

FUEL ORDER IS INTERPRETED

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be operated during the five days mentioned in the order, or on the succeeding Mondays, without the consent of the local fuel administrator in each county.

Official Text of Garfield's Fuel Order

United States Fuel Administration, Washington, D. C., Jan. 17, 1918.

Regulation making provision for a more adequate supply of fuel for railroads, consumers, public utilities and other uses necessary to the national security.

The United States fuel administrator, acting under the authority of an executive order of the President of the United States dated 23 August, 1917, appointing said administrator, in furtherance of the purposes of said order and of the purposes of the act of Congress therein referred to, approved 10 August, 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 for other uses necessary to the national security in certain parts of the United States, hereby makes and prescribes the following regulation:

Section I. Until further order of the United States fuel administrator, all persons selling fuel in whatever capacity shall, in filling their contracts or orders now on hand, give preference to necessary current requirements of: Railroads, domestic consumers, hospitals, charitable institutions, army and navy cantonments, public utilities, byproduct coke plants supplying gas for household use, telephone and telegraph plants, shipping for bunker purposes, the United States for strictly governmental purposes (not including factories or plants working on contracts for the United States), manufacturers of perishable food or of food for necessary immediate consumption, and municipal, county or state governments for necessary public uses, any tonnage remaining on hand, and also on preferred shipments have been made may be applied in filling any other contracts or orders.

Sec. II. On the following days, namely, January 18, 19, 20, 21 and 22, 1918, and also on each and every Monday beginning January 28, 1918, and continuing up to and including March 25, 1918, no manufacturer or manufacturing 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 seven days each week to avoid serious injury to the plant itself or its contents may use only such quantity of fuel as is necessary to prevent such injury to the plant or its contents.

(b) Manufacturers of plants manufacturing perishable foods or foods for necessary immediate consumption;

(c) Manufacturers of food not perishable and not necessary for immediate consumption may burn fuel to the extent authorized by the fuel administrator of the state in which such plant is located or by his duly authorized representative upon application by the United States food administrator;

(d) Plants necessary to the printing and publication of daily papers may burn fuel or use power derived therefrom as usual, except that on every Monday, from January 21 to March 25, 1918, inclusive, they may burn fuel or use power derived therefrom only to such extent as is necessary to issue one edition on the said Mondays;

(e) Printing establishments may burn fuel on January 18, 19, 20, 21 and 22, 1918, to such extent as is necessary to issue current numbers of magazines and other publications periodically issued.

Sec. IV. On each Monday beginning January 21, 1918, and continuing up to and including Monday, March 25, 1918, no fuel shall be burned (except to such extent as is essential to prevent injury to property from freezing) for the purpose of supplying heat for:

(a) Any business or professional offices, except offices used by the United States, state, county or municipal governments, or offices of telephone companies, public utility companies, telephone or telegraph companies, banks, trust companies, physicians or dentists;

(b) Wholesale or retail stores, or any other stores, business houses or business buildings, whatever, except that for the purpose of selling food only, stores may maintain necessary heat on any of the specified days until 12 o'clock noon; and except that for the purpose of selling drugs and medical supplies only, stores may maintain necessary heat throughout the day and evening;

(c) Theaters, moving picture houses, bowling alleys, billiard rooms, private or public dance halls or any other place of public amusement.

Sec. V. On each Monday beginning January 21, 1918, and continuing up to 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 those days.

Sec. VI. No fuel shall be burned on any of the Mondays specified in the foregoing section for the purpose of supplying power for the movement of surface, elevated, subway or sub-urban cars or trains in excess of the amount used on the Sunday previous thereto.

Sec. VII. Nothing in this regulation shall be construed to apply to or affect the operation of any mine or plant producing fuel, nor shall this regulation be construed to forbid the heating of such rooms or offices, or such portions of buildings, as are used in connection with the production, transportation or distribution of fuel.

Sec. VIII. State fuel administrators and their representatives specifically authorized to do are hereby empowered to grant such relief as may be essential to prevent injury to health or to prevent destruction of or injury to property by fire or freezing.

Sec. IX. This regulation is effective throughout the United States east of the Mississippi river, including the whole of the states of Louisiana and Minnesota.

Any person, firm, association or corporation which violates or refuses to conform to the above regulation may be liable to the penalty prescribed in the aforesaid act of Congress.

H. A. GARFIELD, United States Fuel Administrator.

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FACTORIES AND MILLS ARE CLOSED

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doing repair or other permissible work. A large part of Harrisburg's population, both male and female, awoke this morning with nothing to do, as the city's industrial plants entered upon the enforced holiday ordered by the federal fuel administration.

Plants, large and small, everything in which work is done was closed. Effects of the closing could be seen early in the morning when the streets which are ordinarily filled with men and women on their way to work in mills and factories were deserted except for the small number that could be placed at tasks that require neither light nor power.

It was estimated in business circles that approximately 20,000 persons are out of work this morning. It was said, will be increased nearly threefold Monday when the first of the absolute holidays is begun.

Businessmen Protest. The storm of protest occasioned yesterday when the order was promulgated was nothing compared with the declarations to-day of businessmen who are seriously inconvenienced and workmen whose pay envelopes are to be slashed. There was, however, no disposition to avoid the order. It was again pointed out that a fine of \$5,000 and a prison term awaits the man who refuses to comply with the order.

It was generally understood here to-day that the government does not intend to notify businessmen except through the newspapers of the order. The published order to-day made it plain, too, that the administration's order does not forbid a man to work on outside tasks. There is no reason it was shown, why men engaged in hauling, building or repair work should not continue if neither fuel nor power is used in the enterprise.

Ross A. Hickok, Dauphin county fuel administrator, received a lengthy telegram from State Administrator Potter last night, outlining the ruling of the national proclamation, and authorizing him to adhere to it in every respect.

Mr. Hickok was able to announce at noon that manufacturers of Harrisburg and vicinity are complying with the regulations in every way. Blast furnaces in the large plants are running, Mr. Hickok said. Manufacturing plants that have been running seven days a week, are not included in the order from Potter. Public service plants are operating to-day.

To Divert Fuel. All of Harrisburg's business, industrial and amusement men are preparing to shut their places of business the next ten days. Mr. Hickok has been assailed with hundreds of telephone calls this morning, from those affected by the order, who desire information on the Monday closing. To all, Mr. Hickok's order has been to follow to the letter the ruling of Dr. Garfield's proclamation. The Harrisburg Public Library and the Fed Cross headquarters have been ordered to close the ten Mondays.

Mr. Hickok said that the local benefit derived from the closing would be that the dealers, and public utilities, corporations, will be stocked up with a plentiful supply of bituminous coal. The coal dispatched to the industries ordered closed for the next five days before midnight last night, will be delivered to its destination. All other cars usually used by the closed down plants will be diverted either at the mines or on the road, from their original destinations at the mills, to dealers for family consumption, for public utilities, or for transport service. Mr. Hickok said that he has been told that twenty-five transports are tied up in New York harbor for lack of fuel to run their engines.

May Get Bituminous. Bituminous coal may be used in private homes extensively, when anthracite is scarce, Mr. Hickok said. The Harrisburg Light and Power Company, which has been suffering with a lack of bituminous and river coal, and the Harrisburg Railway Company, which secured coal only after strenuous efforts last week, will be stocked up during the five days shutdown of industries, it is understood.

Mr. Hickok made a few exceptions to the shutting down order in the city to-day. He has allowed a pretzel factory, which does not consume fuel during the five days. Blacksmith shops have been permitted to run, classed as a necessary industry. A garage which communicated with Mr. Hickok this morning, was permitted to carry on some slight repairs. With these minor exceptions, the order of the national fuel administrator is being carried out, Mr. Hickok said this morning.

Dry Federation to Meet Here For State Session. Colonel Theodore Roosevelt and "Billy Sunday" have been invited to speak at a convention of the Pennsylvania Dry Federation to be held in the Chestnut Street Auditorium, February 14. Other prominent speakers will be present. Temperance workers of the state will attend this convention.

Officers of the Federation are: President, William E. Porter, New Castle; vice-presidents, the Rev. Rufus W. Miller, Philadelphia; H. H. Neely, Pittsburgh; Dr. B. E. P. Prugh, Harrisburg; Mrs. Ella M. George, Beaver Falls; secretary, W. N. McNair, Pittsburgh; treasurer, Frank H. Robinson, Pittsburgh.

Bomb Understamped, Governor's Life Saved

San Francisco, Jan. 18.—A bomb addressed to Governor William D. Stephens' mansion at Sacramento, has been intercepted at the Ferry post office here. The package contained several sticks of dynamite. The executive mansion was damaged December 17 last by an explosion of dynamite.

The fact that the package did not bear sufficient postage alone prevented the possible death of the governor and the destruction of the gubernatorial offices if not the Capitol at Sacramento itself.

A postal employe, opening the bundle to discover whether it had been classified wrongly, discovered the dynamite and a clock-work arrangement, designed to explode the sticks.

The explosion at the governor's home in December occurred late at night. A police investigation following that explosion resulted in the arrest of fifty-five alleged members of the Industrial Workers of the World, who are being held in Sacramento on charges of violation of the espionage act.

A Pacific coast liquor journal informs us that "Proprietor" Flannery has been forced by nervous trouble to close the most famous San Francisco saloon—the Richelieu, California, newspapers strip the euphemism from this by stating that the nervous troubles border on feeble-mindedness, that the place was closed for selling liquors to soldiers and that its fame depends on the fact that "this was the place from which San Francisco was once governed—that this drunken imbecile was once police commissioner of San Francisco, in charge of its morals and was San Francisco's candidate for United States Senator, and that to represent the people of San Francisco were once required to resort. The passing of this landmark is significant of something much more serious than a station on the cocktail route."

No one is too optimistic about our cities. But we have at least crept upward from the day when municipal boodlers demanded what you were going to do about it from low rumholes which were the open seats of government.—New York Evening Post.

Political Saloon, Once Famous, Now Closed

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CITY COAL SHORTAGE REACHES ACUTE STAGE

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administrator, and to the Reading operators, to get shipments for the Hill district, but so far without success. Mr. Hickok declared this morning that he does not have the power to commandeer coal without special orders from Mr. Potter. It has been said that there is much coal on railway sidings near Harrisburg, that is standing idle.

That there is suffering in some parts of the city to-day is certain. The coal dispensing bureau, at the Chamber of Commerce office, announced this morning that even if they can not get coal delivered by the dealers to-day, the only orders they make out that are filled are the ones that are for the sick. Until to-day, the emergency coal orders have been filled, but only one-third of them are being attended to by dealers to-day.

J. E. Dare, coal dealer, received one of the two small cars of coal that came into the city this morning. The twenty-seven tons in the car were sold by noon. The coal was sold to almost frantic coal sufferers that swarmed over the car as it stood on the railroad sidings, a few moments after its arrival, and filled wash boilers, burp bags, wash tubs, sleds, baby buglies and bushel baskets, with small quantities of the coal, and threw the money for it to the employes of the company.

Mr. Dare announced that he did not dare make the single delivery of the coal, owing to the fact that there were too many coal consumers there to buy the coal in bushel lots and carry it themselves. Mr. Dare is supplied by the Reading Coal and Iron Company. The J. H. Gates Company received the other car of coal which is known to have come into the city.

No Coal in Sight. As far as can be learned, the last coal received in the city over the Pennsylvania lines was last Wednesday, when the last of about twenty-two cars arrived in the city, divided between three dealers. Two dealers received four cars each. One dealer reports his cars entirely sold, one has 25 tons left in his yard, and the dealer who received 14 cars during the week preceding Wednesday, says it has been sold. One of these dealers has received three cars of coal to-day.

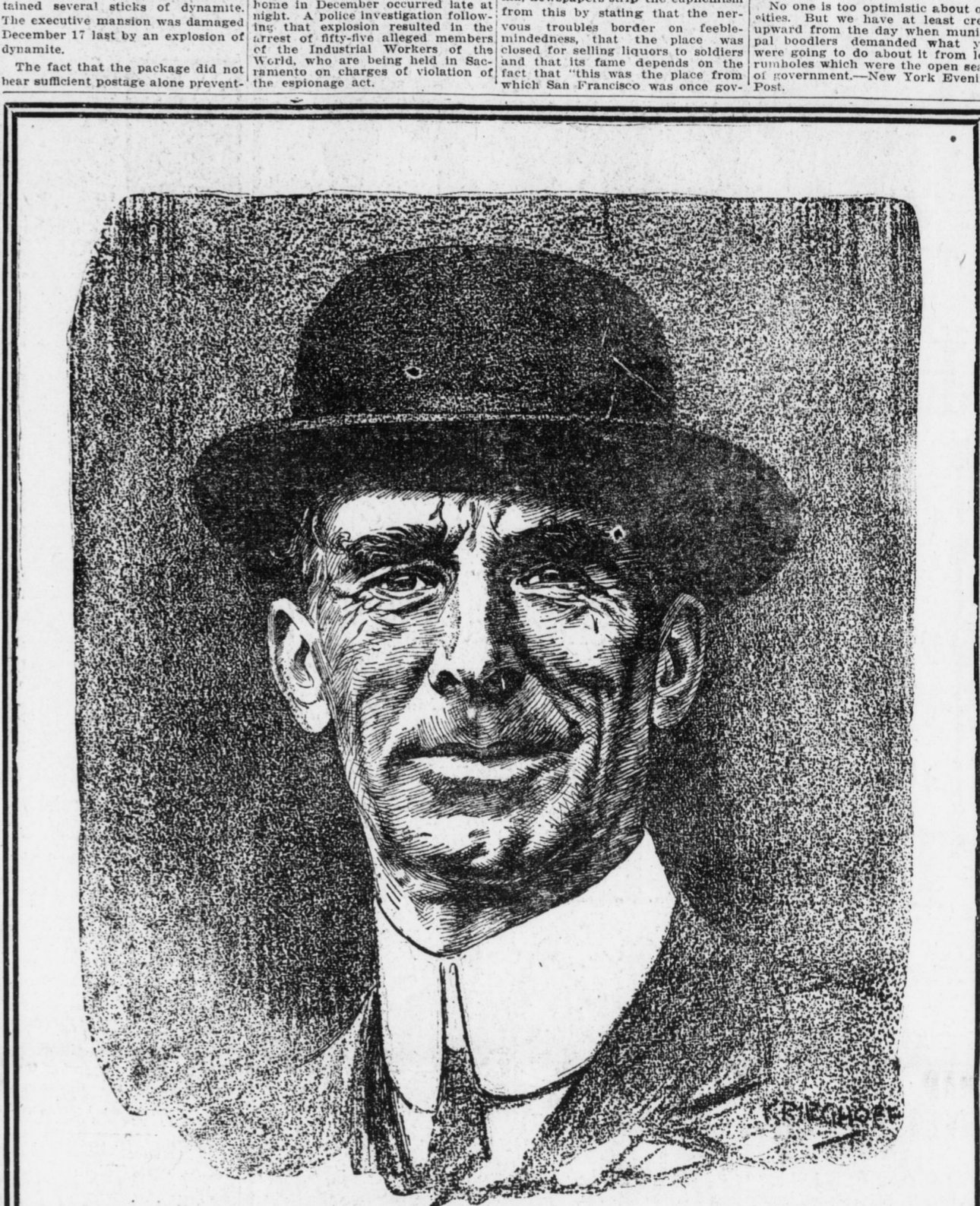
Every dealer in the city was asked about the coal situation this morning, and almost unanimously they agreed that they have no coal. One of the few dealers in the city who has a supply of coal is taking fifteen of the Chamber of Commerce emergency orders every day. The rest of the dealers reported that they have received no advance notice of coal shipments. All of the dealers reported that people are so anxious to get coal that they are willing to come and deliver it themselves in any quantities.

Following is a list of the dealers who reported themselves entirely without coal, and without notices of shipments: The Howard Fry Coal Company; B. P. Hoffman, who received one car Monday, and one on Tuesday; J. H. Landis, who has not had coal for ten days; J. M. Lehr, J. E. Roads, and Silberman Brothers.

The rest of the dealers have a few tons in their yards, which they declare are oversold.

COASTER INJURED. Lewistown, Pa., Jan. 18.—Bert Rager, a well-known young man, while coasting on one of the steep hills near here, was badly bruised about the legs and back when he bobbed upon which he was riding upset.

Harry Nailor was badly bruised about the head and back by a fall on an icy sidewalk.



Connie Mack

—COMES in for comment from the all-pervasive pen of the late Governor Pennypacker in his autobiography "My Four Years as Governor" now being published daily only in the Philadelphia Evening Public Ledger.

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JAN'Y 21, 22, 23, 24 (OPEN DAY AND EVENINGS)

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