

HALIFAX DEAD 4,000; 3,000 FILL HOSPITALS; RUINS ARE UNDER ICE

Bitterly Cold Wind From North Halts Exhausted Volunteer Diggers.

WINDOWS ARE NEEDED

Thousands of Destitute Families Suffering in Unheated Shelter.

BOSTON RELIEF ARRIVES

Narrows Gives Up 200 Bodies; 1,400 Freight Cars Burn; Girl at Prayer Saved.

HALIFAX, N. S., Dec. 8.—With the horror of the explosion growing hourly as the reports of workers among the two and a half miles of devastated territory come in city officials to-day were forced to admit that the death total will reach 4,000 persons. There are more than 3,000 injured in the hospitals.

Halifax is covered by a sheet of ice and a bitterly cold wind is blowing from the north. This has brought the work of digging in the ruins for the dead virtually to a standstill. The strenuous and voluntary workers are exhausted. Their places are being taken by soldiers.

As the workers get deeper into the great masses of fallen brick and stone gruesome sights are revealed. In many cases soldiers have fainted at their work, but so greatly are they needed that upon being revived they are immediately put back on duty.

So far 1,800 bodies have been recovered. Forty of these were in the hold of the Norwegian steamship *Mont Blanc* that rammed the munitions ship *Imo*.

Only 400 Dead Are Identified.

The new estimate of the number of dead is based on the fact that hundreds, and possibly thousands, of bodies were burned in the flames that swept the ruins. In some cases it is known that entire neighborhoods were wiped out, and it is admitted that the names of all the dead probably will never be known. So far only 400 identifications have been made of the bodies recovered.

The freezing weather has increased the sufferings of the destitute, and many deaths by exposure will be added to the list of explosion victims.

The greatest need here is for window glass. Nearly every window in the city was shattered by the blast when the munitions ship *Mont Blanc* was rammed in the Narrows, and hundreds are still in need of houses and clothes which have been used in an attempt to shut out the wind.

Boston Relief Train Arrives.

The arrival of a relief train from Boston brought thirty-eight physicians and nurses and fifteen baggage cars of all kinds of supplies. This was the first special train to arrive with a considerable amount of equipment for the relief work, including the Red Cross special from New York and another train from Boston, are expected before noon to-morrow. This will greatly relieve the situation, which was most acute.

The Narrows Says Up a Part of Its Dead to-day when a dragging of the wreckers brought forth the bodies of two soldiers, sailors and river front workmen.

The city officials were greatly cheered by the reports that continue to come in from dozens of cities and towns of the work of all descriptions that is being organized for the Halifax sufferers. The reports contain notices of special trains, individual contributions of money, food, clothes and money.

Stories of miraculous escapes from death are told by those who have gone into the ruins to find the names of the dead. One of the most remarkable was of Lola Burns, the eight-year-old daughter of John Burns, a merchant of Granville street. The child was saying a morning prayer when the explosion caused the house to collapse.

The girl was hemmed to by timbers that crashed all around her, but when found she was unhurt. The rescuers, when they pulled aside the wreckage, saw her by her knees still praying.

Soldier Finds Baby Alive.

Private Henneberry of the Sixty-third Battalion, who recently returned home from the front, rushed to his home when the explosion occurred and found it a mass of ruins. He dug with his hands until he had found a baby under the wreckage, and then, fearful that it might crush some of the bodies so that it might lose the living one, he shouted for help.

Workers went to his aid and after careful digging came upon a kitchen stove. From beneath it came a tiny baby which was carefully grasped by Henneberry. It proved to be that of his eighteen-month-old baby Olive. The child was only slightly injured. The soldier's joy was turned to grief a few minutes later when he hurried down in the wreckage, the bodies of his wife and other children were found.

Soldier searchers in the Richmond district found yesterday the bodies of two men who were killed in the explosion. The bodies were found in the wreckage of the *Imo*, which was the pilot of the *Imo*, was found on the shore to-day.

The tug *Raposa* was lost with all

3 CENT MILEAGE FOR PASSENGER FARE IS URGED

Legalizing of Pooling Also Suggested to Solve Railroad Problem.

CABINET WIDELY SPLIT

Additional Flat Charge on Every Ton of Freight Also Advised.

WASHINGTON, Dec. 8.—While a majority of President Wilson's Cabinet are understood to favor strongly Government operation of the railroads during the war, an equally determined opposition to this plan is known to exist among the other members. It is being urged upon the President by these advisers that the proper solution of the railroad problem lies in legalizing the pooling of equipment and facilities with assurance of greater returns for the railroads than they are making under present conditions.

Coupled with this suggestion a plan for the solution of the real trouble which has been encountered—the question of money—has been offered. This would involve giving the railroads higher passenger rates, probably three cents a mile, and permitting an additional flat charge on every ton of freight haul.

Careful consideration is being given this plan, as it would be applicable to the situation of the railroads, and the suggestion for increased passenger and freight rates thus far is the only other solution offered for the problem of railroad financing during the war.

Cabinet Member's View.

A member of the Cabinet, who is one of the Cabinet members favoring the anti-trust and anti-pooling plan, said to-day that it was recognized by the Administration that the railroads were unable to maintain their rolling stock and that sums for these purposes must be obtained to carry the railroads through the war crisis.

Government operation would put the burden on the Government just as completely as would a loan from the Government, as the money must be secured from the Government. The systems of the nation are to be kept sufficiently efficient to handle the great burden of traffic which the war has thrust upon them.

The urgent need of the speedy adoption of such a plan was emphasized to-day by a report from the Interstate Commerce Commission showing that the earnings of American railroads continued to decline during October while operating expenses were many millions more than the net revenues of the Eastern roads and the Western roads were several millions less than in October, 1916.

Railroad Leaders Passed.

Railroad executives are at sea as to the plan which will be adopted. They feel that Government operation during the war would not be as effective as would private operation under the pooling plan advanced with sufficient income to provide for funds for the Western improvements and increases of rolling stock.

Since 1911 the amount which the railroads have been able to invest has been less than the amount of the depreciation of 1914, when slightly more than the amount for the previous year was utilized. In 1911 about \$68,000,000 was invested in the railroads, but in 1914 the amount was only \$50,000,000.

The feeling is growing here among officials of the Administration who are expected to have a large influence in determining the course the President finally decides upon, that Government control would lessen the efficiency of the Western railroads.

One of the strongest arguments being used by officials who favor the Government operation of the railroads is the fact that it is conceded that the President already is clothed with power sufficient to do this without any legislation.

No Partisan Clearance.

The difference of opinion in Congress regarding the two plans suggested for war time operation of the roads cannot be figured on party lines. Senator Newlands, chairman of the Senate Interstate Commerce Committee and a Democrat, is opposed to Government control, while the ranking Republican member of that committee, Senator Cummins, has declared in favor of Government ownership.

On the other hand, Representative Sims, chairman of the House Interstate Commerce Committee, favors Government control of the roads, although he is in the way of legalizing the proposed pooling plan if the President so desires.

The uncertainty in the minds of railroad executives of the country is being increased by the Administration's refusal to say in indefinite postponement of hearings before the Interstate Commerce Commission on the application of the Western carriers for freight rate increases.

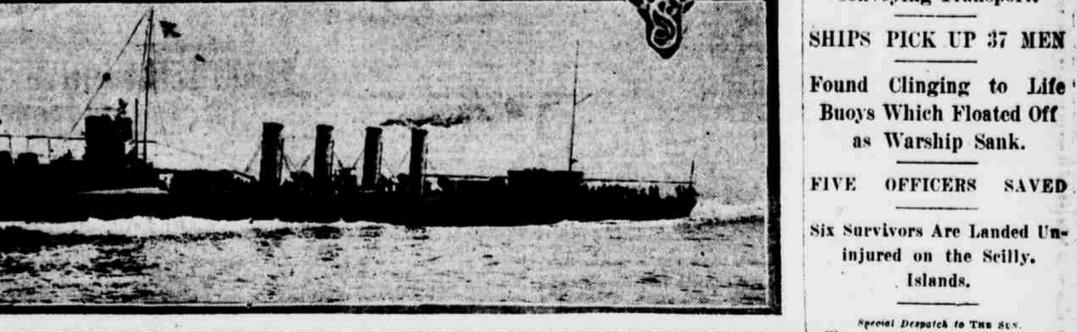
In the letter to the commission asking postponement of the hearing it was explained that one of the reasons for the postponement was the fact that the present situation touching the railroads is expected to be cleared up early in 1918; also that figures will be available for the entire year 1917 which will show the need of greater revenue for the Western carriers by disclosing the extent to which it has been necessary to defer proper maintenance of the roads and equipment.

FLORIDA AND CAROLINA REPORTS.

FLORIDA. A heavy snowfall is reported in the State. The snow is reported to be about an inch deep in some places. The snow is reported to be about an inch deep in some places.

DESTROYER JACOB JONES SUNK BY U-BOAT; ONE OFFICER AND 68 OF THE CREW MISSING; COMMANDER WORTH BAGLEY IS SAVED

U. S. Destroyer Jacob Jones, Sunk by a Submarine in the War Zone.



Attacked by Submarine in Dark, Probably While Convoying Transport.

SHIPS PICK UP 37 MEN Found Clinging to Life Buys Which Floated Off as Warship Sank.

FIVE OFFICERS SAVED Six Survivors Are Landed Uninjured on the Scilly Islands.

WASHINGTON, Dec. 8.—Attacked under the cover of darkness on Thursday night by a submarine operating several hundred miles off shore, the American destroyer *Jacob Jones* was sunk with one officer and sixty-eight men of her crew, according to the latest estimates received in despatches to the Navy Department to-night. Details are lacking in a large measure both as to the sinking and to the rescue, owing to the fact that Vice-Admiral Sims, in London, has been unable to get more than a brief announcement that the *Jacob Jones* was torpedoed and sunk and that one British vessel rescued thirty and another British ship seven of the survivors.

For several hours to-day it was believed that Lieutenant-Commander David Worth Bagley, a brother-in-law of Secretary Daniels, who commanded the *Jacob Jones*, had been lost, but late to-night word came from Vice-Admiral Sims that Lieutenant-Commander Bagley and Lieutenant Norman Scott were among those rescued. The report of Vice-Admiral Sims said that Bagley and five men, including four officers, who were saved with him, got away in a motor boat and were picked up and landed uninjured at the Scilly Islands.

The fact that these men reached the Scilly Islands was the only clue as to the location of the *Jacob Jones* in which the *Jacob Jones* was operating.

Nothing definite has come as to whether the *Jacob Jones* was on patrol duty or was engaged to the surface at the time of the accident. The fact that two British vessels rescued survivors and are returning to Queenstown, the *Jacob Jones* was not unaccompanied at the time.

Clung to Life Rafts.

Three officers and thirty-four men were picked up by the British vessels. Destroyers in the American Navy are equipped with life rafts which they release in such manner that they release themselves and are not attached to the ship when the ship sinks. Under normal circumstances there are enough life rafts for the entire crew. The practice is to have the rafts attached to the ship until the ship is struck a vital part of the vessel causing her to sink almost at once and possibly killing many of the crew by the explosion.

The fragments of the accident was flashed to Secretary Daniels shortly before last midnight. It was the bare announcement that the vessel had been sunk. Mr. Daniels immediately ordered Vice-Admiral Sims for details and another preliminary report reached the Navy Department this morning.

Occurred Far Off Shore.

The fact that the destroyer was sunk at night and the added fact that the *Jacob Jones* was apparently operating further off shore than was indicated by two dispatching reports to the naval authorities here. It has been assumed that the submarine was not able to attack the ship because of the darkness. It is believed, however, that the *Jacob Jones* was being escorted by a British vessel which was always maintained by the crew of American destroyers.

The *Jacob Jones* was one of the largest of the American destroyers. Her loss will be felt by the British, who always had a new American destroyer has successfully had her trials and is ready to be sent to sea. The ship in the destroyer force abroad. The number of American destroyers which will be sent to European waters before next summer will be a score or more, it is believed, that from the strategic viewpoint the loss might be discounted were it not for the loss of officers and crew.

The greatest anxiety made for the first announcement to-day, plainly showed the strain of his personal anxiety as well as that over the loss of the *Jacob Jones*, the greatest to the navy thus far in the war. The Secretary's home, where the *Jacob Jones* was sunk, was a destroyer which was sent to sea with her crew of 100 men, when it was struck by a shell in a battle off Cardenas, Cuba, in April, 1918.

Some of the Rescued.

Names of only sixteen of the forty-three survivors were given in the despatches received here. These names follow: Lieutenant-Commander David Worth Bagley, Lieut. Norman Scott, Lieut. John K. Richards, Ensigns Norman S. Gates, Assistant Surgeon L. L. Adams, Charles E. Pierce, Ensigns Timothy Edward Tomoney, seaman John A. Johnson, seaman Henry C. Sturck, chief machinist, Ensign Edward P. Brady, fireman, second class John J. Mulvaney, seaman, Myron Flood, seaman, Clarence M. Hildreth, chief boatman, Ensign H. H. Humber, Coxswain Lawrence G. Kelly, chief electrician, Joseph Korzenicki, fireman. The list of officers and enlisted men on the *Jacob Jones* follows:

COAL FIRM YIELDS TO GARFIELD THREAT

Decides to Cooperate When Its Supply Is Menaced.

Special Dispatch to The Sun.

WASHINGTON, Dec. 8.—Coal dealers in the United States must cooperate with the Federal Fuel Administration or go out of business. This policy was laid down in an ultimatum to Pennsylvania from to-day by the Fuel Administration. The message sent by Dr. Garfield's Bureau read:

"Administration is advised you refuse to cooperate with Federal Fuel Administration. If this is the case, the administration will take steps to have all coal shipped to you diverted to other local dealers who are willing to cooperate with this administration in relieving whole situation.

"It is not a time when dealers can run their own business as they see fit and cooperation on part of dealers must be given if efforts of this administration are to be successful. Unless advice that you are willing to cooperate is given by 4 o'clock this afternoon we will arrange to have all coal now in transit diverted to other dealers in your city."

Within a short time a reply was received from the coal firm, stating that it was willing to work in harmony with the Fuel Administration and assuring the Government officials of support.

By Blown Through Ruins; Unhurt

Another Busy Week for "Sun" Fund Ahead

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