might be adopted to supplement his suggestion to Mr. Hylan. They agreed that the Government's chief problem was New England, and that it had gone the limit in agreeing to pay for emergency labor placed in railroad yards on the New Jersey side.

It was pointed out to Mr. McAdoo that New York in its best days during the past decade never had been able to store more than ten days supply of fuel. In the last year the increase in consumption of coal, the increased real estate values in New York and the demands of the Government for shipping combined to cut the reserve.

Storage Facilities Needed.

It is held by the railroad experts that the only system by which New York in future years can avoid a repetition of the present famine is by making enormous shipments in the summer months and storing a reserve in Central Park or some other unoccupied section, such reserve to be held for periods of the year when weather prevents transportation of coal across the harbor. They insist that the anthracite operators and the railroads have delivered the coal and that the dumping and transportation facilities of New York are sufficient in good weather to keep the city warm. But the increasing congestion in the last year and the failure of the coal dealers to provide storage have led to a hand to mouth method of doing business. It is well known that many dealers use barges for storage purposes, thus tieing up shipping badly needed to get coal now to the New England ports.

The most drastic action taken by Mr. McAdoo was the dismissal of the last priority order for the eastern district of the country as issued by Judge Lovett. The War Administration came to a realization that Fuel Administrator Garfield has not been crying wolf during the last two months in his contention that the priority orders of the War Administration have been an increasing menace to the conduct of the war and a steadily increasing supply of munitions.

Reports Inadequate.

The Fuel Administration has been at fault in so far as it has not been able to organize a system of reports on coal shipments and supplies which of themselves would have awakened the War Administration to the urgent necessity of keeping the coal supply of the North Atlantic and New England States somewhere near normal. It is believed that the coming report of the general committee of anthracite operators and the reports of the newly appointed Federal distributers for the various mining districts will remedy the fault.

It is expected that the distribution schedule of the Fuel Administration will do much toward stabilizing coal shipments, since it provides for a stated number of tons a month from each mining district to each centre of industry. It eliminates cross hauling and provides for the greatest efficiency in the use of coal cars.

The New England problem is the greatest that Mr. McAdoo has to face. There is little hope that the shortage in that district can be coped with as readily as in the case of New York. To-day New England needs 3,000,000 tons of soft coal by water routes and 1,000,000 tons of soft and anthracite by rail.

New Routes Arranged.

The soft coal will be sent from New Jersey points to the Connecticut and Rhode Island ports by barges, and the New Haven Railroad will be asked to distribute it. This road also must handle great shipments of coal to be sent over the Poughkeepsie Bridge route. The Boston and Albany and the Boston and Maine will be asked to clear their tracks for shipments from Pennsylvania to be sent by way of Binghamton over the Delaware and Hudson Railroad.

The ships taken over by the Shipping Board for carrying coal to Boston and other ports are: Motorboat No. 1, 2,100 tons; Ada, 2,500 tons; Muskegon, 5,440 tons; Allagnash, 6,620 tons; Charlton Hall, 7,820 tons; Newton, 8,200 tons, and Annan, 10,000 tons.

The problem of getting anthracite into New England cannot be taken up until the soft coal shipments are well organized. However, wood supplies are being gathered and it is thought that the domestic consumers of coal will not suffer greatly.

HYLAN'S FIRST PROBLEM.

Board of Estimate to Take Up Coal Shortage Immediately.

The first big job that Mayor John F. Hylan will tackle after he assumes office to-day will be an effort to end coal scarcity. He has summoned the new Board of Estimate to meet immediately after the inaugural for the purpose of taking action toward getting coal to New York and getting it equitably distributed.

The new Mayor really got busy with the coal puzzle yesterday afternoon when he met John Mitchell, State Food Administrator, and Clark Williams, representing the Fuel Administrator, to see what could be done. As a result of the conference the Mayor requested William G. McAdoo, Director-General of Railroads, to expedite the transportation of coal to New York city. The Director-General was also requested to supply Government tugs to relieve the congestion of coal at tidewater, the Mayor having been informed that a vast quantity of coal has piled up on the Jersey shore.

Last night the Director-General of Railroads sent a telegram to Mayor Hylan suggesting that New York's street cleaners, the White Wings, together with any varieties of labor at hand, be mobilized to attack the coal piles at tidewater. Mr. McAdoo guaranteeing that the Government would pay the men's expenses and salaries. Mayor Hylan was not accessible last night, but a representative said that the Mayor could be depended upon to take any sensible course.

The Mayor's notion at the conference yesterday was that the street cleaning force could be employed here in the city to great advantage as municipal coal distributers, selling coal in 50 and 100 pound lots to persons who could not get fuel from local dealers. The Mayor had heard along this line that some large retail dealers, some apartment houses, theatres and other buildings have enough coal stored away to last for several months, and that the County Fuel Administrator is going to get after these folk.

Mr. McAdoo's notion about using the White Wings to move coal is scouted by several coal men. Harry T. Peters, chairman of the conservation committee of the State Fuel Administration, said the notion was ridiculous.

"What would happen to the familiar brand of street cleaners and the lodging house types we know if they were sent to work on the Jersey dumps under coal handling foremen that are terrors? They would last about thirty minutes."

There was every indication yesterday that the new Mayor and his associates are exercised over the coal situation and that they are going to try to get action right from the start.

Savannah Schools to Close.

SAVANNAH, Ga., Dec. 31.—Savannah is experiencing the coldest December weather in the past twenty-three years. Public schools will not open until next Monday, to conserve fuel.

Six Inch Snow in Chattanooga.

CHATTANOOGA, Tenn., Dec. 31.—Six inches of snow had fallen here to-day with the storm continuing to-night. There was much suffering among the poor because of scarcity of coal.

COLD WAVE BROKEN, WEATHER SAGES SAY

Continued from First Page.

made working conditions just bearable in the offices of the big metropolitan newspapers. Icebreakers—powerful tugboats equipped with steel snouts—barely kept a passage open in the two rivers for the operation of ferryboats and the movement of coal barges. New York Harbor was almost as icebound as Archangel. Beautiful and costly flowers from in the hothouses of the growers because floriculturists could not get supplies of coal. Hundreds of persons desperate for fuel gleaned the streets, thankfully collecting wooden boxes and odds and ends of lumber discarded by shopkeepers. Nearly 500 prisoners in the Tombs danced jigs to keep warm and heard with singular emotions the statement of the warden that it might be necessary to close that retreat for the sinful! Elevators in downtown skyscrapers quit running because there was not enough fuel to give power, and thousands of clerks and stenographers—yes, even bosses—climbed many flights of stairs to get to their desks. Judges held court with chattering teeth, hearing testimony from witnesses that castanoted even more loudly. Wall street brokers sat at their desks in fur coats—all bears for the occasion. People deserted their homes and sought refuge in the big hotels, the registers displaying many names from cold nipped Jersey towns, Montclair and the Oranges among them. Many business offices went dark early in the day. The great Criminal Courts Building in Centre street had no heat, light or elevator service after early afternoon.

Work by Candle Light.

It was an odd thing to behold the District Attorney of New York county, with all of his assistants in their cubbyholes, working by candle light, the sort of illumination that did for the county attorneys in the days when George Washington took the oath at Broad and Wall streets. There were fifteen tons of coal in the bins of the Criminal Courts Building, but not enough steam could be coaxed from the boilers to run elevators or keep the lighting plant going. At 4 P. M. steam was turned off altogether, and the District Attorney, along with Judges, continued work by candlelight. The trouble seemed to be that the coal was more dirt than good honest coal—a complaint that is being handled about pretty generally.

Across the Bridge of Sighs 450 prisoners in the Tombs grumbled against the lack of consideration shown by a city which not only jugged them but was apparently trying to freeze them. Warden Hanley told a SUN man that the situation was pretty bad, but that if the worst came to the worst he would wrap a blanket around every single prisoner, serve hot coffee and advise trust in Providence. Magistrates suffered from cold that no silk robes could ward off. Magistrate Fuchs found the steam pipes burst at the Essex Market temple of justice, held court off until 3:30 P. M. and then called it a day with an hour's sitting in the finger print room. Other courts and court houses felt the pinch of icy fingers and it required no small endurance to go to law or to administer the commodity.

The tall buildings of lower Manhattan were so afflicted that many of them suspended elevator service altogether or in part. Their lighting plants were crippled and candles gleamed from many an eerie of finance, of commerce or the law. Persons who had not thoroughly comprehended the topsyturviness that may come to a city gripped by frost and destitute of coal were amazed to see signs posted in the corridors of buildings, signs that warned patrons or renters that perhaps the buildings would have to be closed altogether, or that lighting plants were shut down or that stairways would have to be used for the purposes for which they were designed.

Many Deaths From Exposure.

Two deaths and many cases of collapse from exposure were reported from Manhattan yesterday, while Brooklyn gave news of ten deaths and many cases of frost suffering. An unidentified negro woman, about 35 years of age, was found dead in the hallway of the tenement at 228 West Thirty-seventh street. Dr. Senier of the New York Hospital said that she had died from exposure to cold. Mrs. Rose Brennan of 214 West Seventieth street, who was 70 years old, became unconscious in the subway and died in the station at Fiftieth street and Broadway—heart trouble due to suffering from the cold. There were thirty or more persons taken to the hospitals to be treated for weakness due to exposure. Patrolman Raymond R. Ames was attended for frostbite in the East 126th street station and returned to duty. The deaths from cold and exposure that were reported to the Coroner and the police in Brooklyn were:

Mary Stack, 57 years old, 630 Evergreen avenue.

James E. Campbell, 22, 261 Bay Thirty-first street.

Henry Buhl, 54, 807 Ashford street.

John Fraser, 70, 113 Ridgewood avenue.

Joseph Flannagan, 29, 393 Stanhope street.

Adelphia Black, 82, 60 Sullivan street.

Walter Dugan, 22, 457 Quincy street.

Eugene Couffett, in Long Island College Hospital.

Morris Burnett, 55 Evergreen avenue.

August Golkmeyer of Westphal, N. J., in Cumberland Street Hospital.

POLICE SUCCOR POOR.

Aid Given in Station Houses, Theatres and Missions.

There was comfort in the police stations for the destitute and homeless. By order of the Commissioner, many of the station houses provided hot coffee for any one that came in bluenosed and shivering, and hundreds of women and children that couldn't keep warm in their own homes were permitted to warm themselves as long as they pleased by the big stoves in the station house assembly rooms.

That wasn't all the police did. Acting Chief Inspector O'Brien said that the department had relieved the necessities of 150 families that were on the verge of freezing and starvation. The police stationed in the poorer quarters of the city made it their business to hustle a little fuel, getting it wherever they could, for families that were in grave danger of sickness from the chill.

The Commissioner issued a request to shopkeepers that was absolutely unparalleled in the history of New York. Policemen on post were instructed to visit all kinds of stores to ask the owners to place empty boxes, packing cases, barrels or bits of lumber that they had no real use for in the streets, so that the debris could be gleaned by the poor hunting fuel. The request was very generously observed and a great many families kept warm last night because of the Commissioner's thoughtfulness.

The demands for labor have been so great that there are fewer idle men in the city than has ever been known. For that reason the number of applicants at the Municipal Lodging House at the foot of East Twenty-sixth street, at the Salvation Army Hotel at 225 Bowery, at the Salvation Army Women's Shelter at 243 Bowery, at the various lodging houses in the Bowery and Chatham Square, and at other institutions for the penniless or near penniless were not as many as in some former crises of cold weather, but much good work was done by all of these agencies of relief.

Shelters for Homeless.

On Sunday night 272 men, thirty women and five children were sheltered in the Municipal Lodging House, and last night almost as many were taken care of. The Salvation Army Hotel sheltered about 400 men each night, putting many of them to sleep upon benches and in the boiler room. For two nights the Hadley Mission at 243 Bowery has kept life in 100 hungry and homeless men, giving them coffee and rolls as well as shelter. The Women's Shelter in the Bowery was a mercy to more than 100 women who had no other place to go—many of them old women, who would have perished had they not found a welcoming hand.

As usual, however, public, private and even hard cash institutions opened their hearts and met a desperate situation in the sort of way that New York is celebrated for. At the Municipal Lodging House hundreds of men and women kept warm all day yesterday as well as last night, because Commissioner Kingsley instructed the keeper to disregard the rule to turn out refugees in the morning.

An interesting and unusual phase of the relief situation has been the work done by the theatres owned by Keith & Albee and F. F. Proctor. These theatres were thrown open to the homeless last night after performances ended, and several hundreds of persons who had nowhere to turn escaped the sting and peril of the bitterest cold New York ever endured. But the record of good work continually included special mention of the police. Men who knew what they were talking about said last night that there would have been scores of deaths by freezing and hundreds of cases of absolute destitution had it not been for the devotion shown by Woods's men. Here is a typical instance of what the police did—a case severer than most, though not alone in pathos.

A Pitiful Case.

Yesterday morning Patrolman Freyer of the West Thirty-seventh street station was hopping along in Seventh avenue between Thirty-third and Thirty-fourth streets—literally hopping to keep circulation circulating—when he came across two little tads lying upon the bare ground a few feet from a woodyard. They were in a stupor from cold, and they lay with their arms clasped tightly around each other's body. Neither one of them had hat, coat or overcoat. They were within minutes, literally, of death from freezing.

Freyer called to a man that was passing. The two took off their own overcoats, picked up the kids, bundled the heavy coats about them, got aboard a surface car and finally deposited the waifs in the warmth of the Thirty-seventh street station. Capt. Scobel took one look and s[illegible] a policeman out for hot coffee and sandwiches. Then the policemen went to work over the children, rubbing their limbs and administering stimulants cautiously. After a long time the boys were able to sit up and eat sandwiches and tell their story.

Their names were Edward and John Munall, 9 and 7 respectively, and they lived in a tenement at 449 West Thirty-ninth street with their father, mother, two younger brothers and a sister. The father had not been able to get a job, there was no coal or even food in the house, and none of the family of seven could boast an overcoat. The children did not have hats even. When Capt. Scobel heard this simply told story he sent men to grocery stores to get broken up boxes or any sort of lumber that could be used for fuel. Then he passed the hat and all of the patrolmen in the station house, together with neighborhood folk that had come in, contributed. With the money a big basket full of food was bought.

Family Cared For.

The patrolmen who returned Eddie and Johnny to their home built a fire in the stove, spread a big meal for the family and told the Munalls to "go to it." They did mighty heartily. Capt. Scobel called at the flat later in the day and satisfied himself that the children had not exaggerated the situation. He told THE SUN that it was a case in which charitably disposed persons might do well to interest themselves.

The bogy of the whole cold snap situation—lack of coal—interfered seriously with relief work. The Salvation Army House at 16 Cooper Square was forced to close its doors yesterday because it couldn't get fuel. Homeless men applying for shelter were sent elsewhere. Another drawback was that some of the relief work agencies were short of funds. War philanthropies have cut down ordinary receipts.

Nobody can estimate how much was done by individuals in the way of unheralded private charity. Good hearted persons gave overcoats or sweaters to men they found going about clad for June in yesterday's polar airs, and many persons were taken into private homes, warmed and fed and given a little money to tide them over. The Charity Organization Society had numerous calls, and its investigators were unusually busy. Much of the trouble, of course, arose from lack of fuel. Where there was one person suffering intensely from scarcity of food there were fifty in misery from lack of anything to warm themselves with.

John A. Kingsbury, Commissioner of Charities, said that the registration for the last few days at homes for the aged and infirm showed that this class of the poor has been sorely afflicted by the cold. Many old persons were compelled for the first time in their lives to ask aid from the public charities. The high cost of food and inability to get fuel drove them to institutions. Within the past two or three days the number of patients at the Metropolitan Hospital and at the Sea View Hospital has increased enormously. Pneumonia cases have mounted as a result of the cold. The Commissioner said that the Municipal Lodging House is able to take care of 850 persons, but that less than half of its resources had been called upon.

Dr. Charles F. Bolduan, director of the Bureau of Public Health Education, had something to say about the increase in pneumonia cases. His report yesterday showed that in the forty-eight hours from Saturday noon to yesterday noon there were 398 deaths from all causes, including 89 deaths from pneumonia. Twenty per cent. of the deaths in Manhattan were due to pneumonia, and the percentage in other boroughs was slightly higher.

Aid Promptly Given.

An instance of suffering in Brooklyn as appealing as the Munall case just mentioned came to the attention of Patrolman Falvey of the Bedford avenue station in Williamsburg yesterday morning, when, as he passed a tenement at 141 North Ninth street, he heard a woman sobbing and praying for help. Falvey went into the house and found a widow and her two children starving and freezing in scantily furnished rooms on the first floor. They had had nothing to eat and nothing to warm themselves with for two days. Recently the widow, Mrs. Anna Barko, who had been supporting herself and children since her husband died four years ago, injured her left hand and could do nothing to earn their living.

Falvey heard their story, and then with comrades from his station house, got coal and wood and food for the mother and the boy of 10 and the girl of 7. An ambulance surgeon from the Williamsburg Hospital visited the family, gave medicine to the mother and put her to bed. She was on the verge of pneumonia.

CITY MUST SHIVER; COAL STILL LACKING

McAdoo Asked for Authority to Commandeer P. R. R. Tubes.

There was less coal in the greater city yesterday than at any time since the famine started, less, in fact, than at any time in the history of the city. There was practically no relief in sight before the end of the week, if the present low temperatures continue, and even then the outlook is anything but promising.

The suffering of the poor was augmented by the freezing of water and gas pipes in many of the poorer sections of the city. Another feature intensifying the seriousness of conditions was found in the fact that small dealers on the East Side and in the Inwood district had no oil to take care of those who had supplied themselves with oil heaters to tide them over the coal famine period.

THE SUN's suggestion that soldiers in training camps near New York be called upon to help move coal met with no response. It was passed along from one official to another, a la Government, no one being willing to take the responsibility.

There was just one bright spot in the entire array of gloomy thoughts of fuel yesterday, and that was a statement from Michael Cashel, delegate of the teamsters' union, that the coal wagon drivers would not go out on strike to-day as they had threatened. The men will confer with the dealers to-day, and while it is unofficially stated that their entire demands will not be granted mediation will ultimately stop the men from going out.

McAdoo Appealed To.

William G. McAdoo, Director-General of Railways, was appealed to yesterday. He was asked by Albert H. Wiggin, Federal Fuel Administrator for New York State, to grant authority to some one in New York to take over the operation of the Pennsylvania tubes for the transportation of coal to supply the demands of Kings and Queens counties.

In his telegram to Secretary McAdoo Fuel Administrator Wiggin says that the situation here is very distressing. "Use of the tunnels," he continues, "will greatly facilitate the delivery of coal. I beg to request that you give instructions for the use of Pennsylvania Railroad tubes for taking coal through them where it may be delivered to the Long Island Railroad for distribution on its line for the big yards which supply Kings and Queens counties. This matter is of the greatest urgency and this method will enable coal to be delivered to Long Island and Brooklyn from three to ten days sooner than if regular transportation by river float stop. If river freezes as indications point it will be the only way of getting coal to these sections. Will you delegate this authority to some one in New York with whom we can take the matter up promptly? Will you please use every effort to assist prompt action in this matter?"

To aid the fuel administration in getting coal from tidewater Arthur F. Rice, a well known coal man, has been appointed to an advisory position in the fuel administration to take charge of shipments and distribution by the peddler trade for the greater city, so as to insure a supply to those who are able only to purchase in small quantities. Mr. Rice will assume his new duties Wednesday.

HOTEL ASTOR JANUARY 1 TO 9

AUTOMOBILE SALON

WHERE the élite gather to pay homage to the automobile and where the cars warrant the most distinguished attention.

EXHIBITORS

BIDDLE	LOCOMOBILE
BREWSTER	MERCURY
CUNNINGHAM	MURRAY
DANIELS	PIANNA
FAGEOL	ROLLS-ROYCE
FERGUS	SIMPLEX
LANCIA	WHITE

BELL-ANS Absolutely Removes Indigestion. Druggists refund money if it fails. 25c

B. Altman & Co.

Several Supremely Important Sales

ALL SPECIALLY PREPARED

will be held as specified below:

A Sale of Women's Coats

all fashionably and newly made, and all very exceptionally priced.

will take place to-morrow (Wednesday), Jan. 2nd.

Coats of reindeer wool velour	$27.50
Coats of brown duvet de laine	27.50
Coats of green or brown crystal cloth	38.00
Coats of taupe silvertone, with collar of nutria	$38.00
Coats of black or taupe wool velour, trimmed with beaver	$45.00
Coats of taupe or brown duvet de laine, trimmed with Hudson seal	$45.00

(Women's Coats, Third Floor)

30,000 Yards of Silks, Velvets, Velveteens, and Corduroys

of eminently desirable qualities, in white, black and the smart shades for afternoon and evening wear, will be on special sale to-morrow, on the First Floor.

arranged in Dress, Blouse and Coat Lengths

at 45c. 65c., 95c., $1.15, 1.55 & 1.85 per yard

representing extraordinary concessions from original selling prices.

The Annual Winter Sales of Household and Decorative Linens, Blankets, Bedspreads, Comfortables, Etc.,

now in progress on the Fourth Floor, will be continued throughout the month of January.

Among the special items for the current week, offering exceptional values, are:

All-linen Damask Table Cloths each . . $2.75, 3.90, 4.50, 5.00 & 6.00

All-linen Damask Table Napkins per dozen, $3.75, 4.50, 5.00, 5.75 & 6.75

All-linen Sheets, hemstitched, pair $7.50, 8.75, 9.50, 10.75, 13.50, 15.00

All-linen Pillow Cases, hemstitched, per pair $2.25, 2.65, 3.00, 3.90 & 4.50

White Blankets per pair . . . $7.00, 8.50 to 12.50

Satin-finish Bedspreads

Hemmed: each $3.50, 4.00, 4.50

With scalloped edges: each $3.75, 4.25, 4.75

Crochet Bedspreads each $1.45

Comfortables

Cotton-filled . . . . . each $3.90

Lambs' wool-filled . . . each 6.85

Muslin Sheets and Pillow Cases at proportionately low prices.

American-made Underwear for Women, Misses & Children

The New Year Sales will commence to-morrow, January 2nd,

and will be continued on Thursday and Friday,

offering unusual price advantages.

Women's Underwear

variously modeled in lingerie materials, crepe de Chine and washable satin; extremely well cut and well made, and in every respect calculated to appeal to women of refined tastes.

LINGERIE UNDERGARMENTS

Nightrobes	95c., $1.50, 1.95, 2.90, 3.90
Chemises	95c., 1.50, 1.85
Envelope Chemises	95c., 1.50, 1.95, 2.90
Combinations	95c., 1.65, 1.90, 2.85
Corset Covers	55c., 75c., 95c., 1.50, 1.90
Drawers	75c., 1.00, 1.50, 1.90
Pajamas	2.90
Petticoats	1.45, 1.85, 2.65, 3.50

SILK UNDERGARMENTS

Crepe de Chine

Nightrobes	$3.65, 4.95, 5.85, 6.85, 7.50
Envelope Chemises	1.95, 2.95, 3.90
Knickers	2.50, 2.95

Washable Satin

Nightrobes	$6.50
Envelope Chemises	2.95, 3.90
Knickers	2.95
Camisoles	1.00, 1.50, 2.90

Misses' and Children's Underwear

daintily fashioned of lingerie materials.

FOR MISSES

Nightrobes (sizes 12 to 16 years)	$1.25, 1.85
Princess Slips (sizes 12 to 14 years)	1.95
Drawers (sizes 10 to 16 years)	75c.
Drawers (sizes 12 to 16 years)	1.35
Combinations	1.10, 1.75
Envelope Chemises	95c., 1.35
Petticoats	1.25, 1.35, 2.50

FOR CHILDREN

Nightrobes (sizes 4 & 6 years)	95c.
Nightrobes (8 & 10 years)	$1.10
Princess Slips (sizes 6 to 10 years)	1.65
Drawers (sizes 2 to 8 years)	55c.
Knickerbockers (sizes 2 to 10 years)	50c.

These Sales will take place on the Second Floor.

Fifth Avenue-Madison Avenue, New York

Thirty-fourth Street Thirty-fifth Street