

Fair and continued cold Wednesday; Thursday partly cloudy with rising temperature.

"HEATLESS" MONDAY PROGRAM WILL NOT BE ABANDONED NOW

Throughout Most of the East There is on Hand But One Day's Supply of Coal

THE SITUATION ALARMING

Northern States Are in the Grip of the Coldest Weather in a Generation

TRAFFIC CONDITIONS WORSE

Closing Order Will Not be Lifted Until Weather Moderates

Decision Reached at Conference

The conclusion to continue the closing was reached at a conference between Fuel Administrator Garfield and Director General McAdoe, attended by dozen state fuel administrators.

Decision Reached at Conference

The conclusion to continue the closing was reached at a conference between Fuel Administrator Garfield and Director General McAdoe, attended by dozen state fuel administrators.

Decision Reached at Conference

The conclusion to continue the closing was reached at a conference between Fuel Administrator Garfield and Director General McAdoe, attended by dozen state fuel administrators.

Decision Reached at Conference

The conclusion to continue the closing was reached at a conference between Fuel Administrator Garfield and Director General McAdoe, attended by dozen state fuel administrators.

Decision Reached at Conference

The conclusion to continue the closing was reached at a conference between Fuel Administrator Garfield and Director General McAdoe, attended by dozen state fuel administrators.

Decision Reached at Conference

The conclusion to continue the closing was reached at a conference between Fuel Administrator Garfield and Director General McAdoe, attended by dozen state fuel administrators.

Decision Reached at Conference

The conclusion to continue the closing was reached at a conference between Fuel Administrator Garfield and Director General McAdoe, attended by dozen state fuel administrators.

Decision Reached at Conference

The conclusion to continue the closing was reached at a conference between Fuel Administrator Garfield and Director General McAdoe, attended by dozen state fuel administrators.

Decision Reached at Conference

The conclusion to continue the closing was reached at a conference between Fuel Administrator Garfield and Director General McAdoe, attended by dozen state fuel administrators.

Decision Reached at Conference

The conclusion to continue the closing was reached at a conference between Fuel Administrator Garfield and Director General McAdoe, attended by dozen state fuel administrators.

Decision Reached at Conference

The conclusion to continue the closing was reached at a conference between Fuel Administrator Garfield and Director General McAdoe, attended by dozen state fuel administrators.

Decision Reached at Conference

The conclusion to continue the closing was reached at a conference between Fuel Administrator Garfield and Director General McAdoe, attended by dozen state fuel administrators.

Decision Reached at Conference

The conclusion to continue the closing was reached at a conference between Fuel Administrator Garfield and Director General McAdoe, attended by dozen state fuel administrators.

Decision Reached at Conference

The conclusion to continue the closing was reached at a conference between Fuel Administrator Garfield and Director General McAdoe, attended by dozen state fuel administrators.

Bolshevik Headquarters Occupied and Krylenko Arrested by the Poles

Amsterdam, Feb. 5.—A wireless dispatch received at Berlin from Kiev says that the Poles have occupied Mohilev, the Russian main headquarters, and have arrested Ensign Krylenko, the commander-in-chief of the Russian Bolshevik forces, and his entire staff. The message adds that the Bolshevik uprising at Kiev has been suppressed by the Ukrainians.

Petrograd, Saturday, Feb. 2.—Tartar forces have occupied Yalta, in the government of Tarsien, and are advancing on Sebastopol, Russia's chief fortress and naval base on the Black Sea, according to a dispatch received by the Petrograd Evening Post from Sebastopol.

The dispatch adds that the Tartars are dealing mercilessly with red guards, sailors and soldiers.

NORWAY RESOLVED TO STAY NEUTRAL

Declines to Accept American War Trade Board's Proposal Regarding Supplies

NATION LEADS FOR BREAD

Note Emphasizes the Benefits United States and the Allies Have Received by Norwegian Commercial Shipping.

Christiania, Feb. 5.—Norway's reply to the proposals from the American war trade board regarding supplies, published today, emphasizes the firm resolve of the Norwegian people and government to remain neutral.

"Norway in her commercial policy cannot break with one belligerent," the reply says, "without imperiling her general neutrality."

"The Norwegian government entertains no doubts that the United States and her allies will understand Norway's difficult situation. Norway justly claims that the country should not go without bread, thus being confronted with the alternative of complete distress, or an agreement that might endanger her neutral position and possibly expose the country to war which in return would mean the destruction of the Norwegian people have taken centuries to build."

The reply also emphasizes the important benefits rendered to the United States and her allies by Norwegian and especially by Norwegian commercial shipping which have been attended by great sacrifices in human life and ships.

The reply points out that Norway has no objection to the United States so far as she can reconcile this with her vital interests, saying:

"Norway offers to the United States and the allies the greater part of her exports in return for supplies necessary for her national health and productivity."

TO CONTROL PROPERTY OF INTERNED GERMANS

Presidential Proclamation Extends Scope of the Trading With the Enemy Act.

Washington, Feb. 5.—President Wilson by proclamation today included under the term "enemy" in the trading with the enemy act all enemy aliens who have been permanently interned by the war department.

The effect of the proclamation is to enable the alien property custodian to take over and manage the property of enemy aliens of means who have been permanently interned, thus eliminating any possibility of their carrying on from the internment camps trading activities which might be inimical to the interests of the United States.

In an explanatory statement issued by A. Mitchell Palmer, alien property custodian, it is pointed out that the proclamation is limited to a small class of enemy aliens and does not include in its scope an enemy alien under arrest in a local jail, who has not been transferred by the war department, nor an enemy alien on parole.

Mr. Palmer also points out that it is not the policy of the government to interfere with the property of those who have been found to be dangerous and who have been transferred to the war department for permanent detention.

To Run Second Series.

Grand Junction, Tenn., Feb. 5.—An announcement was made by the judges in the national championship trials here today that none of the dogs' work had been of such a character as to name a winner and would necessitate a second series, which will be run tomorrow, the winner of the 1918 championship probably will be named at the conclusion of the series.

UNION MEN SAY MANAGEMENT OF ROADS IS ROTTEN

Contend Railroad Traffic Congestion is Caused by Inefficient Operation

DEMAND WAGE INCREASES

Charge Effort is Being Made to Discredit Adamson Law and Federal Control

Washington, Feb. 5.—Inefficient operation of the railroads resulting in traffic congestion with its attendant evils, was charged by union labor leaders at a hearing today before the railroad wage commission to a desire on the part of the management of the systems to discredit the 8-hour law and to make a failure of government control.

This situation, the commission was told by W. G. Lee, head of the trainmen; A. B. Garretson, head of the conductors, and other witnesses explained why the transportation system of the country, including such roads of splendid record as the Pennsylvania, suddenly collapsed.

"Rotten Railroad Management." The brotherhood leaders used such vigorous expressions as "rotten railroad" to convey their opinion of the way the business has been carried on since the government took charge of the roads, not to produce scores of instances of delayed crews, changes in personnel and misuse of rolling stock to prove their statements.

The ordinarily quiet course of such a hearing was ruffled from the very outset. Lee and Garretson, appearing to present the claims of their brotherhoods for wage increases, found several railroad representatives present and entered an immediate protest declaring they did not propose to deal with two sets of employers. The commission explained that the railroad men were there by special invitation to supplement, not to antagonize the information presented by the employees.

Claims Overtime Tripled. This question hardly had been smoothed over before discussion of the roads precipitated charges by Lee that the managements were doing their utmost to discredit both. He said overtime has been doubled and tripled to make the effect of the Adamson law more expensive and to represent that the workers were obtaining large wage increases. Furthermore, he declared that every effort was being made to handicap transportation to create dissatisfaction with the government's part in the business.

"I would go back to about four banks in New York if I wanted to find out the real cause for this," he said. Asked how he thought the alleged results had been accomplished, he said he thought "the word had been passed down the line" that overtime was to be increased greatly. He did not think there had been a conspiracy "from the presidents down to the dispatchers" to delay trains under government supervision, but insisted sufficient persons were interested to that end to obtain what they desired. He referred to train dispatchers as "train delayers."

Lane Doesn't Think It "Natural." Secretary Lane, chairman of the commission, asked numerous questions concerning the union leaders' allegations and wanted to know if he meant (Continued On Page Three)

HURLEY'S TRIP HERE POSTPONED FEW DAYS

Shipping Board Chairman Can't Get Away from Capital

But He Will Come Within Week or 10 Days—Assures Overman of His Readiness to Use Port—Cowan Coming to City.

By PARKER R. ANDERSON.

Washington, Feb. 5.—Edwin N. Hurley, chairman of the federal shipping board, told Senator Overman today, that urgent business in connection with the board would prevent his leaving Washington this week for Wilmington and other southern ports to inspect sites for the location of government shipyards, but that he would certainly make the trip within the next week or ten days.

It is thought that Mr. Hurley will make his first stop at Wilmington and go on to other southern cities. It is considered that Wilmington will be selected as one of the places for building ships to the south. Mr. Hurley has given Senator Overman every encouragement and has told him on several occasions that he believed that ships should be built in the south and that Wilmington will be one of the cities selected if a suitable site can be furnished by the city.

James H. Cowan, commercial agent for Wilmington, says that the best sites in the country will be offered Mr. Hurley when he comes to Wilmington.

Mr. Cowan left for Wilmington and other Carolina points tonight to talk ship building with interested people in the state.

AMERICAN TROOPS FOLLOWING A BARRAGE



"AMERICAN GUNS BOOMING ALL ALONG THE FRONT"

The reader can plainly see by the above illustration that the American soldiers are doing their bit at the front in France. According to recent cable despatches, the United States soldiers are more than holding their own against the Boches.

PRESIDENT TAKES UP SHIP PROBLEM

Discusses Every Phase of the Question in Conference With Chairman Hurley

CARGO SPACE THE NEED

There Are Transports Sufficient For Hauling Troops, But the Great Problem Is Keeping Them Supplied Abroad.

Washington, Feb. 5.—President Wilson took up personally the shipping problem tonight and at a conference with Chairman Hurley of the shipping board went into the great problem of procuring tonnage for the movement of American troops and supplies overseas.

Every phase of the question was discussed, including the progress of the government building program, plans for obtaining allied ships for transporting soldiers and negotiating with European neutrals for tonnage to release American vessels for transatlantic service. The president was particularly interested in the proposal to obtain additional ships by reducing imports from one-half.

Problem In Transporting Supplies. A full realization of the full extent to which America's troop movement to France depends on tonnage has come not only to this government, but to the allies as well and it was indicated today that one of the chief topics at the recent session of the supreme war council at Versailles was that of finding ships for that purpose. A big American army is substantially ready to go, but before it is sent the war department wants to be assured it can be supplied. Ships are available to transport the men; the problem is to build during the year anywhere from three to six million tons more.

Harris Is Optimistic. While Chairman Hurley was preparing for the president today a complete report on the shipping situation, civil engineering Frederick R. Harris of the naval bureau of yards and docks, who for three weeks was general manager of the emergency fleet corporation of giving a general investigating committee an optimistic view of shipbuilding progress. It is possible, Mr. Harris said, for the government to complete this year its original program of 5,000,000 tons of construction.

The president was told by Mr. Hurley that bad weather in January cut construction of commandeered ships fully 80 per cent. The shipping board's plans for building up a great shipyard workers' reserve and for obtaining more work out of shipyard labor at present engaged were outlined. Recruiting for the reserve is progressing well and speakers are starting out to visit the yards to appeal to the men to do their best as a patriotic duty.

The plan to cut imports from South America and the Orient to release ships for transporting troops and supplies has been worked out at the shipping board. The class of imports to be reduced will be left largely to the war trade board which is in control of both imports and exports. The shipping board will advise the trade board as to the number of neutral vessels (Continued on Page Two).

Impending German Attack Nipped By the Americans

Lively Shelling and Much Aerial Activity Occur on Sector Held by Americans

With the American Army in France, Feb. 5 (By The Associated Press).—The mist lifted from the American sector Tuesday afternoon, with the result that there was fairly lively shelling at several points as well as considerable aerial activity. Several airights occurred above the trenches and anti-aircraft guns on both sides were extremely busy.

GIVE PRESIDENT FINAL AUTHORITY

House Interstate Commerce Committee Agrees to Let Him Fix Railroad Rates

RAILROAD BILL AMENDED

Complaints Would Be Made to Interstate Commerce Commission and It in Return Would Submit Findings to President.

Washington, Feb. 5.—The house interstate commerce committee voted today to place final authority in fixing railroad rates during the period of government control in the hands of the president.

An amendment to the administration railroad bill offered by Chairman Sims and adopted by a vote of 10 to 8, provides that the president may initiate rates subject to review and alteration by the interstate commerce commission upon complaint either of shippers or the carriers. A similar amendment was lost in the house committee today on a tie vote, 9 to 9.

While the senate committee was considering this section, members who had conferred with the president said "shall hold hearings and submit its findings to the president for such action as he may deem required in the public interest."

As amended by the senate committee and introduced in the senate the bill provides that the president may initiate rates subject to review and alteration by the interstate commerce commission upon complaint either of shippers or the carriers. A similar amendment was lost in the house committee today on a tie vote, 9 to 9.

The only other important change made in the measure today by the house committee was to eliminate the section referring to disability compensation for railroad employees. The committee expects to complete the bill tomorrow and Chairman Sims will introduce it in the house as soon thereafter as possible.

Senate consideration of the measure probably will begin next week. Chairman Smith, of the senate committee, plans to file his report Thursday and call up the measure in the senate after the soldiers' and sailors' civil relief bill is disposed of. Senate leaders believe the bill can be passed within two or three weeks, although sharp debate is expected.

Another Loan to France. Washington, Feb. 5.—Allied credits were increased today to \$4,684,400,000 by a loan of \$150,000,000 to France. The funds will be spent largely in this country for military purposes.

DEBATE ON U. S. WAR EFFICIENCY TO BE PROLONGED

Controversy in the Senate Probably Will Continue Into Next Week at Least

BAKER RE-APPEARS TODAY

Wadsworth Speaks in Behalf of Bill for War Cabinet and Munitions Director

Washington, Feb. 5.—Developments today promised indefinite extension of the controversy in the senate over American war efficiency and the military committee's bill for a war cabinet and munitions director.

Senator Wadsworth, a republican committee member, delivered a prepared speech in behalf of the proposed legislation, criticizing what he described as utter lack of system and comprehensive planning in the government's war activities. There were no replies today by administration spokesmen but several expect to speak tomorrow, and in spite of efforts to curtail the agitation, so many senators have indicated their intention to prepared addresses on one side or the other that the discussion probably will continue into next week at least.

To Support Administration. Senator Snedden, democrat, and Senator Kirby, a democratic committee member, plan to speak tomorrow, the former to attack the constitutionality of the committee's measures and the latter to defend the army's operations in a review of the committee's evidence. Senators McKellar, democrat, and Weeks, republican, both committee members, are framing addresses in support of the legislation.

Further disclosures of the government's military program are expected tomorrow when Secretary Baker reappears before the military committee for cross-examination. The secretary's statement to the committee last week that half a million men would be in France early this year and another million in readiness to go, having been attacked yesterday by Senator Hitchcock as "absolutely preposterous" and "wildly exaggerated" because of lack of shipping, Mr. Baker may give the committee information on which he based his assertions. He will be questioned about various phases of his statement, and will be asked to go into details concerning his reorganization of the war department, the manufacture of ordnance, the aviation program and other subjects.

In anticipation of a crowd of spectators at the hearing, the committee has arranged to secure the large room in the senate office building where Mr. Baker appeared last week.

Declares System Responsible. Senator Wadsworth, in his address today, declared that the system and not individuals is responsible for present conditions which, he said, "cruelly handicap" the government and preclude business-like team-work on the part of bureaus and various official organizations constituting a "conglomeration of ambitious and scattered agencies." He insisted that a war cabinet or similar body under some other name is essential, because it is physically impossible for the president to co-ordinate the government's functions.

The senator denied that the legislative war was designed to or would result in interference with the president's authority.

MAY TRAIN AMERICANS ON THE BRITISH FRONT

Advisability of Placing Them in Flanders Discussed

Gen. Bliss Has Taken the Matter Up With British Officials—Secrecy of Shipping Facilities Is the Reason.

Washington, Feb. 5.—In view of the difficulty in finding ships to put American fighting power in France, General Bliss, representing the United States at the military sessions of the supreme war council, is considering with British officials the advisability of starting a flow of American battalions through the British training system to front line trenches in Flanders.

This project, it was learned today, has been talked over in various forms, one of the concrete proposals being that 150 battalions be assigned for such training.

Congestion at the American embarkation ports in France lies back of the suggestion. By diverting certain units to British ports, passing them through the British system and finally transferring them to Gen. Pershing's army it has been urged that a considerable body of men could be trained and put on the firing line who otherwise could not be sent forward for months.

It is known that profifers of British and French ships to carry American troops have accompanied urgent requests for more tonnage.

Discontent Still Exists. In Germany, according to the latest advice, although discontent is laid (Continued On Page Two)