

BLIZZARD CHECKS

HALIFAX RELIEF

**Third Storm Since Disaster
Also Delays Burial of Dead,
but Is Shortlived.**

OUTSIDERS TURNED BACK

**Embargo on Arrivals More Drastic—Munition Ship Picton
Sunk, to City's Relief.**

HALIFAX, N. S., Dec. 10.—A furious blizzard, the third to strike this sorely afflicted city since the blast from the exploding munitions steamer Mont Blanc made 25,000 persons houseless four days ago, burst from the northeast late today and all but crushed the hearts of the brave band of workers struggling against overwhelming odds to alleviate suffering.

For a while the contingents of the Canadian Army stationed here toiled doggedly amid the ice-shrouded ruins for the unrecovered dead, but when the wind veered suddenly to the southeast and blew with redoubled force the soldiers were obliged to withdraw. Pungs bearing hospital supplies and food to the numerous relief stations were storm-bound. The crippled lighting system broke down again, leaving the city in darkness.

Burial parties who had volunteered their services when the medical authorities announced that the recovered dead must be disposed of at once were driven to shelter. From the devastated area of two and a half square miles hundreds of men and women patiently seeking their dead gave up their task for still another day and sought shelter provided for them in buildings where every pane of glass had been shattered by Thursday's explosion.

Additional relief trains bringing workers and supplies reached the city in the height of the blizzard, but those so eager to help found themselves helpless, and knew not which way to turn in the confusion of the storm, the unlighted city, and the wreck of familiar landmarks.

In tents, barracks, private homes, and public buildings the homeless have found shelter. Reports from the 6,000 wounded stated that for them at least the storm brought no added danger, so well had they been provided for.

Blizzard Short-Lived.

The storm had shut in suddenly. After the rain of yesterday, which changed the snow-filled streets into rivers of slush, the weather turned clear and cold. At daylight a flurry of snow fell from low-hanging clouds, but later the sun came out. Its stay was brief, however. At noon the storm broke with extreme violence, reaching its climax when the wind swung to the southeast, then, as suddenly as it had begun, it ceased. Tonight the stars were shining.

Figures of the disaster officially given out tonight follow: Known dead, 1,280; identified, 940; unaccounted for, 1,920; wounded, 6,000; homeless, 25,000.

So serious is the problem of housing and feeding those already in the city that a strict embargo was issued tonight against the admission of all persons not connected with relief or reconstruction work. Military guards were detailed to stop newcomers at Truro. Among the first to feel this stringent but necessary step were many Americans who were halted at St. John.

The citizens and the authorities recognize that the multitude of visitors who have been flocking in since railway communication was re-established are moved by the best of intentions. The city appreciates their generous desire for help. But there is simply no accommodation for them. In a community of 65,000 inhabitants 25,000 have been made suddenly homeless. There must first be provided for, as well as the army of workmen needed to clear away the debris and rebuild the city. Assurance has been given that there is food enough for the present, but it will not be sufficient if the unexpected throng is to be fed, as it must.

The health authorities have been disturbed by the thought of an abnormal death rate due to long exposure and cold. The fear of an epidemic of pneumonia, especially among non-residents, also is uppermost in the minds of physicians. So widespread has been the damage that, even the throngs from the Provinces, familiar with the lay of the town, have been unable to find their way about. One big railway terminal was blown flat by the explosion, and trains are operating on a system which is puzzling even to railroad men themselves. On Hollis Street, where the principal hotels are located, the buildings are dark, with black holes where

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HALIFAX RELIEF

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windows and doors once stood, and familiar plate glass fronts are boarded up. Street car service has not yet been fully restored, and there are few persons with leisure to direct bewildered strangers.

The streets which once were filled with traffic or were alive with merry-makers tobogganing on the icy hills are deserted, many of them impassable with debris or so frozen that footing is impossible. From wrecked buildings comes the crash of glass as broken panes drop out with every gust of wind.

Relief Steamer Delayed.

The cargo of window glass, hospital supplies, and warm clothing which the Relief Committee had looked forward to with eagerness, did not arrive tonight on the steamer Calvin Austin, as expected. The ship left Boston yesterday, but tonight was driven into Yarmouth by the storm. Her commander wired that she would arrive tomorrow night and begin discharging her supplies early Wednesday morning.

The numerous relief agencies, those put into operation by the citizens of the city directly after the explosion, and those reaching here in large numbers since, were organized today under one head, with A. Handfield Whitman, a prominent business man, as Chairman. The plan was adopted at the suggestion of A. C. Ratshesky, Vice Chairman of the Massachusetts Committee on Public Safety, and an experienced relief worker. All the work, both on the ground here and in securing supplies from the outside, will henceforth be systematized, with Halifax people themselves in control of the situation. Mr. Ratshesky announced that ten motor trucks manned by experienced drivers would leave Boston tomorrow on a relief steamer. This unit will be of great value in view of the demoralized transportation problems here. It was also announced that the steamer would bring 10,000 pairs of shoes, 20,000 more cases of glass, and three cars of roofing paper.

Taking stock tonight, the General Committee in charge of relief found that, while the storm had upset plans and greatly delayed reconstruction, conditions were by no means hopeless, provided relief continued to come forward in a substantial way. The call already has gone forth for the men and materials most urgently needed. Permanent quarters soon must be provided for the 25,000 now destitute and the few thousand more who will soon be discharged from the hospitals.

Munition-Laden Ship Sunk.

A great nervous strain was lifted from the city today when the munition steamer Picton was towed to sea and sunk. Almost hourly rumors had been

flying about the city that munition ships were afire in the harbor, and the Picton had been regarded with much apprehension. It was known that she still held in her holds enough explosives to cause much damage.

Twice yesterday fire started on her decks. Last night, when the flames were discovered for a second time, Halifax riflemen boarded her, regardless of personal danger, and tossed the burning deck cargo overboard. They remained on board until morning in the momentary expectation that some smoldering spark would touch off the explosives below. It was a brave and courageous act, in keeping with the best traditions of the record established overseas. The guards were relieved of their strain today. Naval officers had the old ship towed far out to sea, opened her cocks, and stood by until she plunged to the bottom and removed the last menace from the city. Accepting without reservation the navy statement that no other munition liners are in port, the people breathed easier tonight.

Nothing has been more cheering to the city than the assurances of substantial aid from the United States. There was applause with each announcement at headquarters that money, food, and supplies were on the way from various American cities. But while deeply appreciative and grateful, Halifax wants the word accepted as official that it is best not to start shipments until the General Committee has been advised as to their nature.

The Nova Scotia Steel Company and the Dominion Coal Company today illustrated an effective plan for relief. The steel company sent a working outfit, with fifty men and a car of tools. The men will sleep and eat on the train and give their working time free to the city. The coal company adopted the same system, which was commended by the Reconstruction Committee as the most practical yet suggested.

Captain Goodman, medical reserve officer at Governor's Island, New York, detailed by Washington authorities to organize and co-ordinate all American forces here, arrived today and established headquarters in the office of Colonel McKelvie Bell, commanding the Canadian forces in charge of the hospital relief work.

Twenty German residents were arrested today on a military order. After the party had been examined, six were released. The officials said there was no unexplained significance in these arrests. Until now Germans have enjoyed virtually unrestricted liberty, but in this time of stress, when the public mind is excited and susceptible to rumors that might lead to panic and further suffering, every precaution is being taken.

It was announced tonight that the Admiralty Court hearing as to the cause of the collision between the Mont Blanc and the Imo, which was to have begun tomorrow, had been put over until Wednesday. Failure to obtain the services of a competent interpreter made the postponement necessary.

Story of Imo Survivors.

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 explosion. Employees of Pickford & Black, agents of the Imo, who have been

providing the crew with clothes and other comforts, made public today 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 follows:

The Imo was proceeding down the harbor toward the sea when the Mont Blanc was seen coming toward the Imo, apparently steaming for 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. The crew of the Imo thought 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, the skipper's intention being, the crew believe, 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 flames leaping from the decks of the Mont Blanc. Then came the explosion. The Imo was caught in the tidal wave and riding on its crest was hurled on the rocky beach.

The sailors declared that no attempt was made to leave the ship until she struck, and that every man was in his place. The Captain was standing on the bridge and his head was blown off. The wheelman was at his post, and his body was found in that position when the steamer was examined later. The body of the pilot, William Hayes, was found along the shore near the hulk, and it is thought he was blown from the deck. Every man above deck was killed.

When the vessel struck the beach the survivors rushed up from beneath decks and scrambled ashore. Thirty-one escaped. Naval relief parties found them wandering about in the brush.

On the Halifax shore lies the war-gray prow of a steamer—all that is left of the Mont Blanc. To the right, over on the Dartmouth shore, hard aground, but seemingly not in bad shape, lies the Imo. To the left a few sunken piles and one distorted steamer, slammed bodily against a pile of wreckage, which had once been a dock, are all that is left of Piers 6, 7, 8, and 9.

It was to these piers that the firemen came when the alarm of fire was turned in. Searchers say that at one point they found at least twenty bodies of men, who, though stripped of clothing, were evidently military men, as khaki rags were picked up in the immediate vicinity.

A few blackened timbers along the track to the left represent the Richmond station, where every employe was killed. Of the yardmen not 10 per cent. remain. Of seventy spare trainmen not ten had reported for duty this morning. That mass of wrecked and twisted rolling stock in the Richmond yard represents some four hundred freight cars, and seventy or eighty passenger coaches have been temporarily placed out of commission.

Nearby, where there had been a foundry, there is a jumble of bricks and a brightly burning pile of coal marking

the tomb of forty men who met death at bench and lathe.

Virtually the entire congregation of St. Joseph's Church was either killed or injured in the explosion. The edifice is in ruins.

APPEALS TO NEW YORKERS.

Acting Mayor Dowling Asks Aid for Halifax Sufferers.

Acting Mayor Frank L. Dowling issued an appeal to New Yorkers yesterday in behalf of the Halifax sufferers.

"Robert W. de Forest, Chairman of the New York Chapter of the American Red Cross," he announced, "has agreed to supervise and distribute contributions to be made by residents of this city. Money contributions will be gratefully received at the offices of the New York County Chapter, American Red Cross, 389 Fifth Avenue, and of Jacob H. Schiff, Treasurer, New York County Chapter, 52 William Street. Tenders of supplies, &c., may be made to either of these offices. Special receipts to the effect that contributions made in response to this appeal are to be devoted to the Mayor's Halifax Relief Fund will be given to all who contribute."

Large quantities of wearing apparel and bed clothing for sufferers were collected at the Park Avenue and Martha Washington Hotels as the result of the announcement of George C. Brown, the proprietor, that the hotels would forward any supplies donated.

"My son has enlisted, and I am sending all of his winter clothing," was the message accompanying a large bundle from Riverside Drive.

Two carloads of clothing and medical supplies were sent from here last night by the American Express Company in behalf of the Atlantic Division of the Red Cross. This makes a total of six carloads of relief supplies which have left New York City for Halifax.

The Canadian Club, at its rooms in the Hotel Biltmore, constituted itself a clearing house for information concerning the relatives of New Yorkers living in Halifax. Many families in this city got their first news of the fate of relatives or friends in Halifax by telephoning to the club, which relayed the query to Halifax. The Canadian Club has sent \$3,000 for relief, and yesterday received approximately \$10,000 more from its members for this purpose.

Thirty cases of clothing and other supplies were furnished to the Red Cross by the British War Relief.

Bowring & Co. of 17 Battery Place, agents for the Red Cross Line plying between this city and Halifax, instituted a Halifax Relief Fund among shipping interests by donating \$1,000, and in a few minutes the total had grown to \$5,000, which was immediately wired to Halifax. The officials of this company announced that any contributions of clothing or supplies sent to their pier at the foot of Coffey Street, Brooklyn, would be sent on their next steamer for Halifax free of charge.

The Bank of Nova Scotia, at 52 Wall Street, is forwarding contributions for relief work at Halifax.

BOSTON, Dec. 10.—A second steamer bearing relief supplies will leave for Halifax tomorrow. The relief fund late

today had reached \$208,229. In a telegram to Governor McCall, A. C. Ratshesky, who is in charge of the Massachusetts relief party, asked that after the steamer now loading was dispatched nothing further be sent for the present, except cash.

KANSAS CITY, Mo., Dec. 10.—The Chamber of Commerce will wire \$5,000 to Halifax. A committee was appointed to raise \$50,000 for the stricken city.

By Telegraph to the Editor of THE NEW YORK TIMES.

SCHENECTADY, N. Y., Dec. 10.—The Halifax Relief Committee of this city will rebuild one of the destroyed workmen's houses as a Christmas gift to Halifax. It is hoped that other cities in the country will do the same.

Rev. B. W. R. TAYLOR,
Chairman of Committee.

ST. JOHN, N. B., Dec. 10.—Arrangements were made for the immediate departure of fifty nurses from this city and other places in New Brunswick for volunteer relief work in Halifax.