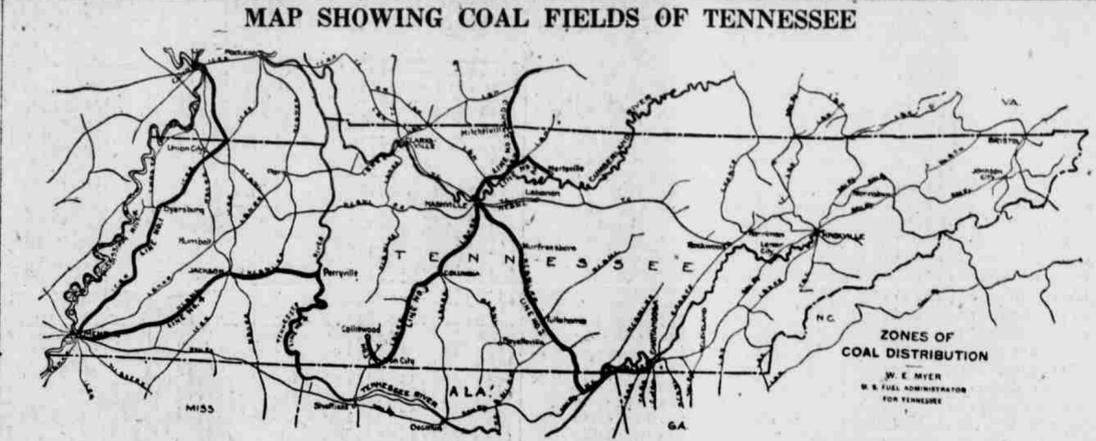


DISTRIBUTION OF COAL SUPPLY

Administrator Garfield Fixes Zone Lines for Tennessee. Myer's Explanation.

(Special to The News.)
 Washington, March 25.—Dr. Harry A. Garfield, United States fuel administrator, today issued the following statement with reference to the zonal distribution of coal in Tennessee:
 "Limiting lines have been drawn and will be described as follows for convenience in denoting the changes made in the supply of coal for this state:
 "Line 1—The L. C. railway from Memphis, Tenn., to Cairo, Ill.
 "Line 2—The L. & N. railway from Louisville, Ky., through Bowling Green, Ky.; Nashville, Tenn.; Baugh, Tenn.; to Tennessee-Alabama state line.
 "Line 3—The L. & N. railway from Mitchellville, to Collinswood through Nashville, Columbia, and Iron City.
 "Line 4—The Tennessee river and the line of the N. C. & St. L. railway from Memphis through Jackson to Ferrysville."
 "The total receipts of coal in Tennessee for the year 1917 were \$322,000 net tons, including coal for special purposes. The plan prohibits the movement into that portion of Tennessee west of line 3 of 576,000 tons of coal from the eastern Kentucky and Tennessee fields and into the whole state of Tennessee of 83,000 tons of coal from the Arkansas fields.
 "The total tonnage of the producing districts mentioned above moved to the portions of the state in which it will be prohibited under this plan amounted to approximately 609,000 tons. These 609,000 tons are to be replaced by coal shipped from mines in the producing fields of Illinois to points on and west of line 1; from producing fields in western Kentucky to points on and west of line 2; from producing fields in Tennessee, eastern Kentucky and Virginia to points on and east of line 3, and from producing fields in Alabama to points on and south of line 4.
 "Consumers in Tennessee will suffer serious shortage next winter unless they begin to fill their bins at once and continue to accumulate their winter supply during the summer. The mines in this state can fill the normal requirements of these consumers if they are kept running every day of the week.
 "This order was sent to Fuel Administrator Myer at Nashville and he sent it out to County Administrators with further explanation.
 "Mr. Myer says:
 "This sets forth in detail the new coal zone system for Tennessee. This



A Study of This Map in the Light of Mr. Garfield's Order Will Give a Full Insight of the Situation and the Administrator's Purpose.

new zone system will greatly aid coal distribution. It will prevent communities buying coal from mines at long distances when equally good coal can be bought much closer.
 "This will enable coal cars to make many more trips and thus add to the much needed coal output. It also enables the mine operators to distribute their coal to those places for which they are the logical source of supply.
 "The U. S. fuel administration, in co-operation with the director-general of railroads, announces the completion of a zone system to govern the distribution of bituminous coal during the coal year beginning April 1, 1918. The general effect of the system is to restrict eastern coal to eastern markets and to fill the vacancy in the central and western states with nearby coal produced in those states. The system will eliminate the movement of more than 2,000,000 tons of Pocahontas coal to Chicago over a haul of 800 miles. This tonnage of coal must be secured by Chicago from southern Illinois mines, with an average haul of 312 miles. There will thus be saved about 11,400,000 car miles, permitting an additional production of 700,000 tons of Pocahontas coal.
 "The restrictions imposed on the movement of coal by the zone system will make necessary a readjustment of fuel practices in various communities affected by the restrictions.
 "The fuel administration confidently expects the patriotic co-operation of every coal consumer who may be inconvenienced by the use of fuel to which he is not accustomed. Coal for special uses, such as gas by-product, blacksmith and metallurgical coal, will be exempt from the restrictions

of the zone system. Permits will be issued to the individual consumers of coal for gas by-product, metallurgical and smelting purposes, contrary to the prohibition of the plan, will be controlled by the U. S. fuel administration under license regulations.
 "Total shipments of lake cargo during the season of 1917 were 28,846,000 net tons.
 "The plan prohibits the movement of lake cargo coal from the producing districts in Tennessee, Virginia and of Cumberland, Piedmont and Meyersdale in West Virginia, Maryland and Pennsylvania."
 "Heretofore many of the mines in many of the producing districts throughout the country have been unable to keep up their production in the summer months because of the decreased demand for their product. Under the zone system these producing districts have been allotted consuming territory which will demand a large increase in production. Consumers in these zones must fill their coal bins during the summer and keep these mines running every day of the week, if these zones are to avoid a serious shortage next winter. The early buying of next winter's coal by consumers throughout the country is considered imperative by the fuel administration and the director-general. The zone system as it affects the territory in which your jurisdiction is particularly interested has the following application:
 "The producing fields have been relieved of some tonnage which formerly moved to other markets which they will not be able to serve under this plan, and the coal prohibited from movement to Tennessee will have to be replaced in part by increased production in the fields mentioned above.

The movement of special grades of coal for gas by-product, metallurgical and smelting purposes, contrary to the prohibition of the plan, will be controlled by the U. S. fuel administration under license regulations.
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SIX BILLION LOAN ADVISED BY KITCHIN

May Raise Interest on Government Bonds to Four and a Half Per Cent.

Washington, March 23.—A tentative draft of a bond bill to cover future liberty loans is to be prepared at a conference between Secretary McAdoo and Democratic Leader Kitchin. Mr. Kitchin said he believed the amount authorized would be \$5,000,000,000, but would not object to it being \$6,000,000,000. He believed the interest rate would be fixed at 4 1/2 per cent. for the issue of April 6.
 "There is left a balance of \$3,600,000,000 from the first amount authorized by congress and on which the two loans were issued," said Mr. Kitchin. "I see no reason why congress should not provide for a total of \$10,000,000,000 to carry this loan and then another if it should be necessary when congress is not in session, but I will not object to a new authorization of \$5,000,000,000."
 "The bill should pass not later than March 26, so that details of the April issue can be arranged."

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WAR BREADS ARE NOT CONSIDERED DETRIMENTAL

Reports They Are Likely to Cause Digestive Disturbances Branded as Fallacies.

New York, March 25.—Reports that the war breads now in use in this country are likely to cause digestive disturbances, were branded as fallacies by Dr. Mary S. Rose, deputy director of the bureau of conservation of the state food commission in a statement issued today. Dr. Rose is a professor in the department of nutrition at Columbia university and has a national reputation as an expert on foods.
 "When people eat nothing but bread made from cereals which are not finely ground," the statement said, "they are likely to experience distress from them. In the countries of the allies war breads mean breads with twice as much other cereals as wheat—just enough wheat flour to bind the loaf together and the people in those countries have had some digestive disturbances from taking such quantities of coarse cereals into their systems."
 "In this country, however, commercial breads have only about one-fourth as much of other cereals as of wheat and have had opportunity to develop good methods of baking war breads. There is no reason why people in this country can't use the wheat substitutes to make wholesome, easily digested foodstuffs."

WAR WORK UNIFIED BY PRESIDENT WILSON

Ship, Railway, Food and Fuel Boards to Work as Parts of Whole.

(Special to The New York World.)
 Washington, March 26.—Plans for closer co-operation between those engaged in war work were outlined at a conference in the White House today. Besides the president, there were present Bernard M. Baruch, chairman of the war industries board; Edward N. Hurley, chairman of the shipping board; Dr. Harry A. Garfield, fuel administrator; Herbert C. Hoover, food administrator; Vance C. McCormick, chairman of the war trade board, and Secretary of the Treasurer and Director-General of Railroads McAdoo.
 "The shipping situation, the transportation problem, the fuel and food questions were gone into thoroughly and it was the consensus that greater efficiency can be secured with united effort."
 The conference was the first of a series between the president and his advisers. Another meeting will be held next Wednesday. It is believed they will prove of the greatest benefit and will tend to stamp out differences which might otherwise arise in the administration of the various functions of the war machinery. It is realized there must be a speeding-up in all lines of work.

IRISH ART LOVERS CLAIM SIR HUGH LANE'S GALLERY

Nobleman Bequeathed Paintings to Dublin, but Codicil Was Never Signed.

Dublin, Feb. 2.—(Correspondence of the Associated Press.)—The claim to the late Sir Hugh Lane's collection of paintings, which are now stored in London, has again broken out in a controversy between the Dublin and London art galleries. Dublin art lovers, under the leadership of Lady Gregory and W. B. Yeats, the Irish writer, have just petitioned the British parliament to pass a special bill awarding the paintings to Dublin.
 Sir Hugh was an Irishman. In his will he bequeathed an important part of the pictures to the National gallery in London. In 1915 he signed a codicil leaving the pictures to Dublin, but the codicil was never witnessed and on the return voyage he went down on the Lusitania.

ALL BRITISH CLOCKS ADVANCED ONE HOUR

London, March 25.—All the clocks in the United Kingdom were advanced one hour Sunday for the beginning of the summer daylight saving period. Normal time will be restored Sept. 29.

JOFFRE DEMOTED; NOW BUT PRIVATE IN FRENCH ARMY

Paris, Feb. 2.—(Correspondence of the Associated Press.)—A recent regimental order has disclosed the existence of another soldier in the French army who bears the honored name of Joffre. In this order the lieutenant-colonel of an infantry regiment states that the request of Corporal Joffre to be allowed to resign his corporal's stripes "through inability to command" is granted and the corporal is reduced to being again a private, with the duties of a horseherd.

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