

NATION'S RAILROADS TO BE OPERATED AS ONE GREAT SYSTEM

Director General McAdoo Orders Immediate Pooling of All Equipment

PROMPT ACTION TO RELIEVE CONGESTION

Atlantic Coast Line and Seaboard Will Be Operated as Double Track Line—Assistants Named

(By United Press)
Washington, Dec. 29.—The immediate pooling of all railroad equipment was tonight ordered by Director-General McAdoo.

In formal notification to all railroads, he also directed that all railroads shall be operated as one national system of transportation.

At the same time he announced his appointment to his temporary administrative staff, Walter D. Hines, New York, was appointed assistant to the Director-General. Alfred H. Smith, of New York, was appointed assistant to the Director-General in charge of transportation in the trunk line east of Chicago, and north of the Ohio and the Potomac rivers. Immediate steps toward pooling, car floats, lighters, and other facilities for distributing traffic in New York harbor, including parking facilities now controlled by individual railroads, also was ordered.

The Interstate Commerce Commission was requested to make an investigation of conditions existing on all trunk line railroads in Eastern territories.

Presidents of the Pennsylvania, Erie, Baltimore and Ohio, Lackawanna, New Jersey Central and Lehigh Valley railroads likewise were instructed to make an immediate study of terminal facilities on the New Jersey water front at the port of New York.

A report recommending necessary readjustments of passenger and freight schedules to relieve congestion at these terminals was ordered "as quickly as possible."

McAdoo's order directed establishment of through routes where necessary. Railroads were directed to "share" and transportation routes where needed and transportation would be hindered. All traffic agreements between carriers which might interfere with expeditious movements of freight were ordered abrogated.

The order follows:
"All officers, agents and employees of such transportation systems may continue in the performance of their regular duties, reporting to the same officers, heretofore and on the same terms of employment."

"Any officer, agent or employee desiring to retire from his employment shall give the usual and reasonable notice to the proper officer to the end that there may be no interruption or impairment of the transportation service required for the successful conduct of the war and the needs of general commerce."

"All transportation systems shall be operated as a national system of transportation and the common end national needs being in all instances held paramount to any actual or supposed corporate advantage."

"All terminals, ports, locomotives, rolling stock and other transportation facilities are to be fully utilized to carry on this purpose without regard to corporate ownership."

"The designation of routes by shipper is to be disregarded when speed and efficiency of transportation service require the use of other routes."

"Traffic agreements between carriers are not to be permitted to interfere with expeditious movements."

"Through routes which have not heretofore been established because of local prejudice or other causes are to be established and used whenever expedient and efficiency of traffic will be thereby promoted; and if difficulty is experienced in such through-routing, notice thereof shall be given to the Director by wire."

"The existing schedule of rates and the existing orders for interstate commerce are to be observed, but any such schedule or rates or orders which may be found to conflict with the purposes of said proclamation are to be immediately discontinued, and the order shall be brought immediately to the attention of the Director."

In addition to the general pooling, General McAdoo emphasized that all terminal facilities in the Chicago district are to be operated "as a unit."

Walker Downer Hines, appointed (Continued on Page Five).

SWIFT CONTROLLED IN NEW ENGLAND PEACE PROPOSAL NOT YET RECEIVED

Heney Brings to Light Starting Methods Used on Independents

(By United Press)
Boston, Dec. 29.—It took just two days of sharp questioning and cross-examination by Francis J. Heney, counsel in the Federal Trade Commission's hearing on the packing industry situation here, to establish the fact that Swift and Company control almost every slaughtering and rendering plant in the New England area and also the hide market.

Armed with broad powers to investigate all conditions of the meat industry, the Commission here brought out startling facts regarding combination methods, all tending to force the small retail dealer and independent rendering and slaughtering companies either to sell out or lease to the controlling element.

It was shown that stores and plants throughout New England camouflaged under various names are directly under the control of the Swift interests.

The session of the investigation which closed today will be resumed here in the near future, Heney announced and there was promise of startling revelation in his carefully worded statement: "We have only scratched the surface."

Heney spoke with calm conviction and throughout the hearing he caused astonishment by his knowledge of facts of which even the witnesses, most of them meat dealers and rendering company officials—were ignorant.

Most of these facts will not cheer the big packing interests.

Witnesses told of mysterious threats, subtle intimations that freight delays would result from their refusal to listen to "reason," and of pools to control the trade and squeeze out the "little fellows."

It was shown that time after time independent plants fought against the combination, only to be overwhelmed or bought out in the end.

Dealers, in an effort to escape the influence of the controlling company, often changed to other markets, which in nearly every case turned out to be a change only in so far as location was concerned.

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Russian Proposition Will Not Be Favorably Received By the Allies

(By United Press)
Washington, Dec. 29.—Russia will find it impossible to place officially before the United States any peace proposals.

The State Department said tonight it could not accept such formally, and that while Ambassador Francis might forward them, "for the Department's information," they could not be accepted as coming from a recognized government.

Still another source of transmission for Russia, or for Germany if she seeks to put her terms before the Entente, would be the neutrals caring for German interests.

It is felt here, however, that Germany is trying to have Russia present the Brest-Litovsk proposals to the Allies and the United States in the hope that they will "catch on."

However, there exists here no spirit of acceptance. The United States and the Allies have set their terms as elimination of the German autocratic power to inflict militarism on an unoffending world. And, big though the task may be, all the nations are agreed to carry on until that goal has been achieved.

While a formal presentation of Germany's terms to the Entente would undoubtedly have to have "consideration," officials here said tonight again that this would not mean "favorable consideration."

The State Department declared positively today that thus far it has not had terms either Russian or German, except the cabled Swedish press versions of the Russian.

One effect of the Brest-Litovsk conference already manifest is the internal dissension in Germany. The Pan-Germans are clamoring against the "no annexations, no indemnities" formula, while in other groups the session has caused a deeper consideration of a general peace than anything to date.

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UNITED STATES IS EXPECTED TO STAY IN RAILROAD GAME

Belief Prevails that Roads Will Never Return to Private Ownership

McAdoo's FINANCING PLAN IS LAID OUT

Provide for a Government Corporation Similar to Shipping Board—Politics is the Only Danger Ahead

(By United Press)
Washington, Dec. 29.—The United States government is in the railroad business to stay, according to conviction voiced tonight by railroad executives, labor leaders and administration officials.

The second day of Director-General McAdoo's administration of the roads has convinced these executives, he plans to create an organization, the financial construction of which will prevent the roads ever returning to private ownership.

This conviction dominated railroad and Congressional circles today as McAdoo began his gigantic task of wresting war freight from congested terminals.

The railroad presidents' belief that eventual government ownership is certain was seen first in the announcement that they have refused the demands of the brotherhoods for wage increases, passing this problem up to President Wilson.

Later in an interview with the United Press, one of the highest railroad authorities in the country admitted that the lines will never return to private operation again. This authority expressed the railroad executives' views as follows:

That McAdoo's financing plan—through a government corporation to buy and sell bonds will constitute a structure which can never be untangled so as to permit resumption of private railroad operation.

That government ownership is wanted by the stockholders and will not prove disastrous unless McAdoo operates the systems with politicians—an eventuality the executives expect.

That in paying the employees higher wages the government will face a deficit at the end of the fiscal year.

That the railroad chiefs feel some sweeping control.

The United Press informant who made no effort to conceal his chagrin at the purposes of the government, said:

"The roads will never be unscrambled again after the war. Not a single person with any comprehension of the true situation expects that the government will turn back the lines to their former management. Government ownership is not a disaster. It will only be a disaster if politicians are put in the stead of practical railroad men."

"The stockholders want government ownership. They think only of dividends. Under the present arrangement their securities are practically guaranteed. What's the difference to them?"

That the railroad heads have given careful thought to compensation for their lines was indicated by this official discussing the probable basis for taking over the lines by the government.

The \$10,000,000,000 worth of bonds issued by American railroads is the least the railroads would accept, and he pointed out, not all of the equal amount of stocks could rightly be called "water."

There is good reason for believing that the brotherhoods placed their ownership views before President Wilson at last Thursday's conference when they renewed their wage appeals. The President was informed of the railroads' rejection of the demands and is understood to have approved the brotherhood leaders a settlement of their wage problems soon.

According to the railroad executives, McAdoo's financing plan is to form a government corporation, modeled along the lines of the shipping board, to deal in railroad securities. Such a corporation, it was pointed out, would be furnished with government capital. It would buy railroad bonds when, for government reasons, they could not be marketed to the public, and would later sell them like Liberty bonds when such financing would not interfere with war finances.

Leaders in both Houses are claiming certainty of government ownership after the war—and have already started framing legislation toward that end.

Railroad facilities, experts agree, are now from 25 to 30 per cent deficient compared with the necessary demands and with the value of the roads estimated at \$15,000,000,000, some idea of the amount of money needed to bring the systems up to the requirements may be obtained.

Public money, and lots of it, must be used, Congressmen say—and just as important is its return to the public treasury.

"It would seem almost impossible to get a fair return of this money after it was once sunk in the railroads, if the systems were returned to private hands after the war," said Representative Keating, spokesman for the government control advocates in the House.

MOST OF COUNTRY IN GRIP OF YEAR'S SEVEREST WEATHER

The Temperatures Last Night Ranged From About Zero to 40 Below

TRAIN AND TROLLEY SERVICE HAMPERED

Traffic Tied Up in Many Sections—Fuel Shortage Acute and Much Suffering is Expected

(By United Press)
New York, Dec. 29.—With temperatures ranging from 40 below zero in the Adirondacks, 28 below in St. Paul and 36 in Duluth to zero or slightly above in other sections, the greater part of the country was tonight in the grip of the most severe weather of the year. In New York and other cities in the East the coal shortage is acute. There was suffering among the poor and many apartment houses and business buildings were barely kept warm.

At Atlanta, Ga., a drop from 20 above zero to 10 or five above by Monday was the forecast today. The coal situation is critical. A survey made by the Chamber of Commerce, shows that there is not more than 1,000 tons of coal in the city—not enough to last over Monday.

The entire State of Kansas is in the grip of the cold wave. The coal supply is short in many sections.

Train and trolley service was hampered. All trains were hours late. In Northern New York trains had difficulty keeping up steam, owing to the intense cold.

In Detroit with the temperature near zero, fuel officials were considering closing the schools and churches owing to a shortage of coal.

The temperature dropped to one below zero in New York early tonight after a day of near zero weather. A minimum of five below was forecast.

Reports gathered by the United Press show that the cold takes in a zone from the Atlantic almost to Denver, Colorado, and stretches as far South as Texas.

Temperatures as reported from various cities follow:

Tupper Lake, N. Y., 40 below.
Utica, N. Y., 22 below.
St. Paul, 28 below.

(Continued on Page Six).

GERMAN SUSPECT UNDER CHARGE OF BEING A TRAITOR

Indicted for Tampering With Vital Apparatus of American Torpedoes

GOVERNMENT TO ASK FOR DEATH PENALTY

German-American Employed in Torpedo Manufacturing Plant First Arrest as Traitor Since War Started

(By United Press)
New York, Dec. 29.—Charged with having tampered with vital apparatus—the bearings of torpedoes intended for American warships—Paul Hennig, a naturalized German, is in jail here tonight the first victim in the country to be held on a formal indictment of treason since the United States entered the war.

To Lieutenant O'Shea, Annapolis graduate, goes the credit for having discovered the plot that might have resulted in destruction of American warships by their own torpedoes. Hennig was foreman of the gyroscope department of the Bliss Torpedo Company, in Brooklyn.

So ingenious was the traitor's work he is alleged to have carried on, that only under microscopic examination was some of it discovered. Hennig put emery in the bearings of the delicate machinery which guides the torpedo on its course, according to evidence obtained against him. He mutilated other pieces of the machinery.

Fine lines, were scratched on delicate workings that would cause a torpedo to veer far from its course, and thus spare some German ship. How long Hennig has been carrying on his work is not known, but he has been under surveillance for the past two weeks. Yesterday the indictment charging treason was returned against him and today it became public when Hennig was arraigned.

The penalty is death, \$10,000 fine, or a year's imprisonment.

The District Attorney is prepared to demand the extreme penalty.

Hennig was naturalized in 1916, two years after the outbreak of the European war. Authorities believe he took this step as part of his plan to avoid internment and work as an agent of Germany in event of American entry.

(Continued on Page Six).

GERMAN DIVISIONS GO TO RESCUE OF SULTAN'S FORCES

An Effort to Regain the Holy Land From British Troops

TEUTONS CAPTURED NEAR JERUSALEM

German Troops Sent From Russian Front to Strengthen the Weakening Morale of the Turk

(By United Press)
Washington, Dec. 29.—German divisions, fresh from the Russian and Rumanian fronts are in Turkey, operating with the Sultan's forces in an effort to wrest the Holy Land from the British and restore the fast falling Moslem morale, according to official reports received in Washington.

Under the direct command of General Falkenhayn, of the German general staff, four Turkish divisions—60,000 men—and at least one German division have been thrown against General Allenby's expeditionary forces along the line from Jaffa, through Jerusalem, to the Jordan.

That the general break down in Turkish morale was causing the Teuton war lords considerable concern has been known for some time by Entente military officials. It was not believed probable that Germany would consider sending Teuton soldiers in large numbers into Mesopotamia or Palestine, however.

General Allenby's report today, however, brought confirmation of their suspicions.

Developments in the past few days along the Jerusalem front has shown the insincerity of Vienna dispatches stating that the Central Powers would make no attempt to retake Jerusalem.

"On Dec. 26, 27 and 28," General Allenby's report reads, "the enemy delivered a number of determined attacks with four divisions in the neighborhood of Bir Nebala. A full Turkish division is 15,000 men, military officials declared."

"They were repulsed with heavy losses. Later we launched a determined counter-attack on the Turkish right flanks two divisions, our troops advancing to a depth of two and half miles over a nine mile front. Sanginary losses were incurred upon the enemy."

Capture of a large number of German prisoners was also reported in Allenby's dispatch. These were identified as belonging to the 701st German regiment and are believed to have recently arrived from the Russian front.

Today's dispatches from Rome indicate that the Teutons are continuing their troop movement toward Macedonia. British successes in Turkey are reported to be having a decidedly unpleasant effect on Bulgarian morale.

The temporary cessation of British activity in Palestine and Mesopotamia because of heavy rains has given General Falkenhayn ample opportunity to re-organize the scattered Turkish columns, and to rehabilitate the depleted Turkish ranks with Teuton troops.

To what extent the new Turk divisions will be able to check Allenby's advance is problematical, but military critics here are confident that a set back will only be of a temporary nature.

Macon Hard Hit.
(By United Press)
Macon, Ga., Dec. 29.—Macon people are experiencing the coldest weather of the year. The thermometer was 20 above at 11 o'clock. The city is practically without wood and coal. Nearly all the churches in the city have called off the night services tomorrow night because of the cold weather and also to save fuel. There is a great deal of suffering among the poor of the city.

COMICS AGAIN MISSING.
Owing to the failure of the Atlantic Coast Line to make delivery, The Wilmington Dispatch is again today without comic supplements. The comics were shipped from Boston, Mass., on December 15th, by Messengers & Miners Line, to be turned over to the A. C. L. at Norfolk. We were notified by the A. C. L. early in the week of the receipt of the way bill, but the comics had not arrived up to yesterday afternoon. Similar trouble was experienced during the month of November when the comics were printed and shipped from St. Louis. We changed the place of printing in the hope that the comics would be improved, but our first week's experience has shown no improvement. We hope they will arrive some time. That is all we can promise, but we want to assure our subscribers that it is through no fault of ours that they fail to receive their "funny papers" today.

RUSSIAN DELEGATE DENOUNCES PEACE OFFER OF TEUTON

Declares that Brest-Litovsk Conference Revealed Bolshevik Treachery

AN ARMED UPRISING AGAINST BOLSHIEVSKI

Social Revolutionists Threaten to Take Up Arms Against Trotsky-Lenine Government—An Appeal is Issued

(By United Press)
Stockholm, Dec. 29.—Denouncing the Brest-Litovsk "peace conferences" as Bolshevik treachery by which the Germans, ostensibly accepting the Russian terms, would apply their own interpretations, M. Stislavski, one of the Russian negotiators, returned here from the conferences today.

He brought word also of a concerted movement against the Bolsheviks now forming by his own party, the Social Revolutionists. Stislavski declared he would refuse further attendance at the negotiations.

The Russian delegate dispatched telegrams to supporters in Russia, urging an immediate break in the "peace" discussions and the calling of a Socialist conference at Stockholm to discuss general peace.

Evidences multiplied today that great forces are growing in Russia against the Bolsheviks and that the Trotsky-Lenine regime have now been brought to the dire necessity of trickery to deceive the people.

The Social Revolutionary party is threatening an armed uprising. Dispatches from the capital reported the Bolsheviks now scheming the trick of calling their own preliminary parliament coincident with announcement of a coalition with the Social Revolutionaries and the members of the Left. Radicals here denounced this "coalition as clique."

They said coalition revolutionaries were not existent now and that the object of the whole scheme was to detract attention from the Constituent Assembly meeting of which has so far been prevented by the Bolsheviks.

The great pan-Russian railway union, hitherto neutral, is now announced as thoroughly anti-Bolshevik.

Even Maxim Gorky, who very recently expressed sympathy with the Trotsky-Lenine "ring," announced (Continued on page three)

RALEIGH WOMAN SHOT BY NEGRO

After Being Slightly Wounded, Mrs. Bullard Drove Intruder From Home

(Special to the Dispatch)
Raleigh, N. C., Dec. 29.—Mrs. N. F. Bullard, wife of the Seaboard freight agent, was shot and slightly wounded tonight in her West Raleigh home by an unknown negro who forced an entrance and fired upon her when he saw her armed.

She returned the fire after being wounded and thinks she marked her visitor worse than he did her.

Officers hope to trail him through the snow, though blizzard weather blows fresh tracks over and makes the path difficult.

The young woman heard the negro breaking into her house and investigated when the intruder came in. Her injury in the left arm will not disable her even for a day.

Commissioner Graham, of the Department of Agriculture, today refused the petition of the National Hog Cholera Preventive Commission to restore the license taken from Company two weeks ago. Major Graham declared the concoction affected prevent cholera and recent tests showed it utterly impotent.

The remedy