

RAILROADS TO BLAME FOR JAM

New Haven Road's Gross Negligence Cited in I. C. C. Report to McChord.

Washington, Jan. 26.—Gross negligence by railroads under private management in giving proper care to locomotives is a principal cause of the present freight congestion throughout the Eastern states, according to a report presented today to Director-General McAdoo by Interstate Commerce Commissioner McChord.

After analyzing reports of inspectors who have investigated conditions at the principal points of congestion in the east for several weeks, Commissioner McChord announced that hundreds of locomotives that are sorely needed in the present emergency are idle in shops and round houses, frozen through neglect or lacking repairs which might have been made if proper forethought had been given by local railroad officials.

Naming specific yards and terminals where scores of trains are stalled for days awaiting motive power, Commissioner McChord showed that engines lay in round houses without doors to protect them against cold, and that machinery was damaged by the ice that encrusted it. For lack of repairs other locomotives were operated with steam seeping from loose fittings, and power was reduced correspondingly.

This condition was reported to be due partly to the scarcity of machinists and repair men, who have been drawn to other industries, but very largely to negligence of local railroad officials in making preparations before winter arrived.

Shortage of locomotives prevents normal movement on the New Haven, the Baltimore & Ohio, the Erie, the Philadelphia & Reading, the Central of New Jersey, and other lines. At the Harlem River terminal nearly 4,000 cars covering about 14 miles of track are held by roads for delivery to the New Haven, which was unable to accept them because of lack of engines.

EVERY NIGHT IN WEEK WILL BE LIGHTLESS NOW

Hartford, Jan. 26.—Thomas J. W. Russell, federal fuel administrator for Connecticut, issued the following statement today:

"In view of the critical coal shortage in the state of Connecticut, and of the necessity for conserving fuel for the absolutely necessary requirements of the public utility companies of Connecticut, it is hereby

"Ordered, that the order amending an order relating to the use of fuel for use in operating electric signs, etc., issued by H. A. Garfield, United States fuel administrator, on Dec. 14, decreasing so-called lightless nights on Thursday and Sunday nights, be extended so as to apply in the state of Connecticut to every night in the week except Saturday, until further notice."

FOREIGN TRADE OF LAST YEAR NINE BILLIONS

The country's foreign trade amounted to over \$9,000,000,000 in 1917, exports reaching a total of \$2,250,000,000, while imports amounted to \$6,750,000,000, according to a statement issued today by the Bureau of Foreign and Domestic Commerce, Department of Commerce. This is a gain of nearly \$1,300,000,000 over 1916, when the total trade amounted to \$7,700,000,000.

December exports amounted to \$589,000,000, an increase of no less than \$100,000,000 over November. The imports for December amounted to \$228,000,000, an increase of \$7,000,000 over November.

Free imports formed 76 per cent of the total in December and 72 per cent of the total for the calendar year.

The excess of exports over imports has nearly doubled in the last two years, amounting to \$3,274,000,000 in 1917, against \$1,599,000,000 in 1916, and \$1,775,000,000 in 1915.

ARMY OF 50,000 BOYS AND GIRLS TO RAISE FOOD IN CONNECTICUT THIS YEAR TO BEAT THE KAISER

Food Supply Committee Has Prepared Plan to Utilize Services of Younger Citizens to Increase the Food Supply of the State—Every Boy and Girl in State Will Have An Opportunity to Assist in the Work.

An army of 50,000 boys and girls, equipped with spades, rakes, hoes, canning outfits and other equipment, are capable of producing and conserving enough food stuff to send a slight chill up the Kaiser's back. This kind of an army in Connecticut is not an idle dream.

There are, in the state, nearly 200,000 boys and girls from 10 to 18 years of age inclusive. Of this number it is quite probable that at least one in every four can be recruited in a food army for production or conservation.

During the year just completed, the boys and girls in club work, under the direction of the Connecticut Agricultural College, produced or conserved on the average, \$19 worth of food stuff. If this average could be raised \$1 and 50,000 boys and girls enlisted, food stuff to the value of \$1,000,000 could be produced. The job now is to get these young people enrolled.

At the present time, there is a paid leader giving at least one-half time to work with boys and girls in each county and many communities have already made arrangements for paid local leadership to direct the production and conservation efforts of their boys and girls for another season.

The Committee of Food Supply of the State Council of Defense has recently approved a plan for the realization of a Junior Food Army along lines which are broad enough to include every boy and girl in the state who can produce or conserve food products.

Every one of the 200,000 boys and girls of Connecticut will be given an opportunity to join the Food Army. Those who sign their pledge as a member will receive instructions in the phase of the work which they take up. They will also receive a button to wear which will designate them as a member of this army. Those who come through the season successfully and who make the proper report of their work will receive certificates of merit similar to those given the 175 girls for this sort of work last year. These certificates were of a size and shape suitable for framing and were signed by the governor.

There are several ways in which a boy or girl can fill the requirements necessary for winning a place in the Junior Food Army. They can grow one-half an acre of corn, one-eighth acre of potatoes, one-twentieth of an acre of garden vegetables, or care for a home garden, can 50 jars of fruit, or vegetables, keep a flock of 10 hens, or a pig, save 100 pounds of food, or take a course of 12 lessons in home economics.

Enrollment blanks will be sent out soon. Boys and girls may sign up for the work immediately. The consent of parents or guardians is necessary before a boy or girl may take up the work.

A committee appointed by the Committee of Food Supply is to have charge of the work and the Connecticut Agricultural College and the Farm Bureau will supervise it.

A State Boys' and Girls' exhibit will be held in Connecticut this year for the first time. This exhibit will be held in connection with the State Fair and all members of the Junior Food Army will be eligible to exhibit their produce. Only club members will be eligible to compete on judging and to demonstrate teams. Classes will also be open for group exhibits from cities, towns and clubs.

It is planned that each county will hold an exhibit previous to the state exhibit and, through elimination, bring the county's best to the state exhibit. Other announcements will be made regarding state exhibits as plans develop. The state exhibit promises to be one of the biggest developments in the boys' and girls' work and will give each one an opportunity to compete for a prize.

A total of 15,000 boys and girls were enrolled in production and conservation work in Connecticut during the past year. The activities which were most popular were the garden and pig club work. Of the total enrollment, the garden club claimed over 11,500 and the pig club about 550 boys and girls. The other activities which comprised the growing of corn, potatoes, tomatoes, poultry and also bread making, canning and sewing.

At the present time, reports have been received from about 6,900 club members who report over \$226,000 worth of food stuff produced and conserved or an average production of about \$31 each. These figures indicate that well over \$200,000 worth of food stuffs were produced and conserved by the patriotic boys and girls of Connecticut, who attempted to do their part in "fighting by feeding."

Fairfield and New Haven counties had the largest club enrollment as they rightfully should, inasmuch as over one-half of the boys and girls in the state are in these two counties. While the largest enrollment was in the garden club, the receipts per member were smallest in this activity. This is accounted for by the large number of small gardens which were organized in the cities where extensive planting space was not available.

The best average profits were made by corn club members, who made an average of \$52.38 per acre. This activity carried the smallest enrollment of any club. The good work done by a potato club at Ridgefield is typical of many other clubs throughout the state. Seventeen boys enrolled in the Ridgefield potato club, each boy took the regular working unit of one-eighth acre. Twelve of the boys grew their potatoes in a community plot, the other five raising theirs at home. All 17 of these boys carried their work through to completion and obtained an average yield of 30 bushels on a plot of one-eighth of an acre, or at the rate of 240 bushels per acre. The average value per plot was \$44, the average cost \$11.30, leaving an average profit of \$32.70 per plot. These boys obtained a better average yield than did either of their local leaders.

The success of this club was largely due to the assistance given by two volunteer local leaders, who by the way, were busy farmers. In spite of the somewhat unfavorable season, the individual achievements of boys and girls quite equal the achievements of any previous year.

More leadership has been available during the past year than in any previous year. During the summer months, 35 persons on salary were giving part of their time to club leadership while the number of volunteer leaders numbered about 200.

During the coming season the work of the boys and girls is to be decidedly enlarged. The general interest in club work has developed along with the greater interest in production and conservation. Connecticut boys and girls having demonstrated that, under proper leadership, they are an economic factor that cannot be well overlooked and that they are willing and anxious to do their part. The state authorities are making plans to organize them and put them into the field as an army to fight the food battle.

Join the Food Army and add to the food supply! It is to be the slogan for next year.

A. J. BRUNDAGE.

FIRST FREIGHT TRIP BY WATER FROM SAYBROOK

Hartford, Jan. 25.—The first freight trips made between Hartford and New York by rail to Saybrook and thence by boats of the Hartford & New York Transportation Co. to New York, have not only done much to relieve the freight situation, but have proven so successful from a financial point as to warrant indefinite continuation of the project, according to the committee on transportation of the Connecticut Council of Defense, which arranged for the trips. On the first trip to New York 27 carloads of freight were carried, and on the return about 18 carloads were brought to Hartford and other Connecticut River ports.

The following schedule of trips has been announced: Boat leaves Saybrook at 11 p. m. Tuesdays, Thursdays and Saturdays. Boat leaves New York at 4 p. m. Mondays, Wednesdays and Saturdays. Freight trains leave Hartford daily at 11 p. m. and 6 a. m. to connect with boat at Saybrook. Freight is received daily at the Morgan street freight dock, Hartford, until 4 p. m.

U. S. AVIATORS HURL TO EARTH GERMAN FOES

Paris, Jan. 25.—American aviators, some of whom are still in the French service, have distinguished themselves recently in encounters with German flyers. Two German machines were shot down last Saturday, one by David Putnam of Brookline, Mass., and the other by Austin R. Crehore of Westfield, N. J.

Interest is added to Crehore's exploit by the fact that he had been rejected when he tried to enter the American aviation service on account of a defective ear. This was at Newport News. He was determined, however, to get into the war and came to France at his own expense. He was accepted here and has been flying for a month on the battlefield. He has a brother in the United States Engineer Corps in France and two others in the aviation service in America.

Two other American flyers, Harry F. W. Johnson of South Bethlehem, Pa., and Landrum Ovington of Paris, both in the Lafayette Squadron, attacked three German airmen January 19. Johnson was shot in the stomach. He was taken to a hospital, where he is doing well. Ovington escaped unhurt.

Many of the former members of the Lafayette Squadron are back at the front flying now in American uniform. Among those who have been out are Major William Shaw, Major Isaac Lufberry, Capt. Robert Rockwell and Capt. Dudley L. Hill.

A German airplane was recently brought down by the American flyers, one of its occupants being killed and the other being taken unharmed.

AWARD WOMAN \$5,000 DAMAGES FOR SON'S DEATH

Verdict for \$5,000 damages in favor of the claimant was awarded by the jury in the Superior Court last evening, which tried the case of Ethel F. Schrayser administratrix, against Bishop & Lynes, both of Norwalk, in which damages of \$10,000 were claimed for the death of George L. Kovano, 14 years old, son of Mrs. Schrayser. Kovano was killed April 19 last in Norwalk, by a truck owned by Bishop & Lynes and driven by George A. Ayrault. The boy was riding a bicycle.

The case was given to the jury at 4:50 o'clock, and the verdict was returned after consideration of half an hour. Judge Malbie accepted the verdict and discharged the jury with thanks.

Attorneys Keogh & Candee represented Mrs. Schrayser, and L. Goldschmidt and Watrous & Day, the defendants.

REPORT ON HEALTH OF U. S. TROOPS IN FRANCE.

Washington, Jan. 29.—Health conditions among the American troops in France for the week ending Jan. 18 show only a slight change. The total of all men off duty for sickness or injury was 240. The number of men on duty for hospital treatment or not was 541 per 1,000, as against 541 the preceding week. It was 47.6 for all troops in the United States.

WILLARD AGAIN AT THROTTLE OF GREAT ENGINES

Baltimore, Jan. 26.—On some of the night trains running between New York and Baltimore railroad employees standing at Baltimore and Ohio stations during the past week, perhaps noticed as the big locomotives whistled by an individual with iron gray hair and pleasing countenance seated in the cab with the engineer and observing closely every movement made by the hand on the throttle. That man was Daniel Willard, president of the Baltimore & Ohio, and probably the most able of railroad executives in America today.

Riding the engines of both passenger and freight trains is only one of many of the difficult tasks which Mr. Willard has imposed upon himself during the current week to make the Baltimore & Ohio more efficient, so that it can render greater service to the country during the war crisis.

It is during the night when the world is asleep that railroading is the more difficult. It is the time when laxity sometimes occurs that causes the delays in moving trains over the big systems. And it was at night that Mr. Willard made up his mind to get a close-up view of operating conditions at the Baltimore terminals.

But he did not stop here. After he had satisfied himself that things were going right he decided to turn back the pages of his career to the time when he rode in an engine cab as the engineer. This has been a good many years ago.

Mr. Willard has not forgotten the thrill of those days when he rode his locomotive with a train going sixty miles an hour. This week, however, the head of the Baltimore & Ohio system was not after thrills. He wanted to know whether the engineers were running their engines properly.

Whether the delicate parts in those engines were kept in good order and whether they could be depended upon at all times to do the tasks they were built to do.

There is not any part of an engine that President Willard does not understand. He knows a locomotive like a book and the engineers at the Riverside roundhouse and on the big engines that pull the trains between Baltimore and New York discovered the fact this week.

On one or two occasions Mr. Willard observed that an engineer was not properly controlling his throttle. "That is not the right way, John," said Mr. Willard courteously; "try it this way," as he caught hold of the throttle and opened it like an experienced man should the engineer, "the big boss hasn't forgotten how to handle the locomotive!" as he resumed his position in the cab.

Mr. Willard was seeking efficiency in the running of locomotives, for after all that is a vital phase of railroading.

In the repair shops Mr. Willard insisted upon every man doing his bit for the government during the war. He impressed upon them the necessity of working overtime if the occasion required it.

"For instance," said Mr. Willard, "if an engine is in need of repair it should be repaired immediately, even though some of you have to remain longer at work. Every 24 hours delay in moving to the seaboard freight which should go abroad to our troops means 24 hours delay in the trenches of Europe. Remember that."

This was the patriotic note sounded this week by Mr. Willard in the Mount Clare shops. Persons who heard his talk at the Mount Clare men said that it was one of the greatest addresses that one railroad man ever made to another.

The head of the Baltimore & Ohio is determined to increase the efficiency of his road so that it can render the very best possible service to the country. And he appreciates the fact that when he is getting greater efficiency in operation he is strengthening the arm of the government in preparing to strike the death blow to Prussian militarism. He never fails to send this lesson home to every employee of the Baltimore & Ohio.

Less than a week ago Mr. Willard returned to Baltimore to assume his duties with the Baltimore & Ohio, having resigned as chairman of the war industries board so that he could devote his entire time to railroad matters. But he would not content himself with handling matters from the third floor of the Baltimore & Ohio central building.

He wanted to get out among the thousands of Baltimore & Ohio employees and have them speed things up. He wanted to tell them that in doing this they were not only serving their railroad but their country and their flag.

He has practically forgotten that he is a railroad official, and he wants the men in the shops and in the train service to forget it too. But he does want them to remember that they are soldiers, as he is a soldier, in the railroad ranks, who can do as effective work in this war crisis as the men "Over There."

ICE FREES TUGS WITH BIG COAL LOAD FOR BOSTON

Vineyard Haven, Mass., Jan. 26.—Nine tugs with 22 coal laden barges in tow for Boston, left here today after being held in port since Thursday by great drifts of ice about Narragansett. There was a strong northwest wind and tug captains said they expected to reach Boston by tomorrow.

Reports brought in by vessels indicated that ice conditions had improved and that the fleet would be able to pass the shoals with the aid of sails on the barges.

TROTSKY CONDEMNNS GERMANS' DUPLICITY

Petrograd, Jan. 25.—A detailed account of the Brest-Litovsk conference following Gen. Hoffman's bold statement of the aims of the Central powers was published by the Smolny Institute yesterday. Leon Trotsky, the Bolshevik foreign minister, addressing the conference, declared that "the position of the Austro-Germans is now absolutely clear." Continuing, the foreign minister said:

"Germany and Austria seek to cut off more than 150,000 square versts from the former Polish kingdom of Lithuania, also the area populated by the Ukrainians and White Russians, and further they want to cut into territory of the Letts and separate the islands populated by the Estonians from the same peoples on the main land. Within this territory Germany and Austria want to retain their reign of military occupation, not only after the conclusion of peace with Russia, but after the conclusion of a general peace. At the same time the Central powers refuse not only to give any explanation regarding the terms of

evacuation, but also refuse to oblige themselves regarding the evacuation.

"The internal life of these provinces lies therefore for an indefinite epoch in the hands of these powers. Under such conditions any indefinite guarantees regarding the expression of the will of the Poles, Letts and Lithuanians is only of an illusory character. Practically it means that the governments of Austria and Germany take into their own hands the destiny of these nations."

Trotsky declared he was glad now that the Central powers were speaking frankly, saying that Gen. Hoffman's conditions proved that the real aims were built on quite a different level to the principles recognized on Dec. 25 and that real, or lasting, peace was possible only on the actual principle of self-definition.

"It is clear," Trotsky declared, "that the decision could have been reached long ago regarding peace aims if the Central powers had not stated their aims differently from those expressed by Gen. Hoffman."

PACKERS ATTEMPTED TO SWAY PRESIDENT

Washington, Jan. 26.—The big packing interests were charged today by Francis J. Heney, special counsel in the federal trade commission's investigation into the meat packing industry, with having attempted to bring influence to bear on President Wilson to have the present investigation stopped.

Heney told the commission that he would show later that a joint telegram recently sent to the president by several Detroit bankers, protesting that the investigation was disturbing economic conditions, had been inspired by the packers.

Mr. Heney's statement was made in connection with the reading of further confidential documents taken from the files of the Chicago packers, which showed that the packers planned an elaborate campaign in 1916 to influence congressmen against ordering an investigation into the live stock and meat packing industry, as was proposed in the Borland resolution.

Recommendation was made by counsel for the packers that they should undertake to have the judiciary committee flooded with telegrams from all over the country, especially the congressional districts where the members came from, protesting a passage of the Borland resolution, on the grounds that live stock was selling at very satisfactory prices and any investigation would disturb such satisfactory conditions.

"It is quite important to reach Gard of Hamilton, O., the memorandum of counsel read. 'Perhaps Proctor of Cincinnati knows him.'"

Questioned by Commissioner Murdoch, Mr. Heney said the Proctor referred to was the soap man. Mr. Murdoch found considerable interest in a sentence of the memorandum which recommended that all the messages should be varied. He said it was the psychology of congressmen that when they received a large number of telegrams identical in form that they suspected somebody was trying to "put something over," which undoubtedly was recognized by the packers also. Indication that the packers had advance information of what was being done in connection

with the Borland resolution was contained in a memorandum taken from the files of Wilson & Co., but which carried a notation showing that it was sent to all of the big five packing companies. The memorandum said:

"Mr. Faulkner (counsel for Armour) has received word from Washington that the Borland hearings have been definitely set for June 13. Don't mention the fact that we have this advance information as the official word probably will be out within a day or two. It is not believed that Mr. Fisher knows it as yet."

The Mr. Fisher referred to was Walter Fisher, counsel for the live stock men, who were urging the investigation.

Statements by Francis J. Heney that Armour & Co. had been found to control the street railways of Kansas City were the first indication that the financial ramifications of the packers touched many street railway systems.

"The influence of the packers in Kansas City is more widespread than in any other city of the United States except Chicago," Mr. Heney said.

Evidence of the packers' influence in the tin industry also has been discovered, Mr. Heney told Commissioner McChord.

Control by the packers over financial institutions has reached such an extent, Mr. Heney said, that recently when an independent packer asked for a loan from one of the big New York banks the bank wrote to Thomas E. Wilson, of Wilson & Co., asking whether the credit should be extended.

Details of a visit to Washington during which he consulted numerous officials were given by Henry Veeder, counsel for the packers, in a letter to Louis F. Swift, dated July 17, 1916. He wrote that he had been informed that if the federal trade commission failed to be without publicity and under no conditions public hearings at which attorneys might participate.

L. C. Boyle of Kansas City, former attorney-general of Kansas, appeared to have been in constant communication with the packers regarding the Borland investigation resolution.

SCHWAB STATES LABOR IS GOING TO RULE WORLD

New York, Jan. 26.—That we are at the threshold of a new social era in which labor will assume dominance throughout the world is the prediction of Charles M. Schwab, president of the Bethlehem Steel Corporation.

Schwab delivered an address on the war situation at the eighth annual dinner of the alumni of Grammer School No. 40 at the Grand Hotel this week and the opinion was given that this nation would be amply repaid for the hardships of the war, while both commercially and socially great things are in store for us.

Respecting this nation's conduct of the war Mr. Schwab said that while he believed in honest comment he was opposed to criticism of the nation's policies. While the government may have made mistakes, would not have made as many, he asked.

Mr. Schwab also discussed the great work of the steel corporation, which, he said, has grown enormously in the last year. He said that the Secretary of the Navy had asked the Bethlehem Steel Corporation for an enormous number of torpedo boat destroyers upon the construction of which the corporation is now engaged, and that within a period of 18 months the United States would have more of these vessels in service than the combined navies of the world.

"We are facing a social situation," he said, "which we should be keenly alive to a situation which is going to be the climax of the war, a 'social renaissance' of the whole world. Call it socialism, social revolution, Bolshevism, or what you will, it is a leveling process and means that the workman without property who labors with his hands is going to be the man who will dominate the world."

"It is going to be a great hardship to the owners of property, but like all revolutionary movements it will produce the better it will be for America. We must not fight this movement, but we must educate it. We must go among the people of the working classes and mingle with them and learn their feelings and thoughts."

"A 'gunman' arrested for having robbed three United Cigar stores, said he never carried a gun, but only pointed his finger in his coat pocket."

Canada's draft call of class I will enroll from 25,000 to 30,000 men.

SPY STARTS GREAT FIRE ON PIERS

Blaze Does Million Dollars Damage—Firebug Shoots At Soldier.

Newark, N. J., Jan. 26.—More than \$1,000,000 worth of property was destroyed today in a fire, believed to be the work of German spies, that burned oil barges, a pier, warehouses and freight cars on Newark bay, close to the plant of the Submarine Boat Co. and storehouses of the quartermaster department of the army.

The fire was discovered by soldiers who claimed that they saw a man running away from the scene shortly after the fire broke out. When they tried to stop him a shot was fired and a bullet went through the hat of the sergeant in command of the guard. The man who fired the shot escaped.

Several hundred feet of the pier was burned before the fire was used to stop the spread of the flames.

This plant was recently inspected by Chairman E. N. Hurley of the United States shipping board, who ordered additional military guards for the property. The order was given, it was said, because of hints of a spy plot that reached Mr. Hurley. The keel of an 8,000 ton ship was recently laid in the yard.

The barges were lashed to a wooden pier which was used by the quartermaster department of the army, and in order to save it soldiers and workmen dynamited the pier. The Submarine Boat Co.'s fire department, realizing that the fire was getting beyond their control, summoned the Newark fire department. Dynamite was used to blast a channel in the ice so New York fire boats could reach the barges.

Sixty guards and 200 soldiers are engaged in protecting the terminals and boat building plants where thousands of workmen are employed. While the fire was in progress the soldiers created a fire zone and kept shooting their guns in the air to prevent any one from approaching the blaze.

Three women and 14 men were on the barges when the fire started and they have been rounded by the military guard and placed under detention. No lives appear to have been lost.

Sergeant Mack McCabe, in command of the soldier guard, says that as the fire started he saw a man from the barges to one of the storehouses where he appeared on the roof. McCabe climbed a ladder and as his head appeared above the roof gutter a shot was fired and the sergeant's hat was sent spinning. The man escaped in the dark.

At 10:30 a. m. officials of the Submarine Boat Co. here said that the damage having been confined to the pier, an adjoining pier, several loaded freight cars and a warehouse used by the quartermaster department of the army. The ship building plant was no longer in danger, the officials said. Official estimates of the loss were lacking.

SERGEANT FROM CONN. IS SENT TO GUARDHOUSE

Camp Devens, Jan. 26.—Sergeant William Nimke of Company F, 301st Engineers, is confined in the guardhouse pending an inquiry into alleged unpatriotic utterances. Nimke, whose home is in Torrington, Conn., was taken into custody on Thursday, according to Captain Norman E. H. Fowler, divisional intelligence officer, who said that the remarks under investigation were mostly in the nature of criticism of the administration.

Relatives of the man came here yesterday in an effort to obtain his release. They brought a letter from John M. Brooks, a member of the staff of Governor Holcomb of Connecticut, saying that Nimke was of German parentage and of an impulsive nature.

READY TO EMPLOY WOMEN, ASSERTION OF CONN. FARMERS

Hartford, Jan. 26.—Many Connecticut farmers are ready to use properly selected woman and boy labor on their farms this year if the use of such labor is necessary to maintain the farm production of the State. The committee on food supply and conservation of the Connecticut State Council of Defense has sent out an inquiry to 300 farmers asking them their attitude in this matter in order to get a key to the statewide situation. Of the 135 answers received to date, 75 farmers were willing to use both boys and women; 49 would use women, but were willing to use either woman or boy labor, and one was willing to use woman labor but not boys. Of the 75 willing to use woman and boy labor, 61 expressed a preference for boys; eight expressed a preference for women, and two did not answer. Six of the eight expressing a preference for woman labor were poultry or fruit farmers.

RED CROSS GIVES 2,000,000 FRANCS TO AID BELGIANS

Havre, Jan. 26.—The Belgian government was advised yesterday that the American Red Cross has placed at its disposal 2,000,000 francs for the relief of Belgian refugees.

PUNISH SOLDIER WHOSE REVOLVER WOUNDED SIMPSON

Ayer, Mass., Jan. 25.—George P. Anson of Lake Placid, N. Y., who while cleaning a revolver accidentally shot John F. Simpson of Bridgeport, a fellow member of Co. B, 301st supply train, was convicted by a court martial today of carelessly discharging a weapon and was sentenced to three months at hard labor. The accident happened recently at company barracks. Simpson was wounded in the shoulder and neck.

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