

THE WEATHER:

Cloudy Tonight and Friday;
May Snow.

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Today

R. R. Stocks Jump. Public Indignation
Well They May Jump. Will Jump Also.

New Haven Railroad stock jumped nicely yesterday. Rock Island jumped also. Shareholders in these two companies have been robbed in the most artistic manner by railroad "management." Long ago honest, disheartened stockholders sold out.

Stocks of these railroads that have been exploited, robbed, and gutted by private ownership are suddenly put up in price by the Wall Street gamblers.

Do you ask why? Because it is proposed to turn over public money to the railroads, lending them the public's cash, increasing the rate that the public pays, **GUARANTEEING PROFIT ON RASCALLY MISMANAGEMENT.**

Is this proposition going through as a "war measure?" If it does go through, then any kind of public thieving should thrive in the name of war.

The railroads are running at full capacity. Their receipts are gigantic.

They have shown themselves incompetent and inefficient.

Why should the public be taxed to lend money to these private railroad owners and their roads, made bankrupt by dishonesty or inefficiency?

Why should the public be taxed again to increase the high rate already paid for freight and passengers?

And why should the public be taxed to guarantee dividends on watered stock and on bonds of which the underlying value has been stolen?

The Government should take over the railroads, of course—commandeering them, as the Government has commandeered ships, human lives, and other things needed.

The Government should take the roads and pay at its leisure what they are WORTH—not a dollar more, regardless of the watered stocks and the watered bonds issued.

It is easy to print stocks and bonds. It ought NOT to be easy to make the public pay for the work of the printing press more than the printed paper is worth.

The Government calls a MAN, takes his life—and does not guarantee him profit on the business that he is compelled to leave behind him.

The Government, by monopolizing, as it must and should, steel and coal, will cripple or ruin thousands of individual manufacturers and perhaps entire industries. But it does not guarantee profits or make loans at public expense to such individuals or industries.

Why this tender sympathy for RAILROADS, and railroad stocks, and for the very rich men that have bought stocks after dishonest mismanagement had put the prices low?

If Congress has money left to spend on sympathy, let the money be given to the thousands of women of New England that were made poor by the thieves that looted the New Haven road. Some of these prosperous thieves are now conspicuous as patriots, riding around in private cars—**ONE CAR FOR ONE MAN**—while the little business man can't get a freight car for his product or his coal.

Some of these patriot railroad thieves are basking in public favor because they buy Liberty bonds with money stolen from the estates and families of honest men, or because they give a small percentage of their stealing to the Red Cross or the Y. M. C. A.

They are conspicuous in Washington; they presume to advise the Government what to do and how to do it.

We give them full credit for their cunning and their success, but there ought to be a limit to the success, and there will be a limit.

You hear that it is proposed, as a measure of economy, to cut twenty-five millions from the pay of honest servants of the Government, from overworked and underpaid clerks in the departments, from letter carriers, burdened with heavy load of wartime; from mail clerks deprived of rest, exhausted by long hours.

And at the same time comes the official suggestion that railroad incompetency, inefficiency, mismanagement, and dishonesty be rewarded with increased freight and passenger rates, huge Government loans, *taken by taxation out of the pockets of heavily taxed citizens*, and profits on watered securities guaranteed by the public. This is, indeed, delightful impertinence.

Public servants, faithful, efficient and underpaid, already impoverished by the increased cost of living and the diminished value of the dollar, are to have their pay reduced.

Incompetent and dishonest railroads are to receive in loans to rebuild their neglected property money taken from the taxpayers' pockets and upon their incompetency, dishonesty and mismanagement the public pocket is to guarantee dividends.

If this goes through, the pickpocket and the forger, the slacker and the defaulter should form themselves into an army, march on the Capitol and say, "This is war and we need money; please lend us what we want and guarantee us a profit on our professional activities."

The nation should not put a dollar into a railroad unless the nation is permanently TO OWN that railroad.

The nation which does not guarantee the honest farmer a profit on his farm or to the honest business man a profit on his business has no right to guarantee any profit to the notori-

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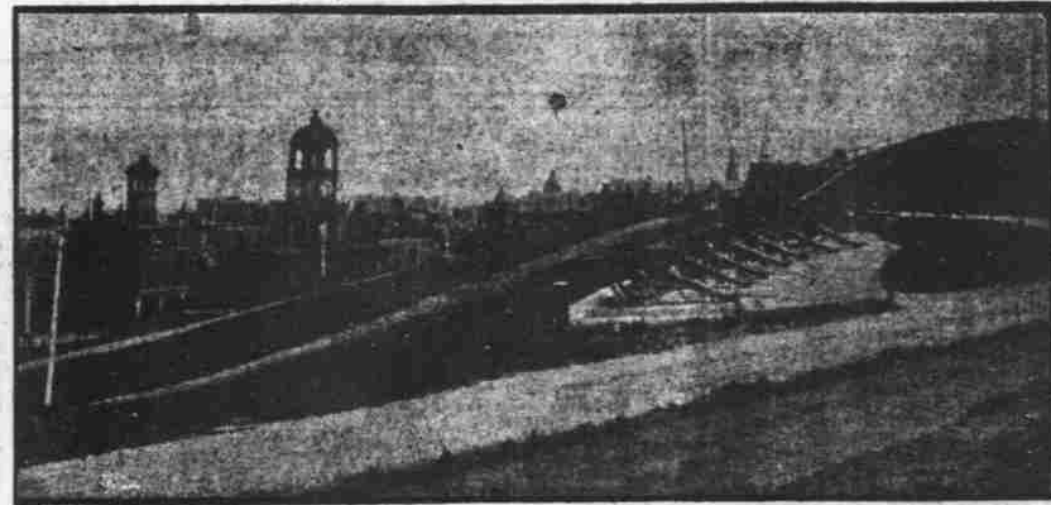
U. S. MUNITIONS SHIP RAMMED AND EXPLODES AT HALIFAX; HUNDREDS KILLED AND INJURED CITY SHATTERED BY BLAST IS NOW IN FLAMES

Scenes About Halifax, and Harbor, Where Munition Ship Exploded This Morning



GENERAL VIEW OF HALIFAX.

This view, taken from the top of one of the high buildings, shows the city sloping down to the harbor from the high ground at the back. The latest dispatches say that a great fire is raging over the section of the city shown in this picture.



THE HARBOR OF HALIFAX FROM THE CITADEL.

The guns shown were used before the war solely for saluting purposes. They have undoubtedly been replaced by more modern armament. The collision which caused the explosion occurred in the waters here pictured.

PRESIDENT'S MESSAGE AIDS PEACE MOVE IN AUSTRIA

By DAVID LAWRENCE.
(Copyright, 1917, by New York Evening Post Company.)

President Wilson's message to Congress, unlike any previous communication that Washington has ever known, remains even today as live a topic of discussion as if this were the day of delivery.

The more it is studied, the more it is digested, the more it is explained in quarters where information from abroad, not accessible to the public, is received, the more does the address appear to have been designed, not for its effect on the American people—for their confidence in the President is unshakable—but for its influence in Europe.

To All Belligerents.
The United States, in other words, has sent a communication to all belligerents, enemy as well as ally, and therefore, instead of employing the free style of expression, explicit and direct in purpose, the President confined himself to the implicit, indirect, but nevertheless powerful force of diplomatic phraseology.

Viewed as a diplomatic document, there were those familiar with the internal situation in the dual monarchy who believed the President's message was a constructive step toward peace, something which, notwithstanding the inclusion of a formal declaration of war would give new impetus to the growing peace movement in Austria and Hungary.

Austrians Want Peace.
The peoples of the dual monarchy, all reports agree, are sick and tired of the war. They have been pressing for peace, but their German mentors and their own militaristic leaders have argued that the entente allies planned a dismemberment of the empire, and that only national unity against an imperialistic foe could save their trade and resources from destruction.

Particularly has the Austrian government pointed in this respect to the Italian effort to obtain Trieste—something which the allies by inference heretofore have been in the position of approving.

But Mr. Wilson argues specifically for "assured and unmolested access"

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HOLLIS STREET IN HALIFAX.

This is one of the finest streets in the city. According to late dispatches buildings on this street were wrecked and many occupants injured.

PAY INCREASE FOR CLERKS ASSURED

Congress will grant an increase in salary to Government clerks.

Of this there is no doubt at the Capitol. There is some question, however, of just what percentage of increase will be determined on, and the class of employees to be affected. The least they may expect is a continuation of the scale now in effect—5 and 10 per cent. It may be more, but certainly not less.

Members of Congress, generally, assert there is no reason to reduce the salaries allowed last July for one year. On the contrary, the same conditions prevail today—except in a greater degree—that existed when an increase of 5 and 10 per cent was authorized.

Increase Necessary.
Congress realizes the Government clerk who receives under \$1,800 a year finds it increasingly difficult to get along, and that a 5 and 10 per cent raise is hardly adequate.

A determined effort will be made in the House to force through the

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Means on Stand

Says he warned Secretary Daniels of German plotters in powder works. Tells of first meeting with Mrs. King.

COURT HOUSE, Concord, N. C., Dec. 6.—Gaston R. Means today took the stand in his own behalf in the trial charging him with the murder of Mrs. Maude A. King.

The defendant was pale and his voice was husky as he told of his first meeting with Mrs. King. He devoted considerable time to relating his life story, from his first position as a school teacher in a country school to the time when he became "financial agent" for Mrs. King.

The defendant was entirely confident. With apparent pride he explained to the jury his rise in the world. He smiled as he told them in a blunt manner of his visits to "all the big cities." He said his salary was \$4,250 a year.

Brother-in-Law On Stand.
The State attempted to introduce in evidence the mysterious telegram from Concord advising the New York district attorney to investigate the death of Mrs. King. The court ruled it out.

J. F. Goodman, brother-in-law of the defendant, who was present when the Means New York apartment was raided, admitted that Assistant District Attorney Dooling, of New York, had told them he had a search and seizure warrant.

The defense sprang a surprise when they called Ernest Eury, a negro chauffeur, who drove the death car. Eury's testimony has never been taken before.

Eury told of the fatal ride. The only new evidence he offered was that Mrs. King asked for her "little revolver" when the party left the automobile.

Some year I made as much as \$10,000," the defendant declared, "in writing my writings, for I wrote a great deal." He then proudly told of his literary efforts. He told of

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LONDON RAIDED

TWO PLANES DOWNED

LONDON, Dec. 6.—Twenty-five enemy aeroplanes made five simultaneous bombing attacks on Kent and London early today, Lord French announced.

Two of five or six machines which penetrated defenses and bombed the central city were forced to land and their crews were taken alive.

The planes also flew over Kent, dropping bombs.

This is the first air raid over London since October 20. Twenty-seven persons were killed and fifty-three injured on that occasion.

It is also the first raid in which machines penetrated London's defenses, since it was authoritatively announced that England proposed to adopt an "eye for eye and tooth for tooth" policy of reprisals, dropping bomb for bomb over German towns.

TEUTONS SEND TROOPS TO DEATH IN FIERCEST DRIVE TO PIERCE ITALIAN LINES

ROME, Dec. 6.—The crucial test of the third and most powerful enemy drive on the Italian front may be forthcoming today, according to early reports received from the Asiago plateau and Verona.

With characteristic disregard for life, with thousands of fresh troops and with increased artillery fire, the enemy has begun the most vicious and the most terrific offensive yet known in the history of the fighting in Italy.

Desperate over the failure of the first drive directed at Venice, on the lower Piave, and over the similar result of the second drive in the mountainous regions of the upper Piave,

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TWO HUNDRED BODIES FOUND IN DEPOT RUINS, CITY IS NOW ISOLATED

TORONTO, Ontario, Dec. 6.—A private message received here from G. T. Bell, of the Grand Trunk railway, in Montreal, says 200 bodies have been located in the North street station at Halifax.

A British cruiser crashed into an American munitions ship and caused the terrific explosion in Halifax, according to information received here by cable officials.

AMHERST, Nova Scotia, Dec. 6.—Scores are dead, hundreds are injured, hundreds of buildings are destroyed, and a large section of the city is in flames as the result of a collision between an American munitions steamer and another ship in the narrows of Halifax harbor near the suburb of Richmond today.

The explosion blew both vessels to pieces, demolishing docks and damaging other ships, messages here declared.

Crews of both vessels were killed instantly, according to reports received here. Warehouses along the water front were partially demolished. Firemen were called from Amherst.

No Definite Estimate of Casualties.
Reports received here could give no definite estimate of the number killed and injured.

The report of the blast was heard in Truro. A few minutes later, partially destroyed all the buildings from the Queen's hotel on Hollis street to the North street station, smashed the station roof, and is believed to have buried scores in the blazing debris.

The report of the blast was heard in Truro. A few minutes later a wire was received asking that nurses, doctors, firemen and food be immediately rushed to the stricken city.

Communication With Halifax Bad.

Communication with Halifax is very irregular. For a time all wires into the city were lost. Efforts are now being made to get more information. One of the last messages to come through declared the loss of life was appalling.

Richmond, near where the collision occurred, is directly across the bay from Halifax. Reports here said the American munitions vessel was rammed broadside, scattering death and destruction broadcast.

Doctors Being Rushed to Scene.

THURO, N. S., Dec. 6.—Forty or fifty persons are dead in the Halifax munitions explosion, according to fragmentary reports received here this afternoon.

There is no estimate of the number of injured.

Doctors and nurses, fire-fighting equipment and supplies

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YESTERDAY

The Washington Times
GAINED

8,056 Lines of Advertising (29 Cols.)

Over the Corresponding Day (Dec. 6) Last Year.

EDGAR D. SHAW,
Publisher.