

TWO TRANSPORTS BRING 5,208 MORE RETURNING SOLDIERS

WEATHER—Cloudy and Colder To-night.

"If It Happens In New York
It's In The Evening World"

The Evening World.

FINAL EDITION

"Circulation Books Open to All."

"Circulation Books Open to All."

PRICE TWO CENTS.

Copyright, 1918, by The Press Publishing Co. (The New York World).

NEW YORK, WEDNESDAY, DECEMBER 4, 1918.

22 PAGES

S PRICE TWO CENTS.

WILSON SAILS GUARDED BY WARSHIPS; FLAGS IN HARBOR DIP, WHISTLES SALUTE AND PLANES THRILL CHEERING CROWDS

SENATORS AT LAST GET LINE ON COAL PRODUCTION COST; BUT FIGURES ARE YEAR OLD

Fuel Administration Had Expense of Mining Down to Fraction of Cent Last Winter, but Not for Present—Dr. Garfield Resigns as Head of Department.

By Sophie Irene Loeb.

(Staff Correspondent of The Evening World.)

WASHINGTON, Dec. 4.—For days the Senate committee investigating coal have been trying to find out the actual cost of a ton of coal.

They hoped thereby to ascertain if the recent raise of \$1.05 per ton of coal was commensurate with the raise in wages. W. J. Richards and Samuel Warriner, the presidents of the largest coal companies, have been questioned without success. The three members of the Anthracite Committee of the Fuel Administration—W. J. Richards, Samuel Warriner and Joseph B. Dickson—also pleaded ignorance of this important item.

After considerable questioning yesterday Senator Kenyon appealed to "any one here" who could tell. Finally J. B. Neale, head of anthracite production of the Fuel Administration, suggested that Mr. Morris, head of the engineers of the Fuel Administration, had the figures.

Mr. Morris produced a table from the Federal Trade Commission which gave a list of costs under two heads—"reported" and "revised." The former term means the cost given by operators and the latter the costs "revised" by the Federal Trade Commission.

These averages of costs per ton are from December, 1917, to May, 1918, inclusive.

The average cost "revised" as of that period is \$3.53 per ton. But when the direct question was put to Mr. Morris: "What is the average cost per ton to-day, or Nov. 1, when \$1.05 was added?" he answered: "I don't know."

And thus every seemingly known authority has been asked the above question and the mystery still remains.

When pressed as to how the \$1.05 increase per ton to the consumer was arrived at without a knowledge of the average cost per ton, the answer was that this increase was on "prepared sizes" only.

LABOR IN MINE IS \$2.42; AT CULB BANK, 68 CENTS A TON.

When questioned how the labor costs were reckoned in this connection, after considerable discussion it finally developed that the calculations were made from a basis of figures of the past over a period of months, and from that the "future" increase was made.

In other words, the increased price was made as a "future" calculation on increased costs rather than from any known figure of the present average cost of a ton of coal of the prepared sizes.

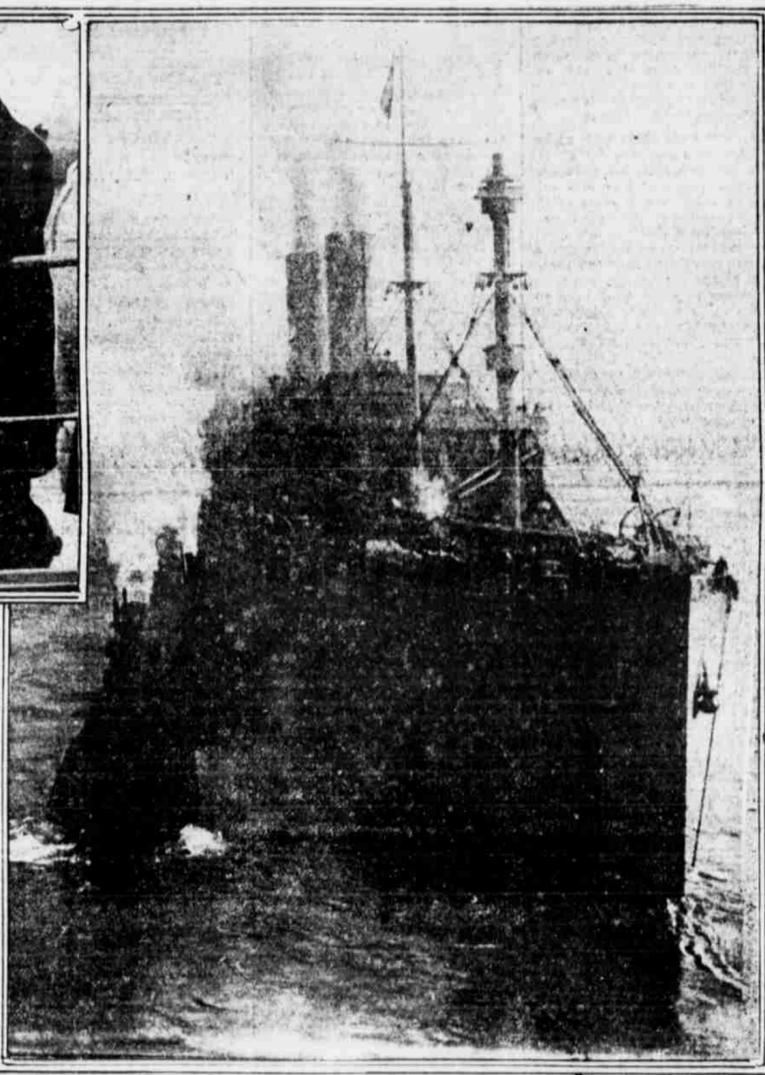
More amazing still is the fact that no figures representing the average cost per ton have been coming from the Fuel Administration.

These figures presented by the Fuel Administration were those by the

STEAMER LEAVING PIER; WILSON STANDING ON BRIDGE



THE PRESIDENT ON THE BRIDGE



THE GEORGE WASHINGTON LEAVING THE PIER

PRESIDENT OFF FOR FRANCE; PASSES THROUGH LANES OF GAILY DECORATED STEAMERS

Transport George Washington Starts on Her Momentous Trip at 10.22 A. M., With Wilson and His Wife Standing on the Bridge.

The transport George Washington with President Wilson and his party on board passed from view beyond Sandy Hook early this afternoon escorted by a formidable naval guard and with every precaution against possible floating mines that might be encountered anywhere in the Atlantic lanes.

With the President and Mrs. Wilson standing side by side on the flying bridge, the vessel lifted its gangplank at 10.20 o'clock this morning and two minutes later slipped out of its Hoboken pier, cheered by thousands in river craft and from both shores.

At the same moment the stern gun, pointed out toward Manhattan, fired the opening shot of a twenty-one-gun salute. This was a signal to two army aviators who had been circling over the pier. They swooped down the river to notify the battleship Pennsylvania to lift anchor and get under way.

It was the beginning of a voyage which will occupy a momentous chapter in history—the chapter telling how the President, the first Chief Executive of the United States to go to Europe during his term of office, sailed to France to play his part in the most important peace conference.

Just before the sailing four destroyers took their stations in the river opposite the George Washington and smaller naval police craft drove back swarms of pleasure boats that were trying to draw near. The destroyers formed the corners of a rectangle around the Presidential vessel in mid-stream.

CAMP MERRITT BAND PLAYS FOR PRESIDENT.

The Camp Merritt band played "Hail to the Chief" as the President took his place on the flying bridge, and played "Over There" as the gangplank was lifted. The President waved his brown Fedora hat to the band and Mrs. Wilson waved her handkerchief. On the decks other members of the peace party waved farewell to the guards and others on the pier.

The George Washington was "dressed"—a gay spectacle of multi-colored flags. Most of the other vessels in the slips on both sides of the river were similarly decked out, and they all saluted with their whistles and sirens, the George Washington returning every salute that could be distinguished in the melee of sound.

The great Mauretania, which had come in only a few days ago with home-coming American soldiers, dipped her British flag in salute, and ships of all the Allies dipped theirs. The George Washington dipped her colors fifty times or more in answer to all those greetings as she moved down from Army Pier No. 4 to the Battery.

FLAGS WAVED FROM WINDOWS ALONG THE RIVER SHORES.

Flags and handkerchiefs were waved from every window of every skyscraper. Men in khaki stood at attention as the vessel approached the various shore stations and stood at salute as she passed them.

Ferry boats, flag-docked, their decks black with people who had paid many fares in riding back and forth in order to get a glimpse, paid homage to the President, and some of them wept so near that their passengers could see him smile.

Louis Seres and his twenty-five assistant cooks—cooks enough to spoil any broth—stood in white uniforms and caps at the port rail, and on that same rail sat the ship's yawning

5,208 SOLDIERS LAND HERE FROM TWO TRANSPORTS

Lapland and Minnekahda Bring Happy Troops Back From European War Zone.

Two transports arrived in New York to-day, bringing home 5,208 soldiers, including 249 officers. The Lapland got in this morning with 250 officers and 1,794 men, comprising four photographic sections, eight aero squadrons and a sailmaker's draft. The Minnekahda, which came in shortly after noon, carried 99 officers and 3,040 soldiers comprising nine aero squadrons, one acceptance park personnel, three air construction companies, a casual medical detachment and 115 non-combatants.

Two other transports, the Orea and the Oretic, loaded with more United States soldiers from England, are approaching New York, having been delayed by storms which the two vessels arriving to-day also encountered. The four vessels left Liverpool at the same time, while the Mauretania, which brought the first returning troops in Monday, left two days later.

The soldiers on both vessels saluted President Wilson as he left for France to-day. The Minnekahda passed the George Washington a few miles beyond quarantine and the soldiers cheered wildly. The men on the Lapland set up a rousing cheer as the President's vessel left the dock in Hoboken just as they were being landed across the river in New York.

As the Lapland was about to sail from the other side a slight epidemic of influenza broke out and five of her crew were taken to the hospital.

As the Orea on board were gathered to cruise the entire voyage, which was terminated nearly at the way. Capt. D. A. ...

(Continued on Third Page.)

EXTRA BURLESON SUED TO STOP MERGER OF CABLE LINES

Charles E. Hughes, as Counsel for Commercial Company, Asks for Injunction.

The Commercial Cable Company to-day filed a suit in the Federal Court against Postmaster General Burleson to enjoin him from taking over the cables.

It alleged that the act of taking over the cables was unconstitutional, and done for the purpose of consolidating the Commercial cables with those of the Western Union. It is alleged that irreparable damage will be done the Commercial Company.

Charles E. Hughes is associated with values for the Cable Company.

BEATTY REFUSES GERMAN'S REQUEST TO MODIFY TERMS

COPENHAGEN, Dec. 4.—The reply of Admiral Beatty, Commander of the British fleet, to a request by Germany for modification of naval terms of the armistice, which would allow the German fleet to be used for commercial purposes, was refused today. The British admiral's reply was that the terms of the armistice were final and that no modification would be made.

DENIAL IN LONDON OF NEW FOCH ULTIMATUM

Field Marshal Simply Gave Warning That Germany Would Be Held Responsible for Delay.

LONDON, Dec. 4.—The Express claims to be able to deny the report from Berlin yesterday that a new ultimatum had been sent to the German Government because all the locomotives to be handed over under the terms of the armistice cannot be delivered at once.

The newspaper says that it is true that Germany is not keeping up to the stipulated schedule, and that Marshal Foch has given warning that Germany will be held responsible for further delay, but he has not fixed a time limit for the starting out of the trains relative to railway equipment.

STORM WARNINGS FOR COAST

Sent by Weather Bureau From Sandy Hook to Nantucket.

SOLDIER MAKES TUMULTY STOP SMOKING ON PIER AND THROW CIGAR IN RIVER

"Knew I'd Get Into Trouble," Says President's Secretary, and He's Against Militarism.

"CUT that out," cried a soldier this morning addressing Joseph Tumulty, private secretary to President Wilson. Mr. Tumulty had just come down the gangplank of the George Washington and was smoking a cigar on the pier. "Very well," he said to the soldier, and stopped smoking.

But that was not enough. The soldier insisted that the cigar be thrown into the river, and Mr. Tumulty did that. Then he sighed.

"I know I'd get into trouble," he said. "I told the President I would. I always do. But I don't like the military of that kind. I'm against militarism."

THE WORLD TRAVEL BUREAU, 65-67 Park Row, N. Y. City. Telephone BERGMAN 3440. Check room for baggage and parcels open day and night. Money orders and travelers' checks for sale.

DAILY PRESS REPORTS FROM WILSON'S SHIP

President Will Hold Conferences With Correspondents and Permit Use of Wireless.

President Wilson will hold daily conferences with the newspaper correspondents during his entire absence from the country.

The press association correspondents on the George Washington, it is announced, will be permitted to file wireless dispatches en route to France.

ABDICATION EXPECTED FROM THE CROWN PRINCE

North German Gazette Says It Was to Be Published To-day.

LONDON, Dec. 4.—The abdication of the German Crown Prince was expected to be published to-day, according to the North German Gazette, the former semi-official organ. The abdication will not concern his successor, it is added.

WARD OFF PNEUMONIA. Get rid of your cold and build strength by taking Father John's Medicine.—Advt.

WORLD RESTAURANT, 14th Floor, World Building, Advt.