

RUSSIANS DEMAND KAISER WITHDRAW FROM BALTIC PROVINCES

velops difficulties and makes it clear what they are, I have deemed it my duty to remove those difficulties wherever I have the legal power to do so.

"To assume control of the vast railway systems of the country is, I realize, a very great responsibility, but to fail to do so in the existing circumstances would have been much greater. I assumed the less responsibility rather than the weightier.

"I am sure that I am speaking from the mind of all thoughtful Americans when I say that it is our duty as the representatives of the nation to do everything that it is necessary to do to secure the complete mobilization of the whole resources of America by as rapid and effective a means as can be found. Transportation supplies all the arteries of mobilization. Unless it is under a single and unified direction, the whole process of the nation's action is embarrassed.

"It was in the true spirit of America and it was right, that we should first try to effect the necessary unification under the voluntary action of those who were in charge of the great railway properties, and we did try. The directors of the railways responded to the need promptly and generously.

"The group of railway executives who were charged with the task of actual co-ordination and general direction performed their difficult duties with patriotic zeal and marked ability, as was to have been expected, and did, I believe, everything that it was possible for them to do in the circumstances.

"If I have taken the task out of their hands it has not been because of any dereliction or failure on their part, but only because there were some things which the Government can do and private management cannot. We shall continue to value most highly the advice and assistance of these gentlemen and I am sure we shall not find them withholding it.

"ONLY THE GOVERNMENT COULD ACCOMPLISH THE TASK."

"It had become unmistakably plain that only under Government administration can the entire equipment of the several systems of transportation be fully and unreservedly thrown into a common service without injurious discrimination and only under Government administration can absolutely unrestricted and unembarrassed common use be made of all tracks, terminals, terminal facilities and equipment of every kind. Only under that authority can new terminals be constructed and developed without regard to the requirements or limitations of particular roads. But under Government administration all these things will be possible—not instantly, but as fast as practical difficulties, which cannot be merely conjured away, give way before the new management.

"The common administration will be carried out with as little disturbance of the present operating organizations and personnel of the railways as possible. Nothing will be altered or disturbed which it is not necessary to disturb. We are serving the public interest and safeguarding the public safety, but we are also regardful of the interest of those by whom these great properties are owned and glad to avail ourselves of the experience and trained ability of those who have been managing them.

"It is necessary that the transportation of troops and of war materials,

of food and of fuel and of everything that is necessary for the full mobilization of the energies and resources of the country should be first considered, but it is clearly in the public interest also that the ordinary activities and the normal industrial and commercial life of the country should be interfered with and dislocated as little as possible, and the public may rest assured that the interests and convenience of the private shipper will be as carefully served and safeguarded as it is possible to serve and safeguard it to the present extraordinary circumstances.

"While the present authority of the Executive suffices for all purposes of administration, and while, of course, all private interests must for the present give way to the public necessity, it is, I am sure you will agree with me, right and necessary that the owners and creditors of the railways, the holders of their stocks and bonds, should receive from the Government an unqualified guarantee that their properties will be maintained throughout the period of Federal control in as good repair and as complete equipment as at present, and that the several roads will receive under Federal management such compensation as is equitable and just alike to their owners and to the general public.

"I would suggest the average net railway operating income of the three years ending June 30, 1917. I earnestly recommend that these guarantees be given by appropriate legislation, and given as promptly as circumstances permit.

"I need not point out the essential justice of such guarantees and their great influence and significance as elements in the present financial and industrial situation of the country.

"Indeed, one of the strong arguments for assuming control of the railroads at this time is the financial argument. It is necessary that the values of railway securities should be justly and fairly protected and that the large financial operations every year necessary in connection with the maintenance, operation and development of the roads should, during the period of the war, be wisely related to the financial operations of the Government.

"NOTHING MUST STAND IN THE WAY OF PROSECUTING WAR."

"Our first duty is, of course, to conserve the common interest and the common safety and to make certain that nothing stands in the way of the successful prosecution of the great war for liberty and justice; but it is an obligation of public conscience and of public honor that the private interests we disturb should be kept safe from unjust injury, and it is of the utmost consequence to the Government itself that all great financial operations should be stabilized and co-ordinated with the financial operations of the Government.

"No borrowing should run against the borrowings of the Federal Treasury and no fundamental industrial values should anywhere be unnecessarily impaired. In the hands of many thousands of small investors in the country, as well as in National Banks, in insurance companies, in savings banks, in trust companies, in financial agencies of every kind, railway securities, the sum total of which runs up to some ten or eleven thousand millions, constitute a vital part of the structure of credit, and the unquestioned solidity of that structure must be maintained.

"The Secretary of War and I easily agreed that in view of the many complex interests which must be safeguarded and harmonized, as well as because of his exceptional experience and ability in this new field of Government action, the Hon. William G. McAdoo was the right man to assume direct administrative control of this new executive task. At our request he consented to assume the authority and duties of Organizer and Director General of the new Railway Administration. He has assumed

MUNITIONS CHIEF PROVIDED BY BILL INTRODUCED TO-DAY

New Member of Cabinet to Control Supplies for Army and Navy.

WASHINGTON, Jan. 4.—A Department of Munitions, under a new Cabinet head to be known as the Secretary of Munitions, is proposed in a bill introduced to-day by Captain Chamberlain of the Senate Military Committee, as a result of the investigation of war operations.

The new department would operate during the war and one year thereafter. The bill has the backing of the Senate Committee and will probably be passed. The new Secretary of Munitions would have the power under the President's direction to control arms, ammunition, food, clothing, equipment, tentage, transportation and any other materials the President shall designate as munitions of war.

Government bureaus, agencies and funds necessary to a munitions administration would be transferred to the new department which contemplates control of naval as well as army supplies.

"The bill is intended to increase and expedite the supply of munitions of war," said Senator Chamberlain. "One great trouble with the war establishment as disclosed by the investigation has been a lack of co-ordination and the seeming impossibility of getting rid of circuitous methods of doing business. Until there can be co-ordination and methods more direct the United States will be groping in the dark for many months before we can place ourselves in proper fighting trim.

"This measure places all jurisdiction over munitions of war and co-ordinates all the bureaus, cuts red tape, does away with useless decisions which have tended only to hamper direct action, and gets to the heart of the whole situation.

"I believe if Congress can see its way to the enactment of this measure and the proper man is placed at the head of the Department of Munitions, America will soon be occupying its proper place at the battle front."

Another war bill, introduced to-day by Senator McKellar of Tennessee as a result of the committee's investigation of the system of army supply purchasing, would abolish the advisory committee of the Council of National Defense and prohibit civilians from serving the Government under the existing practice at \$1 a year. The bill would amend the law creating the council and permit the President to appoint one advisory commission of seven members to serve without compensation.

Section six appropriates \$500,000,000 which, together with any funds available from any excess earnings of the railroads, may be used by the President "as a revolving fund" to pay expenses of the Federal control on any deficit of a railroad below the standard return and to provide terminals, improvements, engines, rolling stock and other necessary equipment. These terminals, improvements and equipment are to be used and accounted for as the President may direct and to be disposed of as Congress may hereafter provide.

EXPENDITURES FOR WATER CRAFT AUTHORIZED.

From the revolving fund the President may expend whatever amount he may deem necessary or desirable for purchase, construction or utilization and operation of boats, barges, tugs and other transportation facilities on the inland and coastwise waterways, and may in the acquisition, operation and use of these facilities create or employ such agencies and enter into such contracts and agreements as he shall deem to be in the public interest.

Section five provides for maturing obligations at prices not exceeding expenditures, or for re-organizing railroads in receivership, carriers may, during the Federal control, purchase stocks, bonds, notes, equipment trust certificates and other forms of securities, secured or unsecured by mortgage, as the President may approve as consistent with the public interest.

The same section authorizes the President to purchase for the United States all or any part of these securities at prices exceeding par value and to sell these securities whenever in his judgment it is desirable at prices not less than their cost. Any sums available for the "revolving fund" which is provided in section six may be used for such purposes.

Section eight provides that the President may execute any of the powers granted him through whatever agency he may determine and may employ such personnel as he may deem reasonable compensation for service.

Section nine would authorize the President to extend the Federal Workmen's Compensation Law to apply to railroad employees on such terms and conditions as will give due consideration to remedies available under State compensation laws or otherwise.

The bill stipulates that any person or corporation acting for or employed by a carrier or shipper or other person who shall fail to observe any of the provisions of the proposed law or "shall knowingly interfere with or impede possession, use, operation or control of any railroad or transportation system taken over by the President," or shall violate any order or regulation for carrying out the law, shall be guilty of a misdemeanor and punishable by a maximum fine of \$5,000, or if a person, by imprisonment for not more than two years, or both.

MUNITIONS CHIEF PROVIDED BY BILL INTRODUCED TO-DAY

New Member of Cabinet to Control Supplies for Army and Navy.

WASHINGTON, Jan. 4.—A Department of Munitions, under a new Cabinet head to be known as the Secretary of Munitions, is proposed in a bill introduced to-day by Captain Chamberlain of the Senate Military Committee, as a result of the investigation of war operations.

The new department would operate during the war and one year thereafter. The bill has the backing of the Senate Committee and will probably be passed. The new Secretary of Munitions would have the power under the President's direction to control arms, ammunition, food, clothing, equipment, tentage, transportation and any other materials the President shall designate as munitions of war.

Government bureaus, agencies and funds necessary to a munitions administration would be transferred to the new department which contemplates control of naval as well as army supplies.

"The bill is intended to increase and expedite the supply of munitions of war," said Senator Chamberlain. "One great trouble with the war establishment as disclosed by the investigation has been a lack of co-ordination and the seeming impossibility of getting rid of circuitous methods of doing business. Until there can be co-ordination and methods more direct the United States will be groping in the dark for many months before we can place ourselves in proper fighting trim.

"This measure places all jurisdiction over munitions of war and co-ordinates all the bureaus, cuts red tape, does away with useless decisions which have tended only to hamper direct action, and gets to the heart of the whole situation.

"I believe if Congress can see its way to the enactment of this measure and the proper man is placed at the head of the Department of Munitions, America will soon be occupying its proper place at the battle front."

Another war bill, introduced to-day by Senator McKellar of Tennessee as a result of the committee's investigation of the system of army supply purchasing, would abolish the advisory committee of the Council of National Defense and prohibit civilians from serving the Government under the existing practice at \$1 a year. The bill would amend the law creating the council and permit the President to appoint one advisory commission of seven members to serve without compensation.

Section six appropriates \$500,000,000 which, together with any funds available from any excess earnings of the railroads, may be used by the President "as a revolving fund" to pay expenses of the Federal control on any deficit of a railroad below the standard return and to provide terminals, improvements, engines, rolling stock and other necessary equipment. These terminals, improvements and equipment are to be used and accounted for as the President may direct and to be disposed of as Congress may hereafter provide.

EXPENDITURES FOR WATER CRAFT AUTHORIZED.

From the revolving fund the President may expend whatever amount he may deem necessary or desirable for purchase, construction or utilization and operation of boats, barges, tugs and other transportation facilities on the inland and coastwise waterways, and may in the acquisition, operation and use of these facilities create or employ such agencies and enter into such contracts and agreements as he shall deem to be in the public interest.

Section five provides for maturing obligations at prices not exceeding expenditures, or for re-organizing railroads in receivership, carriers may, during the Federal control, purchase stocks, bonds, notes, equipment trust certificates and other forms of securities, secured or unsecured by mortgage, as the President may approve as consistent with the public interest.

The same section authorizes the President to purchase for the United States all or any part of these securities at prices exceeding par value and to sell these securities whenever in his judgment it is desirable at prices not less than their cost. Any sums available for the "revolving fund" which is provided in section six may be used for such purposes.

Section eight provides that the President may execute any of the powers granted him through whatever agency he may determine and may employ such personnel as he may deem reasonable compensation for service.

Section nine would authorize the President to extend the Federal Workmen's Compensation Law to apply to railroad employees on such terms and conditions as will give due consideration to remedies available under State compensation laws or otherwise.

The bill stipulates that any person or corporation acting for or employed by a carrier or shipper or other person who shall fail to observe any of the provisions of the proposed law or "shall knowingly interfere with or impede possession, use, operation or control of any railroad or transportation system taken over by the President," or shall violate any order or regulation for carrying out the law, shall be guilty of a misdemeanor and punishable by a maximum fine of \$5,000, or if a person, by imprisonment for not more than two years, or both.

AMERICAN ACTRESS BECOMES BRIDE OF BASIL SYDNEY IN LONDON



DORIS KEANE

LONDON, Jan. 4.—Doris Keane, the American actress, the Daily Mirror announced, was married yesterday to Basil Sydney, an English actor. They have been appearing together in London in "Romance."

BOLSHEVIKI LIKELY TO BE RECOGNIZED BY ENTENTE ALLIES

That is so, a Socialist would be the logical representative of that Government and Maxim Litvinoff, who has been appointed, is a likely enough occupant of the embassy."

GERMANS REJECT RUSSIAN PROPOSAL TO TRANSFER PEACE PARLEY TO SWEDEN

Announcement Is Made by Chancellor Hertling Before Main Committee of the Reichstag.

BERLIN, Jan. 4 (via Amsterdam).—Addressing the Reichstag Main Committee yesterday, Chancellor von Hertling said in regard to the Russian rejection of the peace proposals dealing with disposition of the occupied territory:

"We can cheerfully await the further course of the incident. We rely upon our strong position, our loyal intentions and our best rights."

The Government would take advantage of this opportunity, the Chancellor said, to make communications on the course the peace negotiations so far had taken and he said he desired to receive suggestions from the representatives of the people.

Count von Hertling said the Foreign Secretary, von Kuehnemann, had yesterday returned to Berlin after a week's stay in Berlin, returned to Hrod-Litovsk. He, therefore, to his regret, was unable himself to report on the course of the negotiations with Russia. The Under Secretary for Foreign Affairs, Baron von Dem Hassel-Hardenhausen, would instead undertake the task.

Baron von Dem Hassel-Hardenhausen said a week of negotiations in Hrod-Litovsk had taken place. The negotiations, the Baron declared, naturally were very difficult, as they had to be conducted between the coalition on one hand and a single power on the other hand. As to the course of the negotiations the public had been informed to a greater extent than usually was the case. This had made the negotiations more difficult, as the Entente Powers were enabled to inspect the negotiations by circulating false news.

During the debate a member of the Central Party expressed approval, on the whole, of the attitude of the German representatives at Hrod-Litovsk, and said:

NEW JERSEY TO SEIZE COAL; CUTS SUPPLY HERE 1,000 TONS

Acts to Prevent Reconsignment of Fuel From Hudson County to New York.

Richard C. Jenkinson, Federal Fuel Administrator for the State of New Jersey, issued an order from his Newark office to-day peremptorily forbidding the reconsignment of all coal received in Hudson County to New York City dealers.

This means, if the Fuel Administrator finds he has power to enforce his order, that New York's already scanty supply of fuel will be cut by more than 1,000 tons daily.

Acting upon Jenkinson's edict, Hudson County Coal Administrator Charles F. Hoboken sent orders to Capt. Lassen, in charge of the West New York police, that he immediately stop shipments of coal from the Ontario and Western coal pockets at West New York to Manhattan. Hitherto two ferries have New York daily with trucks laden at the Ontario and Western terminal.

"This is a perfectly permissible measure of self-defense for Hudson County," Jenkinson said. "It will go through if I know my powers."

Hitherto Hudson County dealers who had large consignments of coal shipped in to them have been at a loss to find a market for the coal. The result is that Jersey City and all New Jersey cities dependent upon the coal supply received from that point and Hoboken are suffering from an almost complete lack of fuel.

When asked whether his orders applied to the shipment of coal through the Pennsylvania tunnels, Jenkinson replied:

"No, not if the coal carried is consigned directly to New York dealers. The New York Administration was inclined to view with some degree of jealousy the Jersey action, if carried further than checking reconsignments, which is worked principally for speculative purposes. They thought Jersey towns were fairly entitled to coal shipped for their own use."

CLOSING STOCK QUOTATIONS.

Table with columns: With net change from previous close, High, Low, Close, Net. Lists various stock prices including Am. C. & P., Am. E. & S., etc.

NEW YORK COTTON EXCHANGE.

Table with columns: Open, High, Low, Close. Lists cotton prices for various months like January, February, etc.

CHICAGO CORN MARKET.

Table with columns: Open, High, Low, Close. Lists corn prices for various months like January, February, etc.

'SLUSH FUND' INVESTIGATOR TWO HOURS WITH ROOSEVELT

Colonel May Has Made Revelations Concerning Campaign Expenditures for Mitchell.

Speculation was rife in the Criminal Courts Building to-day as to what Col. Theodore Roosevelt said to Assistant District Attorney Kilroe yesterday when the latter, accompanied by a stenographer, passed two hours with the Colonel at Oyster Bay. Whether Col. Roosevelt, who suddenly became mute in the Mitchell campaign, made any revelations concerning the Mitchell "slush fund," now being investigated by Kilroe, or whether his talk was about the frauds in charitable banners neither Kilroe nor District Attorney Swann would say.

Cleveland H. Dodge, financier of Hittendale, N. Y., was examined by Kilroe to-day concerning his connection with the raising of funds for the Mitchell campaign. He said that at his invitation fifty-two wealthy men had luncheon at the Downtown Association before the primaries and underwrote a \$350,000 fund to finance Mitchell's campaign.

After a meeting to-day of the Mayor's Coal Committee, attended by Fuel Administrators Wiggins and Schley and by City Chamberlain Johnson, it was announced \$200 tons of coal a day will be delivered to the small dealers of New York. Certificates representing sixty cents will be issued to the poor and these will be good for 100 pounds of coal.

The certificates will be placed in the quarters where they are most needed through charitable organizations. They will be given free of cost and will be paid out of a \$50,000 fund to be raised by women of the Mayor's committee.

"Every Effort to Get Coal to New York," says McAdoo.

WASHINGTON, Jan. 4.—Director General of Railroads McAdoo today threw all railroad energy into relieving a critical coal situation in New York and New Jersey. With hundreds of reports of suffering coming in following acute fuel shortages, McAdoo announced that "every effort is being made to help. Coal was being rushed to every corner route into New York. The biggest problem, McAdoo stated, is unloading and distribution at New York.

"Every possible effort will be pushed to keep a stream of coal running into New York City," declared Mr. McAdoo.

COAL RELIEF NEAR; 33,000 TONS HERE, 226,600 ON THE WAY

Coal waiting the chance to move to West city.

Prior to the announcements of this afternoon New York had faced a precarious situation as to coal. Fuel Administrators this morning expressed slight hope for any immediate relief. One ventured the opinion that only a change for the better in the weather would avert widespread suffering.

Before dawn to-day long lines of shivering men, women and children with baskets, scuttles and sacks stood before coal yards along the East and North Rivers. Less than 3,000 tons of coal had been received by two of the largest coal distributors in the last twenty-four hours. What remained of this scanty store was doled out in small lots.

In several instances police reserves had to be called upon to quell incipient rushes against closed coal yard gates after word had gone forth that no more coal was to be had.

Fuel Administrator Joseph A. Hall, in the Bronx, said to-day that emergency appeals for coal had come to him from Fordham, Lincoln and St. Francis hospitals, and that where they had demanded tons he had been able to send only sackfuls.

Manhattan and the Bronx have not so far benefited in the least from the passage of coal through the Pennsylvania Tunnels under the two rivers to the Long Island City yards. Of the eighty cars which passed through yesterday and the eighty-seven routed under the rivers from midnight to noon to-day, Manhattan got not a ton. All went to Queens, Kings and outlying Long Island suburbs.

Frederick E. Gunnison, Fuel Administrator for Brooklyn, said the coal situation was still acute there to-day in spite of the arrivals by water of the tubs. The arrivals by water were not nearly enough.

reached Long Island City last night by the tubs were reshipped over Hell Gate Bridge to the Bronx to-day.

Mayor Hylan to-day wrote a letter to Police Commissioner Hughes directing that each police station should receive and investigate complaints of overcharges for coal sold to the poor. Any one who has to pay more than 40 cents per 100 pounds for "cash and carry" or more than 70 cents for coal delivered is asked to report to the nearest police station. The police will then investigate and report to the Chief Inspector, who will report to the Federal Fuel Administrator.

After a meeting to-day of the Mayor's Coal Committee, attended by Fuel Administrators Wiggins and Schley and by City Chamberlain Johnson, it was announced \$200 tons of coal a day will be delivered to the small dealers of New York. Certificates representing sixty cents will be issued to the poor and these will be good for 100 pounds of coal.

The certificates will be placed in the quarters where they are most needed through charitable organizations. They will be given free of cost and will be paid out of a \$50,000 fund to be raised by women of the Mayor's committee.

"Every Effort to Get Coal to New York," says McAdoo.

WASHINGTON, Jan. 4.—Director General of Railroads McAdoo today threw all railroad energy into relieving a critical coal situation in New York and New Jersey. With hundreds of reports of suffering coming in following acute fuel shortages, McAdoo announced that "every effort is being made to help. Coal was being rushed to every corner route into New York. The biggest problem, McAdoo stated, is unloading and distribution at New York.

"Every possible effort will be pushed to keep a stream of coal running into New York City," declared Mr. McAdoo.

Before dawn to-day long lines of shivering men, women and children with baskets, scuttles and sacks stood before coal yards along the East and North Rivers. Less than 3,000 tons of coal had been received by two of the largest coal distributors in the last twenty-four hours. What remained of this scanty store was doled out in small lots.

In several instances police reserves had to be called upon to quell incipient rushes against closed coal yard gates after word had gone forth that no more coal was to be had.

Fuel Administrator Joseph A. Hall, in the Bronx, said to-day that emergency appeals for coal had come to him from Fordham, Lincoln and St. Francis hospitals, and that where they had demanded tons he had been able to send only sackfuls.

Manhattan and the Bronx have not so far benefited in the least from the passage of coal through the Pennsylvania Tunnels under the two rivers to the Long Island City yards. Of the eighty cars which passed through yesterday and the eighty-seven routed under the rivers from midnight to noon to-day, Manhattan got not a ton. All went to Queens, Kings and outlying Long Island suburbs.

Frederick E. Gunnison, Fuel Administrator for Brooklyn, said the coal situation was still acute there to-day in spite of the arrivals by water of the tubs. The arrivals by water were not nearly enough.

Three thousand tons are ice-blocked in Newtown Creek, and the Gowanus Canal is almost completely choked with ice.

From the Staten Island shore, Newark Bay appears to be a mass of solid ice. Many barges of coal are gripped in the ice of the Kill van Kull although the thirteen, containing 10,000 tons, were freed and brought to Manhattan late last night.

Nineteen of the carloads of coal that

Solitaire Diamond Engagement Rings advertisement. Includes images of various diamond rings and text describing the quality and price of the rings.

NEW ORLEANS ENTRIES advertisement. Lists various horse races and betting information for the day.

NEW YORK COTTON EXCHANGE advertisement. Provides detailed market information for cotton, including prices and trends.

CHOCOLATE advertisement. Promotes various chocolate products, including 'Eddys' sauce and other confectionery items.