

## The U. S. Coal Decree

Washington, January 17, 1918.

Fuel Administrator Garfield to-night signed the order, in preparation since yesterday, closing down manufacturing plants east of the Mississippi river for five days, beginning at midnight to-night, and stopping virtually all business activity on every Monday for a period of ten weeks, beginning January 21.

With the full support of President Wilson, the Fuel Administrator attached his signature to the mandate as the Senate was preparing to vote on a resolution, which it passed twenty minutes later, by a vote of 50 to 19, requesting him to postpone action for five days.

### TEXT OF ORDER.

The text of the order follows:

"Regulation making provisions for a moderate adequate supply of fuel for railroads, domestic consumers, and 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 the said order and of the purposes of the Act of Congress thereon 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 1—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, by-product 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 after the foregoing preferred shipments have been made may be applied in filling any other contracts or orders.

"Section 2—On the following days, namely, January 18, 19, 20, 21 and 22, 1918, the State Fuel Administrators and their accredited representatives in the various communities in the territory in which this regulation applies are hereby empowered and directed to divert such fuel as arrives in such communities in carload lots to meet the current requirements and to provide an adequate and normal supply for such consumers of fuel as are specified in section one hereof.

"Section 3—On the following days, namely, January 18, 19, 20, 21 and 22, 1918, and also on each and every Monday beginning January 23, 1918, and continuing up to and including March 15, 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 continuously operate seven days each week to avoid 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 or plants manufacturing perishable foods or foods for necessary immediate consumption;

"(C)—Manufacturers of foods 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 26, 1918, inclusive, they may burn fuel or use power derived therefrom only to such extent as is necessary to print and publish such editions as such plants customarily print and publish on legal holidays other than the Sabbath; or, if such plants do not customarily print or publish any editions on such legal holidays, they may burn fuel or use such power 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.

"Section 4—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 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, transportation 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 for the purpose of selling drugs and medical supplies only, stores may maintain necessary heat throughout the day and evening;

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

Section 5—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.

"Nothing in this regulation shall be construed to forbid the heating of restaurants, hotels, or other places in which meals are served, but in which no intoxicating liquor is sold or served on the said Mondays.

"Section 6—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 suburban cars or trains in excess of the amount used on the Sundays previous thereto.

"Section 7—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.

"Section 8—State fuel administrators and their representatives specifically authorized to do so 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.

"Section 9—This regulation is effective throughout the United States east of the Mississippi River, including the whole of the States of Louisiana and Minnesota.

"Section 10—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.

(Signed.) "H. A. GARFIELD,

"United States Fuel Administrator."

### CARFIELD'S STATEMENT.

Fuel Administrator Garfield's statement in explanation of his order follows:

"The most urgent thing to be done is to send to the American forces abroad and to the Allies the food and war supplies which they vitally need, war munitions, food, manufactured articles of every description, lying in Atlantic ports in tents of thousands of tons, where literally hundreds of ships, loaded with war goods for our men and the Allies, cannot take the seas because their bunkers are empty of coal.

"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. No power on earth can move this freight into the war zone, where it is needed, until we supply the ships with fuel.

"Once the docks are cleared of the valuable freight for which our men and assistants in the war now wait in vain, then again our energies and power may be turned to manufacturing, more efficient than ever, so that a steady and uninterrupted stream of vital supplies may be this nation's answer to the Allies cry for help.

"It has been excess of production, in our war-time speeding up, that has done so much to cause con-

gestion on our railroads; that has filled the freight yards to overflowing; that has cluttered the docks of our Atlantic ports with goods waiting to go abroad. At tidewater the flood of freight has stopped. The ships were unable to complete the journey from our factories to the war depots behind the firing line.

"Added to this has been difficulty of transporting coal for our own domestic needs. On top of these difficulties has come one of the most terribly severe winters we have known in years.

"The wheels were choked and stopped — zero weather and snow-bound trains; terminals congested; harbors with shipping frozen in; rivers and canals unpassable — it was useless to continue manufacture and pile confusion on top of confusion.

"A clear line from the manufacturing establishments to the seaboard and beyond — that was the imperative need. It was like soldiers marching to the front. The men in the foremost ranks must have room to move.

"More than a shock was needed to make a way through that congestion at the terminals and on the docks, so that the aid so vitally needed by the Allies could get through.

"The incidental effect of this transportation situation on coal production has been disastrous. There is, and always has been, plenty of fuel, but it cannot be moved to those places where it is so badly needed while railroad lines and terminals are choked. 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. Coal mines cannot operate without cars. Cars cannot be supplied while the railroads are crippled by the present freight congestion, which keeps idle cars lying useless in the freight yards.

"In the past week the production of coal has been disastrously reduced. Reports in some cases have shown ninety per cent of the mines in certain fields closed completely for lack of cars.

"This is war! Whatever the cost, we must pay, so that in the face of the enemy there can never be the reproach that we held back from doing our full share. Those ships laden with supplies of food for men and food for guns must have coal and put to sea."

### CANADIAN FISHERIES MISSION AT WASHINGTON.

The Canadian Fisheries Mission, consisting of Chief Justice John D. Hazen, William A. Found and G. J. DesBarats, arrived in Washington last Tuesday. Courtesy calls on President Wilson, Secretaries Lansing and Redfield preceded discussions with the American representatives, Secretary Redfield, Assistant Secretary Sweet and Dr. Hugh M. Smith, Chief of the Bureau of Fisheries, of questions affecting fisheries in the waters adjacent to the two countries.

A tour of Atlantic, Pacific and Great Lakes ports will be made later to obtain the views of persons interested in fisheries on questions of conservation, restocking and the privileges of the boats of each country in the ports of the other.

### MILLION-DOLLAR FISH BUSINESS.

The Hon. F. G. Macdormid, Minister of Public Works and Fisheries for Ontario, anticipates a million-dollar business in fish for Ontario.

Under the new arrangements the Government will be entitled to something like eight million pounds of fish per annum, and as the retail prices will range from 12½ to 14 cents per pound, it will be seen that the million-dollar estimate for the year's business is a fairly close one.

The proposal to lease space in the Toronto Municipal Abattoir has been definitely abandoned, as the Provincial authorities did not feel like acquiring the entire building, and the civic officials were indisposed to spend \$50,000 on alterations which were considered necessary to make the building suitable for the storage and handling of fish.

While a few men are fishing through the ice, operations throughout the Province have practically ceased for the winter months. Mr. Macdormid received the interesting news recently that two or three fishermen in Lake Nipigon are fishing through the ice, and during the past few days have caught fifteen or twenty tons of fine fish. Despite the fact that the temperature in that part of Ontario is around forty below zero, these hardy men of the north are living in a tent and are said to be enjoying the life immensely. Nor are they worrying about the coal shortage in "tropical" Toronto.