

NOW if Henry Allen can make peace in Europe as he has done in Kansas politics!

### POSTSCRIPT

## RAIL CRISIS IN MIDWEST GAINS GOV'T ATTENTION

McAdoo Decides To Use Passenger Engines for Freight. Propose Cutting Off Half Passenger Service for 2 Days. GETTING FUEL RELIEF IN EAST Coal Reaching Ships Faster Than It Has in Weeks. But in West Only 20 to 40 Per Cent Normal Freight Moving.

Washington, Jan. 19.—A steadily increasing flow of coal to ships, homes and public utilities was reported to the fuel administration today as a result of the second day's enforcement of the fuel restriction order. Apparently the railroad congestion had not yet been much affected by the order, but milder weather conditions had improved the situation in the east and at the same time had weather paralyzed traffic again in the middle west.

Business interests today seemed to feel better toward the government's action and hundreds of telegrams reached the White House praising the administration's assurance of the government's co-operation and a willingness to undergo sacrifices as a patriotic duty.

**Coal for Ships and Homes.** Coal was reported today reaching the seaboard in greater volume than at any time in the last few weeks. The government, if kept up, it was declared, will make it possible to bunker and send out all ships now held in port by lack of fuel. Homes and public utilities will receive supplies of fuel diverted from the industries closed down. The diversion was delaying delivery and production and slowing up the movement of empty cars back to the mines. Coal production for the next few days, probably will be far below normal but fuel administration officials expect it to increase as soon as the flow of empties is under way.

The railroad situation in the middle west was so serious that Secretary McAdoo, director general of the railroads, decided to cut passenger train schedules to release locomotives for freight. It was suggested that Secretary McAdoo, that about half of the present passenger trains were suspended for two days, to release locomotives, etc.

At the same time, the railroad administration was rushing locomotives out of repair shops and from railroads in the west to help get trains back to the heavy snow drifts in states along the Ohio river. The railroads in the middle west were reported moving only from 20 to 40 per cent of their normal freight.

**What's Concession Still Bad.** Congestion on wharves along the Atlantic seaboard, officials said, will continue until ships are bunkered and set free. The shipping board and the navy departments turned their attention to speeding up loading arrangements and perfecting a plan for more efficiency in loading and unloading.

Delegates today won their appeal for a modification of the closing order to permit them to remain open on the Monday holidays and close Tuesdays. After requests from the shipping board, the fuel administration today ruled that fuel mills, working on emergency fuel contracts, were exempt from the order, but at the same time it refused to exempt a long list of industries whose government officials wanted exempted because they are declared to be working on war orders.

Reports of violations of the order reached the fuel administration today. These were turned over to the department of justice for investigation.

**Relief in Indiana Field.** Indianapolis, Jan. 19.—As a result of fuel administration officials' order, considerable relief from the shortage is already in sight for Indianapolis. Reports reaching here late last night showed that several hundred car loads of coal were being unloaded from the Indiana coal fields, the fuel having been diverted from factories which are closed under the administrator's order.

Traffic congestion is being rapidly cleared up in the state.

**New England Observing Order.** Boston, Jan. 19.—New England industries except those exempted, continued today to observe the federal closing order with no reports of violations.

**PLAN WORKS IN CHICAGO.** Thousands of Cars of Coal Being Unloaded—Only Few Violations.

Chicago, Jan. 19.—The transportation and fuel situation in Chicago and the middle west improved in the first 24 hours of fuel administrator Garfield's conservation order, railroad and coal company officials reported today. Railroad traffic, which has been restricted by the executive order since upon it during the last eight months, was able to throw off some of the old burdens, under relief from new ones, officials declared. Congested freight yards were being cleared as rapidly as possible.

The greater part of the tremendous amount of coal is being unloaded.

**WHO'S NEXT CHAIRMAN** Republicans Discussing Successor for National Leader—Wilcox Resigns.

New York, Jan. 19.—Several names were named in rumors today as politicians guessed on a possible successor to William E. Wilcox, chairman of the national Republican committee, who resigned.

Favor leaned toward E. A. Hart of Kentucky, with a number of strong Republicans supporting John T. Adams of Iowa. The name of Will H. Hays of Indiana also is mentioned. Wilcox becomes a member of the railway wage commission.

## LEADS WOMEN IN WAR RELIEF WORK



Whatever the fate or future of the interstate commerce commission, the war relief association it fostered in Washington will go right on with its work. The assurance comes from Mrs. Ben Johnson, wife of the Kentucky congressman. She and the wives of the commission members have boosted the membership to 400 in two months time and in the association rooms the hundreds of women work daily the scope of the work is that of similar organizations—the making of hospital supplies and knitting for French and Belgian refugee children.

Comparatively few reports were made of business defying the Garfield order. Told by President Wilson that the move was necessary and must be carried out, industry and labor accepted their duty patriotically.

**800 "BABY LINES"** Comprise List McAdoo Would Drop From Gov't Control.

De Bernardi of Orient Line Says It Means Disaster.

Washington, Jan. 19.—Approximately eight hundred of these small roads, representing \$1,000,000,000 investment, are in the "twilight zone" of control, the senate committee was told today during its examination of Secretary McAdoo. He insisted that inasmuch as the direction of these roads has not yet been disturbed by government control, the government was not liable for any compensation to those roads turned back.

Secretary McAdoo, Iowa railroad commissioner, before the interstate commerce committee, declared McAdoo had too much power and urged that authority to fix rates be left with the interstate commerce commission.

"The time may come," he said, "when it will be necessary to abolish our institutions—to abolish courts, the constitution and even congress itself and to put all power in the hands of one man, but that time is not yet."

**Cites Danger of Control.** Thorne made the following points of warning:

"That a vast political machine among railroad employes may be created if the wage adjustment board, announced by McAdoo is allowed to become a mere puppet in the director-general's hands."

"That the efforts of the railroads to make government operation distasteful to get on their feet."

"That the guaranteeing of returns may remove all incentive to render the most efficient service."

"That a great political machine among American business thru the juggling of freight rates."

A. De Bernardi of Kansas City, general manager of the "Orient"—one of the small lines—claimed McAdoo's policy of "ditching" the "baby roads" will greatly decrease the efficiency of the nation's haulage.

"It means only financial disaster for many of the small roads that have been struggling along for years trying to get on their feet."

"That the guaranteeing of returns may remove all incentive to render the most efficient service."

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## SNOW, ICE INTERFERE WITH FUEL ORDER

Winter Storm Handicaps Movement of Coal to Seaports. Ice Fioes in Harbors Slow Up Fuel Transfer to Ships.

**STATE DICTATORS PUZZLED** Brunt of Garfield's Order Falls on His Subordinates.

Many More Industries Secretly Exempted From Idleness.

BY ROBERT J. BENDER. Washington, Jan. 19.—The giant task of smashing freight congestion at ports and junctions to release supply ships went on full blast today. The work made simpler by the Garfield fuel restriction order was countered, however, by the enemy—snow, ice and wind—in the central and Atlantic states.

Ice floes in ports slowed up transfer of coal to ships. Winter storm waves attacked the movement of thousands of coal cars trying to get "over the top" in their drive for the seaboard.

The National railroad struggled valiantly on officials were confident that with everybody in on the play, it would succeed.

The National railroad's official endorsement of the Garfield order had swept aside much of the bitter criticism which first marked the five day industrial shutdown, particularly in view of more and more exemptions.

**Thousands Return to Work.** Hundreds of industries and thousands of workmen still idle by the suspension regulations watched the government's struggles philosophically.

Comparatively few reports were made of business defying the Garfield order. Told by President Wilson that the move was necessary and must be carried out, industry and labor accepted their duty patriotically.

Hundreds of thousands of workmen, however, and scores of industries, who first believed they were to remain idle, were permitted to get back to work. In addition to the announced exemptions from application of the Garfield order, there are many more removed from the regulations whose identity is kept secret. The purpose of concealing these industries is to prevent the disclosure of remaining numbers of demands for release.

There is still vast confusion of opinion of the Garfield order in industry. The revolt in the coal and State fuel administrators, however, occupy a crucial position in the scheme of fuel control and power is being made concentrated in his hands at Manhattan, it was learned today.

Dr. Thomas Nixon Carver, head of the department of political economy at Harvard, is being considered by the Kansas state board of administration for the presidency of the Kansas Agricultural College at Manhattan, it was learned today.

Dr. Carver is in Topeka as a speaker before the Kansas war conference which closes today at sessions held Friday. He also spoke before the educational council of the Kansas teachers. It was the impression here that Carver had a very excellent record as an educator, agricultural expert and writer on economic subjects.

He is causing the board of administration to consider his resignation as one of the most likely men in the country for the head of the Sunflower institution.

**Is Native of Iowa.** Doctor Carver is an Iowa. His elementary education was obtained in Iowa public schools and from 1882 to 1886 he was a student at Iowa Wesleyan university. His college education was obtained at the University of Southern California in 1891. He took more honors than any other student at that university.

It was stated at the fuel administration that Section 1 of doctor Garfield's regulation which gives the order of preference in the distribution of coal. This order remains in effect until it is rescinded by Doctor Garfield.

**Complaints Continue to Pour In.** By this order, even after the five days closing had been concluded, further indirect appeals were made to continue until the work of clearing away congestion is completed. In districts which had been under suspension during the five-day period, industries may resume operation if they have coal on hand. Those that have not stand small chance of getting fuel.

Congress passed into its third day as a depository for telegraphic and written complaints from "back home."

His various literary efforts and writings have brought him considerable prominence, especially in the field of economic subjects. He is the author of "The Distribution of Wealth," "Socialism and Social Progress," "Principles of Rural Economics," "The Religion of Wealth," "Essays in Social Justice," and also articles on economic subjects and in various reviews. Doctor Carver's home is at 7 Kirkland Road, Cambridge, Mass.

**GET AN \$11,000 TIP** Bandits Visit Waiters' Club and Purloin Gamblers' Pot.

Minneapolis, Minn., Jan. 19.—Persons who suspected waiters at a gambling club were relieved today by a statement that the Waiters' Union club rooms entertains others than gamblers.

Bandits raided the place and got \$11,000. The bandits interrupted a game and copped the pot.

**BOLSHEVIKI WITHDRAW** Fight Gets So Hot in Russ Congress, Lenin's Party Quits.

## OLD WAR HORSES M'ADOO READY TO DROP SHORT LINE RAILROADS

Never Was There Such a Love Feast of Ancient Enemies. Finds They're Not Needed by Gov't in War Emergency.

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In explaining the purpose of the administration of railroads, Director General McAdoo said he did not propose to keep control of any unnecessary lines nor have the government compensate those not taken over.

"As far as I can see after three weeks' preliminary investigation," said Mr. McAdoo, "I don't contemplate taking over any roads not necessary for the government's war purposes, and if some interests necessarily get hurt by it they will have to stand it."

Director McAdoo said that if it should develop that operation of canals was necessary they might be taken over. He added that operation will be extended to inland waterways.

**Can't Pay for Imaginary Injuries.** Director General McAdoo was told by senators that small independent short lines feared bankruptcy if the government took over the large trunk lines and that the government should take over all railroads, large or small.

"I can't tell you," McAdoo replied, "what will be essential for the purposes of the war. The treasury, already overburdened, can't be called upon to reimburse for real, imaginary or indirect injury. I don't think the government should draft into its service any more men than it can employ in its military service. There is no intention to do any injustice to the short lines. The government would be consistent with the needs of the nation."

Chairman Smith suggested that the short lines are in difficult situation because of sudden transition of the transportation systems from a competitive to a controlled basis.

**Are Holding Them Tight.** "It seems to me," McAdoo replied, "that the short lines are holding their feet tight. The bill ought to provide for compensation of railroad employees who are injured by the taking over of their lines."

"Do you consider these short lines are part of the continental system?" asked Senator Smith.

"I would consider them so," Mr. McAdoo replied, "if they form a part of the system utilized for war necessities. I have assumed that the bill will not deal with these short lines as to what should or should not be taken over by the government under the president's proclamation."

**IS ENVIALE RECORD** Mrs. L. E. Thorpe Sunday School Superintendent for 31 Years.

At the annual election of the Sunday school officers of the Walnut Grove M. E. church Friday night, Mrs. L. E. Thorpe, former police matron, was elected superintendent of the primary department for the third consecutive year. This is a record that few Sunday school workers in the state can boast and a committee was appointed to draft resolutions commending her for her long and faithful service. Many Topeka who are now grown men and women in business and at the heads of families were taught their first Sunday school lessons by this well known Topeka charity worker.

The officers elected at the Friday night meeting were: President, Mrs. J. H. Mills, superintendent; T. J. Blank, assistant superintendent; L. G. Thorpe, assistant superintendent; E. W. Vail, junior dept.; Mrs. Baker, beginners' dept.; Mrs. E. Hemus, cradle roll; Mrs. J. E. Grist, home dept.; M. C. Naylor, missions; W. E. Haverfield, secretary; Miss Ruth Livitzer, pianist; Earl Orr, librarian.

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## STREET BATTLE OPENING EVENT RUSS CONGRESS

Red Guards Open Fire on Parade, Killing Five.

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The city bristled with fighting forces, including a large number of troops brought to the capital by the Bolsheviki after formal announcement of discovery of a counter revolutionary plot which, it was believed, was headed by Former Premier Kerensky.

Kerensky himself was reported to be in hiding in Petrograd. The constituent assembly opened at 4 o'clock in the afternoon.

The fighting in the downtown streets occurred just prior to this. Among those killed in the rioting was M. Logvinoff of the executive committee of the peasants' congress. The wounded included many women.

Versions of how the rioting started differ. The most coherent story was that Kerensky had ordered the Defense of the Constituent Assembly was attacked by the Bolsheviki (Maximalists) and their banners destroyed.

A command to troops to fire their guns into the air resulted in a general hail of machine gun fire and rifles—but not all of the bullets were shot by the Bolsheviki.

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The opening of the assembly was set for noon but a controversy over registration caused delay until 4 o'clock. Slightly more than 400 members were in their seats. Of these the Bolsheviki and the social revolutionists of the right were the majority.

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WEATHER FORECAST for Kansas: Fair tonight and Sunday. Continued cold for several days.

### THREE CENTS

## ABOLISH GERMAN LANGUAGE IN PRIMARY GRADES

Teach Nothing but Mother Tongue to Young Americans. That Is Recommendation Made by Educational Council.

**ASK LEGISLATURE FOR LAW** Parochial as Well as Public Schools Must Comply.

Chancellor Strong Leads Fight Against Anti-Patriotism.

Draconic steps to thwart promotion of Prussian aims and propaganda, in Kansas public, private and parochial elementary schools, were taken today by the educational council of the Kansas State Teachers' association at the council's closing meeting here. Resolutions condemning the use of any language for the teaching of subjects on elementary courses of study in all schools, public, private or parochial, were adopted.

In order that the resolution may become a law it was referred to the legislative council of the state and that body was instructed to shape it into the form of a legislative measure and inject it into the next Kansas legislative session. Also, if the resolutions in the resolution are carried out, private and parochial schools will be placed under the control of the state board of education and the use of any department would be empowered to see that "readin', writin' and rithmetic" are taught in good, approvable King's English and not in German, French or Polish.

**Strong Leads Fight.**