain how many men they could spare.
"The need of additional labor at nearly all railroad centers in the East was emphasized today in reports of Director-General McAdoo from Interstate Commerce Commissioner McChord. Locomotives badly needed to move freight were tied up for need of repairs. Railroads plan to take advantage of the shutdown of industries the next five days by order of Fuel Administrator Garfield to hire idle mechanics and other workmen for railroad work. They will be left to each local railway to utilize.
Railroad officials are expected to use their discretion during the next week in handling shipments destined for the East and clearing weather led railroads transportation conditions to Director-General McAdoo from Interstate Commerce Commissioner McChord. Locomotives badly needed to move freight were tied up for need of repairs. Railroads plan to take advantage of the shutdown of industries the next five days by order of Fuel Administrator Garfield to hire idle mechanics and other workmen for railroad work. They will be left to each local railway to utilize.
Rising temperatures in most of the country and clearing weather led railroad administration officials tonight to hope that the traffic paralysis in the Middle West and extreme sluggishness in the West would be relieved materially within a few days.

MOB TAKES NEGRO FROM JAIL AND BURNS HIM

Father of Murdered Girl Headed Mob of Several Hundred Which Stormed the Jail.

Hazelhurst, Miss., Jan. 17.—A mob of several hundred citizens of Hazelhurst headed, it is said, by the father of Miss Vera Willis, who was murdered near here late Tuesday, took Sir Edwards, a negro, from the county jail early this morning and burned him.
Mr. Willis, according to the county officers, asked the privilege of pouring on the negro the oil which was used to burn him. The lynching took place about a mile and a half west of Hazelhurst, near the scene of the murder.
The mob began its endeavors to secure entrance to the jail about 11:30 o'clock last night and used crowbars and battering rams, which did considerable damage to the building.
Edwards was arrested early yesterday after shoes found in his cabin near the place where Miss Willis was killed, had been fitted to his feet. Blood was found on his feet. It was said three other negroes who were in jail charged with complicity in the murder were not molested.
Edwards confessed to the crime to twelve men who entered his cell. After he had been taken outside the jail he repudiated the confession, saying he had told the story hoping it would go easier with him.

FUEL ADMINISTRATION URGED TO TAKE CONTROL OF WOOD.

Atlanta, Ga., Jan. 16.—Resolutions urging that the federal fuel administration take control of fuel and regulate the price of wood were adopted at a meeting here today called by Dr. L. G. Hardman, fuel administrator for Georgia. The conference was for the announced purpose of considering a plan for establishment of a zone system for the distribution of coal in nine southern states. This matter, however, was not acted upon owing to the absence of a number of state fuel administrators invited to the meeting to discuss the plan.
F. S. Baker, representative of the federal forestry bureau, urged a greater production of fuel wood and the use of more wood as fuel.

WON ALL-AGE STAKE.

Calhoun, Ala., Jan. 15.—Comanche Rap, owned by William Zeigler, Jr., of New York, won the all-age stake of the National field trials club Wednesday at the club preserves at Calhoun and with it the \$500 in Liberty Bonds given as first prize.

GERMAN MILITARISTS MEET WITH WAVE OF OPPOSITION AT HOME

Seventeen Shipworkers Perish When Two Skiffs Go Down in Midstream

Tampa, Fla., Jan. 16.—Seventeen men, six of whom were whites and the remainder negroes, are known to have perished late today when two skiffs in which they were being towed by a ferry across the estuary channel here upset in midstream and sank. None of the bodies had been recovered late tonight.
The men were returning from their work at the Tampa Shipbuilding & Engineering company and both boats, it was said, were loaded to their capacity. A launch passed the skiffs in the middle of the channel, throwing waves into the boats, causing both to ship water.
The skiffs, according to witnesses, sank rapidly, leaving virtually no opportunity for the men to get free from one another. Several of those who perished could not swim and carried down their companions in their efforts to remain afloat until the launch could reach them.

URGENT TAKING OVER OF PACKING PLANTS

Delegation, Representing Every Craft in the Country, On Way to Washington

WILL CALL ON PRESIDENT

Statement Says Packers Have "Brazenly Repudiated" the Agreement Entered Into Through Mediation Christmas Day.

Chicago, Jan. 16.—The immediate taking over of all the packing plants in the United States will be urged upon President Wilson by a delegation representing every craft in the United States and headed by John Fitzpatrick, president of the Chicago federation of labor, which departed for Washington tonight. A statement issued by representatives of the employees said:
"The organized packers of the country have refused to meet us or cooperate with us in any manner in this great world crisis. They have brazenly repudiated the solemn agreement entered into between the president and ourselves through his mediation commission upon last Christmas morning."
"The packing industry is the most vital and important one in the nation. To permit this authority during the progress of a world war to remain in the private hands of a very few men would not only be ridiculous from the standpoint of government policy but highly dangerous to the cause of civilization and world democracy for which we are struggling."
The workers will propose to President Wilson that in case the plants are taken over they will enlist as the first members of America's industrial army and will guarantee the government full handed equipment for every packing plant in the United States. They also propose to leave all conditions of employment and wages to the government.

ONLY EIGHT BRITISH VESSELS SENT DOWN

Marked Decrease in Number of Ships Sunk by Submarines Shown in Last Report.

London, Jan. 16.—Another marked decrease in the sinkings of British merchantmen by mine or submarine in the past week is noted in the report of the admiralty issued tonight. In this period only six merchantmen of 1,600 tons or over were sunk and in addition two merchantmen under 1,600 tons and two fishing vessels.
In the previous week the admiralty reported the loss by mine or submarine of 18 merchantmen of 1,600 tons or over, three merchantmen under that tonnage and four fishing vessels. The report of January 2 gave the sinkings as 21, eighteen being 1,600 tons or over.

"MOVIE" MEN AT RALEIGH.

N. C. Association in Mid-Winter Session—Discusses War Taxes.

Raleigh, Jan. 16.—The North Carolina association of moving picture exhibitors was in session here this afternoon and tonight. P. W. Wells, of Wilmington, is president, and Henry E. Varner, of Lexington, secretary and treasurer.
The meeting continues tomorrow, special consideration being given to what are considered to be excessive war taxes. There are 25 picture operators here for the conference, which is a mid-winter affair without social features.

ASSISTANT BANK EXAMINER WAS NAMED YESTERDAY

(Special Star Telegram.)
Raleigh, N. C., Jan. 15.—The corporation commission this afternoon elected W. H. Woolard as assistant state bank examiner to succeed Herbert L. Newbold, who resigned to become cashier admiral in its weekly statement of shipping losses shows a great decrease in the number of vessels sent to the bottom as compared with the record for the two previous weeks in each of which the aggregate was 21.

Ambitions of Pan-Germans, As Set Forth in Brest-Litovsk Peace Terms, Are Assailed

MEETINGS ARE BROKEN UP

Chancellor to be Permitted to Deliver Address on Germany's War Aims Friday

HUNGARIAN CABINET QUILTS

Italians Frustrate Counter-Attacks by the Enemy

(Associated Press War Summary.)
Although the peace pourparlers between the Bolsheviks and the Teutonic allies have been resumed at Brest-Litovsk, the peace by agreement section of the German populace and some of the newspapers continue their expressions of dissatisfaction with the ambitious of the pan-Germanists and the terms that have been advanced by the German delegates at Brest-Litovsk as the basis for a peace.

Factions Still At Odds.

Amsterdam dispatches announce that an understanding has been reached between the political and military parties in Germany on the basis of the Russian program of no annexations or indemnities in the east and leaving to Field Marshal Von Hindenburg in case of a German victory the liberty of dealing with possible annexations in the west, but the evidence tends to show that the factions are still at odds.

Meetings Broken Up.

Additional meetings, at which speakers endeavored to outline the viewpoint of the militaristic element, have been broken up and it is announced that Chancellor Von Hertling is to be permitted to deliver his delayed address on Germany's war aims to the main committee of the reichstag next Friday, for which the country has been clamoring.

Hungarian Cabinet Quits.

Adding to the political strife in Germany and Austria comes the announcement of the resignation of the Hungarian cabinet, due to the conduct of the war. Failure to obtain adequate support for the military program put forward by the cabinet is given as the reason for the resignation of the ministry. The program included the formation of an independent Hungarian army which Emperor Charles vetoed.

Rupture With Rumania Threatened.

The situation between Russia and Rumania apparently is growing acute. On demand of the American ambassador and the heads of the other diplomatic missions accredited to Russia, the Bolshevik authorities have released the Rumanian minister and the attaches of the Rumanian legation who were arrested Saturday. The council of national commissioners of Russia, now has sent an ultimatum to Rumania calling for the immediate release of members of the Bolshevik arrested recently in Rumania. A rupture of relations with Rumania and "most energetic military measures" are threatened for non-compliance within 24 hours.

Teutonic Efforts Fail.

Except in the Italian theatre the military activities are still confined to small affairs carried out by raiding parties and bombardments on various sectors. The Austro-Germans both in the mountain region of northern Italy and around the lower Po river have made vicious counter-attacks, after heavy preparatory artillery work, to recapture the positions wrested from them early in the week. All the attempts were without result.

Enemy Airplanes Shot Down.

Again there has been considerable aerial activity in this region in which five enemy airplanes were sent to earth—four by British and Italian aviators and the other by anti-aircraft batteries.
Only eight British merchantmen were sunk by mine or submarines last week. These figures given out by the British admiralty in its weekly statement of shipping losses shows a great decrease in the number of vessels sent to the bottom as compared with the record for the two previous weeks in each of which the aggregate was 21.

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