COMMUTERS PLACE HOPE OF FAIR PLAY IN GOVERNOR-ELECT

Letter From Doctor Brumbaugh Indicates Purpose to Consider Charges After He Takes Office.

Governor-elect Brumbaugh today gave the first hint of his attitude toward the commuters' controversy with the railroads over the increase in passenger rates, and in a letter to Edwin M. Abbott, one of the attorneys for the commuters, he intimated plainly that after his inauguration he would take an active interest in the controversy, now involving as it does the Pennsylvania Public Service Commission.

As a private citizen Doctor Brumbaugh wrote that he was interested in the cause, but was powerless to act. He added that he could give the matter no attention until it was brought before him officially at the proper time. Upon this clause of his letter the commuters today are building their hopes for a thorough investigation of the charges of "misconduct in office" preferred against the members of the Public Service Commission and for a subsequent reopening of the entire case.

The letter from Doctor Brumbaugh was written in answer to a communication several weeks ago from the commuters' attorneys setting forth the charges against the commissioners, and asking that the members of the commission be called upon to make a public explanation. This request was made of the Governor-elect after Governor Tener had dismissed the charges against the board as not warranting an investigation.

The letter to Mr. Abbott follows in part:

"I note your letter of December 26, with the copy enclosed of the address placed before the Governor of the Commonwealth of Pennsylvania.

"As a private citizen I am interested in your cause, but as such a citizen I have no power to act and I can give the matter no attention until it shall come to me in due form at the proper time."

In commenting upon the letter Mr. Abbott said:

"The letter from Doctor Brumbaugh is particularly pleasing and gratifying when we know the high standard of integrity always required from subordinates of the new Governor when he was Superintendent of the Schools of Philadelphia. Knowing this we have all confidence in leaving that matter in his hands.

"We feel certain that a thorough investigation will be made when the time comes that he has the power to act. Our first step after his inauguration will be to present formally these charges anew with the request that he take them up."

Fund for Auto Fire Apparatus

HADDONFIELD, N. J., Jan. 6.—With a fund of about $75 to start, a campaign has been begun here to raise $5000 for the purchase of automobile fire apparatus. The fund was started last night by a benefit given at the Haddon moving picture theatre on Main street. The entire proceeds of two performances were contributed by the management.

700 SUFFER IN FIRE PANIC IN N. Y. SUBWAY

Continued from Page One

as an evidence of the magnitude of the disaster the hospitals contained emergency patients this afternoon as follows:

Polyclinic Hospital—65 patients, of whom six are in a serious condition.

Bellevue Hospital—five women and three men, of whom two women are in a serious condition.

Roosevelt Hospital—25, of whom five are in a serious condition.

35 FIREMEN OVERCOME.

The accident followed complete paralysis of the subway system owing to the burning out of the cable at the main power plant.

When first news of the magnitude of the accident was received fears were expressed that it might be a greater tragedy than the subway disaster in Paris, in the summer of 1903, when 100 persons were burned to death.

Dense clouds of black smoke rolled up, filling the tunnel with choking, suffocating fumes. Twenty-five firemen who were fighting the flames were overcome when they dashed into the smoke-filled tube to rescue the imprisoned passengers.

The train was "stalled" at 56th street and Broadway. Lying near it was another ten-car train, each coach packed to suffocation. Following the rule of the Interborough Rapid Transit Company, the guards at the various stations had allowed every available inch of standing room upon the trains to be filled, and both were jammed to complete capacity.

When the fire started and the lights went out pandemonium among the passengers crowded in the darkened coaches resulted. Men struggled to get to the exits and the sound of falling glass, as the windows were smashed, mingled with the screams of the women, of whom scores fainted.

GIRL TELLS OF FIGHT IN DARK.

Miss Dorothy Walker, of 642 Camden avenue, Bronx, the first person brought out of the subway through the grating at 56th street and Broadway, told a graphic story of the accident.

"We were on our way to Grand Central on the express train about 10 o'clock, when suddenly there was a flash and a glare and the lights went out as the train came to a sudden stop.

"Immediately our car filled with smoke and every one rushed for the doors, only to find the guards refusing to let any one get out. For some time we remained there in the dark until the smoke began to get bad.

"All the while the men were trying to make the guards open the door. Then the men began to smash the windows.

"Some one yelled that the women must get out first and then men backed away and carefully passed the women out of the windows to a local train that was stalled alongside.

"I was the first off and it felt good to come up to good air. A big fireman gave me a lift and I am most grateful to him for it."

In other cars the women were less fortunate in the clutching and clamoring to escape.

Evidence of the fierceness of the panic, which was raging in the cars of the train while the firemen and police fought to get there, was shown by the fact that many of the women had their clothing completely torn off them. Some of the women victims were taken to the Polyclinic Hospital unclothed, except for the great coats or mackintoshes thrown about them by policemen and firemen.

Hurry calls were sent to all the hospitals in central Manhattan and ambulances and surgeons were rushed to the scene. Long lines of ambulances were soon standing along the streets near the 59th street station, but many of the injured were given first aid treatment as they lay upon the sidewalks or in nearby buildings. The scene of the disaster was right in the heart of New York's automobile district, and soon the rooms of the offices were filled with unconscious forms of men and women.

PANIC IN STREET, TOO.

Panic was not confined to the subway. Above, in the street, the dense smoke issuing from the entrances, started wild rumors.

Shortly before 11 o'clock firemen declared their belief that 200 bodies were still in the subway. Superintendent Egan, of the Bureau of Combustibles, sent for dynamite to blow up the street over the subway in order to get at the bodies; and it was half an hour before the almost incredible news that only one had perished was generally believed.

HAUL UP VICTIMS WITH ROPES.

Three fire alarms were turned in. The firemen, assisted by the police and scores of reserves, began ripping away the gratings above the ventilators. The unconscious victims were lifted through these openings with ropes. Among the first persons rescued were five girls, all of whom were unconscious from fumes.

Vast crowds gathered in the streets near the 59th street station, and more and more police reserves were necessary to stem the tide of the curious.

Patrols of police searchers were sent along the tracks in both directions from the fire. One of them came upon two women lying unconscious across the third rail near 55th street. They had escaped from the train and were blindly groping their way through the tunnel when they fell unconscious.

The smoke became so dense and so menacing were the fumes from the burning insulation that firemen had to work in five-minute shifts. There was more danger from the fumes than from the flames.

At 11:05 Fire Commissioner Adamson called for volunteers to reach two more trains stalled between 56th and 59th streets. It was found that many passengers on the trains had been suffocated by smoke.

Among the passengers on the burning train were Captain Moran, of fire truck No. 14, and Policeman John Brogan, of the West 47th street station. Both helped in the work of rescue.

TRAIN GUARDS OVERPOWERED.

There are four tracks in the subway at 59th street, two accommodating uptown trains, the other two downtown trains. Passengers in trains stalled on these tracks became panic-stricken when the smoke from the burning train began to pour into their cars.

The guards of some of the trains were forcibly overpowered and the doors thrown open, the passengers scrambling out into the narrow passageways. They risked their lives by crowding upon the third rail (which supplies the electricity to run the trains) and many of them were burned by live electric sparks.

Passengers tried to climb to the street by a ladder at 55th street and Broadway. According to bystanders the police refused to allow the people to flee in that quarter until permission had been given by the subway guards and the guards refused to act until the firemen arrived.

By 11:15 o'clock the tunnel in the vicinity of 59th street was smoking like a volcano.

The nearest hospital was the Polyclinic. Within 30 minutes 70 men and women, suffering from inhalation of smoke, burns and shock had been carried there.

WOMAN DRIVEN INSANE.

One woman victim was insane from pain and panic and the surgeons ordered her to the Psychopathic Ward until she could be calmed. She will probably lose her reason permanently.

Among the first policemen to reach the underground inferno was Policeman Michael De Grugio. He rushed into the smoke and fell unconscious while helping the passengers to safety.

There were a number of children in the stalled trains and their cries of fright added to the uproar.

Bertha Greenfield, of 1259 Longfellow avenue, the Bronx, who was riding with her brother, refused to be carried from the burning train until her brother, Benjamin Greenfield, was rescued first.

ALL PULMOTORS OF CITY BUSY.

Fire lines were established so that the police, firemen and doctors could have room to work in, and within these lines all of the pulmotors in the city were put at work. Many of the victims as soon as they recovered from the effects of the smoke insisted on going on to work.

Meanwhile the tying up of the subway had caused unprecedented congestion on the elevated and surface lines. These lines are only able to care for a fraction of the traffic of the city coming from upper New York, and soon every station and every platform was so jammed that many were in danger of being shoved over the sides in front of the moving trains.

Charles H. Lindblom, of 740 German avenue, the Bronx, described the plight in which the passengers on the Bronx express found themselves. He said he fell to the floor where the air was somewhat better, and this seemed to revive him.

"The doors at the ends of the cars were fastened," he said. "I don't know what became of the guards. There was no one to let us out. Some climbed through the windows, and in the last cars others fought their way out through a door that was forced open."

Scores, overcome by smoke, were carried into the Circle Theatre at Columbus Circle, and were stretched out on the stage. Doctors from the crowds rendered first aid in this improvised hospital.

INVESTIGATION STARTED.

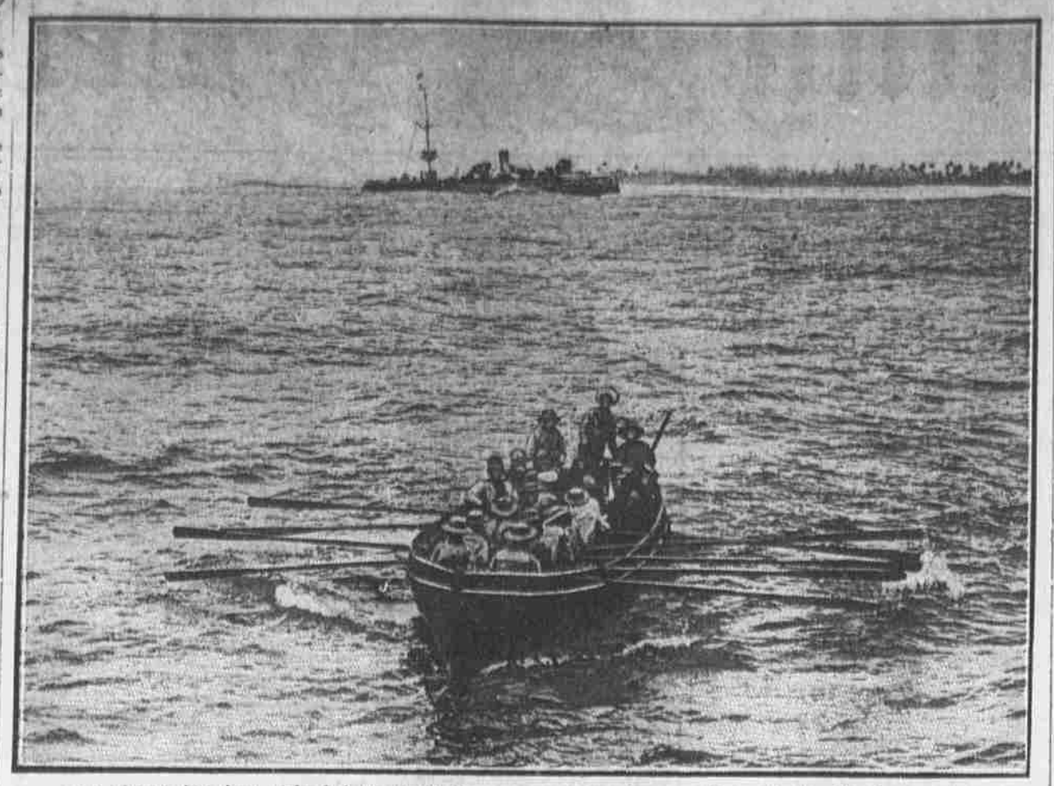
That the disaster will result in a complete investigation of subway methods was declared by District Attorney Perkins. As soon as he was notified of the accident he sent for Assistant District Attorney Breckinridge, in charge of the homicide bureau, and accompanied by photographers and detectives, rushed to the 59th street subway station.

He stated that he intended that the responsibility for the accident would be placed at once. He began the examination of witnesses forthwith while he saw that all of the responsible officials of the Interborough were served with subpoenas so that he could get them when he wanted them.

A preliminary police report to Police Commissioner Woods says that it is believed the cars of the several trains stalled near 59th street and Broadway did not actually catch fire, but that the conduits on both sides of the tunnel did become ignited, filling the tube with flames and smoke.

Officials of the Interborough insisted that none of their trains had burned. They said that the fire was due entirely to faulty insulation of cables.

THE LAST OF THE EMDEN, GERMANY'S TERROR OF THE SEA



This picture has just arrived from Australia. It was taken by an officer of the victorious cruiser, Sydney, which drove the Emden ashore on Cocos Island after a two-hour fight. The photograph shows how small was the miniature warship which for so long was a scourge to the Allies' shipping. Survivors were taken off by the Sydney's boats.

DR. HARTE RESIGNS AS HEALTH DIRECTOR

Continued from Page One

Mayor Blankenburg. "I would like to have your resignation."

"Why?" asked the director.

"On account of the friction," replied the Mayor.

TOOK POST LAST YEAR.

Doctor Harte has been in office as head of the department since May 5, 1914. Doctor Harte is a widely known surgeon. He was graduated from the University of Pennsylvania in 1878, and has for many years been connected with the medical department of the institution.

Dr. Harte is a native of Illinois, his birthplace being near Rock Island. He was born October 23, 1855. His father, William H. Harte, U. S. N., was killed in the Civil War.

After his graduation from the University of Pennsylvania he studied in hospitals in Europe. On his return he was elected resident physician of the Pennsylvania Hospital and assistant demonstrator of surgery at the University of Pennsylvania. He is surgeon to the Pennsylvania and Episcopal Hospitals, and consulting physician of St. Mary's, St. Timothy's and Bryn Mawr Hospitals. He is president of the Philadelphia Academy of Surgery and a member of the American Surgical Association.

DOCTOR HARTE'S STATEMENT.

The following statement then was made by the ex-Director in his office to newspaper men:

"I don't think I have anything further to say than that Mayor Blankenburg requested me to hand in my resignation, which I did immediately. The Mayor told me during my interview with him that he also intended to ask for the resignation of Assistant Director Wilson.

"I have never had any disagreement with any of the directors or municipal officials, except one; the assistant director of the Department of Supplies, who told me one day that certain bids for paint could not be accepted, and intimated that there was something behind it. I want to say again that I do not work with any man who is not satisfactory and whose judgment is poor and who is not only disloyal to me, but who was disloyal to my predecessor, Dr. Joseph S. Neff. The Mayor admitted to me that Wilson had been disloyal to Neff."

"There is no friction. There is no discordant note in the whole ramifications of my department," said Director Harte. "I will give you my resignation, to take effect at once, and upon reaching my office I will write it out and send it to you. I will not be dictated to. Either I will run the edpartment or I'll get out."

The Director then left the Mayor's office and started for the office of the Department of Health and Charities. As he was about to enter there he met Assistant Director Wilson, who had been sent for by the Mayor. The two men passed each other without the slightest sign of recognition. Director Harte wrote his resignation as follows and sent it to the Mayor by messenger:

"Hon. Rudolph Blankenburg: My dear sir: As you requested, I herewith tender you my resignation as Director of the Department of Health and Charities, to take place at once. I am very sincerely yours,

"RICHARD H. HARTE."

Assistant Director Wilson was seen after he held his conference with the Mayor, which lasted but a few minutes. He positively declined to enter into a discussion of the case from any angle. He would not deny or confirm the rumor that his resignation had been asked for. This rumor was circulated about City Hall immediately after announcement was made that Director Harte had resigned. It preceded the statement by Director Harte that the Mayor told him he would ask for Mr. Wilson's resignation.

New Century Club Reception Today

Members of the New Century Club and their friends attended a reception in the club, 124 South 12th street, this afternoon. Mayor and Mrs. Blankenburg were among those to assist Mrs. H. S. Prentiss Nichols in the receiving line.

KNOX PLAN MAY BE ENGLAND'S REPLY

Continued from Page One

irreconcilable disagreement on any given case between the law officers of the State Department and the British Admiralty." It is suspected that this suggestion of probable action by Sir Edward Grey came to the department in the preliminary report made to the State Department by Ambassador Page at London.

If the British Government formally should make the suggestion that it would be willing to accept Secretary Knox's solution of all serious difficulties there would be a high degree of embarrassment at Washington. The suggestion has gone so far in subterranean ways at Washington as to indicate that the British Foreign Office would, with considerable force, be able to remind the United States that The Hague prize court as a solvent was really the proposition of the United States itself.

Secretary Bryan has declined to discuss the expected proposition either as informally made or to be made formally. Other authorities, however, say that this state of affairs has arisen: The Bryan note has gone to Great Britain, Russia and France. It is said that all of these nations informed Secretary Knox that they were in accord with the principle of his note. The main question now to be decided affects particularly the regulations as to contraband of those three nations.

Secretary Knox suggested to the Powers that they should have their nationals, or members of the international prize courts, invested with the powers of an arbitral court, and, if the United States should now agree to its own proposition, the arbitral court would be composed of the delegates of the United States, Great Britain, France and Russia.

The decision of such a court would be final and in addition to that it could decide "for all nations" what is now, and what ought to be in the future, absolute contraband. Such a court could also decide finally any of the pending cases of cargo detention such as the detention of the Kroonland or the John D. Rockefeller.

NINE SHIPS TO U. S. HELD UP BY BRITISH PATROL

LONDON, Jan. 6.—Among the steamships "whose cargoes or part of them have been detained" in British ports, according to an official announcement in the London Gazette, are the following, which were bound from the United States to Scandinavian ports:

Arkansas (Danish), from New York for Copenhagen, December 11. Arrived at Shields January 2.

Augusta (Swedish), from New York, December 9, for Gothenburg and Malmo. Arrived at Shields January 4.

Kentucky (Danish), from Baltimore and New York, late in November, bound for Copenhagen. Went ashore at Fraserburg, Scotland, December 22, and floated December 26. Arrived at Leith December 29.

Mirjam (Norwegian), from New York November 24, for Copenhagen. Arrived at Leith December 24.

New Sweden (Swedish), from New York, December 6, for Gothenburg. Arrived at Shields December 28.

Romadal (Norwegian), from New York, November 28, for Christiania. Arrived at Leith December 24.

Sorland (Norwegian), from New York, November 27, for Gothenburg. Arrived at Leith December 29.

Virginia (Danish), from Philadelphia, December 3, for Copenhagen. Arrived at Shields December 30.

Zamora (Swedish), from New York, December 8, for Copenhagen. Arrived at Kirkwall December 29.

BRITAIN LOATH TO END SEARCH OF U. S. CARGOES

LONDON, Jan. 6.

Announcement of the institution of a plan for official inspection of cargoes before leaving the United States was received with pleasure here and is sure to create a good impression as showing America's interest in preventing illicit traffic.

The plan, however, will not eliminate the detention and searching of American cargoes, although it will tend to minimize the rigors thereof.

It was made clear that even if American customs officials guarantee the character of a ship's manifest, England won't give up its right of search or fail thoroughly to protect her interests.

It is declared that while ships might be guiltless when leaving port there is a great possibility of them taking aboard contraband cargoes after sailing. It is suggested, for instance, that a ship might leave a gulf port in perfect order, then put in at some deserted West Indian bay where it could get from another ship a load of copper.

The American Embassy is sending a copy of the American announcement regarding certification of cargoes to the Foreign Office. No further information is available concerning the date of the British response to President Wilson's note protesting against interference with American shipping. The suggestion for the appointment of an arbitral tribunal to pass on pending and future questions is being discussed, but there is now an indication that the British Government will not make a proposal in that direction, on the ground that appeals from its own prize court would not be beneficial to England, as an appeal would only be taken when America had objections to a decision of the prize court. Thus England could only look for one of two decisions by a new tribunal, either reversation of the prize court's decision or a reversal, and this does not appeal to England.

SUNDAY DEPLORES LACK OF HARMONY

Continued from Page One

studied and wrote on his sermons until luncheon.

"God sends rain as well as sunshine. Some persons splash the earth with rain and murk because they are pessimists, while the optimistic wreathe the earth with beauty and sunshine. Turn to God and be optimistic."

This was the morning greeting of "Billy," who, with his usual bright eye and heart, pulled up the window curtains to a dull dark and drizzly day shortly after 8 o'clock.

Mr. Sunday needs no alarm clock. From 7 o'clock the phone bells and door bells keep the household on the jump. A dozen visitors were on hand shortly after 8 o'clock and the steady stream continued all forenoon.

Most of the members of his party were out conducting prayer meetings in the 20 different districts, and the house at 1914 Spring Garden street was quiet until after their return. Then Mr. Sunday held some hurried conferences and gave out instructions for some of the future work of the campaign.

REVIVAL PRAYER MEETINGS.

The prayer meetings and their leaders follow:

Fiftieth Baptist, Miss Frances Miller.
Twenty-ninth Street Methodist Episcopal, Mrs. William A. Sunday.
Christ United Evan, William Stover.
Gethsemane Baptist, Mrs. Stover.
First Reformed, Mrs. William Asher.
Spring Garden Methodist Episcopal, the Rev. E. H. Emett.
Chambers-Wylie Presbyterian, Miss Gene La Monte.
Holy Trinity Protestant Episcopal, Dr. F. W. Tomkins.
St. Luke's Methodist Episcopal Church, Professor Rodeheaver.
Presbyterian Church of Evangel, Jack Cardiff.
Siloam Methodist Episcopal, the Rev. J. W. Welch.
St. Paul's Reformed Episcopal, Miss F. Rinney.
Erie Avenue Methodist Episcopal, Miss M. Gamil.
Central Methodist Episcopal, Roxborough, Dr. O. Pollock.
North Frankford Baptist, William Asher.
Trinity Lutheran, Miss Grace Saxe.
Logan Baptist, the Rev. G. W. Henson.
Ebenezer Methodist Episcopal, Miss Fetterolf.
Emmanuel Reformed, Doctor Aspach.
Tabernacle Presbyterian, Dr. G. H. Bickley.
Wayland Baptist, Dr. G. Heim.

"You can sink any church in America 40 fathoms in hell by this ethical stuff," yelled Sunday last night, when he was pleading with the church people to come out for the old-time religion and help to bring a great revival to this city.

"I wouldn't insult God," he said, "by trying to prove the Bible through philosophy, like some of those old highbrows do. I believe that old book from cover to cover is the word of God. Believe me, the devil is dead stuck on the kind of attitude some of the church members of Philadelphia have toward this campaign."

Last night's meeting was the most enthusiastic since "Billy" opened his battle against Satan on Sunday last. He seemed to forget everything and everybody at times during his athletic talk. Time and again he jumped upon a chair, looked into the rough rafters of the vast auditorium and cried out to God to come down and 'save' the miserable wretches in sin in Philadelphia."

20,000 at SERVICE.

There were more than 20,000 persons in the building before 7 o'clock, although the services did not begin until 7:30; and, when the time arrived for Professor Homer W. Rodeheaver to get the music going, it was necessary for policemen and firemen to send several hundred persons from the building to keep the aisles open. More than 5000 men and women were unable to gain admittance last night.

"Billy" kept the audience with him throughout the service. He hammered the churchgoers, the clergy and his critics. But, although his words seemed to have a burning effect a second after he had uttered something that sounded unkind or harsh, the evangelist would smile and explain he was only denouncing the sins and not the institutions, and that any man who said he had, was a liar.

"No man can ever truthfully say that I am against the ministers," he said. "I am for them and love them with my heart and soul. But I am against a lot of the tommy-rot they try to pull across on the people. No man can say I am against the church. I love it and would give the last drop of blood in my body for it.

"But I am against the shamming church member, the hypocrite, the man or woman who wears a long face on Sunday and works for hell all week. It's when we have such people in the church that she needs a revival.

DEFINES MINISTERS' "JOB."

"Let the ministers of the churches do their own work and stop their loafing. That's their job. It's not their business to go around and knock me. It's not my business to be pastor of a church. I'm an evangelist. If I ever should go somewhere to take charge of a church I'd buy a round-trip ticket when I started. But I'd give it to that bunch while I was there, believe me.

"No, it's not my place to do the work of a pastor. I am an evangelist, and I must do my work the way God tells me. We need a revival because there has been too much indifference. We need a panic in religion. You have had no revival because you have been cold and dignified and stiff. You can't scald a hog in ice water."

Mr. Sunday made an impassioned plea for a revival in Philadelphia that would shake the whole country. He said all eyes are on this city and the church people should get back of the movement and see to it that the thousands outside of the church are led to see God.

He ended it all with a prayer to God to bless every one in the city, from the Mayor and the Governor-elect to the street cleaner; from the head of the Board of Education to the youngest child in the schools; from the daughter of the multimillionaire to the poor shopgirl; from the saloonkeeper to the man who reels home from the saloon—he prayed for them, one and all.

(Sunday's sermons will be found in full on page 6 of this paper.)

SOCIAL CENTRES URGED

Superintendent Jacobs Favors Opening of Schools at Night.

The first definite step toward the opening of public school buildings throughout the city for use as evening social centres will be taken this afternoon at the meeting of the Committee on Elementary Schools of the Board of Education. John Burt will introduce a resolution authorizing the appointment of a subcommittee to confer with the Department of Superintendence and plan for the social centre feature.

One of the stanchest advocates of the new idea is Superintendent William C. Jacobs. He urges an adequate auditorium in each elementary school building erected in the future.

"I indorse the idea of utilizing the school buildings as social centres," he said today; "but I do not feel that we should go so far as to sacrifice classroom conveniences in planning our new schools in order to make them more attractive for purposes other than those of regular daily instruction."

U. S. WAR WRITER WOUNDED

PETROGRAD, Jan. 6.—John Foster Bass, correspondent of the Chicago Daily News, is reported from Warsaw to have been wounded in the face by a piece of shrapnel shell. Mr. Bass was brought to Warsaw by an English correspondent. Mr. Bass is a war correspondent of many campaigns. He is a brother of former Governor Robert P. Bass, of New Hampshire.

SMALLER LOAVES OF BREAD OR HIGHER PRICE IMPENDING

Advance in Flour, Due to Wheat Shortage, Threatens an Increase in Cost of Living.

Smaller loaves of bread may be the result of the increase in the price of flour. Bakers in various parts of the city said today that in the event they were forced to reduce the present size of 5-cent loaves they would increase the retail price.

The increase in the price of flour, from $5.50 a barrel to $6.50, has caused many owners of small bakery establishments to close their plants. Owners of small shops who can't afford to purchase flour at the rate of $6.50 a barrel, insisted that a reduction in the present size of 5-cent and 10-cent loaves was the only thing that could save them from being forced into bankruptcy.

Bread which is sold in the foreign quarters of South Philadelphia by the pound, today was selling at an increase of 2 cents per pound. The European Western speculators and farmers are operating with middle-men in the big cities who have loaded up their warehouses with a supply of wheat, it is claimed by the bakers here for the present predicament.

Bakers in Philadelphia who own establishments in various parts of the city announced today that the high price of flour hasn't been reached. Several of the large bakers frankly said they wouldn't be surprised at all if the price of flour per barrel reached $10 within the next month.

Louis Kolb, head of the Kolb Baking Company, today announced that the present increase wouldn't cause his firm to increase the retail price of bread or reduce the size of loaves. The European war, which has destroyed millions of acres of wheat fields, is responsible for the existing shortage of flour, according to Mr. Kolb.

"Fortunately we are supplied with flour for a while," he continued, "and therefore we shall not increase the price of bread or reduce the size of the loaves. There is a chance that the price of flour may run up to $10 a barrel. I have no doubt that the present increase will result in great hardship upon many of the small bakers of this city and that some of them will have to close up their places."

Other bakers and millers said there was no relief in sight as long as the European war lasted. Since the war broke out large shipments of American wheat have been made to different parts of Europe.

William Freihofer, of the Freihofer Baking Company, today said:

"We are running our business at the present time without profits. Flour is selling from some sections of the country at $1.70 a barrel more than it did a year ago. At the price we are paying we can continue to operate our plant without making any profits. We are satisfied to go on in this manner for a while instead of increasing the burdens of the people who already are suffering as a result of the high cost of living."

ARRESTED FOR THREAT

East Indian Accused of Sending "Black Hand" Note.

ALTOONA, Pa., Jan. 6.—Charles Charles, an East Indian, recently employed as a fireman at a seminary for girls in Hollidaysburg was arrested in Hollidaysburg as a member of the "Black Hand."

Moses Brown, a wealthy Negro, received a letter Monday, saying if he did not place $150 in money in a can in the alley in the rear of his dwelling his home would be dynamited and himself killed. He turned the letter over to the police, who planned a decoy. When Charles appeared and picked up the can the police pounced upon him.

$5000 DAMAGE BY FIRE

Spontaneous combustion is held responsible for a fire which did $5000 damage to the curtain manufacturing plant of Klitz, Le Fort & Keon, 3d and Huntingdon streets, this morning. Three hundred workers are employed by the concern, but the blaze started before they began the day's work. The building is equipped with automatic sprinklers, and the entire plant was flooded by the time the firemen arrived.

THE WEATHER

Official Forecast

WASHINGTON, Jan. 6.—For Eastern Pennsylvania and New Jersey: Rain tonight and Thursday; warmer tonight; moderate to fresh southwest winds.

The western storm is central near Duluth, Minn., this morning and extends southward in a long trough-like depression. The area overspreads all of the great central valleys and the Lake region and has caused precipitation over most of the country from the Rocky Mountains eastward. The temperatures have risen rapidly at most places in the eastern half of the country, the change amounting to 20 degrees or more in many instances. A colder area has overspread the Plains States at the rear of the storm, but not yet the cold is not intense for that portion of the country.

U. S. Weather Bulletin

Observations made at 8 a. m. Eastern time.

Station.	8 a.m.	Low n't.	Rain-fall.	Wind.	Velocity.	Weather.
Abilene, Texas	32	32	.01	NW	8	Cloudy
Atlantic City	40	34	..	E	4	Cloudy
Bismarck, N. D.	20	20	.01	NW	4	Clear
Boston, Mass.	38	36	..	SW	8	Rain
Buffalo, N. Y.	42	38	..	S	4	Cloudy
Chicago, Ill.	40	38	..	S	12	Cloudy
Cleveland, O.	40	38	.01	SE	20	Cloudy
Denver, Col.	22	10	.12	S	4	Clear
Des Moines, Ia.	32	32	.38	NW	12	Cloudy
Detroit, Mich.	38	34	..	S	8	Cloudy
Duluth, Minn.	28	28	.18	W	24	Cloudy
Galveston, Texas	54	54	.01	W	16	Cloudy
Hatteras, N. C.	50	48	..	SE	20	Cloudy
Helena, Mont.	14	14	..	SW	6	Clear
Huron, S. D.	24	24	.01	NW	20	Cloudy
Kan. City, Mo.	32	32	.02	NW	22	Cloudy
Louisville, Ky.	44	44	.14	SE	12	Rain
Memphis, Tenn.	44	40	.34	SE	16	Rain
New Orleans	62	58	.50	SW	8	Rain
New York	38	34	..	SW	4	Cloudy
N. Platte, Neb.	14	14	..	W	8	Clear
Oklahoma, Okla.	36	36	.01	NW	20	Cloudy
Philadelphia	38	36	.01	NE	4	Cloudy
Phoenix, Ariz.	42	42	..	E	4	Clear
Pittsburgh, Pa.	42	38	.08	SE	12	Cloudy
Portland, Me.	38	28	..	SW	12	Snow
Portland, Ore.	46	38	.12	E	8	Rain
Quebec, Can.	24	10	..	SW	6	Clear
St. Louis, Mo.	42	38	..	E	12	Cloudy
St. Paul, Minn.	26	24	.28	NW	16	Cloudy
Salt Lake, Utah	30	18	..	SE	6	Clear
San Francisco	48	46	.10	S	4	Cloudy
Scranton, Pa.	40	34	..	N	4	Cloudy
Tampa	64	62	..	NE	4	Cloudy
Washington	36	32	.02	NE	4	Rain
Winnipeg	14	14	..	NW	10	Clear

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