

40,000 Tons Of Coal Arrive With Cold Snap

Great Difficulty Experienced in Transporting It From Jersey

Will Fill Demand of City for Two Days

Retailers' Supplies Low and One School Forced to Cancel Morning Classes

Reeve Seelye, county fuel administrator, announced last night that there had arrived in Jersey City enough coal for the needs of Greater New York for two days—roughly, 40,000 tons—and that the chief difficulty lay in getting it across the river. With high wind and adverse tides, barges found navigation extremely difficult, and, although receivers in Jersey worked all day Sunday loading and unloading, there was much delay yesterday in cross-river navigation.

Runs on Three Yards

Three retail firms yesterday bore the brunt of coal runs by consumers. They were Heinen & Wilcox, 417 West 42d Street and East 42d Street, and First Avenue and Ninety-fourth Street, respectively; Burns Brothers, at 119th Street and East River, and R. Fishman, at 107th Street and 145th Street.

Notwithstanding the great demand for coal there were no reports of overcharging by retailers. The County Fuel Administrator, to whom complaints of overcharging would normally be made, said he had received none. Retail prices averaged around 55 cents a ton higher than recently, a fact due to increased prices at the mines, although the Federal Government, acting on the East Side and in other tenement districts, consumers buying by the hundredweight continued to pay prices far above those paid by householders purchasing the stocks on hand in some of the city schools, adding that if supplies were not forthcoming some of the schools might have to close. One school, No. 147, in Brooklyn, had no morning classes yesterday because of lack of coal.

No Report of Suffering From Coal Shortage

WASHINGTON, Dec. 10.—The Fuel Administration has no reports of suffering caused by coal shortages, despite the widespread reports of temperatures throughout the Eastern States, according to a statement made by Fuel Administrator Garfield today.

Storm Holds Up Coal Needed for Factories in New England

PITTSBURGH, Dec. 10.—Blizzards and intense cold struck the struggling railroads a hard blow yesterday and today and intensified the gravity of the coal scarcity in general, and in Michigan and New England in particular. The outlook for New England is very dark. In making official public announcement of the steps it is taking to meet the situation, the General Operating Committee revealed, by implication, that the situation is much worse than it would care to say.

Plan to Use Barge Canal to Relieve Railroad Congestion

A plan to relieve the present war freight congestion by use of the new State Barge Canal was brought forward yesterday at an important conference of Federal and state representatives, civic and trade bodies in the assembly room of the Chamber of Commerce, it was claimed for the plan that 20,000,000 tons of freight could be handled annually by the canal if a large enough fleet of barges were provided.

Six Deaths at Pittsburgh

PITTSBURGH, Dec. 10.—The entire commercial and industrial life of the Pittsburgh district was affected today by the extreme cold and the gas shortage which accompanied it. Six deaths were reported to the County Coroner.

Cold Cuts Coal Production

SHAMONK, Penn., Dec. 10.—Zero weather today caused a 25 per cent decrease in anthracite production in this region. Mining officials predict a 50 per cent reduction to-morrow if the cold wave continues. Shipments today were the lightest in four weeks.

Three Deaths in Chicago

CHICAGO, Dec. 10.—This has been the coldest December 10 in thirty-five years. Three deaths are reported and scores of cases of frozen hands and feet have been treated at the hospitals.

City Suffers on Coldest December 10 in 34 Years

More Severe Weather Promised To-day. With Gale Decreasing—Deaths and Sickness Increase Among Poor—62 Deaths from Pneumonia in 48 Hours

Temperatures ranging from 12 degrees, at 2:20 p. m., to 9 at midnight, accompanied by a gale that blew at times at the rate of fifty-four miles an hour, brought New York City and State yesterday their first severe hardship of the winter.

It was the coldest December 10 that New York City has had in thirty-four years, but the Weather Bureau predicted last night that to-day's temperatures would go below yesterday's record. Weather reports from Washington indicated also that normal weather conditions were not expected before Thursday.

The local forecast indicated an abatement of the icy pale which intensified discomfort in the city and hampered harbor traffic. The cold wave swept in from the west, bringing conditions approaching a blizzard in Northern New York, Western Pennsylvania and the Adirondacks, with temperatures all along the seaboard to Central Florida.

Rail traffic was interrupted seriously. Railroad officials said the storm was one of the worst they had ever encountered in years. New York Central trains were from seven to twelve hours late. Many trains were stalled in snow drifts about Albany, and shortage of labor delayed the clearing of tracks. Buffalo reported a 72-mile hurricane, and traffic was suspended there for a time during the day.

Freight Is Moved The Pennsylvania, Lackawanna and other systems were hampered in lesser degree, but managed to move urgent freight in almost normal quantities. In the city the first near-zero weather of the season, because of conditions involving food supplies and fuel, afflicted thousands who have passed through other winters unscathed.

Sixty-two deaths from pneumonia were recorded by the Department of Health between the snowfall of Saturday afternoon and noon yesterday. Social workers from all parts of the city, who gathered yesterday at University Settlement, Livingston and Eldridge streets, to discuss the situation, declared conditions worse than those that prevailed during the period of unemployment four years ago.

Charity organization agents and visitors attached to various societies working in all five boroughs reported not broken down. On the contrary, it has in recent months handled 50 per cent more business than in 1915, without making any change of plant.

President Will Ask Congress For New Railway Legislation

WASHINGTON, Dec. 10.—The Interstate Commerce Commission's special report to meet increasing operating expenses and strengthen railroad credit are necessary in Eastern territory, and may be necessary in other territories, the government today announced. It said that it would give priority to 60 per cent of the normal freight movement of the nation out of government business, and that with the latter added practically all the freight railroads are capable of handling today, it was estimated, 60 per cent of the normal freight movement of the nation out of government business.

No Break in Railway Service in Four Years Under Mediation Board

WASHINGTON, Dec. 10.—Interruption of interstate railway service by labor disputes has been almost negligible since the Federal Board of Mediation and Conciliation was organized four years ago, says a report of the board, presented to-night to the President.

In four and a half years, the report continues, there has been a total of 150 strikes, but only 10 which threatened all classes of employees on every railroad in the United States and connecting Canadian lines, but in less than half a dozen instances has there been cessation of train movement. In these cases the disputes broke out suddenly, before the board knew they were impending, and in each case a settlement was effected quickly. In no instance has a strike followed the intervention of the board.

Settlement has been effected in the main by mediation, it is pointed out, fifty-seven cases having been disposed of this way. Seven have been disposed of by arbitration, one by Congressional action (the threatened general strike for an eight-hour day), three were settled by the parties themselves, and one by arbitration.

The present law may not be adequate for dealing with controversies of nationwide extent, says the report, "or even those which effect large sections of the country under abnormal conditions, but it seems to be the best plan yet devised for bringing to a peaceful settlement the disputes which most frequently occur and which otherwise would be likely to result in serious consequences to the public."

What They Do Ask

"What the railroads do not ask: 1. They do not ask \$1,000,000,000 from the government or anybody else at the moment. They could not immediately invest it in plant and equipment if they had it, because of the difficulty in getting materials around the country. 2. They want a time for repeal of the anti-trust and anti-pooling laws, as relating to them, for they do not consider such relief immediately necessary to increase united operations.

"The cooperative use of facilities will be continued in such way as to obtain maximum efficiency. 3. The present system of voluntary unification is adequate, or will decline, for selfish or other reasons, to respond to the requirement of the present cooperative organization.

"What they do ask: 1. The immediate appointment of a traffic officer to represent all interstate transportation departments in transportation matters, with whom the railroads can deal, to secure active government cooperation, the prompt and orderly transportation of the government traffic and to avoid the excessive use of preference orders, which will congest traffic instead of facilitating it.

"2. A number of the railroads need more locomotives immediately and enough new cars to replace those worn out. There are approximately 3,800 locomotives and 25,000 cars still on order undelivered by American railroads. The railroads expect to provide the capital. Priority orders are essential for prompt delivery of such equipment.

"3. Approximately 2,000 locomotives and 150,000 cars in addition to those now on order, are necessary for early construction to meet the requirements of next year, and at present prices represent a cost of approximately \$500,000,000. While a number of railroads are able to purchase their equipment without aid, it is apparent that because the United States has necessarily occupied the investment market for war loans, as evidenced by the recent request of the Secretary of the Treasury that no new private financing shall be undertaken without conferences with him, the railroads generally cannot obtain the capital requirements for the acquisition of equipment and other possible additions to plant.

It Happens in the Best Regulated Families



HENRY WHY DON'T YOU GET YOURSELF ONE OF THESE? THAT OLD ONE OF YOURS LOOKS TERRIBLE. A NEW ONE.

WHAT'S THE IDEA? Our Ready to Wear Dress Suit. THE PICTURE OF IT.

PERFECT IN THE BACK—JUST A SLIGHT CREASE IN THE SLEEVES.

PANTS ARE ALL RIGHT I'LL TAKE THIS SUIT.

YESSIR—WHERE WILL I LEAVE THEM?

THERE! HOW'S THAT?

CHILDREN SUFFER Neighborhood workers at the University Settlement meeting reported scores of families who had from one to six children who besides an increased number of sick adults.

Railroads Report Daily To Wilson

Achieving Progress in Unification—Labor Problem Still Acute

By Theodore M. Knappen PITTSBURGH, Penn., Dec. 10.—Railways of the critical zone are now so nationally unified that they are reporting daily to President Wilson. On the crystallization of the Presidential judgment, as these daily reports of the previous days are scanned, pivots the question of national control of the railways for the war. The fourteen branches of the new overlying executive management of all the Eastern railroads are under instructions to make daily telegraphic reports of the exact relation between the transport demands of that day and the actual achievement in meeting them.

These will be digested by the central management here and transmitted to the Railways War Board at Washington, in order to comply with the President's request that he be kept in authoritative daily contact with the effort of the railways to unify themselves for war and escape government control.

Feel Jam Is Broken It is the belief of the new headquarters here that their triumph over the problem confronting them will be such that there will be no occasion for the government to try its hand. Some of the operators want a thirty days' trial before they are judged, but all of them feel in their hearts that they have broken the jam.

The priority board's latest priority orders is taken as another proof of government intention for dealing with railway transportation. It makes the situation worse than ever. Upon interpreting the order the railway stations found that it would give priority to 60 per cent of the normal freight movement of the nation out of government business, and that with the latter added practically all the freight railroads are capable of handling today, it was estimated, 60 per cent of the normal freight movement of the nation out of government business.

Assurance has been given that there is food enough for the present, but it will not be sufficient if the unexpected health authorities have been disturbed by the thought of an abnormal death rate due to long exposure and cold. The cargo of window glass, hospital supplies and warm clothing which the relief committee had looked forward to with eagerness did not arrive to-night on the steamer Calvin Austin, as expected. The ship left Boston yesterday, but to-night was driven into the harbor by the storm.

Put Blame on Mont Blanc Members of the crew of the Belgian steamer Imo assert that the French munitions steamer Mont Blanc was to blame for the collision which caused the terrible explosion last Thursday. Employees of Pickford & Black, agents of the Imo, who have been providing that crew with clothes and other comforts made public to-day the stories told them by the seamen.

According to the account of the men of the Imo, they were entirely unaware of the nature of the cargo on the Mont Blanc. Their version of the tragedy is as follows: The Imo was proceeding down the harbor toward the sea, when the Mont Blanc was seen coming toward the Imo, apparently steaming for the Bedford Basin. The French vessel was on the Dartmouth side of the Narrows. She blew two blasts of the whistle, indicating that she was going to starboard. The Imo replied with two blasts. The Mont Blanc turned and the crew of the Imo thought that they could pass in safety, but the distance between the two vessels was too short and the Imo rammed the Mont Blanc on the starboard side.

Neither vessel appeared to be seriously damaged by the collision. After they separated the Mont Blanc headed for one of the city piers. The Imo went on to the pier. Her command was, he believes, to get into shallow water in order to find out exactly what damage had been done to his ship. The seamen received their first warning of danger when they saw chemical

Dooling Quits Prosecution in Means Case

New York District Attorney Out After Discourse by Judge Cline

Sister of Defendant Tells of His Sorrow

Declares She Came Upon Him Weeping After Tragedy

CONCORD, N. C., Dec. 10.—The case of the State of North Carolina against Gaston Means, accused of slaying Mrs. Maude A. King, succumbed to complete inaction, invited to-day when John T. Dooling, Assistant District Attorney of New York, withdrew from active participation in the prosecution.

His action came this morning when Judge E. H. Cline, in opening court, indulged in a lengthy dissertation in which he reproved "counsel for injecting into the case personal prejudices and manifestations of feeling which were wholly unwarranted."

By making public the fact that Means, on taking the stand to answer the murder charges, was armed with a revolver, if such was the case, said the judge, it was without his knowledge. The trial, he continued, was the supreme test of his whole career, and he had tried to do justice to all involved and would continue to do so as long as the God who made him continued to grant him the strength of his arm.

Means Smiles Broadly Means from his seat in the witness box smiled broadly at this, while his battery of counsel and relatives, friends and sympathizers throughout the courtroom were visibly moved at the downfall of what has come to be known locally as "Doolingism."

With the elimination of the New York prosecutor the utmost possibility settled upon the case of the cross-examination of the burly "Bud" continued by Solicitor Clement, resented itself into a monotonous recital by the defendant of the absolute integrity and disinterestedness which marked his efforts as "financial adviser" of the riotous and lawless party of self-styled "Doolingism." The prosecution was over.

On redirect examination Means stated that King's total estate at the time of her death had a value of \$19,588.56, net of debts. In investments in French securities, of which he had no knowledge, the furniture in her apartment, at 1175 Park Avenue, New York, he declared to be worth at least \$30,000, while her jewelry was valued at \$25,000. Other items, making up the total, were \$31,000, represented by a note given Mrs. King by William E. Patterson, Means's father-in-law, being the amount of the investments in French securities, in partnership with her and Means; \$5,000, represented by a note of Mrs. B. Foraker, Jr., a \$20,000 equity in securities held by the Merchant Loan and Trust of Chicago, \$12,885.00 in partnership with her and Means; an automobile valued at \$2,500, and \$1,201.98 balance in the Central Trust Company.

The prosecution's view of the bulk of the assets cannot be realized, however, that the note of Mrs. Joseph B. Foraker, Jr., might be difficult of collection. "She was starving when I met her," Means said. King loaned her the \$5,000," he said. "Isn't she starving now?" asked Mr. Clement.

"I guess not," replied Means, and left the stand after testifying for eighteen and a half hours.

Sister Takes Stand The long fought admission to evidence of Means's reputed declaration to Captain W. S. Bingham over the body of Mrs. King as it lay in the cooler of the morgue, on the night of the tragedy, was accomplished by the defense to-day. Bingham swore that when he found Bud bending over the prostrate form of Mrs. King and asked what had happened, Bud replied: "Maude has taken her life accidentally with that little pistol."

Miss Kate Means, the accused man's eldest sister, testified that on reaching home after the shooting Means sat with his head in his hands and wept. "It was inconceivable, she said, and as she attempted to talk to him he said: 'If there is a God in Heaven how could he have allowed this to happen to me?'"

This statement was ruled out by the court, which stated that it was not sure of its position and that the ruling might be made the basis for a second trial in case of a conviction. The court session opened with an address from the bench and closed in the same way. The closing statement by the defense was a public account of an automobile ride which Judge Cline took with Mrs. King and members of the Means family a week before the tragedy. Judge Cline explained that he knew W. G. Means, father of Gaston, only slightly, and the accused man he did not, and he failed to see why the incident of the automobile ride should be stressed.

Examination of witnesses for the defense will continue to-morrow and Wednesday. The case in all probability will go to the jury before the end of the week.

Fire in Flatiron Building Cigar Store Ruined—Diners Flee Restaurant

The United Cigar Company's store on the ground floor of the Flatiron Building went up in smoke yesterday afternoon. The shop was ruined and a man and a woman who were dining in a restaurant in the basement of the building were overcome by smoke and had to be carried to the street.

For more than an hour traffic on Broadway and Twenty-third Street was blocked up. Many diners in the restaurant fled in panic to the street. Patrimoine Martineau entered the restaurant after it had appeared to be emptied and found Martin Middlemark, of 39 West Twenty-third Street, and his wife, Esther, stippled by smoke. They soon revived when brought into the fresh air.

MANHATTAN "Patrimoine Martineau and his wife, Esther, were rescued from the Flatiron Building, which was destroyed by fire yesterday afternoon. The fire started in a restaurant in the basement of the building, which was used as a dining room. The fire spread rapidly and the building was completely destroyed. The fire department arrived quickly and worked for several hours to contain the fire. The cause of the fire is still under investigation.

What Is Going On To-day

Admission to the Metropolitan Museum of Art. American History and War. The New York Zoological Park. The American Museum of Natural History. The American Museum of Natural History. The American Museum of Natural History.

Railroads Report Daily To Wilson

Achieving Progress in Unification—Labor Problem Still Acute

By Theodore M. Knappen PITTSBURGH, Penn., Dec. 10.—Railways of the critical zone are now so nationally unified that they are reporting daily to President Wilson. On the crystallization of the Presidential judgment, as these daily reports of the previous days are scanned, pivots the question of national control of the railways for the war. The fourteen branches of the new overlying executive management of all the Eastern railroads are under instructions to make daily telegraphic reports of the exact relation between the transport demands of that day and the actual achievement in meeting them.

These will be digested by the central management here and transmitted to the Railways War Board at Washington, in order to comply with the President's request that he be kept in authoritative daily contact with the effort of the railways to unify themselves for war and escape government control.

Feel Jam Is Broken It is the belief of the new headquarters here that their triumph over the problem confronting them will be such that there will be no occasion for the government to try its hand. Some of the operators want a thirty days' trial before they are judged, but all of them feel in their hearts that they have broken the jam.

The priority board's latest priority orders is taken as another proof of government intention for dealing with railway transportation. It makes the situation worse than ever. Upon interpreting the order the railway stations found that it would give priority to 60 per cent of the normal freight movement of the nation out of government business, and that with the latter added practically all the freight railroads are capable of handling today, it was estimated, 60 per cent of the normal freight movement of the nation out of government business.

Assurance has been given that there is food enough for the present, but it will not be sufficient if the unexpected health authorities have been disturbed by the thought of an abnormal death rate due to long exposure and cold. The cargo of window glass, hospital supplies and warm clothing which the relief committee had looked forward to with eagerness did not arrive to-night on the steamer Calvin Austin, as expected. The ship left Boston yesterday, but to-night was driven into the harbor by the storm.

Put Blame on Mont Blanc Members of the crew of the Belgian steamer Imo assert that the French munitions steamer Mont Blanc was to blame for the collision which caused the terrible explosion last Thursday. Employees of Pickford & Black, agents of the Imo, who have been providing that crew with clothes and other comforts made public to-day the stories told them by the seamen.

According to the account of the men of the Imo, they were entirely unaware of the nature of the cargo on the Mont Blanc. Their version of the tragedy is as follows: The Imo was proceeding down the harbor toward the sea, when the Mont Blanc was seen coming toward the Imo, apparently steaming for the Bedford Basin. The French vessel was on the Dartmouth side of the Narrows. She blew two blasts of the whistle, indicating that she was going to starboard. The Imo replied with two blasts. The Mont Blanc turned and the crew of the Imo thought that they could pass in safety, but the distance between the two vessels was too short and the Imo rammed the Mont Blanc on the starboard side.

Neither vessel appeared to be seriously damaged by the collision. After they separated the Mont Blanc headed for one of the city piers. The Imo went on to the pier. Her command was, he believes, to get into shallow water in order to find out exactly what damage had been done to his ship. The seamen received their first warning of danger when they saw chemical

New Yorkers Offer To Adopt Orphans From Halifax

Canadian Club Plans to Place Many Who Lost Parents in Disaster

A number of prominent New York men and women have signified their willingness to adopt children who lost their parents in the Halifax disaster. Some of them have gone so far as to suggest that as many Halifax orphans as can be looked after be brought here at once, Thomas D. Neelands, president of the Canadian Club, announced last night.

Mr. Neelands declared that the Canadian Club has appointed a Halifax orphans committee, with W. W. Colpitts as chairman. This committee, Mr. Neelands announced, is also making plans for the permanent care of orphans who cannot be brought to this city.

Two additional carloads of supplies for the relief of Halifax left this city last night. They consisted of heavy clothing, boots, shoes and rubbers, and were sent by the Atlantic Division of the American Red Cross.

Acting Mayor Frank L. Dooling yesterday issued a proclamation calling upon the people of the city to aid Halifax. Robert W. De Forest, chairman of the New York Chapter of the American Red Cross, has agreed to undertake the supervision and distribution of contributions made by the people of this city. Money and supplies, Mr. De Forest announced, may be sent to the offices of the New York County Red Cross Chapter, at 380 Fifth Avenue.

Bowling & Co., of 17 Battery Place, agents for the Red Cross Line, flying between New York and Halifax, yesterday called \$5,000 to the Lord Mayor of Halifax. The shipping concern contributed \$1,000 to this fund and solicited the rest of the money. They announced that any contributions of heavy clothing or supplies sent to their pier at the foot of Coffey Street, Brooklyn, will be shipped to Halifax without charge.

Insurance firms in this city expressed interest yesterday in establishing accurately whether the Mont Blanc was violating harbor regulations when she blew up in Halifax Harbor. If dispatches from Nova Scotia are conclusive, insurance men declared that the firms which suffered loss as a result of the disaster might refuse to pay claims.

Oil Tanker Mistaken For U-Boat Off Halifax

MONTREAL, Dec. 10.—News of the arrival at Halifax of the Montreal Harbor Commission steamer Sir Hugh Allan with an oil tanker in tow solves, in the opinion of shipping men, the mystery surrounding two strange craft seen off Halifax the night before the explosion and reported by the captain of a steamship arriving at an Atlantic port last Saturday. The captain said he had nearly run into two vessels, resembling a large submarine in tow of a steamer.

Jewish Farmers Meet Federation Argues Whether Agriculture Is Profitable

Jewish farmers of New York, Connecticut, New Jersey, Pennsylvania and Massachusetts opened the ninth annual convention of their federation yesterday. Sessions will be held to-day and to-morrow.

The importance of the work of farmers in the present hour of the country's need was mentioned by all the speakers at the afternoon and evening sessions. Farmers were urged to procure their seed and fertilizer not later than January, and to plan to raise more than ever before during the coming year.

The morning meeting was held in the Educational Alliance Building, 197 East Broadway; the evening session in the Isidor Strass Auditorium, Broadway and 19th Street. The speaker, Ely Greenblat, of Botsford, Conn., president of the federation, led an interesting discussion as to whether farming is profitable at present.