

Fair Friday and Saturday; little change in temperature.

FUEL ADMINISTRATOR'S ORDER CLOSING DOWN FACTORIES FOR 5 DAYS EFFECTIVE LAST MIDNIGHT

Garfield Signs the Order and Puts It in Force, Despite the Senate's Protest

FEW INDUSTRIES EXCEPTED

Plants Using Fuel of Any Kind, Coal, Wood, Oil or Gas, Come Under Restrictions

WASHINGTON IS STIRRED

Monday a Legal Holiday for Period of Ten Weeks

Washington, Jan. 17.—While a storm of protest raged at the Capitol and among business interests throughout the nation, Fuel Administrator Garfield tonight signed the order in preparation since yesterday closing down manufacturing plants east of the Mississippi river for five days beginning at midnight tonight and stopping virtually all business activity on every Monday for a period of ten weeks beginning January 21.

President's Full Support. With the full support of President Wilson the fuel administrator attached his signature to the mandate as the Senate was preparing to vote on a resolution which it passed 20 minutes later, requesting him to postpone action for five days.

Dr. Garfield would not comment on the Senate action, but it was stated at the fuel administration that the resolution would have no effect upon the order.

Washington Stirred. Scidom has Washington seen a day of more stirring activity. An astonished Congress paid little attention to any other subject during the day and officials generally, few of whom had known the order was imminent, talked of little else. Dr. Garfield was the center of attention during the day, his office was swamped with telephone calls in the afternoon when he was held before a Senate committee and tonight when he finally issued the order.

The order as signed and sent out tonight to state fuel administrators for enforcement contained but few changes from the form of an abstract given out by the fuel administration last night. Nor did it clear up to any great extent the confusion resulting from lack of detailed explanation.

Industries Exempted. A supplementary statement issued with the order embraced a list of industries engaged in war work which will be exempted from the order. It includes shipyards engaged in naval work, few plants turning out munitions for the army and navy, and portions of plants producing tubing. The list was prepared by Secretaries Baker and Daniels.

Although no formal announcement was made the shipping industry has been assured that all shipyards will be exempted.

Congress in Uproar. Congress was in an uproar from the time it assembled until it adjourned tonight. The Senate resolution passed 50 to 19, after many senators had denounced the order as unwise and unnecessary. In the House objection prevented consideration of the resolution, but it was the subject of an acrimonious debate.

Dr. Garfield was called before the Senate committee which has been investigating the coal shortage to explain the necessity of the order. Shortly after noon he heard of the stir in the Senate and hurried to the Capitol. In the midst of debate over Senator Hitchcock's resolution the committee met and decided to call him. Senator Reed, the chairman, asked on the floor that consideration of the resolution be postponed until Dr. Garfield was questioned in his office.

Repeal of Lever Bill Talked. Tonight it was indicated that an appeal might be made to President Wilson. The suggestion also was heard that the food control bill, under which Dr. Garfield acted, might be repealed, but there appeared little prospect that this could be done since it hardly could be accomplished before the five-day period was over.

Many senators insisted that the fuel administration was exceeding its authority and that it could not prevent the owner of fuel from using stores in his possession. Fuel administration officials, however, pointed to provisions of the act imposing heavy penalties on any one who violates regulations. President Wilson may prescribe under the act.

All Fuel Included. Although first interpretations of the order indicated that its provisions would not apply to the use of wood, gas and other forms of fuel, tonight it was declared that all fuel of every description would be interfered with in any way.

A lengthy statement issued tonight justifying his action, Dr. Garfield declared that the fuel administration (Continued on Page Three)

Hundreds of Ships Tied Up At Ports Unable To Sail

GARFIELD'S ORDER

Washington, Jan. 17.—The text of Fuel Administrator Garfield's drastic order restricting the use of fuel follows:

Regulation making provision for a more adequate supply of fuel for railroads, domestic consumers, public utilities, and for other uses necessary to the national security. The United States fuel administration, acting under the authority of an executive order of the president of the United States dated Aug. 23, 1917, appointing said administrator in furtherance of the purposes of said order and of the purposes of the act of Congress therein referred to, approved August 10, 1917, and finding it essential effectively to carry out the provisions of this act, to make provision for a more adequate supply of fuel for railroads, domestic consumers, public utilities and for other uses necessary to the national security in certain parts of the United States hereby make and prescribe the following regulations:

Section 1. Until further orders of the United States fuel administrator, all persons selling fuel in whatever capacity shall in filling their contracts or orders now on hand give preference to necessary current requirements of railroads, domestic consumers, hospitals, charitable institutions, army and navy cantonments, public utilities, by-product coke plants supplying gas (Continued on Page Nine)

WORKING MEN TO BE HIT HARDEST

Gompers Doubts the Five-Day Suspension is Wisest Means of Relieving Situation

THINKS 8-HOUR DAY BEST

Hopes Captains of Industry Will Not Let Employees Suffer Unnecessarily. Says Labor Will Not Waver in Loyalty.

Washington, Jan. 17.—Samuel Gompers, president of the American Federation of Labor, in a statement tonight declared that the workers of the nation will be the greatest sufferers from the fuel restriction order, but that they will "maintain their loyalty and stand despite their suffering and sacrifices which they may be called upon to bear."

Mr. Gompers expressed doubt that a five-day suspension of industry was the best way to meet the situation and suggested that a "wiser and more practical course" would have been to place all industries of the country upon an eight-hour basic work-day at least during the war.

"The shutting down of all industries for five consecutive days is only justified if based on immediate necessity, and I have some doubt that five consecutive days is the best measure," said Mr. Gompers. "It certainly seems a very radical measure to meet the problems of transportation."

"I am in receipt of a large number of telegraph protests from workers in several parts of the country, declaring that the effect of the orders will throw their men out of employment, that due to the high cost of living they have been unable to lay anything aside, and that their suffering during this period will be very great."

"In addition to this I am strongly of the opinion that to place the industries of the country on an eight-hour basic work day at least during the war and as a war measure would have been a much wiser and more practicable course than the creation of legal holidays which will mean holidays from Saturday afternoon until Tuesday morning."

"The workers, the masses of the people, will be the greatest sufferers from this new order. Others have been or will be able to hoard their needs and supplies. Of course, the working people of America will maintain their loyal stand despite their suffering and sacrifices which they may be called upon to bear; and yet, everything must be done to see that they are not made to suffer unnecessarily."

Tens of Thousands of Tons of Goods Can't be Moved Until Bunker Coal is Supplied

GARFIELD EXPLAINS ORDER

Worse Than Useless to Continue Manufacture When the Railroads Are Choked

CLEAR DECKS, START ANEW

Coal Plentiful at Mines, But There is Shortage of Cars

Washington, Jan. 17.—Fuel Administrator Garfield's statement in explanation of his order follows:

"The most urgent thing to be done is to send to the American forces abroad and to the allies the food and war supplies which they vitally need. War munitions, food, manufactured articles of every description, lying in Atlantic ports in tens of thousands of tons, where literally hundreds of ships, loaded with war goods for our men and the allies, cannot take the seas because their bunkers are empty of coal. The coal to send them on their way is waiting behind the congested freight that has jammed all terminals."

"It is worse than useless to bend our energies to more manufacturing when what we have already manufactured lies at sidewater congesting terminal facilities, jamming the railroad yards and sidetracks for long distances back into the country. No power on earth can move this freight into the war zone where it is needed until we supply the ships with fuel."

"Once the docks are cleared of the valuable freight for which our men and associates in the war now wait in vain, then again our energies and power may be turned to manufacturing, more efficient than ever, so that a steady and uninterrupted stream of vital supplies may be this nation's answer to the allies' cry for help."

"It has been excess of production in our wartime speeding up that has done so much to cause congestion on our railroads; that has filled the freight trains; terminals congested; harbors with shipping frozen in, accreted and canals impassable; it was useless to continue manufacture and pile confusion on top of confusion."

"A clear line from the manufacturing establishments to the seaboard and beyond—that was the imperative need. It was like soldiers marching to the front. The men in the foremost ranks must have room to move."

"More than a shock was needed to make a way through the congestion at the terminals and on the docks so that the aid so vitally needed by the allies could get through."

"The incidental effect of this transportation bottleneck on coal production has been disastrous. There is and always has been plenty of fuel, but it cannot be moved to those places where it is so badly needed while railroad lines and terminals are choked. Throughout the coal fields, scores, even hundreds of mines are lying idle because of railroad inability to supply the cars to carry away their product. Coal mines cannot operate without cars. Cars cannot be supplied while the railroads are crippled by the present freight congestion which keeps idle cars lying useless in the freight yards."

FUEL RESTRICTION ORDER SUBJECT TO STORMY CRITICISM

Wave of Indignant Protest Against Such Drastic Action Sweeps Over Congress

SENATE ASKS SUSPENSION

Resolution, However, is Passed Too Late to Change Dr. Garfield's Order

Washington, Jan. 17.—A wave of indignant protest against the government's drastic fuel restriction order which swept over Congress today culminated in the adoption by the Senate tonight, 50 to 19, of a resolution requesting a five-day suspension of the order. Efforts to get a vote on a similar resolution in the House were blocked by objection.

Hours were spent in stormy debate in both Senate and House, members vehemently characterizing the fuel administrator's step as "antithetical to national calamity" and "industrial paralysis." Partisan lines were largely disregarded, particularly in the Senate, and when it became apparent that the order was going into effect in spite of the Senate request plans were laid for submitting an appeal directly to President Wilson tomorrow.

Disrespect to Senate. "Issuance of the order tonight was a great disrespect to the Senate," said Senator Hitchcock, author of the resolution adopted, "but I do not see how Congress can now act to suspend their operation. I hardly see what further step can be taken by Congress, except by appeal to the President in time to stay their execution."

Suspension or repeal of that part of the Lever food control law under which Fuel Administrator Garfield acted was one of the proposals considered by members of Congress today. Senator Hitchcock said, and might be brought up tomorrow, although the necessary bill or resolution hardly could be passed by both houses in time to have any effect.

Congress, flooded by telegrams of protest from business interests, gave over practically the entire day to the subject. Resolutions requesting postponement were introduced in the Senate by Mr. Hitchcock, a Democrat, and in the House by acting Republican Leader Gillett.

It was 6 o'clock and just about the time the fuel administrator's formal order was made public that the Senate adopted the Hitchcock resolution. The resolution adopted by the Senate 50 to 19 follows:

"Resolved, That the fuel administrator of the United States be and he is hereby requested to delay for five days the order suspending the operation of industrial plants in order that protests may be heard, investigation made and information presented."

The vote on the Hitchcock resolution follows: For resolution: Democrats—Bankhead, Beckham, Gerry, Gore, Hitchcock, McKellar, Martin, Owen, Pomeroy, Reed, Saulsbury, Shields, Smith of Maryland, Smith of South Carolina, Stone, Swanson, Thomas, Tillman, Untch. (Continued on Page Two)

Thirty-Eight Officers Are Reported Killed in Mutiny Of German U-Boat Crews

(Associated Press War Summary.) Another mutiny is declared to have broken out recently at Germany's naval base at Kiel. The trouble started among members of crews of submarines who lately are reported to have been dissatisfied with the lack of success and the dangers of the submarine campaign. Men from cruisers are declared to have joined in the fray in which 38 officers are reported to have been killed.

On the fighting fronts in France and Belgium the hostilities continue below normal. In Italy the Austrians again have attempted to recapture bridgehead positions taken from them by the Italians Monday. As in similar attacks the enemy was defeated and suffered heavy casualties.

Two British torpedo boat destroyers have been lost on the Scotch coast during a storm. Only one man of the crews was saved.

The vessels ran aground on the Scotch coast and were totally wrecked and all hands on board were lost except one man.

TWO BRITISH DESTROYERS ARE LOST IN SNOWSTORM

London, Jan. 17.—The British admiralty announces the loss of two torpedo boat destroyers in a violent gale and a heavy snowstorm last Saturday night.

CREW OF DANISH SHIP IS LANDED ON CANARY ISLANDS

Washington, Jan. 17.—The crew of a Danish vessel, the Hulda Manerik, which was torpedoed by a German U-boat January 10, has arrived at Las Palmas, Canary Islands, according to reports.

Lines to the larger coal mines have been opened by snow plows but the way still is closed to scores of small ones. Freezing weather and snow not only have prevented loaded cars being hauled away as fast as usual but has hindered the return of empty cars.

This reduced loading will become most apparent the first part of next week. It is understood that the fuel restriction order was prompted partly by anticipation of this curtailed coal delivery. However, the railroad administration is said not to have suggested to order officials of the department taking the attitude that the railroads are doing all in their power to deliver coal and that they are concerned only secondarily in distribution and conservation.

Director-General McAdoo said tonight the railroads would co-operate in carrying out Fuel Administrator Garfield's order by moving coal to localities needing most.

As a step toward pooling of motive power facilities in the coal emergency, the director-general today ordered locomotive builders to deliver all complete being prepared with the approval of Director-General McAdoo. The house committee considering the administration railroad bill was told today by John B. Payne, representing Mr. McAdoo, that the amendment will be ready tomorrow.

Both house and senate committees continued today to hear representatives of short lines, who urged amendment of the bill so as to authorize the president to adjust the compensation to be paid the short lines where it is found the three-year basis would prove inadequate.

WOULD MAKE ALL POSTAL SAVINGS INTEREST BEARING

Washington, Jan. 17.—All postal savings deposits would be made interest bearing and the amount a depositor may have to his credit raised from \$1,000 to \$5,000 exclusive of accumulative interest, under a bill urged by Postmaster General Burleson and favorably reported to the house today by the postoffice committee.

Gift to White House

Washington, Jan. 17.—Miss Mary Custis Lee, daughter of General Robert E. Lee, also a direct descendant of Martha Washington, has enriched the White House collection of presidential china with a delicate sugar bowl and cover and a large coffee saucer from the set of china which French officers are said to have given the lady of the executive mansion at the close of the American revolution.

Dogs Have Bad Day

Calhoun, Ala., Jan. 17.—Heavy grounds and peculiar weather conditions made the going bad for the dogs in the derby today of the national field trials club at their preserves here. The birds did not stir and only a few dogs showed sufficient merit for the second series, which will be run off tomorrow.

WAR COUNCIL IS PROPOSED IN BILL

Director of Munitions Would be Appointed to Have Control of All War Supplies

WAY TO MINES BLOCKED INDEPENDENT OF CABINET

Council Would Be Under the President. Senate Sub-Committee Is Now at Work Drafting the Proposed Legislation.

Washington, Jan. 17.—Framing of legislation contemplating drastic changes in the government's war machinery, including creation of an American war council similar to those of England and France and a director of munitions was begun today by the senate military committee.

Two bills—one proposing the war council of five members, including the secretaries of war and navy and three civilians appointed by the president, and a second to centralize munitions control in a director of munitions—were prepared today by a sub-committee consisting of Chairman Chamberlain and Senators Hitchcock and Westworth. The munitions director measure is planned to present to the committee tomorrow and immediately introduce it in the senate for early consideration, with the other bill to follow soon after.

Senator Chamberlain announced tonight that the committee virtually had agreed upon the two bills, in lieu of his measure for a separate department of munitions with a new navy subcommittee. The attitude of the administration toward them has not been disclosed. President Wilson and Secretary Baker opposed the original Chamberlain bill. The plan of the committee for the war council is to have it under the president but wholly independent of the cabinet.

"It would sit with and advise the president in forming broad policies, similar to the British war cabinet and the French war ministry," said Chairman Chamberlain. "It would give coordination now lacking in central direction of all the governments' war operations."

The bill to establish a director of munitions is modeled after the British law. The committee proposes that the director should be subordinate only to the war council and the president and not the cabinet, taking over many supply functions of the war, navy, shipping and other branches. The director would have control of all war supplies, their production, purchase, transportation and distribution.

LENINE ORDERS THE ARREST OF KING FERDINAND

Bolsheviki Propose to Imprison the Rumanian Monarch in the Russian Capital

PEACE STILL FAR AWAY

Teutons and Russians Deadlocked, With Latter Showing No Signs of Giving In

Petrograd, Wednesday, Jan. 16.—Premier Lenine today signed an order for the arrest of King Ferdinand of Rumania, who is to be sent to Petrograd for imprisonment in the fortress of St. Peter and St. Paul.

The order for the king's arrest describes in detail the way in which it is to be carried out and in which the king is to be guarded. The Bolsheviki believe they have sufficient forces on the Rumanian front to carry it out. The order which is signed by Premier Lenine, calls upon Russian soldiers and officials on the Rumanian front to arrest the king and deliver him in Petrograd on board a special train for imprisonment. It constitutes the latest development in connection with the alleged starving of Bolsheviki troops by Rumanian forces which led to the arrest of Minister Diamandi and the sending of an ultimatum to Rumania demanding the punishment of the officials responsible.

The order for the arrest of the king describes in detail the way in which he is to be handled and guarded on the way to Petrograd. The attitude of the Bolsheviki in this respect appears to be serious in which they believe they have sufficient forces on the Rumanian front to carry out their threat. No reply to the ultimatum has thus far been received from Rumania. The diplomatic corps met at the American embassy at the call of Minister Diamandi who explained their treatment while under arrest and urged vigorous protest.

STUMBLING BLOCK REACHED IN THE PEACE DISCUSSIONS

The Teutonic allies and the Bolsheviki are still deadlocked over the question of peace terms. The stumbling block, evidently is the evacuation of occupied territory, demanded by the Russians in order that the inhabitants may have a free rein in expressing their desires as to their future government. An official German statement says the Russian proposals regarding evacuation are so divergent from the ideas of the central powers in their present form as to be unacceptable to Germany and her allies. The Russians are described as having taken an uncompromising attitude in the matter and not treating with the Teutons on a just basis.

Seemingly as giving finally to their previously expressed intention with regard to the evacuation of occupied territory, the German cabinet said the withdrawal of the Austrian and German troops while the war continues is impossible. In an endeavor to placate the Russians, however, it is stated that if military conditions permit, the German forces may be reduced to such numbers as are necessary to maintain (Continued on Page Two)

THIRD LIBERTY LOAN IN MARCH FORECAST

New Issue of Treasury Certificates is Announced

Totals \$400,000,000 and Subscriptions Will be Received by Reserve Banks Until January 20—Bear Four Per Cent.

Washington, Jan. 17.—As the first financial step in preparation for the third Liberty loan, Secretary McAdoo tonight announced a new issue of \$400,000,000 of certificates of treasury indebtedness, bearing 4 per cent from Jan. 22 and payable April 22. Subscriptions will be received by federal reserve banks at par and accrued interest until Jan. 29 and payment must be made by that date. The certificates will be received in payment of third Liberty loan subscriptions.

This arrangement indicates that the first payment on the third Liberty loan will be on or about April 22 and that if the same plan of installment payments is maintained for the third as for the second loan the bond selling campaign will be in March. For the second loan, the first payment was made two weeks after the close of the month's campaign. For the first time since the United States started its big war financing movement, subscriptions will be received simultaneously for two current issues of certificates, since an issue of so-called tax certificates is still open. The interest rate is the same as on other recent issues.

On the latest issue, Secretary McAdoo reserved the right to reject any subscriptions, to allot less than the amount applied for, to close the subscription books at any time and to redeem the certificates at face value. The certificates will be in denominations (Continued on Page Two)

ROSE EDWARDS GETS OFFER OF MARRIAGE

Georgia Man Willing to Come at Once to Fayetteville

Judge Connor to Impose Revised Sentence on the Girl This Morning, But Can Take No Cognizance of Marriage Offer.

(Special Star Telegram.) Fayetteville, Jan. 17.—Judge H. L. Cook, leading counsel for Rose Edwards, the pretty 19-year-old girl who was sentenced to 30 years in the state prison Tuesday after she had assumed the greater part of the blame for the death of Angeles Moutos to protect Leon Sturm, her companion, and later told Judge Connor that Sturm had forced her to do this, stated tonight that Miss Edwards has had an offer of marriage from a man in Georgia who wrote the girl that he is willing to come at once to Fayetteville and marry her if the judge will allow him.

Judge Connor will impose a revised sentence on the girl at 9:30 o'clock tomorrow morning and Miss Edwards' would-be fiancé cannot reach here by that hour. Judge Connor could not take cognizance of the offer of marriage. The girl's counsel said tonight, though, the attorney is confident that the sentence will be a light one in view of Miss Edwards' revelation of the true story of the crime yesterday. The situation is further complicated by the fact that the court will adjourn tomorrow.

The Georgia man, whose name was withheld, has been in correspondence with the girl for some time and has been writing letters of sympathy offering her financial assistance in her trouble. He is said to be a man of good character.

WILMINGTON FIRM CHARTERED.

Jones Motor Sales Co., \$10,000 Capital Big Bladenboro Concern. (Special Star Telegram.) Raleigh, Jan. 17.—The Jones Motor Sales Co. of Wilmington received a charter today with \$10,000 capital authorized and subscribed by C. H. Jones, J. I. Chickery, and A. B. Sample for a general automobile sales and garage business. There was also a charter for the Bridger Corporation, of Bladenboro, capital \$200,000 authorized and \$50,000 subscribed by R. L. Bridger, H. C. Bridger, Sr., R. C. Bridger and others for a general fertilizer manufacturing business.