

CONGRESS HEATED OVER FUEL DECREE

"National Calamity, Industrial Paralysis," Expressions Used in Debate.

CONSTITUENTS HEARD FROM

Resolution Passed Requesting Garfield to Delay for Five Days Order Suspending Industrial Operations in Certain Localities.

WASHINGTON, Jan. 17.—A wave of indignation against the Government's drastic fuel restriction order which swept over Congress today culminated in the adoption by the Senate tonight, 50 to 19, of a resolution requesting a five-day suspension of the order.

Efforts to get a vote on a similar resolution in the House were blocked by objection. Hours were spent in stormy debate in both Senate and House, members vehemently characterizing the fuel administration's step as entailing "national calamity" and "industrial paralysis."

Partisan lines were largely disregarded, particularly in the Senate, and when it became apparent that the order was going into effect in spite of the Senate request plans were laid for submitting an appeal directly to President Wilson tomorrow.

Protests Flood Congress. Congress, flooded by telegrams of protest from business interests, gave over practically the entire day to the subject. Resolutions requesting postponement were introduced in the Senate by Mr. Hitchcock, a Democrat, and in the House by Acting Republican Leader Gillett.

It was 6 o'clock and just about the time the fuel administrator's formal order was made public that the Senate adopted the Hitchcock resolution. In the House, after sharp debate, a vote on Representative Gillett's resolution was prevented by refusal of Representative Cox and Indians, Democrat, to give unanimous consent for its consideration.

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Senators J. Simmons and Jones of New Mexico, in the Senate, and Representative Rainey in the House, were among the principal speakers in denunciation of the administration. They all admitted that the order entailed serious consequences, but opposed hasty action in disturbing orders under authority granted by Congress having the approval of the President and presumably essential.

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"In substance Dr. Garfield said that the report of his orders in the newspapers was substantially correct, but he produced a copy of the order explaining that the orders published were in the nature of a brief of the complete order, but containing their substance," continued Senator Reed.

The administration's policy as indicated by the fuel administrator, Senator Reed said, was to close down the waterpower industries. Dr. Garfield, the Senator said, admitted he did not have authority under the law to do that, but said it was his purpose to secure their closing in order to prevent discrimination against plants operated with coal.

Garfield's Reasons Detailed. "The reasons assigned for the order," continued the Senator, "were: 'To prevent increased congestion at ports or on the railroads leading to those ports.' 'To prevent congestion on other railroads.' 'To prevent inequalities between factories having coal and those which do not.' 'To enable the country to recover from the coal shortage—that is, permit coal production and distribution to continue.' 'It is not proposed to take coal from the factories where there is now a supply,' continued Senator Reed, 'in order to supply domestic wants during the time the factories are not in operation.' The administrator, he said, was unable to tell the committee the number of factories supplied with coal or how much they had on hand."

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WAR STRESS BACK OF GARFIELD'S ACT

Supplies for Army Pile Up and Thousands of Tons Await Shipment Abroad.

VESSEL BUNKERS EMPTY

Fuel Official in Statement Makes It Clear That Prompt Compliance With Conservation Decree Is Patriotic Duty.

WASHINGTON, Jan. 17.—Fuel Administrator Garfield in a statement in explanation of his order for the conservation of fuel in the states east of the Mississippi River says:

"The most urgent thing to be done is to send to the American forces abroad and to the allies the food and war supplies which they vitally need. War munitions, food, manufactured articles of every description, lying in Atlantic ports in tens of thousands of tons, while literally hundreds of ships loaded with war goods for our men and the allies, cannot take the seas because their bunkers are empty of coal."

"The coal to send them on their way is waiting behind the congested freight that has jammed all terminals. Only fuel lacking. It was worse than useless to bend our energies to more manufacturing when what we have already produced is being jammed at our terminals, jamming the railroad yards and sidetracks for long distances back into the country."

"No power on earth can move this freight from the war zone where it is needed until we supply the ships with fuel. Once the docks are cleared of the valuable freight their men and allies in the war now wait in vain, then again our energies and power may be turned to manufacturing more efficient than ever, so that a steady stream of munitions of vital supplies may be sent to this Nation's answer to the allies' cry for help."

Excess Production Factor. "It has been excess of production, in our war time speeding up, that has done so much to create the fuel shortage on our railroads; that has filled the freight yards to overflowing; that has cluttered the docks of our Atlantic ports with goods waiting to go abroad."

"At this time the fuel shortage is not a problem of production, but of distribution. The ships were unable to complete the journey from our factories to the war depots behind the firing line. Added to this has been difficulty of transporting coal for our own domestic needs. On top of these difficulties has come one of the most terribly severe winters we have known, with rivers and canals frozen, and snow bound trains; terminals congested; harbors with shipping frozen in; and the coal supply practically unobtainable. It is useless to continue manufacture and pile confusion on top of confusion."

Route Must Be Cleared. "A clear line from the manufacturing establishments to the seaports is needed. It is like soldiers marching to the front. The men in the foremost ranks must have room to move. More than a check was needed to make a way through that congestion at the terminals and on the docks so that the aid so vitally needed by the allies could get through."

"The immediate need of this transportation situation on coal production has been disastrous. There is and always has been plenty of fuel, but it cannot be moved to those plants where it is so badly needed. The railroad lines and terminals are choked. Hundreds of mines idle. Throughout the coal fields, scores, even hundreds of mines are lying idle because of railroad inability to supply the cars to carry away their product. Coal mines cannot operate without cars. Cars cannot be supplied while the railroads are crippled by the present freight congestion, which keeps idle cars lying useless in the freight yards. The production of coal has been disastrously reduced. Reports in some cases have shown 90 per cent of the mines in certain fields closed completely for lack of cars."

War's Cost Must Be Paid. "This is war. Whatever the cost, we must pay it. In the face of the enemy there can never be the reproach that we held back from doing our full share. Those ships laden with our food for men and for food for guns must have coal and put to sea."

Fuel Administrator Garfield underwent a two-hour grilling today at the hands of the Senate committee investigating the fuel shortage, which called him before it to explain his reasons for issuing the order shutting down industries by denying them the use of coal. At the termination of the hearing the committee decided to make no formal report, but Chairman Reed made a speech in the Senate declaring Dr. Garfield's order was "a closed incident."

Order Due to Crisis. Dr. Garfield declared the order was made imperative by the fuel shortage and transportation crisis. If coal were not cut off to all industries for a period many of them he said, would be forced to close anyhow and the Government in closing down everything intended to treat all alike.

Members of the committee criticized severely the closing down of industries which he said would cost the country \$1,000,000,000 in wages and production.

Penalties Pointed Out. Fuel administration officials, however, pointed to provisions of the act imposing heavy penalties on anyone who violates regulations President Wilson may prescribe under the act. Although first interpretations of the order indicated that its provisions would not apply to the use of wood,

oil, gas and other forms of fuel, tonight it was declared that all fuel of every description was intended. Production of wood will not be interfered with in any way.

In a lengthy statement issued tonight justifying his action, Dr. Garfield declared that the chief consideration prompting it was the necessity for supplying American troops abroad and furnishing the allies with food and supplies. The country, he attested, was suffering from over-production and can well suspend manufacturing enterprises for a short time.

To hasten getting coal to ships in New York harbor, Dr. Garfield tonight sent to New York one of his assistants, who will remain there until coal is sent once more moving freely.

Ships' Bunkers Granted Priority. Ships' bunkers, under the closing order, are put in preferential class along with household users, public utilities and other consumers on whose coal uses there are put no restrictions. The country, he attested, was suffering from over-production and can well suspend manufacturing enterprises for a short time.

The war service committee of the Chamber of Commerce of the United States, Dr. Garfield said, will be called to the Capitol and after an hour's conference issued a statement filled with objections to the plan, but saying that now it had been ordered, it should be complied with loyally.

Organized labor's attitude was set forth tonight by Samuel Gompers, president of the American Federation of Labor, who issued a statement declaring the workers of the Nation, although they would be the chief sufferers, would maintain a loyal attitude toward the government, and he suggested that a wise restriction should be placed on the eight-hour basis during the war.

Employers Urged to Be Liberal. Dr. Garfield appealed tonight through the press to all employers affected by the order to pay their employees while the order was in effect, just as if they were in full operation. "It is their patriotic duty," Dr. Garfield said, "and they should rise to the occasion."

To keep up a maximum fuel production Dr. Garfield tonight wired coal operators who are under contract to supplies industries which would be shut down to ship their coal as usual, consigning it to state administrators, with draft attached.

The text of the order follows: "The United States Fuel Administration, Washington, D. C., Jan. 17.—Regulation making provision for a more adequate supply of fuel for railroads, domestic consumers, public utilities and other uses necessary to the National security."

National Security at Stake. "The United States fuel administrator, acting under the authority of an executive order of the President of the United States, dated August 23, 1917, and appointing said administrator, in furtherance of the purposes of said order and of the purposes of the act of Congress therein referred to, approved August 10, 1917, and finding it essential effectively to carry out the provisions of this act to make provision for a more adequate supply of fuel for railroads, domestic consumers, public utilities and other uses necessary to the National security in certain parts of the United States, hereby makes and prescribes the following regulation:

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"THE STORE THAT UNDERSELLS BECAUSE IT SELLS FOR CASH"

THESE UNDERPRICED OFFERINGS

For Our 897th Bargain Friday!

Women's Velour Coats

Fashionable Styles at \$14.95 All Sizes in Popular Colors

Come Early While Assortment Is at Its Best—

When such fascinating Coats are priced so low, many women will secure one to finish out the Winter season. That they are the mid-season styles which are enjoying popularity just now, adds further interest to the SAVING which this sale presents. They are made of fine velours in green, brown, blue, taupe, etc. They come with large collar and belt—many trimmed in an attractive manner. All sizes. Every coat an extraordinary value at above price.

Women's White Voile Waists Priced Friday at 79c

Desirable styles with large collar and long sleeves. Crisp new Waists undervalued as a trade-winning special.

Sale of Commercial Wool Batts

2-Pound Weight \$2.48 Double Bed Size

Not More Than Two to Each Customer—

At this special price we place on sale a splendid lot of fine Commercial Wool Batts. They come in two-pound weight and in full size for double beds. It is a sale worthy of your best attention.

36-Inch Nainsook, at 25c Yard

Fine even thread White Nainsook, full 36 inches wide. A quality worth a great deal more than the above price— at 25c a yard.

Damask Towels at 35c Each

A special underpriced sale of All-Linear Damask Towels of good size. Styles with fringed ends—at 35c each, or 3 for a dollar.

CHILDREN'S SUPPORTERS AT 10c PAIR

200 pairs of Children's Pin Top Hose Supporters, made of silk cable elastic. Three sizes in different colors. One day only at above price.

Women's Two-Tone Shoes

Fashionable Styles at the Pair \$5.35

High-Grade Shoes at a Bargain Price—

They come in styles with brown kid vamps with cloth tops to match; also in black kid vamps and gray tops. All sizes in fashionable lasts. Purchase at this sale and save.

Misses' Shoes at \$1.75 Pair

A closing out of broken lines of Misses' and Children's Shoes. All sizes from 8 1/2 to 2. Good, strong School Shoes in gummetal and patent leather.

Boys' Shoes at \$1.98 Pair

Boys' School Shoes in button and lace styles, in all sizes from 9 to 5 1/2. Shoes of reliable make that will prove satisfactory in every way. Buy Boys' Shoes now and save.

Store Opens at 8:30 A. M. Saturdays at 9 A. M. Store Closes at 5:30 P. M. Saturdays at 6 P. M.

Robert's Bros. THIRD & MORRISON The Most in Value—The Best in Quality

for the purpose of setting drugs and medical supplies only, stores may maintain necessary heat throughout the day and including March 25, 1918, no fuel shall be burned for the purpose of heating rooms in which intoxicating liquor is sold or served on the said Mondays.

"Section 2.—On the following days, namely, January 18, 19, 20, 21 and 22, 1918, the state fuel administrators and their accredited representatives in the various communities in the territory in which this regulation applies are hereby empowered and directed to divert such fuel as arrives in such communities in carload lots to meet the current requirements for production of an adequate and normal supply for such consumers of fuel as are specified in section one hereof.

"Section 3.—On the following days, namely, January 18, 19, 20, 21 and 22, 1918, and also on each and every Monday beginning January 25, 1918, and continuing up to and including March 25, 1918, no manufacturer or manufacturer's plant shall burn fuel or use power derived from fuel for any purpose, with the following exceptions:

"(A) Plants which necessarily must be continuously operated several days each week to avoid serious injury to the plant itself or its contents may use only such quantities of fuel as is necessary to prevent such injury to the plant or its contents.