

DEPUTIES IN FRANCE MAY DUEL

Turbulent Scene in Chamber As Members Clash in Debate.

Paris, Jan. 18.—The Chamber of Deputies had a turbulent session yesterday. It was provoked by an interpellation of the government offered by Paul Poncelet, a Socialist, concerning a subscription list opened by the Action Francaise, a Royalist newspaper, in favor of French soldiers. A resolution raising a question of confidence was adopted by a vote of 258 to 118.

Dominique Pugnlesi-Conti, deputy from Corsica, charged that Socialist deputies had founded a newspaper in Limoges with German money and had collaborated with Swiss newspapers which were notoriously German. Challenged for proof, he gave a number of papers to Premier Clemenceau, who handed them over to the minister of justice.

During an exchange of invectives between Pugnlesi-Conti and Socialist deputies, M. Deschanel, the president, consulted the chamber which agreed to withdraw the right of the Corsican deputy to speak. Deputy Pugnlesi-Conti refused to leave the platform. M. Deschanel put on his hat and left the president's chair. The offending deputy then started to leave the platform but went back again. The session then suspended.

After a short recess the chamber reconvened to vote on an order of the day reproving intrigues tending to civil war. Victor Dalbiez, a Radical deputy, proposed to add the words "and Royalist intrigues." Premier Clemenceau accepted the addition, providing it should read "and Royalist intrigues or others."

The premier then proposed a question of confidence, saying that the government was determined to put down all intrigues and refused to make distinctions between enemies of the state. The chamber adopted this proposal by a majority of 250, and the rest of the resolution by a show of hands.

Seconds were exchanged after the session by Pugnlesi-Conti and Deputy Mayeras, a Socialist. Pugnlesi-Conti also sent his seconds to Jean Louquet, a Socialist deputy from Paris. Deputy Mayeras refused to give satisfaction of Pugnlesi-Conti on the ground that the latter willfully had insulted his colleagues.

SAVE SEED CORN FOR CONNECTICUT IS ADVICE GIVEN

Big Demand From Western States May Reduce Amount Available for Home.

There will be a demand for every bushel of sound seed corn in the state, according to a report given out by experts from the Connecticut Agricultural College, who have been investigating the seed corn situation for the Committee of Food Supply of the State Council of Defense, and they urge seedmen and farmers to take immediate steps anticipating this demand.

Connecticut produced a fair crop of corn this year which matured sufficiently to make some good seed. This was not true in many of the western states, even those lying directly in the corn belt. Many acres in Minnesota, Wisconsin, Michigan and other corn growing states are practically without seed and they are endeavoring to secure seed from Connecticut. "It is important," say the experts from the college, "that Connecticut take pains to fill their hands. There is no time to lose; get your seed corn now," is the slogan.

The fallacy of going outside of the state for this year's seed is pointed out. Home grown varieties are better adapted to our climate, are more sure to mature, and will yield as well, if not better than foreign seed, says a statement issued a few days ago by B. G. Southwick, Seed Agronomist, from the agricultural college. He declares that most farmers plant a single corn of a variety too large and too late and would do better to use some of the dent varieties grown in the state. "Probably four-fifths of our farmers," he says, "could use Connecticut grown seed advantageously for silage purposes."

The numerous corn shows held recently, or scheduled for the next few weeks, have brought to light much good seed. The Committee of Food Supply is anxious that the farmers of the state take particular pains to capitalize the information which the County Agents and the State Agricultural College have accumulated in order that Connecticut may have no difficulty when it comes time to plant corn next season.

344,000 MULES AND HORSES FOR THE U. S. ARMY

Washington, Jan. 19.—Since the United States entered the war on April 6, the strength of the army in animals has increased from 56,145 to more than 344,000. The Army Remount Service and the Veterinary Corps have expanded in proportion. On April 6 there were sixty-four officers in the veterinary corps. It now has 1,000 officers and is building up a personnel of 12,000 enlisted men. From one officer and four clerks, five remount depots where horses were received and a personnel in proportion, the Remount Service now has 300 officers and 11,000 enlisted men. Instead of five remount depots, there are now thirty-four, which include buildings for shelter, hospitals, storage and unloading and loading facilities.

The battleship of Zepplin L-49, brought down in France, is at the National Museum, Washington.

FUEL ADMINISTRATOR EXEMPTS 1,000 FIRMS FROM CLOSING ORDER

Hundreds of Thousands Will Return to Work Under New Immunity Ruling—Factories Building Aircraft Longest on Lists of Non-Restricted Plants.

Washington, Jan. 19.—United States Fuel Administrator Garfield gave out a list yesterday of industrial concerns which had been exempted from the operation of the order curtailing the use of coal. This list was compiled on information furnished by the Secretary of War, the Secretary of the Navy, and heads of other government departments. About 1,000 plants are included insuring work to hundreds of thousands of men. It embraces concerns supplying materials under contract to the government, where these materials are immediately needed and can be delivered without adding to the present congested transportation condition.

The concerns are exempted only in so far as they are operating on the articles specified in the list. There are no general exemptions of industries. The longest list of special industries constitute the firms building aircraft.

The list follows:
For the manufacture of "gas masks of the box respirator type":
B. Goodrich Company, Akron, Ohio.
Goodyear Tire & Rubber Company, Akron, Ohio.
Mechanical Rubber Goods Company, Cleveland.
C. Kenyon Company, Brooklyn.
Gas Defense Plant, Long Island, (operated by Gas Defense Service).
Astoria Light, Heat & Power Company, Astoria, L. I.
Fulford Manufacturing Company, Providence.
Nashawana Mill, New Bedford, Mass.
Wamsutta Mill, New Bedford, Mass.
Sayles Bleacheries, Saylesville, R. I.
Hera Manufacturing Company, Philadelphia.

All plants of the du Pont Powder Company.
Hercules Powder Company, Wilmington, Del.
Aetna Powder Company, New York.
For the manufacture of rifles, pistols, machine guns and small arms, ammunition:
Savage Arms Company, Utica, N. Y.
Marlin Arms Corporation, New Haven, Conn.
Remington U. M. C. Company, Bridgeport, Conn.
Remington U. M. C. Co., Ilion, N. Y.
Remington U. M. C. Co., Hoboken, N. J.
Remington U. M. C. Co., Swanton, Vt.
Colt Patent Fire Arms Co., Hartford, Conn.
Marlin Rockwell Corporation, New Haven, Conn.
Winchester Repeating Arms Co., Edgewood, Penn.
U. S. Cartridge Co., Lowell, Mass.
National Brass and Copper Tube Co., Hastings, N. Y.
Peters Cartridge Co., Cincinnati.
Western Cartridge Co., Upper Allen, Ill.

Smith & Wesson, Springfield, Mass.
U. S. Machine Gun Co., (Hopkins & Allen Plant), Meriden, Conn.
For the manufacture of important forgings:
Bethlehem Steel Company, South Bethlehem, Penn.
Midvale Steel Co., Nicetown, Penn.
Hydraulic Pressed Steel Co., Cleveland.
American Car and Foundry Co., Detroit.
For the manufacture of war essentials needed immediately:
Allis-Chalmers Mfg. Co., Milwaukee, Wis.
Burks Electric Co., Erie, Pa.
Electric Machinery Co., Minneapolis, Minn.
General Electric Co., Schenectady, N. Y.
Goodman Mfg. Co., Chicago.
Jeffrey Mfg. Co., Columbus.
Pittsburgh Transformer Co., Pittsburgh.
Reliance Electric & Engineering Co., Cleveland.
Temple Elect. Co., Cincinnati.
Westinghouse Elec. & Mfg. Co., East Pittsburgh.
For the manufacture of Liberty Bond paper:
Crane & Co., Pittsfield, Mass.
For the manufacture of chrome green:
J. T. Lewis Bros. Co., Philadelphia.
For the manufacture of lined oil:
C. W. H. Carter, 8 Perry street, New York.
For the manufacture of destroyers:
Fore River Shipbuilding Corporation, Quincy, Mass.
Wm. Cramp & Sons, S. & E. B. Co., Philadelphia.
New York Shipbuilding Co., Camden, N. J.
Newport News Shipbuilding & D. D. Co., Newport News, Va.
For the manufacture of forgings for destroyers:
Chambers Forge Co., Camden, N. J.
Allis-Chalmers Co., Milwaukee, Wis.
Erie Forge Co., Erie, Pa.
For the manufacture of boilers for destroyers:
Babecock & Wilcox Co., Bayonne, N. J.
For the manufacture of seamless tubes less than one and one-half inches in diameter:
National Tube Co., McKeesport, Penn.
Pittsburgh Steel Tube Co., Pittsburgh.
Pittsburgh Steel Products Co., Pittsburgh.
Ohio Seamless Steel Tube Co., Shelby, Ohio.
For the manufacture of condenser tubes five-eighths of an inch in diameter for destroyers:
American Brass Co., Bridgeport, Conn.
Bridgeport Brass Co., Bridgeport, Conn.
For the manufacture of aircraft and signal corps products:
A. C. Clark Co., Chicago.
Packard Motor Co., Detroit.
Ford Motor Co., Detroit.
Lincoln Motor Co., Detroit.
Tregoe Motors Corp., New Haven, Conn.
Nordyke & Marmon Co., Indianapolis.
Union Switch & Signal Co., Swiswille, Penn.
Pittsburgh Model Engine Co., Pittsburgh.
Wright Martin Aircraft Corp., New Brunswick, N. J.
Willys-Overland Co., Toledo, Ohio.
Aeronautical Engineering Corp., Long Island City.

General Motors Corp., Detroit.
Curtiss Airplane and Motors Corp., Buffalo.
Thomas Morse Aircraft Corp., Ithaca, N. Y.
Fisher Body Corp., Detroit.
Dayton Wright Airplane Co., Dayton, Ohio.
Standard Airplane Corp., Elizabeth, N. J.
Cutler Deck Co., Buffalo.
Rubay Co., Cleveland.
Engel Aircraft Co., Niles, Ohio.
Lewis Spring and Axel Co., Chelsea, Mass.
W. H. Mullins Co., Salem, Ohio.
National Gas and Equipment Co., La Crosse, Wis.
U. S. Gauge Co., Sellersville, Penn.
Julius King Optical Co., New York City.
Taylor Instrument Co., Rochester.
National Cash Register Co., Dayton, Ohio.
Sperry Gyroscope Co., Brooklyn.
American Radio and Research Corp., New York City.
American Steel and Wire Co., Trenton, N. J.
Bausch & Lomb Optical Co., Rochester.
Hartzell Walnut Propeller Co., Piqua, Ohio.
West Woodruffing Co., Chicago.
Flotter Mfg. Co., Chicago.
John A. Beebing Sons Co., Trenton, N. J.
Western Electric Co., New York City.
Western Elect. Instrument Co., Newark, N. J.
Eastman Kodak Co., Rochester.
Spillord Elec. Co., New York, N. Y.
Wynman Gordon Co., Worcester, Mass.
American Propeller Co., Baltimore, Md.
Astoria Vener Mill & Dock Co., Long Island City, N. Y.

For the manufacture of emergency navy contracts:
Curtiss Engineering Corporation, Garden City, N. Y.
L. W. F. Engineering Co., College Point, N. Y.
Aeromarine Plane & Motor Co., Keyport, N. Y.
The Burgess Co., Marblehead, Mass.
For the manufacture of locomotives for the United States Government and American railroads:
American Locomotive Co., Schenectady.
American Locomotive Co., Dunkirk, N. Y.
American Locomotive Co., Pittsburgh, Pa.
American Locomotive Co., Paterson, N. J.
American Locomotive Co., Richmond, Va.
American Locomotive Co., Manchester, N. H.
Baldwin Locomotive Works, Philadelphia.
Baldwin Locomotive Works, Burnham, Pa.
Baldwin Locomotive Works, Eddy, Pa.
Lima Locomotive Corp., Lima, Ohio.
H. K. Porter Locomotive Co., Pittsburgh.
For the manufacture of products for shipping board:
General Electric Co., Erie, Pa.
General Electric Co., Schenectady, N. Y.
General Electric Co., Lynn, Mass.
For emergency fleet orders and emergency government work:
Bethlehem Steel Co., Steelton, Penn.
Bethlehem Steel Co., E. Bethlehem, Penn.
Bethlehem Steel Co., Sparrows Point, Md.
Midvale Steel & Ordnance Co., Nicetown, Penn.
Midvale Steel & Ordnance Co., Coatesville, Penn.
Midvale Steel & Ordnance Co., Johnstown, Penn.
Lukens Steel Co., Coatesville, Penn.
Carnegie Steel Co., Pittsburgh.
Crucible Steel Co., Pittsburgh.
Crucible Steel Co., Harrison, N. J.
La Belle Iron Works, Steubenville, Ohio.
Ods Steel Co., Cleveland.
Lackawanna Steel Co., Buffalo.
Illinois Steel Co., Chicago.
Jones & Laughlin Steel Co., Pittsburgh.
Donner Steel Co., Buffalo.
Inland Steel Co., Indiana Harbor, Ind.
Central Steel & Iron Co., Harrisburg, Penn.
Republic Iron & Steel Co., Youngstown, Ohio.
Brier Hill Steel Co., Youngstown, Ohio.
Corrigan, McKinney & Co., Cleveland.
Forged Steel Wheel Co., Butler, Penn.
Whittaker-Glassner Co., Portsmouth, Ohio.
Youngstown Sheet & Tube Co., Youngstown, Ohio.
Aian Wood Iron & Steel Co., Conshohocken, Penn.

Further Exemptions
Further exemptions include all manufacturers of woolen yarns for the purpose of weaving into 16 and 20-ounce meltons; also manufacturers of 16 and 20-ounce meltons; the spongers and shrinkers of this cloth; manufacturers of woolen coats, breeches, and overcoats for army and navy uniforms; also manufacturers of 12.4 and heavier ducks for the United States government, as well as the finishing plants engaged in dyeing these ducks; also manufacturers engaged in making them into tents and equipment for the United States government. Manufacturers of optical glass also are exempt.

All of the foregoing exemptions apply merely to the materials being manufactured for the United States government under emergency orders. The restrictions of the order of the fuel administrator apply to all other work being done by these concerns. In ruling that ice plants are exempted from operation of the order the fuel administrator held, however, that in all cities where possible the plants should consolidate and that one only should operate, distributing its output through the others. If necessary for normal supply, possibly two will be allowed to run. This will be left largely to the discretion of local fuel administrators.

ROBBERY PROFITS \$60,000

Master Cracksman Arrested Last Night By Detective Malone Admits Has Stolen in Fairfield County Property Worth a Fortune.

Saturday, Jan. 19

With the arrest of Joseph Gall alias Variag in Stamford last night, by Detective Malone of the Bridgeport Detective Bureau, the mystery surrounding the many robberies committed lately in the West End has been cleared up. When questioned by Detective Captain Cronan this morning Gall admitted that the profits accruing from his burglaries within the last few months in Fairfield County amounted to \$60,000. He also admitted that he was an escaped convict from Trenton Prison, New Jersey.

It was upon statements made by the value of the hauls made by the gang under the leadership of Gall during the past couple of weeks, but all that could be found by the police was a curious assortment of electric flashlights, wrist watches, rings, watch chains, silk handkerchiefs, watch fobs, knives, razors, cigarettes, a small flask of whiskey, cough lozenges and other free goods which Schondos said he was trying to sell to Hungarians and Poles, using the pockets of his overcoat as a store.

Three thousand dollars is considered to be a conservative estimate of the value of the hauls made by the gang under the leadership of Gall during the past couple of weeks, but all that could be found by the police was a curious assortment of electric flashlights, wrist watches, rings, watch chains, silk handkerchiefs, watch fobs, knives, razors, cigarettes, a small flask of whiskey, cough lozenges and other free goods which Schondos said he was trying to sell to Hungarians and Poles, using the pockets of his overcoat as a store.

Referring to the capture today Captain Cronan said "These men have apparently been operating from places out of town and many of the local bad boys have been blamed for the work which this gang has been pulling off. There may be more of them, but if so we will have them rounded up in short order."

Among the many crimes laid at the door of the accused is that of poisoning watch dogs in the Fairfield section. Dan Phillips making the complaint that his watch dogs had been poisoned and his grocery store robbed.

Gall admitted that the dogs were poisoned, but said that Schondos was responsible for it. He also said that he was confined in the Trenton prison, New Jersey, for 16 months, but the authorities said he was crazy and sent him to the prison hospital from which he escaped. He has had no fixed place of abode since and has secured vast sums of money and valuable by plying the profession of crackman.

Another man taken into custody with Gall is an Italian by the name of Masallos. The police have no definite charge against this man, but are holding him while an investigation is being conducted into his movements.

Among the places which the pair have admitted breaking into were Frank Bolshazy, 349 Hancock avenue, on New Year's Day. The haul in this place amounted to \$8.00. Joe Franklin's saloon, on Bostwick avenue, \$225 stolen and the cash register broken. They visited this place a second time and made away with liquor, cigars and a small sum of money.

A saloon belonging to Frank Cebek, on Hancock avenue, was also broken into, cigars, whiskey and money being the swag. Joseph Pelk's saloon was also burglarized and a quantity of whiskey stolen and they were admitted breaking into the saloon where they obtained enough loot to stock a saloon of their own.

Their out of town activities embraced Naugatuck, where they broke into a clothing store and made off with shoes and clothing. A meat market in Seymour, was looted of provisions and money, and upon a second visit to Seymour a quantity of raincoats and articles of clothing were carried off. Stores in Norwalk and Branford were also looted of a variety of goods from silk handkerchiefs to rubbers, but the cracksman came to grief when they ran into Sergeant Cassidy a few nights ago carrying the spoils of their little party in Demirjin's meat market.

John Demirjin was at police headquarters today to identify his property, but there was little of the four hundred dollars worth of property which he claims is missing for him to inspect. He recovered a valuable gold chain and a few other trinkets, but said that the major portion of his property is missing.

LIQUOR DEALERS OF CITY TO PAY U. S. \$700,000

Bridgeport saloonkeepers, liquor dealers and drinking clubs will soon turn over to the government nearly \$700,000, which represents the federal revenue on all liquor stocks in the city. The average amount to be paid in taxes by each license holder is about \$2,000 and there are approximately 323 licenses of all forms within the city's limits.

The federal tax is in addition to the \$750 license fee just paid by the saloonkeepers and combined with the increased costs of beers, wines and whiskey, and the shortened hours a larger percentage of the proprietors will be barely able to make a living wage.

The amount to be paid by Bridgeport dealers would fully equip six or seven regiments and more than triples the government's annual revenue from liquor interests in normal times. The federal government demands the payment of \$3.10 in taxes on each gallon of whiskey.

Dealers and saloonkeepers who had several or more hogheads of the hazy leycorn brew in store are hit unusually hard and in some cases the tax will amount to \$3,000 or more from an individual cafe owner.

SENATE QUIZZES DIRECTOR M'ADOO ABOUT RAILWAYS

Washington, Jan. 19.—Director General McAdoo was summoned before the Senate interstate commerce committee today to explain the operation of government administration of railroads.

Mr. McAdoo said that certain so-called short line railroads would be released from government operation as soon as investigations now under way determined that it was not necessary.

In explaining the purpose of the administration railroad legislation Mr. McAdoo said he did not propose to keep control of any unnecessary lines nor have the government compensate those not taken over.

"As far as I can see after three weeks' preliminary investigation," said Mr. McAdoo, "I don't contemplate taking over any roads not necessary for the government's war purposes and if some interests necessarily get hurt by it, they will have to stand it."

Director General McAdoo said that if it should develop that operation of canals was necessary, they might be taken over. He added that operation will also be extended to inland waterways.

Director General McAdoo was told by senators that small independent short lines feared bankruptcy if the government took control of the large trunk lines and that the government should take over all railroads, large or small.

"I can't tell yet," McAdoo replied, "but will be essential for the purposes of the war. The treasury, already overburdened, can't be called upon to reimburse for real, imaginary or indirect injury. I don't think the government should draft into its service a needless railroad any more than it should draft a cripple into the military service. There is no intention to do any injustice to the short lines. They will be helped as far as possible consistent with the needs of the nation."

Chairman Smith suggested that the short lines are in a difficult situation because of the sudden transition of the transportation systems from a competitive to a controlled basis.

"It seems to me," Mr. McAdoo replied, "that the short lines are hollering before they're hit. The bill ought to provide compensation for railroads only that are really used and injured."

HOLCOMB URGES STATE TO OBEY SPIRIT OF ORDER

Hartford, Jan. 19.—Gov. Holcomb issued an appeal today to the people of Connecticut to respond patriotically to the order of the United States fuel administration, obeying the spirit as well as the letter of the order. The statement follows:

"The recent order of the United States fuel administration closing factories for five days and closing factories and many other places of business the following 10 Mondays has given a great number of business men, employees and other persons their first real opportunity to demonstrate their willingness to make serious personal sacrifices for the nation of which they are a part. The sacrifices asked of us are, no doubt, severe, but they seem trivial when compared with the sacrifices our sons and brothers are ready to make in the trenches. It seems to me that, whatever our private opinions may be as to the necessity for the order, we should withhold superfluous criticisms based on what is only a partial knowledge of the situation behind the order and should each one of us welcome the opportunity that is here given us to demonstrate our love for our country by implicit and cheerful obedience of its dictates."

"Connecticut manufacturers and workmen have shown a praiseworthy attitude toward the order of the fuel administration in regard to closing their factories and have complied promptly and literally. I feel sure that representatives of other industries and businesses will follow with prompt obedience to the order."

TRIBUTES PAID TO JUDGE WALSH BY BAR MEMBERS

Resolutions Read and Made Part of Record of Superior Court.

Tributes of respect to the memory of the late Judge Robert Jay Walsh of Greenwich, a former judge of the common pleas court and for many years a practicing attorney of Fairfield county, were paid at a meeting of the Fairfield County Bar association, held in the superior court room today.

Judge F. A. Hubbard of Greenwich presided at the meeting. Shortly after the death of Judge Walsh Judge Hubbard of Greenwich, Judge John R. Keeler of Norwalk, and Edwin L. Scofield of Stamford, were named a committee to draw up appropriate resolutions. This work was delayed by the illness of Scofield, and his death last Monday made the report of the committee this morning particularly affecting.

Judge Keeler related the circumstance of the appointment of the committee and then presented the resolutions reviewing the career of Judge Walsh, the esteem in which he has been held by the members of the bar, and moved their adoption. It was carried by a rising vote. Judge Keeler also pronounced a very feeling eulogy of Judge Walsh, whom he had known for 50 years, as a schoolmate and later as an associate in the legal profession.

At the opening of the court the resolutions were presented to Judge William M. Malbie as coming from the Bar association and were ordered made a part of the record of the court. Action upon the death of Attorney Scofield will be taken at a meeting to be held next Friday morning.

WAR HORSES WILL BE CARED FOR BY RED STAR ORDER

Animals Will Have Services of Organization Similar to the Red Cross

At last the war horse has won recognition for his invaluable services. Through the organization of the American Red Star Animal Relief animals in the United States Army will receive similar care in war to that afforded humans by the American Red Cross. The Red Star was organized at the request of Secretary of War Newton D. Baker who wrote to Dr. W. O. Sturman, president of the Humane Association, suggesting the formation of such a society. Mr. Baker wrote in part as follows:

"All countries in time of war must depend to a large degree on the voluntary assistance of its citizens, and especially in the care of the sick and wounded, both men and animals. The function of the American Red Cross is to assist the government in caring for the human sick and wounded. The American Humane Association could very well function in a similar manner in assisting the government in caring for the sick and wounded animals in its armies. If your society will undertake this work, the War Department will be very glad to co-operate with you."

The Red Star is being developed rapidly by organization of branches and auxiliaries in all the large cities throughout the country. Many prominent horsemen and several horse breeder's associations have endorsed the work. The Shire Club of Chicago recently gave \$500 to the Red Star. Taft, Roosevelt, Major-General Wood and other prominent men have heartily endorsed the movement. Dr. Stillman is director-general of the movement, which has its national headquarters in Albany, N. Y.

BOLSHEVIK CANDIDATE DEFEATED

Long-Delayed Constituent Assembly Opens at Petrograd.

Petrograd, Jan. 19.—(By the Associated Press)—The long delayed constituent assembly was opened yesterday. On the first test of strength the Bolsheviks were defeated by the Social Revolutionists. M. Tchernoff, minister of agriculture in the Kerensky government, and the nominee of the Social Revolutionists of the right for chairman of the assembly, was elected by a vote of 244 to 151. The candidate of the Bolsheviks was Maria Spifidonova, long a prominent revolutionist, who was released from exile in Siberia after the overthrow of the Romanovs.

Slightly more than 900 members attended. Of these the Bolsheviks and the Social Revolutionists of the left, who are working together, have about 150 votes, and the Social Revolutionists of the center and right the remainder.

DENY STORIES OF INTEMPERANCE IN AMERICAN ARMY

Published Statements, Says The World, Are on Authority of Letters by Unknown Authors.

(N. Y. World)
Every falsehood uttered by the Board of Temperance, Prohibition and Morals of the Methodist church to the effect that drunkenness and lust are destroying the American army in France is denied by trustworthy witnesses, military and civilian. Truth may at length overtake untruth, but meantime great harm will have been done and anxieties, already keen, cruelly increased.

The published slander of this political bureau hiding behind a great church rests upon a few private letters the authors of which refuse the use of their names. With such a flimsy basis we are informed that Gen. Pershing's troops are whipped at this moment by debauchery and its diseases; that they are in hospitals and guard houses by thousands; that the condition of both officers and men is appalling; and that nothing can save them but American Prohibition enforced in France as some credulous people think it is enforced here.

In regard to most things, Prohibitionists have assumed and been accorded the right to speak as they please of their opponents. Their hearts are bitter and their tongues drip venom. It is one thing, however, to exhaust the vocabulary of detraction upon a political or social foe at home, and emphatically another to apply libels to the armies of the Nation now facing the enemy abroad.

We shall hear in defense of these falsifiers that their intentions were good, but can the authorities let it go at that? No matter what their intention may be, their work is evil and traitorous. There is not an enemy alien in custody today whose hostility to the American cause has been so harmful. Not one of the opponents of the Draft Law now in prison is so steeped in guilt.

GERMAN PUBLIC IS TOLD BAKER PADDED FIGURES

London, Jan. 18.—Commenting on the statement made by Secretary of War Baker before a congressional committee regarding war preparations, meinte Zeitung of Berlin, says:

"The American secretary of war speaks of an American army in France. There is an American army in France, but it consists entirely of wood cutters, railroad men and doctors, except two or three divisions whose precious lives are being spared in quiet places."

"Mr. Baker speaks as if shortly there would be 1,500,000 Americans in France. Can the United States spare such a large number of men? The answer is no, because a large part of the army must remain behind for the protection of the frontiers, the coasts, the colonies and for other duties of a political nature. The political situation compels the United States to keep at home the greater portion of its army and the country can at the most put only 400,000 men into the European battle fields."

NAMES TRAFFIC BOARD FOR U. S. SHIPPING BOARD
Kansas City, Jan. 19.—James F. Holden, vice president in charge of traffic for the Kansas City Southern railroad, was appointed today as supervisor of transportation and traffic for the federal shipping board, according to a telegram from Washington received at the offices of the road here. The appointment was made by Secretary McAdoo.

SEIZE TEUTON'S YACHT.
New York, Jan. 19.—The steel pleasure yacht *Severna*, said to be owned by Emil H. Kluege, an unnaturalized German of Englewood, N. J., was seized here today by United States Marshal McCarthy. Federal authorities said the yacht, equipped with wireless, with Kluege on board and manned by a Swedish crew, had been cruising recently along the Atlantic coast.

Violent storms which have raged in Germany have reached Holland and are holding up a considerable number of ships.