

FUEL ORDER UNREVOKED; PAY FOR WORKMEN URGED

Wilson's Attitude Indicates No Modification of Measure, Even Passage Senate Resolution Unlikely to See Its Recall; Garfield Firm in Urging Necessity of Drastic Action to Release Freight Cars, Lessen Over-Production of Goods, and Meet Coal Shortage—"You Have Same Loss on Sundays and Holidays"—Answer to Estimates of Losses on Proposed Holidays.

SUSPENSION ACT BRINGS ALARM

White House and Congress Flooded With Protests and Suggested Remedies.

SCOPE OF FUEL ORDER IN BRIEF FORM

Washington, Jan. 17.—The coal order would prohibit use of coal in stores and mercantile establishments in these terms: "Wholesale or retail stores, or any other stores, business houses or buildings whatever, except that for the purpose of selling food only, for which purposes stores may maintain necessary heat until 12 o'clock noon, and for the purpose of selling drugs and medical supplies only, stores may maintain necessary heat throughout the day and evening."

Washington, Jan. 17.—Protests against the fuel administration order closing down industrial plants began pouring into the White House and congress today from all over the country. Business men everywhere, aroused at the prospect, objected to its enforcement and suggested many other remedies.

The order will not include natural gas, nor use of wood as fuel, nor power derived from water. It is said that the exception of necessary war industries from the operation of the order might be more liberal than first announcements indicated.

U. S. WILL BUY COAL. It developed today that under the administration's plan the government will buy all coal consigned to the suspended industries. These transactions will be conducted through the treasury department, and it is estimated will cost the government about \$25,000,000. State fuel administrators will redistribute the coal to food plants and other industries permitted to run.

The fuel administration will issue a series of rulings or queries concerning the conservation order. State fuel administrators will not be allowed to make rulings and the rulings issued here will have general application.

Dr. Garfield will issue probably during the day a public appeal to employers to continue the pay of their employes during the time they are idle because of the fuel order. The government has no power to enforce this request, but will call on employers to take the step as a patriotic duty.

Washington, Jan. 17.—Suspension of operation of America's manufacturing industries east of the Mississippi and in Louisiana and Minnesota for a period of five days beginning tomorrow, was decreed by the fuel administration in an order issued today designed to relieve the serious coal shortage. The order even includes munition plants and expects only industries producing food and these requiring continuous operation to maintain their business.

Washington, Jan. 17.—While Dr. Garfield was being examined by the senate coal committee, the senate agreed to postpone further debate on the Hitchcock resolution until 1 o'clock.

The senate resumed consideration of the Hitchcock resolution soon after 4 p.m. After a quorum had been obtained, Senator Reed began the making of a verbal report on Dr. Garfield's statement to the committee.

After Fuel Administrator Garfield left the senate committee hearing it was indicated that even if the senate passed a resolution it did not follow that the order would be revoked, as the administration regarded drastic action necessary to relieve the situation.

"The result of P. B. Noyes' trip to Boston and New York this week to gain information from business men and railroad officials and state fuel administrators led us to believe that an order substantially as that issued, was necessary," answered Dr. Garfield. Dr. Garfield explained his recent order giving state administrators power to take coal, but said he did not authorize them to take coal from one plant and give it to another.

Protests by industries against various rulings, he said, convinced him that a curtailment plan should be put into effect. "Could not the same end be reached by allowing factories having coal to operate," asked Vardaman. "I don't think so. The factory with fuel will be out in a few days and conditions would not be remedied," was answered.

The hearing then adjourned. Dr. Garfield went before the committee shortly after 2 o'clock and told his reasons for issuing the order. The fuel and railroad situation, he said, made the action imperative. "The purpose of the order," said Dr. Garfield, "is not to interfere in the slightest with the loading of coal at the mines. This is made clear in the amplification of the abstract."

No Class Preference. A modification decided this morning, Dr. Garfield said, put all consumers in the preferential list on an equal basis, with no preference shown to any one class.

Dr. Garfield said that the plan was to let certain war industries to operate despite the order. Shipbuilding, he said, was one of them, but if the industries which are to be exempted were classified in the order, it would cause a storm of protest and embarrass the fuel administration. Dr. Garfield said Secretaries Baker and Daniels were preparing such a list.

Ships and Planes Exempt. The list of exempted industries, Dr. Garfield said, would include those immediately necessary in the conduct of the war. Aside from shipping and airplanes, he said, he did not know what the rest would contain.

The order was made necessary, Dr. Garfield said, by transportation conditions, which had made it impossible to supply industries and at the same time furnish home and public utilities. The necessity for moving ships was so great that drastic measures were compulsory.

Urges Pay for Labor. "I have been discussing this with business men for a month," said Garfield. "If companies fail to pay wages for these idle days they will not be doing their part."

Senator Reed adjourned the hearing at 2:30 o'clock and the committee then returned to the senate. As Dr. Garfield came from the committee room a delegation from the Chamber of Commerce of the United States intercepted him and they entered the room for a conference.

"We want to find out what it all means," said Waddill Catchings, of New York. "We know nothing of the order until we read about it in the newspapers this morning."

"This order was issued because of a lack of coal for private consumers and utilities," said he. "This was not caused by lack of production, but, as we all know, by conditions we have faced since Dec. 8." The fuel administrator evidently referred to weather conditions.

Not to Stop Deliveries. "The purpose of the order is not to interfere with loading cars with coal and sending them forward," he continued. "We do not interfere with the mines from consigning coal during the five days in the normal, natural way. And it does not affect delivery of coal by dealers."

THEATERS FAIL IN PLEA FOR TUESDAY HOLIDAY

Washington, Jan. 17.—President Wilson today refused the request of a delegation of New York theatrical managers that theaters be closed on Tuesdays in honor of Monday during the next ten weeks. This was announced by Geo. M. Cohan, spokesman for the delegation, after the party left the White House. This was taken as an indication that there was no disposition to modify the fuel administration's order.

SENATOR WOULD SET ASIDE ORDER

Washington, Jan. 17.—A movement for suspension of Fuel Administrator Garfield's order until after its necessity is established by investigation was set afoot in the senate today.

A resolution to that purpose was prepared by Senator Gallinger, republican leader. The resolution by Senator Gallinger was prepared after conference with other republican leaders who were determined to prevent, if possible, having the coal orders go into effect.

News of the agitation evidently got to the ears of the administration. Senator Vardaman, republican leader, hurried to the capitol.

Hitchcock Has Proposal. Senator Hitchcock, democrat, today introduced a resolution in the senate to suspend the fuel order until after investigation by the committee. Senator Hitchcock introduced his resolution after conferring with other democratic leaders in the senate who have apprehensions of the wisdom and effect of the order.

Senator Gallinger, republican leader, also introduced a resolution proposing that the coal orders be suspended until after an investigation of their necessity. Senator Reed said he would ask the senate to postpone action on the Hitchcock resolution until his committee had heard Dr. Garfield.

Dr. Garfield agreed to go before the committee, asked Senator Reed to do this. "Unfair, said Senator Gallinger, "to pass this resolution without giving him an opportunity to explain his reasons for the order."

"I think the best thing we could do would be to pass this resolution and debate it afterwards," said Senator Thomas. Pomarone Critical. "I regard this order as a calamity," declared Senator Pomarone. "I feel there was no necessity for it at the present time."

Senator Smith, of South Carolina, said a South Carolina manufacturer communicated with him today asking if plants using water power were affected by the order.

"I called the fuel administration office on the telephone and was informed the order affected all plants not specifically excluded by the order," said Senator Smith.

"That is not fair again I guess," ejaculated Senator Tillman. Senator Pomarone previously had said he was unable to see Mr. Garfield and was referred to an assistant.

Responding to a question by Senator Mcumber, republican, Sen. or Pomarone said he believed the situation now was due more to the transportation question than anything else.

Would Address President. "It seems to me that from every point of view this order was a very unwise one."

If it is an unwise order, has congress been reduced to such a position that it can only make a request of the fuel administrator?" demanded Senator Borah.

Senator Knox, republican, wanted the resolution addressed directly to the president. Reform Running Wild. Senator Hitchcock declared that the coal order was an example of the coordination and "reform" in our government. "It is now running wild."

"I do not presume to say the fuel administrator has made a mistake," said Senator Hitchcock. "All I ask is that sufficient time be given before the seas are held up to permit the country to be heard. The thing he did has been called national calamity. The fuel administration may be confronted with a serious situation in trying to get coal for the ships we send across the seas, or in maintaining the railroads, but before taking action I think at least five days should be given."

Vardaman Interrupts. Senator Hitchcock was interrupted by Senator Vardaman, a member of the subcommittee investigating the coal situation, who said the committee had a mass of evidence it would report very soon and if a postponement were effected the senate would have the benefit of that.

SIX MEN KILLED ON U. S. VESSEL

Steamer Michigan Caught in Gale—Falling Cage Mast Causes Fatalities.

Washington, Jan. 17.—Six men were killed and three injured on the United States ship Michigan when the ship was caught in a heavy gale at sea, it was officially announced today. The men were killed and injured by the falling of a cage mast, the first accident of its kind in the navy.

The dead are: O. C. Belyeu, C. F. Marahenens, C. E. Book, F. J. Prinz and J. S. Bell, all seamen, and J. E. Chico, a fireman.

The injured: E. T. McDonald, G. S. Farmer, V. B. Biggers. All the injured were seamen.

LENINE SIGNS ORDER FOR ARREST OF KING

Petrograd, Jan. 16 (Wednesday)—Premier Lenine today signed an order for the arrest of King Ferdinand of Rumania, who is to be sent to Petrograd for imprisonment in the fortress of St. Peter and St. Paul.

The order for the king's arrest describes in detail the way it is to be carried out and in which the king is to be guarded. The bolshevik believe they have sufficient forces on the Rumanian front to carry it out.

GOVERNOR NEW YORK IN PROTEST TO PRESIDENT

Albany, N. Y., Jan. 17.—Gov. Whitman late today sent a telegram to President Wilson protesting against the enforcement of the Garfield order restricting eastern industrial activities.

The governor's telegram was sent after he had received a communication from State Banking Superintendent Skinner, advocating that the order be not enforced.

COAL SAVING ORDER MADE AFTER CAREFUL STUDY

Chicago, Jan. 17.—State Fuel Administrator Williams this afternoon received a telegram from Dr. Garfield that the coal retrenchment order had been issued only after careful study and would not be modified.

SUPER-WAR COUNCIL TO BE CENTRALIZING PLAN

Washington, Jan. 17.—Two bills—one creating a super-war council of three members and another for a director of war industries—were today agreed upon today by the senate military committee as measures to centralize the nation's war operations.

POSTAL TELEGRAPH MAN FOUND DEAD IN HOTEL

New York, Jan. 17.—Scarcely an hour after relatives of William H. Barre, former vice-president of the Postal Telegraph company and former secretary of the Western Union Telegraph company, and asked the police to search for him today, he was found in a room in the Ansonia hotel. The police reported he had shot himself.

ELECTRIC SIGNS OFF; 10 O'CLOCK CURFEW HOUR

St. Louis, Jan. 17.—An order closing all places of amusement in St. Louis at 10 p.m. and closing them completely on Mondays and Tuesdays, will be issued today by Lieut.-Gov. Crossley, of Missouri, fuel administrator of this state, he announced today. The order will be effective at once. All electric signs will be turned off.

FIVE FRENCH VESSELS SUNK DURING PAST WEEK

Paris, Jan. 17.—Five French merchantmen of more than 1,000 tons and one under that tonnage were sunk by submarines or mines during the week ending Jan. 12. Ships entering French ports during the week numbered 792, while those clearing were 754. Two vessels were attacked, but escaped.

MYER ADVISES ON "HOLIDAY" RULINGS

(Special to The News.) Nashville, Jan. 17.—A deluge of telegrams and telephone calls, together with personal visits by scores of manufacturers and merchants, kept State Fuel Administrator Myer up to his eyes in work today, following publication of the national administration's drastic fuel order.

Mr. Myer declined to rule on any specific cases presented to him, but issued the following notice designed to clear up some of the confusion.

"The order of the United States fuel administrator, Jan. 16, 1918, for curtailment of fuel is very explicit. A careful study by any one affected will enable him to reach a solution of any question arising.

"The following are some of the requirements: "Every enterprise affected by this order that operates directly or indirectly by the consumption of coal must be shut down upon the days mentioned. This includes every factory or other enterprise operating by electric power produced solely by electrical power plants not using coal anywhere on its system, it may be used in the operation of industries.

"Whenever it is necessary to preserve sufficient temperature in any building to preserve the property from injury by freezing, such building may be kept heated to a temperature not exceeding 40 degrees.

"Any plant that purchases electric power from an electric light or power plant within the class of private ownership and must obey the order to shut down unless within any of the exceptions named in the order.

"All industries vitally necessary to the prosecution of the war or to the health of the people will be allowed to operate for the present upon the sole consumption of wood as fuel. Sawmills and woodworking plants using no coal and burning only the own slabs will be allowed to operate.

"If you have any question as to whether you are affected by this order, you have only to study the order of Mr. Garfield carefully and you can determine that question."

It is thought that some of the mills will be allowed to continue operations as usual, as they derive their power from the hydroelectric plant at Fall's Bar. The same is true of large manufacturing plants in several other Tennessee cities and towns.

A meeting of the merchants and manufacturers of Nashville was held this afternoon to consider the fuel order. The state and county administrators attended.

SWISS GOVERNMENT RECOGNIZES FINLAND

Berne, Jan. 17.—The Swiss government has acknowledged formally the sovereignty and independence of Finland.

U-BOAT CREWS IN MUTINY AT KIEL

Thirty-eight Officers Killed in Uprising at German Naval Base Jan. 7.

MEN MORE DISSATISFIED

Number of Boats Returning to Ports Decreasing Monthly, Says Geneva Dispatch.

London, Jan. 17.—A mutiny among submarine crews at the German naval base of Kiel on Jan. 7 is reported in an Exchange Telegraph dispatch from Geneva. Thirty-eight officers are said to have been killed.

The Geneva dispatch quotes advice received there from Basel giving details concerning the mutiny. It is said to have begun by submarine crews, and subsequently to have spread to portions of the crews of cruisers stationed at Kiel.

Some of the men who joined in the attack on the officers took part in the earlier mutiny at Kiel, the dispatch report adds: "Although the mutiny was local, it shows that German naval men are dissatisfied, especially in the submarine service, as the number of boats returning to German ports is decreasing every month."

U-Boat Crews in Mutiny. There have been various reports in the last few months of mutinous outbreaks in the German navy, and also in the Austrian navy. Confirmation was given by the German government of reports of a mutiny among warship crews at Kiel in September. The men on board—several capital ships—were involved—and a number of officers were said to have been killed. Unwillingness of the men to do duty on submarines was given as one of the reasons for the outbreak.

A mutiny at Ostend among German sailors, who refused to go on board submarines, was reported in October. Official diplomatic dispatches received in Washington, in October, reported mutinies in the Austrian navy and clashes between Austrian sailors and crews of the German submarines at Pola, in which officers on both sides were killed.

AMERICAN SHIP SUNK BY U-BOAT

London, Jan. 17.—The American sailing vessel Monitor has been sunk by a submarine near Flores, a dispatch from Las Palmas to the wireless press reports. The crew was saved.

The Monitor sailed from the African coast with a cargo of wheat. She was a schooner of 137 tons, built in 1901 and owned in Gloucester, Mass.

Advertisement for 'The Year 1918' newspaper. Features a large graphic of a newspaper page with the price '\$2.98' and the text 'The Year 1918 A History-Making Year The News will keep you informed on the happenings as they occur, and at a cost to you of less than 1 cent a day. The News \$2.98 One Year By Mail A REMARKABLE NEWSPAPER OFFER! This price does not pay for white paper, yet the offer is open to all who subscribe or renew their subscription during the present month.'