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SOUTHERN CROPS DAMAGED
Washington, Jan. 18.—Damage of "from 40 to 50 per cent" in the winter crops, with "much damage" to truck garden crops throughout the south as a result of the recent three successive cold waves, was reported by the agriculture department today.

The sugar cane belt also was affected, it was stated.

Try a Eugene Special for a good cigar.



Scene from "THE OUTSIDER"

EUGENE THEATRE

A GIRL'S FIGHT FOR HAPPINESS IS TOLD IN

"The Outsider"

METRO WONDERPLAY FEATURING

EMMY WEHLEN

FRIDAY AND SATURDAY
JANUARY 18, 19.

Admission 11c and 17c.

Mat. 1:30; Eve. 7:15.

Eugene Theatre
Wednesday Eve
January 23.

The Season's
Comic Opera
Event.

HENRY W. SAVAGE WILL OFFER AMERICA'S FOREMOST PRIMA DONNA COMEDienne IN THE FAMOUS MELODRAMATIC COMEDY OPERA.

MITZI IN POM-POM

With the much-praised cast and spectacular production seen in New York, and even the "Pom-Pom" opera orchestra will be brought.

Prices as in all other cities, \$2.00 to 50c. Sale of seats opens Monday, January 21st.

"A Show of Rare Delights," said the San Francisco Call.

EUGENE THEATRE

MORRISON & LANGE, Managers

WEEKLY PROGRAM

Remember the Time, the Place, the Price

WEDNESDAY, JANUARY 16.
May Marsh in
"THE CINDERELLA MAN"
Admission: 11c and 17c.
Matinee 1:30. Evening 7:15

FRIDAY, JANUARY 18.
"THE OUTSIDER"
A Metro Wonderplay
Admission 11c and 17c.
Mat. 1:30. Eve. 7:15.

MONDAY, JANUARY 21.
"THE AWAKENING OF RUTH"
Admission 11c and 17c.
Mat. 1:30. Eve. 7:15.

THURSDAY, JANUARY 17
May Marsh in
"THE CINDERELLA MAN"
Admission: 11c and 17c.
Matinee 1:30. Evening 7:15

SATURDAY, JANUARY 19.
"THE OUTSIDER"
A Metro Wonderplay
Admission 11c and 17c.
Mat. 1:30. Eve. 7:15.

TUESDAY, JANUARY 22.
"THE AWAKENING OF RUTH"
Admission 11c and 17c.
Mat. 1:30. Eve. 7:15.

INDUSTRY OF EAST IS STOPPED

(Continued from page one)

more still to go there who will lose more than wages or income."

Today opened up with another avalanche of protests from many parts of the country on the Garfield order. Demands that its period of effectiveness be curtailed were made to the president and congress. But there appeared little likelihood that any modification of the original regulation would be made. If anything it may be rendered more sweeping if present industrial restrictions do not clear the tracks for coal.

Amendment of Law Hinted.

Having given the president authority to act in such cases as the present, congress has burned its bridges behind it so far as the Garfield order is concerned. The only step which could be taken to make the order ineffective would be to repeal the food law immediately—and that is not thought of seriously.

That the law may later be amended to strip it of some of its powers, however, is hinted at by some today.

Congress was indignant at Garfield's ignoring the senate request to hold up the order. Already the spirit is abroad in the capital to see that no further laws are passed that may permit precipitation of such sweeping regulations upon the country without congressional sanction.

But in many quarters there is expression of belief that had Garfield originally issued the statement he made last night instead of announcing what he intended to do before he himself knew exactly its scope, there would have been less confusion and resultant protest.

Garfield signed his order about 5:40 o'clock yesterday, it was officially stated today. This was a few minutes before the senate passed its resolution asking him to postpone five days the date of the order going into effect.

It was stated at the fuel administration that instructions to state fuel administrators were on their way an hour before the senate's action was officially brought to Garfield's attention.

But the lateness of the order and the general confusion throughout yesterday left hundreds of industries uncertain whether they should open today. As a result, thousands of workers in the eastern half of the United States went to their labor as usual this morning, only to find they were not wanted.

Ships Will Soon Be Moved.

That the move has created "an unfortunate situation" is admitted, but that things "will assume an entirely different aspect" soon is predicted. The administration bases its hope for this on the following:

Ships loaded with supplies tied up in American harbors will be on the move. Loaded coal cars stalled along tracks, while great fuel needs are suffered at many points, will be delivered to their destination.

Freight congestion at all terminals and ports will be smashed. The way will be cleared for industries, after the period of the suspension order has passed, to resume normal operation with assurance of nearly normal delivery henceforth.

That this may prove true is admitted by all, but the violent opposition comes against the manner of accomplishing these things. Leaders in congress—many of them strong administration supporters—and government officials declare Garfield sought "the path of least resistance" and avoided a business-like plan.

They insist that an order could have been issued providing that coal be withheld from industries until ships had been provided with bunker coal. By this system firms having coal could continue and a considerable portion of those now shut down would have been able to go on.

Garfield in Personal Charge.

Dr. Garfield today personally took

Take no chances on that little cold in the head

Dr. King's Discovery for Coughs & Colds

may prevent a long serious illness—Take it with the first sign of fever, when your eyes water and your nose begins to run. There's a double advantage in this famous 50-year-old remedy—it breaks up a cold and leaves no objectionable after effects. Just as easy on the stomach as it is pleasing to the palate. Use it for the severest case of grippe as well as for baby's cold.

You're Bilious and Costive!
Sick headache, Bad breath, Sour stomach, Furred tongue and indigestion, Bloating Liver and Bowels clogged. Get a bottle of Dr. King's New Life Pills today, and eliminate fermenting, gas, acids, and waste.

charge of the problem of coaling the ships at tidewater and radical steps are already under way, it was stated. A group of men has been selected to put in to effect steps to be announced later. The shipping situation must be relieved first "and at all costs," the fuel administration declared today.

"Ships have been in port for sixty days because of inability to fill their bunkers. Coal is lying all along the Atlantic seaboard from Mobile to Boston, 25 and 30 miles back of the ports, unable to get through the wall of congested freight at the terminals."

Meantime many additional war industries not on the last exemption list were freed from operation of the order today. The ordnance branch of the department had not completed its set of factories needing exemption up to noon today, but it was said to be extensive.

Freight Situation Blamed.

Today there was some tendency to pass the buck by friends of both Garfield and Secretary McAdoo. Each group shunted responsibility for the order (conceded to be full of political dynamite) on the other official. Garfield's friends say it was necessary to help McAdoo out of a railroad tangle, while McAdoo's friends say he had no knowledge of the order's scope before it was issued. But Garfield says that rail congestion not car shortage—needed for restricting manufacturing to save freight space—is the underlying reason for the order. Cessation of output for fourteen days will enable the national railroad to clear its tracks and get into shape for more rapid handling of freight in the future.

"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," the fuel administration stated. "Coal mines cannot run without cars. Cars cannot be supplied while railroads are crippled by the present freight congestion, which keeps idle cars lying useless in freight yards."

"War munitions, food, manufactured articles of every kind lie at our Atlantic ports in tens of thousands of tons, while literally hundreds of ships waiting, loaded with war goods for our men and the allies, cannot take to the sea because their bunkers are empty of coal," the fuel administration stated. "The coal to send them on their way is waiting behind the congested freight that has jammed all terminals. It is worse than useless to bend our energies to more manufacturing when what we have already manufactured lies at tidewater congesting terminal facilities, jamming the railroad yards and sidetracks for long distances back into the country."

"Added to this has been the difficulty of transporting coal for our own domestic needs. The wheels are choked and stopped. It was useless to continuing manufacturing and pile confusion on top of confusion."

Little Change Made in Plan.

Dr. Garfield's final order issued in its complete form, did not vary in essential details from the preliminary statement issued Thursday. State fuel administrators are empowered to divert fuel in carload lots to meet current requirements and to provide for the normal requirements of the preferred industries.

Food manufacturers not working on perishable products or food for necessary immediate consumption may operate provided they make application to their state fuel administrators through Federal Food Administrator Hoover.

Extensive preparations against disorder among the millions of workers felled into idleness are under way.

Today found thousands of telegrams coming into the departments from hundreds of districts asking further interpretation of perplexing questions. What is to be done in case of a building housing offices, some of which are entitled to regular heat and some of which are not? Can a sawmill, using its own sawdust for fuel, operate as usual? These and hundreds of other queries which gave the fuel administration pause were recorded.

Each district had its own particular difficulty for solution.

Water power companies were given a "poser" when the fuel administration stated their power did not come under the order and Garfield told the senate committee he would ask water power users to suspend the same as others, although admitting he had no power to enforce them to.

Department is Busy Place.
All departments are referring inquiries to the fuel administration and that department is swamped with work today trying to straighten out the tangle brought upon the country.

As the confusion continued today there was marked disposition to criticize what was generally regarded as a bungling handling of publicity—a failure to take the public into the administration's confidence and prepare it for the shock of the Garfield order.

On the "passing the buck" charge, it was noted that at first the order was generally labeled as a "coal" measure, while Garfield was saddled with the burden of complaints for it. Late yesterday, Secretaries Daniels and Baker and others began to talk of it as a transportation problem—an order designed to free ships tied up in ports. This was after Garfield had been the center of a storm all day, though the time was veering to criticism of the railroad system under Director McAdoo.

Last night, when Garfield openly revealed that the order was to release transports mainly, there was a tendency to any Garfield "passed the buck" to McAdoo.

Garfield planned to put the order into effect at midnight yesterday, thereby not giving the country any time to prepare. Newspapersmen counseled him not to do this and he waited. This move was characterized in many quarters to "put something over" ahead of the criticism which was destined to come. Last night administration chiefs began taking the public into the situation and in this wise they hoped criticism would be tilted and that the nation would accept the burdens of the order patriotically.

Many concerns will pay their workers regular or part wages during the layoff. Production at the rate of a billion and a half dollars a year has been stopped. Chicago is the first city in the United States in the amount of money invested in manufacturing industries and the second in production.

Chicago business men and commercial

FEED

January Clearance Sale January 19 to 26

Just at the present time we find ourselves overstocked on FEED, so we are going to unload, and give our regular customers and other bargain hunters who live outside of Eugene, the benefit of our profits. We have two more big cars of feed on the road and must make room for it.

COME AND GET ALL YOU NEED.

Bran, 60 lb. sacks	\$1.15
Shorts, 80 lb. sacks	\$1.70
Barley and Oats, 80 lb. sacks	\$2.00
Barley Meal, 100 lb. sacks	\$3.55
Holstein Dairy Feed, 80 lb. sacks	\$1.50
Holstein Dairy Feed, 100 lb. sacks	\$1.85
Berkshire Hog Feed, 100 lb. sacks	\$3.15
Fisher's Egg Producer, 100 lb. sacks	\$3.55
Fisher's Scratch Feed, 100 lb. sacks	\$4.40
Cotton Seed Oil Meal, 100 lb. sacks	\$3.55

THESE PRICES ARE FOR THE ABOVE DATES ONLY.

We also have a good supply of Seed Oats, re-cleaned and ready to plant. When you are looking for anything in the line of Stock or Poultry Feeds, we have it. Come where you get

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organizations carried their fight for a modification of the order up to its signing late yesterday by Dr. Garfield. When this was done, however, they resolved to "be good soldiers" and carry out its provisions in every detail.

The whole middle west took the same attitude.

Plans were under way today to employ thousands of temporarily idle workmen in clearing away the record snowfall in this section still blocking many railroad switches, mines and manufacturing plants.

General Rules Announced.

State Fuel Administrator Williams issued a list of general rules, interpreting the Garfield order in its application to Illinois. His ruling that all industries, other than those whose principal business is the production of food or fuel or their distribution, are affected, was accepted as practical exemption for the big packing plants at the Union Stock Yards. Many of the packers anticipated the order yesterday, however, by voluntarily closing all departments not engaged in production of perishable articles.

The matter of wages being paid to idle employees will be determined by the various industries individually. The state food administration urged the formation of welfare clubs to aid employees and suggested advancement of wages to persons receiving less than \$3 a day, but it was indicated early today that the majority of employers will be unable to pay workers who are laid off.

The same situation that prevailed in Chicago was general throughout the middle west. In Milwaukee nearly a quarter of a billion dollars in invested capital was idle; in Detroit nearly \$300,000,000.

ONE ARREST IS MADE.

Chicago, Jan. 18.—One arrest has been made for violation of the Garfield coal conservation order, Hinton G. Clin-

baugh, chief of the department of justice, in this district, admitted today. He refused to reveal the alleged violator's identity. Several other reported violations are being investigated, he said.

JITNEYS BATTLE 6-CENT FARE.

Portland, Or., Jan. 18.—Operation of jitneys to compete with the street cars, now charging six cents fare, was started today by Stephen Carver, who was granted a franchise last summer to operate the Portland Trackless Car company. Privately owned cars are used, the drivers leasing them to Carver, who

will operate regular schedules and transfer privileges.

Courts Uphold Scientific Cleanup Method in Seattle

Seattle, Wash., Jan. 18.—Seattle's scientific clean-up procedure of internment women suffering from vice diseases as treating them, is withstanding the rapid fire attacks in the courts made by attorneys for the women.

The state supreme court has denied habeas corpus applications, sustaining Superior Judge Kenneth Mackintosh's decision here.

UNSTEADY NERVES

Your troubled, unsettled mind, your inability to concentrate, or your fatigue from ordinary work simply shows you that the drain on your strength is greater than your system is supplying and you need the powerful, nourishing force in

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Scott's is all nourishment and so skillfully emulsified that it is quickly assimilated without taxing digestion and sets up strength in place of weakness. No Drugs—No Alcohol—No Opium.

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The Acousticon For The Deaf

If you will write us that you are hard of hearing and will try the Acousticon we will send you. This offer may seem very generous, but it has resulted up to the present in making nearly 300,000 delighted customers for us, who now hear clearly and easily.

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