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Warehouse Space for Rent

Ground floor and basement, containing four thousand square feet, freight and passenger elevator. Steam heating. Will lease for five years. Apply H. H. WILLIAMS & CO., 38 King Street East. Main 5450

PROBS Fair and very cold at first, then moderating; Wednesday milder.

WILSON ORDERS STATE CONTROL OF OIL PLANTS

Proclamation Putting Manufacture and Distribution Under License.

PREFERENCE GIVEN

List of Consumers in the East Who Must Be Supplied.

Washington, Feb. 4.—Government control of industry was extended to oil in a proclamation by President Wilson tonight putting under license the manufacture and distribution of all fuel oils. No mention is made of other oils or oil products, including gasoline and kerosene, but they, too, probably will be put under control soon.

Authority under the proclamation is to be vested in Mark L. Requa, of California, recently named as chief of the fuel administration's oil division. Licenses must be obtained before Feb. 11 by all manufacturers and distributors whose gross sales of fuel, including gas oil, amount to more than 100,000 barrels a year.

A series of regulations drawn by the fuel administration establishes in the east a list of preferential consumers who must be supplied in the order they are given, regardless of contracts outstanding.

Licensing Necessary. Difficulties of transportation, it is declared, both in the president's proclamation and in a statement prepared by the fuel administration, make licensing necessary, that essential industries be supplied. Operation of the control will cut the supplies of the less essential industries where lack of transportation creates a shortage.

The preferential list is set forth as follows: Railroads and bunker fuel, export deliveries or shipments for the army or navy, export shipments for the navy and other war purposes of the allies, hospitals where oil is now being used for fuel, public utilities and domestic consumers of mining fuel oil, including gas oil, shippers engaged in government work, navy yards, armaments, plants engaged in the manufacture, production and storage of fuel products; army and navy contingents where oil now is being used for fuel, industrial consumers engaged in the manufacture of munitions and other articles under government orders, all other classes.

This exemption includes not only users of fuel oil, but also consumers of all petroleum and petroleum products.

To Supply Navies. Nearly one-half of the fleet of oil tankers which have brought oil from Mexico to the United States have been withdrawn from the service, it was said tonight, to supply the American and allied navies. This has depleted the oil supply in the United States to a considerable extent, and has created a serious situation in the east. In the west, too, especially in California, consumption is outstripping production.

In supplying orders on the preferential list producers and distributors, if their stocks are not large enough to fill all orders, will cut the list, beginning at the bottom of the list, until their orders and stocks balance. An explanatory statement issued tonight by the fuel administration said: "These rules and regulations are promulgated by the president for the purpose of assuring an adequate supply and equitable distribution of oil for purposes vitally essential to the national security and defence and to the successful prosecution of the war. The shortage in the amount of fuel oil which can be delivered because of transportation conditions is such that it is nearly a wasteful and unreasonable practice to deliver such fuel oil for uses which are not intimately and directly connected with the prosecution of the war."

NO STREET CARS RAN

Thousands of Workers in St. Louis Walked to their Work.

St. Louis, Mo., Feb. 4.—Street car service in St. Louis was completely halted tonight after a day marked by increasing violence by sympathizers of the striking motormen and conductors.

Factories and stores operated short-handed today. Thousands of workers walked to work, while other thousands found various forms of transportation.

British Drive Off Enemy Raiders With Inflicting of Heavy Losses

London, Feb. 4.—The report from Field Marshal Haig's headquarters in France says: "A strong enemy party attempted to raid one of our posts this morning north of Havrincourt, but was driven off with heavy loss by our machine-gun fire. Shortly before dawn another hostile raiding party rushed five of our posts south of Arrmentieres; five of our men are missing. "The hostile artillery was active this afternoon east of Ypres, and has shown increased activity during the day north of Lens, in the best of Arrmentieres and east of Ypres."

The Toronto World

TUESDAY MORNING FEBRUARY 5 1918—FOURTEEN PAGES

VOL. XXXVIII.—No. 13,600 TWO CENTS

FOR SALE—\$10,500

68 GLEN ROAD, COR. ELM AVE. Detached, solid brick residence, 10 rooms, 2 baths. Hot water heating. Ruid heater. Hardwood floors. Electric fixtures installed. Apply H. H. WILLIAMS & CO., 38 King Street East. Main 5450

THREE DAY SHUT-DOWN ORDERED

NO HEAT SATURDAY, SUNDAY OR MONDAY AND HEATLESS MONDAYS TILL MARCH 18

Commencing Feb. 18 Every Monday for a Month Is To Be a Heatless Day, With All Theatres, Moving Picture Shows, Dance Halls and Other Places of Amusement Closed—Fine Up to \$5000 With Imprisonment for Breach of Regulations.

Fuel Controller Issues Drastic Order That for Three Days All Manufacturing and Munition Plants, Wholesale and Retail Stores and Professional Offices, With a Few Exceptions, Must Remain Closed.

Britain to Take Reprisals For Imprisoning Airmen

London, Feb. 5.—The Daily Mail announces that the government will notify Germany of its intention to make reprisals unless Germany releases from prison immediately two British air pilots who were recently sentenced by a German court-martial to ten years' imprisonment for dropping propaganda pamphlets inside the German lines.

COLDEST WEATHER IN SIXTY YEARS

Twenty-Two Degrees Below Registered at Richmond Hill.

NO FREIGHT TRAFFIC

Express Trains Were Again Many Hours Behind Schedule.

This severe cold wave, to quote the weather observer, has proven to be one of the most intense in the past sixty years, and yesterday's lowest temperature was 22 below zero at Richmond Hill, and the highest 4 below. Toward night the temperature dropped rapidly, and 18 below was recorded at midnight. The temperature was expected to drop still further. On Monday morning the thermometer at Beach and Queen was as low as 12 below at 7.30, and the Richmond street instrument registered 10 below at 4 o'clock in the afternoon.

The demoralization of the rail services thru-out the province was not as complete during the present cold wave as was the case during the mild winter of some weeks ago, but while it is truly one or two services were canceled up to ten o'clock last night. It is equally true that trains were on the average longer over- than in many days past. Freight trains were unable to make much headway, and all freight traffic was canceled and may remain so for two or three days. Three days ago the local officials had been more than hopeful of being able to resume normal traffic on the mid-winter weather they experienced Saturday and Sunday. The chances of resuming normal service have again gone, and the night is anything but bright. It was expected at the Union Station that a continuation of yesterday's weather would result in many canceled services today owing to lack of fuel, the impossible condition of the rails and to the freezing of both the oil and the apparatus in the engines.

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The regulations governing the three-day shut-down as fixed by the fuel controller are as follows:

- 1 These regulations shall apply to all of that portion of the Dominion of Canada lying east of and including Fort William, and lying west of Riviere du Loup, in the Province of Quebec.
2 These regulations shall not affect railways, public utilities, telephone and telegraph plants, and premises, domestic consumers, hospitals, churches, charitable institutions, military and naval barracks or p. s. premises and plants of coal dealers, consular and other officials of the foreign governments, mines and plants directly engaged in the manufacture of war supplies which may have received special permit from the fuel controller.
3 On the following days, namely, Feb. 9, 10, and 11, 1918, no manufacturer or manufacturing plant shall, except to such an extent as is essential to prevent injury to property from freezing, burn coal or use power derived from coal 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 product in process of manufacture.
B. Plants manufacturing perishable foods or foods necessary for immediate consumption.
C. Plants devoted to the printing and publication of daily newspapers.
4 For the period mentioned in paragraph 3 no coal shall be burned (except to such an 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 Dominion, provincial, county or municipal governments, public utilities companies, physicians and dentists, banks, insurances and other financial institutions, "except for the purpose of accepting payment for obligations due;" provided, however, that the exemption of one or more offices in any building shall not exempt other offices in such building.
B. Warehouses, wholesale or re-

- tail stores, other than drug stores, and bona-fide news stands, premises where intoxicating liquors are sold or served, business houses or business buildings whatsoever, provided that for the purposes of selling food only, stores may maintain necessary heat until 12 o'clock noon on the 9th and 10th of February, provided also that wholesale stores and warehouses may remain open solely for receiving freight, but shall only provide such heat as will prevent perishable goods from damage.
5 Nothing in these regulations shall be construed to forbid the heating of restaurants, hotels or other places in which meals are regularly served, but in which no intoxicating liquor is sold or served during the days specified.
6 During the months of February and March, 1918, no golf country, yacht, canoe or hunt clubs shall remain open except on Wednesdays and Saturdays. On other days of the week the coal consumption at such clubs shall be restricted to the quantity necessary to prevent damage thru freezing.
7 Theatres, moving picture houses, bowling alleys, billiard rooms, private or public dance halls and all other places of public amusement shall remain closed on each and every Monday beginning on February 18, 1918, and extending to Monday, March 25, both days inclusive, provided, however, that entertainments or special functions which have been advertised on or before February 1, 1918, to the extent that the tickets have been sold or invitations issued, either public or written, or which have been otherwise advertised thru printed public notice, may be held as arranged.
8 Any person and any member of a firm or partnership and any manager or director of any corporation guilty of violating any of these regulations shall on summary conviction be liable to a penalty not exceeding five thousand dollars and to imprisonment for a term not exceeding six months, or to both fine and imprisonment.
9 Municipalities and officers thereof by these regulations are requested to co-operate in the enforcement thereof and report any infractions to the fuel controller.

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British Submarine Destroyed in Attempt Against Goeben

London, Feb. 4.—An admiralty announcement tonight confirms the claim made in a Turkish official statement that the submarine E-14, which was sent into the Dardanelles on the night of the 27th under orders to complete the destruction of the former German cruiser Goeben, was sunk off Kum Kale and that seven men were saved. It denies the additional claim in the Turkish statement that the E-82 also was sunk, declaring that she returned to her base.

Zeebrugge Violently Bombed By Squadron of Aircraft

Amsterdam, Feb. 4.—Zeebrugge was violently bombarded yesterday afternoon by a number of airplanes which hovered over the coast, according to a dispatch from the front. Bombs also fell in Bruges harbor.

VENICE BOMBARDED WITH OTHER CITIES

Enemy Aircraft Inflict Some Damage at Padua, Treviso and Mestre.

CIVIC HOSPITAL BOMBED

Italian Flying Men Effectively Retaliate Against Austrian Railway Lines.

Rome, Feb. 4.—Venice and a number of towns on the Venetian plain have been bombed by enemy planes, according to the Italian official communication issued today. While no damage and no casualties resulted from the attack on Venice, considerable destruction was wrought in the towns of Padua, Treviso and Mestre, where also a number of civilians were killed or wounded.

The text of the communication follows: "There has been increased artillery and trench mortar activity in the Lagarina Valley and toward the coast. Reconnaissances and surprise attacks carried out by us at Castione and Capo Sile resulted in our taking prisoners. "Our aircraft have vigorously bombed the enemy's rear lines. Traffic on the railway lines east of the Piave was effectively disturbed last night by our airships. All of them returned safely. "Enemy aviators again gave vent to their mischievous impulses by again bombarding Venice and other towns on the Venetian plain, where the peaceful population is densest and its military objectives of the least importance. "Padua, Treviso and Mestre were repeatedly attacked. As usual, the greatest damage was done to private property, and the largest number of casualties was among the civilians. The civic hospital at Treviso was hit, and altogether eight persons were killed and ten wounded among the population. "There were neither casualties nor damage at Venice."

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Prominent Breeder Gives Important Figures on Prices Fixed by Law.

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Arkel Announces Oil Cake Already Purchased and Other Effective Measures.

J. E. Brethour proved to be the centre of greatest interest to both the hog breeder and the general public when, at the annual meeting in the Caris-Rite Hotel last night of the Canadian Swine Breeders' Association, he gave in detail the price which millers must charge the farmer for "middlings" or "shorts." Mr. Brethour made it clear at the outset that "middlings" and "shorts" are the same thing and must not be charged at different prices. Following is a table giving the manner in which the charge is figured from the basis fixed by the food controller. Mr. Brethour stated that if any farmer will produce to either the food controller or Live Stock Commissioner Arkel at Ottawa an invoice showing higher prices the dealer or miller will be proceeded against and made to pay up. Car-lot Prices for "Middlings" or "Shorts." F. O. B. Ft. William, per ton...\$29.50 Average freight to local mill... 4.20 If in bags add... 1.00 Bagging process... 1.00 Extra distributing if carload is purchased by 2 or 3 farmers 1.00 \$41.90 To this must be added the freight from the local mill to its final destination. If less than carload add 5c. Iran is fixed at \$5.00 less than above prices. Breeders' Efforts Recognized. Live Stock Commissioner Arkel also mentioned some interesting points among which was that the government is already arranging for marketing, finance and transportation accommodation in conjunction with the allied war purchasing commissions for the extra hog production. The department has pledged itself to solve the feed problem a day only last week purchased 10,000 pounds of oil cake which was shipped from New York yesterday. Available corn is poor in quality and requires to be kiln-dried, but the government admits that the hog producers must receive the recognition they have merited and intend to stand behind them.

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