WILSON OUTLINES RAILROAD POLICY

Tells Congress Taking Over of Lines Was Necessary to Safety.

WILL CONSERVE INTEREST

Proper Returns to the Roads Will Be Guaranteed—Urges Prompt Action and "Dealing With Great Matter in a Great Way."

Washington, Jan. 5.—President Wilson yesterday laid before congress, assembled in joint session, his recommendations for carrying out government operation of railroads. Bills to carry out the president's ideas already had been prepared under the supervision of the department of justice and were immediately introduced, with plans for prompt consideration, in both house and senate.

The president spoke as follows:

"Gentlemen of the Congress: I have asked the privilege of addressing you in order to report that on the 28th of December last, during the recess of congress, acting through the secretary of war and under the authority conferred upon me by the act of congress approved August 29, 1916, I took possession and assumed control of the railway lines of the country and the systems of water transportation under their control. This step seemed to be imperatively necessary in the interest of the public welfare, in the presence of the great tasks of war with which we are now dealing.

"As our experience develops difficulties and makes it clear what they are, I have deemed it my duty to remove those difficulties wherever I have the legal power to do so. To assume control of the vast railway systems of the country is, I realize, a very heavy responsibility, but to fail to do so in the existing circumstances would have been a much greater. I assumed the lesser responsibility rather than the weightier.

Complete Mobilization Needed.

"I am sure that I am speaking the mind of all thoughtful Americans when I say that it is our duty as the representatives of the nation to do everything that it is necessary to do to secure the complete mobilization of the whole resources of America by as rapid and effective a means as can be found. Transportation supplies all the arteries of mobilization. Unless it be under a single and unified direction the whole process of the nation's action is embarrassed.

"It was in the true spirit of America and it was right, that we should first try to effect the necessary unification under the voluntary action of those who were in charge of the great railway properties; and we did try it. The directors of the railways responded to the need promptly and generously.

Praises Railway Executives.

"The group of railway executives who were charged with the task of actual co-ordination and general direction with patriotic zeal and marked ability, as was to have been expected, and did, I believe, everything that it was possible for them to do in the circumstances. If I have taken the task out of their hands it has not been because of any dereliction or failure on their part, but only because there were some things which the government can do and present management cannot. We shall continue to value most highly the advice and assistance of these gentlemen, and I am sure we shall not find them withholding it.

Government Control Needed.

"It had become unmistakably plain that only under government administration can the entire equipment of the several systems of transportation be fully and undeservedly thrown into a common service without injurious discrimination against particular properties. Only under government administration can an absolutely unrestricted and unembarrassed common use be made of all tracks, terminals, terminal facilities and equipment of every kind. Only under that authority can new terminals be constructed and developed without regard to the requirements or limitations of particular roads. But under government administration all these things will be possible—not instantly, but as fast as practical difficulties which cannot be merely conjured away give way before the new management.

Little Disturbance as Possible.

"The common administration will be carried out with as little disturbance of the present operating organizations and personnel of the railways as possible. Nothing will be altered or disturbed which it is not necessary to disturb. We are serving the public interest and safeguarding the public safety, but we are also regardful of the interest of those by whom these great properties are owned and glad to avail ourselves of the experience and trained ability of those who have been managing them. It is necessary that the transportation of troops and of war materials, of food and of fuel, and of everything that is necessary for the full mobilization of the energies and resources of the country, should be first considered, but it is clearly in the public interest also that the ordinary activities and the normal industrial and commercial life of the country should be interfered with and disturbed as little as possible, and the public may rest assured that the interest and convenience of the private shipper will be as carefully served and safeguarded as it is possible to serve and safeguard it in the present extraordinary circumstances.

To Keep Lines in Good Repair.

"While the present authority of the executive suffices for all purposes of administration and while, of course, all private interests must for the present give way to the public necessity, it is, I am sure you will agree with me, right and necessary that the owners and creditors of the railways, the holders of their stocks and bonds, should receive from the government an unqualified guaranty that their properties will be maintained throughout the period of federal control in as good repair and as complete equipment as at present, and do that the several roads will receive under federal management such compensation as is equitable and just alike to their owners and to the general public.

"I would suggest the average net railway operating income of the three years ending June 30, 1917. I earnestly recommend that these guarantees be given by appropriate legislation and given as promptly as circumstances permit."

"Deal Justly With Securities."

"I need not point out the essential justice of such guarantees and their great influence and significance as elements in the present financial and industrial situation of the country. Indeed, one of the strong arguments for assuming control of the railroads at this time is the financial argument. It is necessary that the values of railway securities should be justly and fairly paid and that the large financial operations every year necessary in connection with the maintenance, operation and development of the roads should, during the period of the war, be wisely related to the financial operations of the government.

"Our first duty is, of course, to conserve the common interest and the common safety and to make certain that nothing stands in the way of the successful prosecution of the great war for liberty and justice, but it is an obligation of public conscience and of public honor that the private interests we disturb should be kept safe from unjust injury, and it is of the utmost consequence to the government itself that all great financial operations should be stabilized and co-ordinated with the financial operations of the government. No borrowing should run athwart the borrowings of the federal treasury and no fundamental industrial values should anywhere be unnecessarily impaired. In the hands of many small investors in the country, as well as in national banks, in insurance companies, in savings banks, in trust companies, in financial agencies of every kind, railway securities, the sum total of which runs up to some $10,000,000,000 or $11,000,000,000, constitute a vital part of the structure of credit, and the unquestioned solidity of that structure must be maintained.

"The secretary of war and I easily agreed that, in view of the many complex interests which must be safeguarded and harmonized, as well as because of his exceptional experience and ability in this new field of governmental action, Hon. William G. McAdoo was the right man to assume direct administrative control of this new executive task. At our request he consented to assume the authority and duties of organizer and director general of the new railway administration. He has assumed those duties and his work is in active progress.

May Need Treasury Grants.

"It is probably too much to expect that even under the unified railway administration which will now be possible sufficient economies can be effected in the operation of the railways to make it possible to add to their equipment and extend their operative facilities as much as the present extraordinary demands upon their use will render desirable without resorting to the national treasury for the funds. If it is not possible, it will, of course, be necessary to resort to the congress for grants of money for that purpose. The secretary of the treasury will advise with your committee with regard to this very practical aspect of the matter. For the present I suggest only the guaranties I have indicated and such appropriations as are necessary at the outset of this task. I take the liberty of expressing the hope that the congress may grant these promptly and ungrudgingly. We are dealing with great matters and will, I am sure, deal with them greatly."

WAGE BOARD AGREED UPON

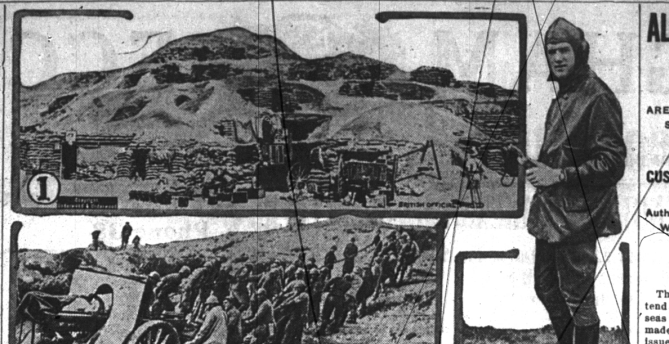
Railway Director McAdoo and Brotherhood Chiefs Come to An Understanding on Plan.

Washington, Jan. 5.—Railway Director McAdoo and the brotherhood chiefs agreed upon the creation of a wage board to have jurisdiction over the wages of railroad employees while they are under control of the government. The board also will adjust disputes that may arise, and will be appointed and at work within 30 days, according to the plan.

BANDITS ARE DRIVEN BACK

U. S. Troops and Texas Rangers Chase Mexicans Across the Border—Two Robbers Killed.

Marfa, Tex., Jan. 5.—Mexican bandits who raided the Dritte ranch near Candelaria, have been driven back across the border by United States troops and Texas rangers, according to reports here. Neither the rangers nor the troops crossed the border. Two of the bandits, it is reported, were killed.



1—Sandhills of Palestine turned into "cliff dwellings" by the British troops who are fighting north of Jerusalem. 2—French artillerymen dragging a field piece into a new position on a ridge. 3—Lieut. Edwin M. Post, Jr., of the American air service, now with Pershing's forces, who has been cited for gallantry in the French orders.

NEWS REVIEW OF THE PAST WEEK

Germany's Plans for Annexation Disgust Russia and Check Peace Negotiations.

OPPOSED BY ALL SOCIALISTS

French Troops in Italy Whip the Austrians—American Ordnance Department is Reorganized—Plans Made to Hurry Our Forces to France.

By EDWARD W. PICKARD.

Prussian and Austrian greed and duplicity exposed themselves last week in the peace negotiations at Brest-Litovsk, and in consequence the meeting broke up with fair prospects that hostilities would be resumed between Russia and the central powers. After making all sorts of promises to refrain from forcible annexations and to permit self-definition by occupied territories, the Germans made it clear that they intend to impose an Austrian monarchy on Poland and to make German duchies out of Lithuania and Courland. Their contention was that these countries already have declared their desire to be severed from Russia. Furthermore, they declined to consider the evacuation of Riga, Libau and other occupied cities until certain that all Russia sanctioned the peace.

Whether or not Lenine and Trotzky be in reality German agents, they could not stomach such terms, and the foreign minister of the bolsheviki declared the government of the Russian workers would not consent to the German proposals. Petrograd leaders said the government might put an army of 3,000,000 in the field, and the bolsheviki red guard was reported to be already moving back to the fighting front. The resumption of hostilities, of course, would upset German plans for a great offensive on the west front, as many of the troops removed from the east front would have to be returned to the line there. That the situation was considered critical by the central powers was shown by the hurried conferences of leaders in Berlin and Vienna. The negotiations at Brest-Litovsk were interrupted, at least temporarily, and the Russian delegates demanded that if they were resumed it be in Stockholm.

In Bad All Around.

The German official attitude, as expressed by Dr. von Kuehlmann, didn't seem to be pleasing to anyone. In Russia all factions, even the most radical and peace-loving, denounced it and began to perceive that they must fight to save their revolution. In Germany the leaders of both the regular and the independent socialists expressed great dissatisfaction with the government's evident aims concerning occupied territory, and told Von Kuehlmann his course justified entente statesmen in declining to place confidence in the word of Germany's leaders and rulers. The Leipzig Volkszeitung went so far as to declare that everyone now knows Germany is not aiming at a just peace without annexations and indemnities, that she intends to annex all territories she now holds, and that these intentions must strengthen the war will of the entente. Also the pan-Germans are highly displeased because they fear the government will abandon those very intentions that the others are denouncing.

From southern and eastern Russia and Siberia came repeated stories of civil war and disorder, and of the setting up of independent governments. The Ukrainian rada sent an ultimatum to Petrograd demanding the immediate withdrawal of the bolsheviki troops, and cut off shipments of sugar and grain to northern Russia. The entire population of the Don valley was mobilized and all of its men joined Kaledines, who was said to have fought a bloody battle with the bolsheviki between Moscow and Rostov.

On the whole, the Russian situation looks better for foes of Germany, and their diplomats are prepared to take advantage of it and to treat the bolsheviki leaders with some consideration, since it seems probable the latter will be joined by the influential men of other factions to oppose Teutonic oppression.

French Victory in Italy.

The French forces on the Italian front started off the New Year right with a beautifully organized and well carried out attack on the enemy's positions on Monte Tomba. After deluging the Fifteenth Austrian division with artillery fire, the fine French infantry moved forward on a two-mile front and, in a short, sharp fight, took the position with comparative ease, capturing 1,400 prisoners—more than they had men engaged. The captives were said to be in wretched condition.

On the lower Piave the Italians drove the invaders out of the Zenson bend, and a day or two later broke up an attempted crossing in vessels at Intestadura. The mountain passes behind the Austrians are filled up with snow, and re-enforcements and supply convoys are held up on the Tyrol frontier. The enemy aviators are making repeated raids on Padua, Treviso and other cities of northern Italy, devoting themselves mainly to the destruction of architectural and art treasures, as is their "pleasing" custom.

Operations on the west front were confined to raids and artillery duels, but allied aviators reported the continuous arrival behind the lines of great masses of German troops. General Allenby sent word that he was making satisfactory progress to the north of Jerusalem, beating off attacks and taking many prisoners.

That Germany's disregard for America's entry into the war is feigned is proved by an official army order which calls for a considerable number of new aircraft units to combat the American air fleets. It is to be hoped the kaiser's anxiety on this score is justified, though civilian experts do not report encouragingly concerning our progress in the manufacture of airplanes.

Ordnance Department Reorganized.

Results of the congressional investigations of bureaucratic delays in fitting out America's armies are coming fast. The latest is the complete reorganization of the ordnance department by which almost full control of the purchase and production of artillery, rifles and ammunition is put in civilian hands. A procurement division is established to negotiate all orders and contracts for such munitions, and at the head of it is placed Samuel McRoberts, executive manager of the National City bank of New York.

Generals Crozier and Wheeler, nominal and acting chiefs of ordnance, are shorn of most of their power, but the military officials of the department retain control of the inspection and distribution divisions.

Not satisfied with this reorganization, and voicing the desires of a great many citizens, Senator Chamberlain introduced a bill providing for the creation of a munitions board and a director of munitions who shall be responsible directly to the president of the United States and not to the secretary of war. Other members of the senate committee on military affairs are backing Chamberlain's bill.

General Goethals began the reorganization of the quartermaster corps, and let it be known that he will add civilian experts to his bureau and will cut red tape and disregard precedent wherever necessary for the sake of efficiency and speed.

Presumably in response to the request of General Pershing that only comparatively young officers should be put in command of troops in France, General Sibert, second in rank to Pershing, and General Mann, who commanded the Rainbow division, have been recalled to duty in America. Maj. Gen. R. L. Bullard succeeds Sibert and Maj. Gen. Charles T. Menoher becomes commander of the Rainbow boys.

Troops to Be Hurried Across.

The state department on Wednesday made public a summary of the results of the inter-allied conference in Paris, the outstanding part of which was the recommendation if the American government to send troops to the battle fronts of Europe as speedily as possible. This Colonel House also urged, and it was announced that the bulk of the National Guard would be started on its way to the other side just as fast as circumstances permit. One of the first three divisions to go will be the Prairie division, including the Illinois troops now stationed at Houston. The greatest possible amount of tonnage for the transportation of American troops will be made available through the new organization of the allies for co-ordination of shipping resources. The Paris conferees also formed a definite plan for more actively utilizing the American naval forces and for carrying on the anti-submarine warfare.

Great Britain, France and Italy agreed to establish compulsory control of foodstuffs so that America may know definitely what it must do in feeding its allies and itself. The contribution of the United States to a pooling of war resources was agreed upon, and it also will participate in military deliberations of a supreme war council "as a step toward efficient and centralized unity of control of military operations"—a consummation devoutly to be wished.

Hoover and Reed Clash.

Food Administrator Hoover and Senator Reed of Missouri had a lively verbal clash while the former was testifying before a senate committee that is investigating sugar and coal shortages. Reed, who always has been a bitter opponent of Hoover, accused the administrator of a usurpation of authority that would be a crime in peace times, basing his charges on the handling of the wheat situation and the stabilizing of prices, and attacking especially the food administration's actions in the matter of sugar supplies and prices. Mr. Hoover defended himself with vigor.

In his testimony the previous day Mr. Hoover said he had not got the expected results in the way of food conservation and advised that laws be passed to regulate the amounts and kinds of food to be served in restaurants and hotels. Most of the eating places, he asserted, had declined to cooperate with the government, and those that were willing to do so had been compelled to abandon their efforts in order to meet competition. Housewives generally, he believed, are conforming to the conservation program.

On Friday President Wilson addressed a joint session of the senate and house, laying before the congressmen his plans for government control of railroads and his reasons therefor and outlining the legislation he considers necessary for carrying those plans into effect in accordance with his proclamation of December 28.

Secretary McAdoo in his capacity of director general of railroads has decided to divide the entire country into zones and put a man in direct charge of the operation of all roads in each zone. Also he will at once rehabilitate the roads by the purchase of new rolling stock. The withdrawal of many trains and the formation of new schedules are announced. The immediate effort is to transport coal, for the fuel shortage, aggravated by the great cold wave, has been causing vast distress.

Great Fire in Norfolk.

Italy is interning every enemy alien in the country, and the United States may be forced to follow the example if the explosions, incendiary fires and other outrages committed by Teuton agents and sympathisers continue. The latest of these was a big conflagration in Norfolk, Va., which laid two blocks in ruins at a cost of $2,000,000. It is believed to have been the result of a plot to destroy the city because of its importance as a port.

Both Great Britain and France reported increased losses of merchantmen due to the submarine campaign and to mines. The losses for December, however, were but slightly above the low record for November, and it was said more submarines are being sunk than Germany is able to build.

Great Britain has recalled Sir Cecil Spring-Rice, ambassador to America, and it is believed she will send over a man more in sympathy with the democratic institutions of this country. Sir Cecil has not made himself very popular, and he especially aroused the displeasure of Viscount Northcliffe, whose influence in the British government is powerful.

BUSINESS MEN TO CONTROL

Important Changes Have Been Made in the Conduct of the War Department.

General reorganization of the ordnance bureau, with experienced business men at the head of important divisions under the chief of ordnance, has been announced by the war department.

The new plan under which it is proposed to make the bureau a great working unit modeled somewhat after the British ministry of munitions was outlined to the senate military committee recently by Major General Crozier, chief of ordnance, while he was being sharply questioned concerning delays and deficiencies in supplying rifles and cannon.

General Crozier, whose renomination is pending in the senate, continues as chief, and no change is made in the assignment of Brigadier General Wheeler as acting chief.

The reorganization was announced in this statement: "Heretofore the business of the ordnance department has been conducted by five separate and more or less independent organizations, under the direction of the chief of ordnance. These divisions will now be consolidated. The chief of ordnance will be assisted by an executive administrative and advisory staff. The principal business functions of the department, as distinct from the technical designing and other scientific work with which it is charged, will be carried on by four operating divisions, namely, the production, the purchase, the inspection and the distribution divisions."

Fond of Chicken Hearts.

Lucy is fond of the hearts of all fowls. When dining out with friends she was asked what her choice of the chicken was. Forgetting the name for the moment, she said: "I fordet de name. It's de part what makes his live."

Determining Character.

We prepare ourselves for sudden deeds by the reiterated choice of good or evil which gradually determines character.—George Eliot.

"We Must Sail, Not Drift."

"I find the great thing in this world is not so much where we stand, as in what direction we are moving, writes O. W. Holmes. To reach the port of heaven, we must sail sometimes with the wind and sometimes against it—but we must sail, and not drift, nor lie at anchor.

Warning.

Wife (sweetly)—"My dear, I want to remind you to forget that tomorrow is our anniversary."—Life.

ALIEN ENEMIES IN GUARD SHIFTED

ARE TRANSFERRED TO WISCONSIN REGIMENT—WILL NOT BE SENT OVERSEAS.

CUSTER WILL NOT MOVE SOUTH

Authorities State Report That Units Will Be Sent to Waco, Texas, for Training Are Untrue.

Lansing.

That the government does not intend to send any alien enemies overseas with fighting divisions has been made apparent by an order that was issued by General Haan, commander at Camp MacArthur, Waco, Texas, transferring all soldiers in this class to the Thirty-third division, made up of Illinois guardsmen, at Camp Logan, Houston. This decision follows an investigation into the status of every alien enemy in the division at Waco. It is known that many asked to be discharged on the ground they did not want to fight against brothers and even fathers in the German and Austrian armies.

It is believed there are about 500 alien enemies at Camp MacArthur. Most of them are selective soldiers sent down there from Camp Custer in the first contingent. More than half of the number are from Detroit, Grand Rapids and Milwaukee.

Custer Units Will Not Move South.

Dispatches from Waco, Texas, hinting that the Eighty-fifth division will be moved there from Custer, which have been given publicity in northern newspapers, are branded by Custer officers, who have access to the motives of the Texans, as propaganda of the Waco merchants, desirous of securing the monetary benefits which would accrue from the movement.

"Not a word of moving this division to Waco came from that point until it was known in Washington. Second was about to leave there," said the authority for the above statements. "Then the Waco merchants realized what wonderful, financial benefits they had derived from the Michigan-Wisconsin guard, and began to cast about for a little source of supply.

"They could find no better target than the Eighty-fifth. It was known considerable difficulty had been encountered in the training course at Custer, because of weather conditions, and began agitation for an order from the war department to move the division south.

"But they were too late. If such a movement could have been started in October, there might have been reason to hope for success. But the season is so late now, that, before the division could be moved and settled at Waco, the spring season would be nearly here, and we would have good training weather in Michigan."

Beet Growers Want $10 a Ton.

Resolutions were adopted at the convention of the Michigan Beet Growers' Association at Saginaw, declaring the willingness of growers to go the limit of acreage for the season.

The resolutions stated that sugar beets in Michigan cannot be produced at a minimum less than $10 per ton, and recognizing the necessity of an adequate sugar price, the growers recommended the selection of a committee of seven sugar beet growers to negotiate with the United States food administration and manufacturers of sugar to decide upon an adequate basic prices for sugar and sugar beets.

The committee was authorized to act immediately, and sugar beet contracts will be deferred until this matter is determined, if possible by February 1.

In case adequate provision be made, the growers pledged themselves to aid in every way the sugar beet industry.

In order to provide finances for the sugar beet growers' association and to cooperate with other states in their work to stabilize and maintain the sugar industry the resolution recommend that the growers contribute one cent per ton for the maintenance of the association, to be deducted by the factories.

Theatricals Promoted at Custer.

While games and contests are valuable for training the men physically, they must, under the strain of war, have other amusements.

Statistics brought to Camp Custer by French and English officers show the percentage of nervous breakdowns is higher among the French than the English soldiers. This is credited partly to the fact that the English, with their football and other sports, are able to relieve their minds of war's horrors once they are out of the trenches.

Census of Aliens Being Taken.

A complete census of workmen in Michigan plants who have dependents in countries with which the United States is at war is being made, ordered by A. Mitchell Palmer, federal custodian of alien property, according to word received by the Michigan industrial accident board. Insurance companies and factory owners who carry their own risk have been notified that any compensation due to dependents across the water must be held in this country until the war is over.

State Tax Body Meets Jan. 27-28.

The state tax commission will hold its seventh annual conference, in Bay City January 27 and 28. The object of which is to arrive at a more uniform system of taxation. Among the important topics to be taken up will be "War Taxes" and "War Loans." A representative of the federal treasury department will discuss "State and County Equalization." "Taxation of Banks and Trust Companies," "Taxation of Personal Property," and "The Activities of State Tax Commissions."

State Faces Potato Problem.

Michigan's food administration faces one of its most serious problems in working out a solution of the potato situation. Last year's surplus crop may have a disastrous effect on planting this spring if consumption can not be increased and prices stabilized.

Michigan farmers are holding millions of bushels of potatoes because they are being offered only 50 or 60 cents a bushel for them. Consumers in large cities are forced to pay from $1.40 to $1.50 a bushel.

The monthly crop report, issued from the secretary of state's office, reveals the fact that the state's potato crop this season exceeded by 10,000,000 bushels the largest previous estimate. Based on these new figures the present belief is that there are upwards of 20,000,000 bushels of potatoes in Michigan that have not yet reached the market.

The normal potato yield of Michigan is 25,000,000 bushels. The crop last year was apparently more than 45,000,000 bushels, an increase of 22,000,000 bushels over the preceding season.

The food administration has asked all hotels, boarding houses and private homes to serve potatoes with a many meals each day as possible, that the surplus may be used up and conserve other food products which are needed more by the army.

Potato bread calling for a mixture of about one-quarter potatoes to three-quarters flour is being tried out in all state institutions by order of Gov. Sleeper, and the food administrator urges hotels and others to try out the same proportion.

Takes Millions to Run Custer.

It now takes $2,500,000 a month to pay the bills at Camp Custer.

This $2,500,000 includes the payroll and most of the supplies, though it does not include all of the latter, as much material essential to the maintenance of the division is obtained by requisition from other cantonments.

Every cent of this big expenditure has to go through the hands of the camp quartermaster, Major M. M. Garrett. Naturally Major Garrett does not look after the details. He has an efficient staff and an abundant clerical force, though for the sake of safeguarding himself, he must keep close check on each fund.

Paying off the selects and officers at Camp Custer is no boy's job, according to Captain Brooks, paymaster. In the old army days, a paymaster had usually not more than three regiments to look after and the companies in these regiments did not number 250 men either. In the Eighty-fifth division there are four infantry regiments alone, to say nothing of machine gun battalions, heavy and light artillery, engineers, depot brigade, a motley array of trains, etc.

Even if the payroll were a normal affair it would stagger an ordinary paymaster to be suddenly set before this new task.

But that is not all. There are Liberty bond deductions to make, war risk insurance allotments to be figured, and divisions to be made between pay for the soldiers and money which they have delegated shall be sent to their dependents.

Freight Rate Raise Allowed.

The Michigan railroad commission has acted on the increase in class freight rates asked by the carriers.

The decision makes an increase of practically 20 per cent in the territory south of a line drawn from Muskegon to Bay City, and 24 per cent north of that line, to the tip of the southern peninsula.

The carriers had asked for a division of the state into four zones.

The commission merges the four zones in two and permits the increase asked by the carriers for the lower zone of 15 per cent, and 5 per cent, but eliminates the second zone and makes the increase apply to all points south of the Saginaw line. It also cuts the two upper zones into one and permits an increase in the resultant one-fourth of a per cent over the lower part of the state.

The mileage system of computation is retained. The rate to points south of the Michigan Central is higher than the roads asked, but north of this the rate is lower than was asked.

CAMP CUSTER NOTES

Eight hundred sets of boxing gloves, basketballs, winter athletic materials and sufficient equipment to outfit nearly 100 baseball teams are to be provided for Custer soldiers. The purchases will be pro-rated among the various companies. The money is part of the proceeds of the officers' football team's games.

Division officers doubt the story brought back from Waco by Lansing officers, that it is probable the 85th division is to be moved from Michigan to Texas. They point to the fact that at least a month, if not longer, would be consumed in moving the command and that by that time the worst of winter will be over. They believe however, that the 85th division will be the only national army organization of any size which will ever winter here.

Five mundred pairs of skates have been bought by the division athletic office out of the fund accumulated by the Camp football team.

Reserve officers assigned to Camp Custer, after their graduation from Fort Sheridan or some other officers' training camp, are going back to school for 144 hours of special instruction. The school is maintained at Camp Custer, consists of two terms of four weeks each, so that the reserve officers can be divided in a way that will not interfere with the general training of the selects.

Charges have been made that from 15 to 20 per cent of the fuel used here is wasted because of the manner of heating system in use. Major Garratt, camp quartermaster, answers the charge by saying that such an opinion was held for a time by camp authorities, but before the matter was taken to Washington, engineers were called in consultation. Their report showed that the installation of a return system would cost $200,000 which with the cost of operating the pumping machinery, would be more than present costs of additional fuel used.