

STORES CLOSE, THEATRES OPEN MONDAY

WEATHER—Fair to-night; cloudy to-morrow; cold.

SPECIAL
Theatrical Section
WITH TO-DAY'S
EVENING WORLD

The Evening World.

FINAL
EDITION

"Circulation Books Open to All."

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RIOTERS SLAIN BY BOLSHEVIK TROOPS

Mail Wagon Robbed of \$500,000 Cash and Gems

M'ADOO TELLS HOW GOVERNMENT CONTROL IS WORKING ON RAILROADS

Admits That Not Much Headway Has Yet Been Made to Relieve Congestion.
MAY DROP SMALL LINES.
Systems Not Needed for Actual War Purposes Also to Be Left Out.

WASHINGTON, Jan. 19.—Director General of Railroads McAdoo today admitted before the Senate Interstate Commerce Committee that he has been unable thus far to do much toward straightening out the freight tangle on the country's rail lines. He blamed the slow progress on the annual weather which affected southern railroads, usually not troubled by cold weather. Not only did successive blizzards clog the rail lines, but they froze harbors, making it impossible for ships to approach docks for loading and thus adding to congestion in terminals, McAdoo said. He gave the first authoritative announcement concerning the Government's policy with respect to the country's "baby roads," when he said they will not be taken over unless it is necessary. The losses they will suffer, he said, they must bear as part of the general sacrifice for the sake of victory. 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," McAdoo replied, "that the short lines are in a better position than they are being held in. The bill ought to provide compensation for railroads only that are used and injured." "Do you consider those short lines are part of the continental system?" asked Senator Smith. "I would consider them so," Mr. McAdoo replied. "If they form a part of the system utilized for war necessities I have assumed that the bill will not deal specifically with questions as to what should or should not be taken over by the Government under the President's proclamation. That has got to be determined after an investigation. My own opinion is that it is the duty of the Director General, as quickly as possible to determine what railroads or parts of railroads are needed by the Government and to notify the carriers. That is now in process. "As to railroads taken over, compensation is provided under the law we are going to pass. As to those outside, it seems to me any injury is a matter for the courts to determine. I don't believe the law should require compensation to railroads, whether the Government needs them or not. "There is no disposition to rip anybody up the back. It's the Government's desire to treat as small as well as big roads as equitably as possible, as far as is compatible with public use and interest. All the lines excluded from Government control ought to be kept going, encouraged and treated by the Government with utmost fairness and consideration." Director 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. Senator Robinson, Democrat of Arkansas, asked Mr. McAdoo to tell the committee why Government operation of railroads was necessary. Mr. McAdoo replied that he did not think he could add anything to what already had been said, but he thought it necessary to get better cooperation.

Two Big Business Men Furnish a Few Eye-Openers on the Coal Blockade

FIRST BUSINESS MAN—Well, the country is tied up by the Garfield order, everybody's suffering, everybody's criticizing—I have done a lot myself. But let's think of something constructive, let's face a few disagreeable facts with our eyes wide open. Most of us have needed ice more than coal during the past twenty-four hours.
SECOND BUSINESS MAN—But I must insist that a little prophylactic efficiency would have saved us from a crisis.
FIRST BUSINESS MAN—We are agreed on that, but we are confronted by a condition which a Government order from General will not alter.
SECOND BUSINESS MAN—What do you mean?
FIRST BUSINESS MAN—Let's get right down to brass tacks. Garfield says the ships must be bunkered. Well, why haven't they been supplied with all the vast coal supply available at tidewater. Why, because New York as a port stopped developing at least fifty years ago. In fact some of our water transportation practices date back to the Indians and the primitive canoes. Follow me! To bunker a ship in New York, the coal must be dumped from the docks to a barge, then the barge is towed to a ship at anchor and then it is rehandled to the ship's hold. The Indians carried food to ships in their bark canoes.
SECOND BUSINESS MAN—All true, but why?
FIRST BUSINESS MAN—Why? Because the good old American idea of rake-off has to be satisfied. The towing companies are run as adjuncts to the railroads, but the profits go to favorites of railroads and not to the stockholders of the roads. It costs as much to get coal to a ship's side as to mine it.
SECOND BUSINESS MAN—You are certainly right. Why I saw 6,500 tons dumped into a ship at West Superior in one hour.
FIRST BUSINESS MAN—You struck it. Ships are the big factor in the war, and coal for them has forced the country into the present plight. But has Dr. Garfield made a single move to bring this port up to the point of efficiency of foreign ports handling less tonnage?
SECOND BUSINESS MAN—Washington certainly has been looking through the big end of the telescope.
FIRST BUSINESS MAN—And New York has been looking toward Washington instead of looking around at home.
SECOND BUSINESS MAN—True, but Washington has been given full authority. Millions are appropriated by Congress for shipping plants, millions have been provided for homes of workmen, but has a dollar been expended to expedite the coaling of ships now in service without taking into account the immense tonnage to come? Why aren't millions expended to build dumping pockets on the docks at the big ports on the Atlantic so that ships may be run alongside and thousands of tons be dumped directly into the ships? Coal could be sent to the market and kept apart from the general merchandise shipments. Fifty ships could be coaled in the time it takes to supply one under present archaic conditions.
FIRST BUSINESS MAN—Why not suggest this to Dr. Garfield?
SECOND BUSINESS MAN—Maybe I will. I know a professor at Hobart, who may know a professor at Williams, who may be able to get it to Dr. Garfield.

WAITER—Your luncheon is ready, gentlemen.
AMERICAN LINE STEAMSHIP ATTACKED BY 4 U BOATS; HER GUNS DRIVE THEM OFF
Vessel Pursued by Squadron of Submarines—Shots Believed to Have Hit Attacking Craft.
LONDON, Jan. 19.—Passengers who arrived on an American liner at a British port last night to-day detailed a thrilling experience the vessel had with submarines in the barred zone. She almost ran one down on a foggy night. This submarine submerged and later U boats were seen on each side of the liner. Shots were fired by the naval gunners on board and the submarines submerged. A few hours later a fourth submarine appeared, but it, too, was driven off by gunfire. It is believed some of the shots from the liner took effect. The submarines were chased by destroyers.
NO ONE IS EXEMPT From catching cold. The best cold remedy is Father John's Medicine.—Advt.

LENINE TROOPS TURN GUNS ON KERENSKY SUPPORTERS NEAR AMERICAN EMBASSY

Bolsheviki Outvoted in the Organization of the New Constituent Assembly.
PETROGRAD, Jan. 18 (via London, Jan. 19, United Press).—Several persons were killed and many wounded in street fighting which accompanied the opening to-day of the Constituent Assembly.
[An Associated Press despatch from Petrograd says the demonstrations against the Bolsheviki were confined to parades of small groups of men and women. These groups were composed of well-dressed people, except in one instance where there was a large number of soldiers and peasants. At a corner near the American Embassy this group was fired upon and dispersed by the Red Guards. Five persons were killed and a dozen wounded.]
The city bristled with fighting forces, including a large number of troops brought to the capital by the Bolsheviki after formal announcement of discovery of a counter-revolutionary plot, which it was believed was headed by former Premier Kerenskiy. The Constituent Assembly opened at 4 o'clock in the afternoon. The fighting in the downtown streets occurred just prior to this.
Among those killed in the rioting was M. Loringoff of the Executive Committee of the Peasants' Congress. The wounded included several women.
Versions of how the rioting started differ. The most coherent story was that a procession of the Society for Defense of the Constituent Assembly was attacked by the Bolsheviki (Maximalists) and their banners destroyed.
A command to troops to fire their guns into the air resulted in a general hall of machine gun fire and rifles, but not all of the bullets were shot harmlessly toward the sky.
M. Tchernoff, a Social Revolutionary and former Minister of Agriculture under Kerenskiy, was elected President of the Constituent Assembly by a vote of 244 against 165 pulled by Spridonow, a former Duma leader.
Machine Guns and Rifles Turned on the Marchers.
LONDON, Jan. 19.—A collision between Bolsheviki and members of the Society for the Defense of the Constituent Assembly who were marching toward the Tauride Palace occurred about noon Friday, according to a Petrograd despatch to Reuters. Banners and flags demanding that the Assembly be called were pulled down and torn.
Machine gun and rifle fire broke out from all sides. M. Logvinoff, a member of the Executive Committee of the Congress of Workmen and Soldiers' Delegates, and several others were killed. Many were wounded, including several women.

WHY WILSON IS OPPOSED TO WAR COUNCIL OF THREE

Has the Same Objections to Plan as He Has to Creation of a Minister of Munitions.
WASHINGTON, Jan. 19.—It was stated officially to-day that President Wilson's opposition to the bill creating a Minister of Munitions with Cabinet rank extends to the proposed creation of a Director of Munitions and establishment of a War Council of three. He is said to feel that the proposed laws would have the same effect as that to which he was opposed.
In the effort of the Senate Military Committee to secure Administration approval for the War Council bill, Senator Hitchcock to-day submitted a copy of the bill to Secretary Baker, who will discuss it with President Wilson.
Administration support or at least acquiescence is expected ultimately by committee members.

BOLSHEVIKI FACTION QUILTS THE ASSEMBLY

Wireless Report to London Indicates a Complete Split at Petrograd.
LONDON, Jan. 19 (United Press).—The Bolsheviki faction, composing the left wing of the Social Revolutionaries, has withdrawn from the Constituent Assembly, now in session, according to a wireless message from Petrograd this afternoon.
Hotel Imperial, New Room—Dancing at 10 o'clock. Colours suspended.—Advt.

\$500,000 IN MAIL STOLEN OFF TRUCK; CHAUFFEUR HELD

One Package Contained \$125,000 in \$2 Bills for Federal Reserve Bank.
Post Office authorities announced to-day the loss of eight packages of registered mail in transit between the Jersey Central station in Jersey City and the main Post Office in New York on Jan. 7. One of the packages contained \$125,000 in \$2 bills consigned to the Federal Reserve Bank here for distribution to New York banks and trust companies. The other packages contained mostly delayed holiday presents of diamonds and other gems, and the total loss is estimated to be close to \$500,000.
Charles J. Richardson, thirty years old, of No. 666 Ninth Avenue, driver of the Post Office truck from which the mail disappeared, was arrested to-day and arraigned before United States Commissioner Hitchcock, who held him in \$25,000 bail. Assistant United States Attorney Yasseli said the bail was merely nominal and that it could be tripled if there was any chance of Richardson raising it.
Richardson pleaded not guilty and said he hadn't a cent in the world. He declared he received the packages at 2 P. M. on Jan. 7. The case on the mail was looked, and it was still looked when the truck arrived at the main Post Office here. He declared he did not know how the mail was lost.
Richardson was engaged as a chauffeur on Government mail trucks on Jan. 1 and resigned three days ago, giving as his reason that he was not making enough money.
Mr. Yasseli said three confederates, one a woman, are involved in the theft, and more arrests are expected in the next day or two. It is believed the robbery is the work of an organized band that follows the shipments of registered mails all over the country. This is borne out by the fact that the thieves know the exact time of the arrival of trains bearing heavy shipments of registered mails from the West.

GERMANS MAKE THREAT TO SINK DUTCH LINER, THE NIEUW AMSTERDAM

New System of Terrorism Reported Adopted by Berlin Over Neutral Shipping.
WASHINGTON, Jan. 19.—Germany has begun terrorist tactics on neutral shipping, having threatened the Dutch Government with sinking of the giant Dutch liner Nieuw Amsterdam unless the Netherlands and American Governments pledge the ship shall not be withdrawn from continuous neutral service.
In the face of a pledge to the United States that the vessel—allowed to leave this country because of a cargo of Belgian relief supplies—would be promptly returned to the United States, the Dutch Government says it is now afraid to clear the ship.
Meantime the War Trade Board, in a set of rules and regulations effective Feb. 1, took another step toward shutting off neutral aid to Germany to-day. To comply with the new regulations the owner of time charter of a vessel flying a neutral flag must bind himself and those who control the vessel to observe orders of the Government.
It is provided in the new regulations also that no vessel shall be granted to a sailing vessel destined for ports within the war zone. This is designed to turn all slow vessels—easy U boat prey—into South American and coastwise trade.

ALL AMUSEMENTS TO CLOSE TUESDAY, RULES GARFIELD, AMENDING HIS FUEL ORDER

New Ruling Puts Ban on Bars of Hotels and Cafes for Monday—Inspectors Sent Out to Round Up Violators of Edict.
SITUATION AS TO MONDAY
Theatres to be open. Must close Tuesday. All stores except those selling food to close. No place exempt where liquor is sold or served. This applies to hotels and cafes as well as to saloons. Traction lines to fix their own schedules.
After amendment by Dr. Garfield and interpretation of other closed issues by the local Fuel Administration, New York began to discover to-day just what kind of a day its first "Garfield Monday" is to be. When the hopes of the theatrical managers and moving picture exhibitors were at their lowest ebb to-day and State Administrator A. H. Wiggan had stated definitely that the theatres would close, the following reversal of established fact came from Washington:

267,735,001 TONS COAL PENNSYLVANIA'S RECORD OUTPUT DURING 1917

HARRISBURG, Pa., Jan. 19.—The output of the coal mines of Pennsylvania in 1917 is estimated at 267,735,001 net tons, of which 97,225,770 tons were anthracite and 170,509,231 tons bituminous. The production of coke reached a total of more than 20,000,000 tons.
The year was without parallel in the entire history of the coal mining industry, not only on account of the unprecedented output of coal and coke, but also on account of the conditions more or less chaotic that prevailed, due to war demands and restrictions.
In producing the great tonnage of the year, the mines employed 355,623 men. The number of fatalities among the workers was 1,662.
In view of Dr. Garfield's amended order, the Metropolitan will give its regular subscription opera on Monday night.
Here is the exact application of the Garfield Monday closing regulation to saloons and the places where liquor is sold, as given to The Evening World by Joseph A. Hall, Deputy State Fuel Administrator:
"Where there is a saloon in an apartment house or building otherwise regularly exempt, heat is denied only to such rooms where liquor is SOLD OR SERVED."
This means that cafes adjacent to bars, or possessing bars, cannot serve liquor with a meal without violating the Garfield order.
Asked by The Evening World if a retail or wholesale store could keep open without heat, light or elevator service, Mr. Hall replied:
"My understanding of the order is that the Fuel Administration has no power to prevent a store keeping open, but has the power to see that it shall use no fuel other than that necessary to prevent freezing."
Office buildings employing light, heat and elevator service will have to close Monday unless special exemption.

ALLIES GIVE PROTECTION TO THE KING OF ROUMANIA; MAY HAVE FLED IN AIRPLANE

Petrograd Hears That Entente Will Save Monarch From Arrest by the Bolsheviki.
LONDON, Jan. 19.—King Ferdinand of Roumania, whose arrest had been ordered by the Bolsheviki Government, is now under the protection of the Allies, according to a Petrograd despatch to the Daily Express.
The Bolsheviki had previously sent a two-hour ultimatum to the Roumanians demanding free passage of Russian troops through Jassy, the temporary capital of Roumania.

U. S. NAVAL HOSPITALS TO DOUBLE CAPACITY

WASHINGTON, Jan. 15.—Plans for enlarging naval hospitals at Norfolk, Va.; Great Lakes, Ill.; and those at the American naval bases in Great Britain and France have been completed by Surgeon Gen. Brastard.
The foreign hospitals are to be doubled, that in England to 1,000 beds and that in France to 500.
The capacity will be based on a sick rate of 5 per cent.