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THE GAS CO.

SENATOR STONE

(Continued from page one)

News-Bee and another from the Kansas City Post, charging Roosevelt with seeking to further his own political ambitions, under "patriotic camouflage."

games of questionable politics is now playing another game of his particular brand for a very great stake. Stone's speech was directed primarily, he said, at the republicans in and out of congress, active in manifest concert to make politics out of the war.

Farmers' Butchers, Dealers and Trappers ATTENTION

The Fur market is booming daily and very scarce on the present business fields of today. We are the largest buyers of RAW FURS, HIDES and TALLOW in the SECTION. That merchandise is High in Price way sell them as near as a person might say give them away for HALF NOTHING.

- COW HIDES 17c to 22c per lb. BULL HIDES 16c to 19 1/2c per lb. CALF HIDES 24c to 34c per lb. HORSE HIDES \$6.50 to \$7.25 for full lengths. TALLOW 13 1/2c to 17c per lb. MUSKRATS FURS ARE WORTH 45c to \$1.60 SKUNKS \$2.25 to \$3.50 MINKS \$3.50 to \$11.00 WEASELS 35c to \$2.00 RED FOX \$9.00 to \$30.00 WOLF \$6.50 to \$17.00

We also buy many other kinds of Raw Furs such as Beaver, Bear, Raccoon, etc. Prices range according to colors and the different Grades of Furs.

Sheep pelts as to the value of wool and size of pelts The best way to ship raw hides and tallow is by freight.

The best way to ship raw furs and sheep pelts is by express or insured P. P..

Save this Advertisement, have this address ready and handy at all times and ship them to us. Get the price, get that value for them.

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THE NORTHWESTERN HIDE & FUR CO. OF HANCOCK, MICHIGAN

EMBARGO ON SHIPPING OF NON-ESSENTIALS NEXT MOVE IN GETTING COAL TO SHIPS

By Robert J. Bender (United Press staff correspondent) Washington, Jan. 21.—America's first "heatless holiday" found the national railroad fighting zero weather, snows and freight jams to reach the seaboard with coal.

Business—except food and drug stores—shut their doors and great industries continued idle through their fourth day of suspension, to facilitate coal shipment. By special request of Fuel Administrator Garfield last night, department stores and retail establishments throughout the east today not only are not being closed, but they are closed. Elevators in office buildings are supposed to run only for those exempted.

But, despite the general close down of business, the government is having a violent fight to keep coal moving. At both northern and southern ports loading of coal is continuing on a twenty-four hour schedule.

I tis now believed certain that drastic measure to continue movement after the present five day suspension order ends tomorrow night, will have to be revoked. Officials state that city orders will be continued after a marked rise in temperature throughout the east, making transportation easier. This would mean that after tomorrow night only such industries as have coal on hand could operate, aside from the vital war and now exempted from Garfield's regulations.

Some Improvement Shown Pressure is being brought to bear on Director General McAdoo to declare an embargo on shipment of all non-essential freight until the tracks and seaboard are cleared. It is stated that such an embargo would delay freight shipments, coal traffic to ports and consumers and movement of "empties" back to the mines will continue blocked despite the close down of business and trade.

Garfield said today that he expected the next 48 hours to show "real results of his recent order. Both Garfield and McAdoo are hoping for warm weather throughout the east and south.

seeking to promote his immediate political glorification and others seek to promote a party advantage. That fight is on. Stone declared he would not make the charge without definite proof. As his witness he "summoned" Senator Thomas Pendergast of Kansas, Chairman Wilson of the republican national committee and Roosevelt, whom he termed "my star witness."

Quoting from a recent interview with Penrose, Stone sought to show that "the great republican leader of the greatest republican state in the union," had indirectly set forth the republican intention to use mistakes of the administration in conducting the war, as campaign material.

Stone's speech drew a full attendance to the senate and as he made his charges of republican partisanship, Senators Borah, Gallagher, Johnson of California, and Lodge, mostly took notes. The prospect was that Stone's speech would open the whole subject of the Wilson administration's conduct of the war to the drum fire of the republican orators.

The best showing thus far has been made at southern Atlantic ports where 107,700 tons of bunker coal has been delivered and is ready for loading with 200,000 more tons en route. At one port more than 35,000 tons were delivered over Sunday.

Northern Atlantic ports are expecting 150,000 tons during the next few days and a 24-hour loading schedule will be continued during the period of industrial suspension in the east.

Deep snow, zero temperatures and promise of an abnormally warmer weather or came in reports to the fuel and railroad administrations as a discouraging factor in movement of trains during the next 48 hours.

Depends on the Weather Industrial America has done her part—it is now up to the weather and the national railroad. It was stated at the fuel administration. All energies are centralized on the tremendous transportation problem. To learn what are exact results of the Garfield order, the senate interstate commerce committee today held a hearing on the General McAdoo to reappear on the stand. Committee members promise a complete airing of the present transportation crisis, which McAdoo Saturday admitted had been little relieved since control went into effect.

It is the belief of many that McAdoo ought to relieve the freight jam by shutting industries instead of using a more direct route—placing an embargo on non-essentials in freight shipments, advocated by the fuel administration.

Now officials say that the close down order will result in the only real relief from the coal tieup and the embargo will be necessary, in addition—five days later.

There is little need for or likelihood of the present Garfield orders being extended to include territory west of the Mississippi, it was stated at the fuel administration today. There is little traffic congestion on the Pacific coast, it was said, and many locomotives are now being rushed to the east from the west.

vioki leader that permission would be withheld for them to assemble anywhere and that instead of their conference, a national convention would be formed by the forthcoming soviet congress.

All the newspapers containing detailed accounts of the constituent meetings were confiscated. The soviet of the workmen and the soldiers today formally approved the dissolution of the assembly after a speech by Inovieff, declaring the conference brought together two elements which could not be reconciled.

The ATHON Co. FEATURING THE PACIFIC COAST'S MOST POPULAR ACTRESS. MISS EFFIE JOHNSON IN THE GREATEST PLAY EVER WRITTEN in Favor of UNION LABOR "The Power of Gold" BLIGH THEATRE To-Day

Must Cut Use of Flour Further Says Hoover San Francisco, Jan. 21.—Use of wheat flour should be cut to a minimum by housewives and hotels and restaurants should stop serving white bread excepting on special demand, to pave the way for a more stringent wheat conservation rules now being prepared in Washington.

COMMISSION MUST ADVERTISE FOR BIDS BEFORE IT CAN BUILD Can Only Do the Work Itself If Bids Are Lacking or Are Unsatisfactory The State Highway Commission can perform work on highways only after having received bids and rejected them, or of having failed to receive bids after advertising for them. This opinion was in reply to a request of State Highway Engineer Numa, says Attorney General Brown. The attorney general quotes among other statutory provisions bearing on the subject Section 13, chapter 423, laws of 1917, adopted by the people on referendum June 4, 1917, as follows:

Went to the Y. M. C. A. and had a good bath. About 300 of the boys did likewise. Left Denver about 6 p. m. and got in Goodland Kansas, at 4 a. m. Christmas morning. Spent the day here and had a good time. The people opened out town hall to entertain us and had something doing from 10 a. m. until 7 p. m.

They provided oranges, candy, smokes and a big dance all day. Everybody went out for dinner and had a good time. One of the girls told me that that was the first time the town was ever woke up. Another said that the 4th Engineers was sure some bunch. I imagine the place after we left it looked like a church after preaching. The second battalion got in Goodland about 7 p. m. and ran around us there. Kansas was the best section of country that we crossed and Missouri was about the same. There was lots of corn raised there this year. Crossed the river at Kansas City, Mo. The city on that side was about the dirtiest place I ever saw. From there we went to Memphis, Tenn. The boys thought that was some town.

The Red Cross gave us sweaters, socks and gloves. The next stop was Birmingham, Ala. That sure was a cold place, wind from the north and like ice. From there we went to Atlanta, Ga. Didn't get to see this place, because I am on K. P. duty, which is Sunday.

We expected to get into Camp Greene North Carolina today but will write more when we get there. Tuesday, January 1st, we got to Camp Greene after two days on the road. This is surely a cold place. The snow was falling fast when we got here Monday noon. Camped in tents at night, but didn't get much sleep on account of the cold.

There are 45,000 men in this camp and they all live in tents. You can hear the chopping wood at all times of the night and running up and down the road to keep warm. I got up at midnight to build a fire and heard the N'ew Year whistles in Charlotte, which is two miles away.

After the noise of the whistles was over, I heard some one come running down the road. Just then a guard called out "Halt, who goes there?" "A frozen trooper," was the answer. "Then the guard said, 'Advance frozen trooper, and let me look you over.' Everybody heard them and it was a good joke in camp this morning.

McAdoo had no direct hand in the composition of the Garfield shutdown to save fuel, he told the committee today.

McAdoo also expressed the hope that it may not be necessary to continue the Monday holidays beyond the middle of February.

McAdoo said "every once in a while we have to submit to surgery, you know" and declared in his opinion the order "will result in more good and less confusion and trouble than anticipated."

McAdoo said harbor conditions and transportation situations are both improving and will continue to improve "unless the weather again ties things up."

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McAdoo NOT IN (Continued from page one) arbitrarily to set aside local control. "I have heard of any he hasn't exercised," said Kellogg.

McAdoo was asked how long, in his opinion, it would be necessary for the government to retain control of the lines.

"That all depends on the length of the war," replied McAdoo. "If it lasts six months or a year, the period required to liquidate the roads' affairs and turn them back will be comparatively short. But if it lasts three to five years the period of liquidation naturally will be longer. Nobody can tell definitely, that's why congress should not put a hard and fast limit on the period of government control."

Must Not Be Unjust The fact that the government is guaranteeing compensation, McAdoo added, makes it unwise to leave to state commissions the right to determine to any degree what the roads earn.

Arguing that the three year compensation basis is "a fair and reasonable one," McAdoo said: "In the fiscal year ending June 30, 1917, the net railroad earnings were \$1,085,000,000. The average for the past three years is about \$935,000,000. If the government with \$100,000,000 advance hasn't made a fair deal, I am frank to say I do not know what fair dealing is."

"You gentlemen must bear in mind that what you propose, you can't im-

proach. Your proposal is merely a suggested basis of reaching a compensation agreement.

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