

all motive power had been pressed into service for a determined fight and that steady progress was being made in the movement of cars and in unloading at terminal points.

Director General McAdoo was in conference throughout the day with the members of his cabinet considering the problems which came up and endeavoring in every way to aid Mr. Smith. Mr. McAdoo held out the hope that substantial results would be accomplished within the next forty-eight hours if the blizzard held off from the eastern section.

Fuel Administrator H. A. Garfield, while refusing a definite priority order designating any allotment of cars, took steps to rush aid to Ohio and Michigan; from which reports of a famine have been pouring in. All operators in the Pittsburgh, Fairmount, Kanawha, Kenova, Thacker, Eastern Kentucky, Jellico, and Ohio districts were told to increase shipments as far as possible the next ten days. In regard to the Ohio and Michigan situation Dr. Garfield sent this message to the operators mentioned:

"At present time there are communities entirely out of coal, and immediate attention should be given to orders you may have on file for consumers in these two States. The Fuel Administration requests your earnest co-operation in shipments to Ohio and Michigan, and that you discontinue, as far as possible, shipments to other points in the West, except coal for public utilities and by-product plants."

At least 1,000 letters and telegrams and 100 eager callers appeared at the offices of the Director General of Railroads today. Among the latter were representatives of the Carnegie and Bethlehem Steel Companies and the Standard Oil and Texas Oil Companies, who hoped to obtain priority orders for shipments. No definite assurances were given.

Complaint was received also that many of the railroads when instructed to curtail expenses had shut down ticket offices in large cities, with the exception of those at the stations. Instructions were sent out to keep a certain number of the offices opened and to close only those which had been used in the past because of the competition between railroads.

Messages were received from several newspapers to the effect that the transportation congestion threatened to cut off their white paper supply. Mr. McAdoo issued no priority order, but instructions were sent to executives to use every effort to render aid.

temporarily withdrawn. To help the freight situation between Buffalo and Niagara Falls the passenger service has been considerably reduced. Sleeping car service from New York to Niagara Falls has been discontinued and passengers are required to transfer at Buffalo.

"A considerable reduction has been made on the River Division between Weehawken and Albany to the extent of seventeen trains, about 21,000 miles per month, to assist the freight situation. The New York Central also has curtailed local service to some extent in noncommutation-hour periods in New York territory, giving longer space between trains in midday."

EXPLAINS CENTRAL'S CHANGES.

President Smith Issues Statement on Reduction of Service.

A. H. Smith, President of the New York Central, made public last night a summary of the passenger changes on the Central system, to prevent misunderstandings as to what revisions had been made. Many of the reductions in the passenger service of the New York Central go into effect today. In his statement Mr. Smith said:

"Three of the through trains between Buffalo and New York have been discontinued, among them being the 'New Yorker.' Two have been discontinued between Buffalo and Weehawken on the West Shore, these being the 'Continental Limited.' The 'Empire State Express,' which has been running between New York and Buffalo for over twenty-five years, has been restricted to one parlor car in each direction. A very large number of parlor cars have been withdrawn from local service, also a number from through trains. Parlor cars between New York and Montreal in connection with the Delaware & Hudson and Rutland have been taken off, and passengers transfer at Albany to and from each road.

"Aside from the discontinuance of observation cars on the high class trains, a large number of sleeping cars have been discontinued, together with the compartment lounge car, which has been running between New York and Cleveland, also compartment cars. Club cars running between New York and Toronto on the 'Canadian' and the 'Seavar' have been withdrawn from service. The night train for the Adirondack Mountains has been turned into a local and consolidated with other services and the sleeping cars have been put on one of our remaining through trains. Through service on the Harlem Division between New York and North Adams has been restricted to one through train daily instead of two.

"To help the freight situation on the west side of New York City, all passenger service between Thirtieth Street and Spuyten Duyvil has been

TO USE HEROIC MEANS TO CLEAR LINES HERE

Railroad Administration Preparing to Counteract Effect of Blizzard in the West.

Special to The New York Times.

WASHINGTON, Jan. 12.—With the interruption of freight traffic from points in the West due to the blizzard and cold wave in that section, orders went out from the National Railroad Administration today for a supreme effort to break up the congestion on the lines of the East to prepare for the increased flow which would come when the backbone of the blizzard was broken. A. H. Smith, who is in charge of the trunk lines in the East, reported from New York that every available employe and