Creel Bureau's Work 'High Brow,' Societies Assert

Its Literature Fails to Interest General Public, Is Criticism

Real Leaders Needed

Strong Publicity System Necessary to Combat German Propaganda

[*Staff Correspondence*]

WASHINGTON, April 14.—George Creel's government propagandist organization is failing to interpret the war to the people of the United States on a plane which is reaching them, declares a statement issued by the National Committee of Patriotic Societies here to-day. Unless the government quickly awakens to the realization that it must interpret the war in terms easily appreciated by the mass of people it will never receive the undivided support which is essential to victory, it is charged. The statement continues:

"While the government is issuing tons of 'high brow' material, printed in such attractive form that no one will read it, the German propagandists are getting in their work all over the United States among the people who make up the vast majority of our population.

"William Mather Lewis, executive secretary of the national committee, after weeks of careful investigation in the South, reports that the German influence is daily becoming more active and effective among the colored people and that no intelligent campaign is being carried on to combat it. Reports from Western states indicate that the I. W. W. is gaining great headway with the Italian population. The national committee urges that instead of holding patriotic rallies, which are attended by those already aroused, emphasis be placed on carrying the message to those who need it. The soap box speaker on the corner or the automobile speaker at the crossroads will render this country many times the service that the auditorium orator does.

"The German offensive in the West is no more dangerous than is the offensive German in America. It is high time that our citizenry took its coat off and began fighting in earnest this creature who spits on our flag, ridicules our institutions and cunningly poisons the minds of our people—the citizenry is ready; it merely awaits leadership.

"We have had our full quota of hateless days and pussy-footing nights. Our boys on the Western front are being killed, and we will let them die in vain if we do not start a movement that will quickly and for all time end the work of the German secret army in America.

"Fifty thousand men in the United States wear silk hats; ten million wear overalls. If fifty thousand can win this war, the present American propaganda is quite adequate. If it will take ten million, then what is now being issued might as well never be printed.

Coal Production Drops 1,500,000 Tons in One Week

Situation Grave, President May Be Called On to Interfere

[*Staff Correspondence*]

WASHINGTON, April 14.—Continued reduction in the production of coal during the last month has reached the point where it is causing the gravest concern to officials of the Fuel and Railroad administrations. During the next week, it is understood, the situation will be the subject matter of White House conferences.

Figures made public here to-day by the geological survey show that during the week ending April 6 there was a decrease of 1,500,000 tons in bituminous production as compared with that of the previous week. The total production for the week of April 6 was only 9,395,000 tons, which approached dangerously near the low points reached in December and January, when adverse weather conditions caused a virtual tie-up of the railroads.

Continued car shortages in the Pennsylvania, West Virginia and Kentucky fields seriously interfered during the last two weeks with production. The figures for the week ended March 30, the latest complete figures available, show that in sections of these Eastern fields the mines were not receiving 50 per cent of the cars they require. During this week lost production totalled 33.8 per cent of the normal full time production. Of this 22.5 per cent is charged to car shortage. However, this average figure does not represent the real seriousness of the car situation in the Eastern fields, where shortages of cars run as high as 60 per cent in the Fairmount fields of West Virginia.

Zoning Scheme Partly to Blame

Many reasons are advanced for the transportation difficulties. The railroad administration is of the opinion that it is largely caused by the derangement of normal distribution routes through inauguration of fuel administration's new zoning scheme of distribution. Whether or not the situation will improve after the initial difficulties resulting from the drastic changes made by Dr. Garfield are overcome, no one seems willing to predict, least of all officials of the fuel administration, who seem to look upon their zone scheme as still in the experimental stage.

The last week has witnessed a continuance of the squabble between John Skelton Williams, of the railroad administration, and Fuel Administrator Garfield regarding the price to be charged the railroads for coal. The matter has been brought to the White House once by both men, yet seems still far from satisfactory settlement.

The railroad administration insists that the railroads receive their coal at a figure under the regular government price schedule and that railroad coal be given special priority. Dr. Garfield is quite as determined that the railroads shall pay the government price and that they shall not receive special priority privileges other than those already granted.

The argument between Williams and Garfield has once or twice reached the stage where vigorous personalities have been exchanged, it is competently reported, and it is understood that Garfield has let it be known that if the railroad administration is to be permitted to encroach on his department at will the President may expect his resignation.

Practically all officials outside the railroad administration in touch with the situation, including Chairman Baruch of the War Industries Board, are said to support the Garfield position. The major part of the coal operators are also behind the Fuel Administrator's stand. However, the influence of Mr. McAdoo with the White House is such that Dr. Garfield's support is sub rosa in large part, which makes it necessary for him to virtually fight alone.

Red Cross Work in France

Aid and Comfort Extended to Soldiers and Refugees

Red Cross field kitchen service, canteen service and rest stations have been greatly developed back of "the American front" since the German offensive, according to the March report of the Red Cross Department of Military Affairs in France, made public yesterday.

Thirty canteens have been established three miles back of the front line trenches for the comfort of American soldiers, a field kitchen and facilities for feeding more than 75,000 refugees and soldiers have been dispatched to the front, and four rest stations have been placed on American lines of communication to supply hot drinks and food to our troops.

The Bureau of Donations reports that 5,000 pairs of socks, 780 sweaters, 1,200 pairs of gloves, 1,500 comfort kits and 145 mufflers were distributed to American soldiers in March. American soldiers in hospitals received more than 15,000 shirts, 12,000 handkerchiefs, 13,000 pairs of socks, 15,000 pairs of pajamas and 1,900 pairs of slippers from the same source.

T. R. Gets Archie's Bullet

OYSTER BAY, L. I., April 14.—Colonel Roosevelt received to-day what he believes to be his most prized possession, the German bullet that injured his son, Archie, now serving with the American forces overseas. The bullet was given to the Colonel by Dr. O. H. L. Mason, of the foreign service of the Y. M. C. A., who was a visitor at the Roosevelt home this afternoon.

Dr. Mason, who has just returned from France, also brought a message from young Roosevelt to his father and mother. The Colonel said the message declared Archie is "bully" and expects to be in the thick of battle soon.

Baker to Urge Intensive Effort by U. S. in Aviation

Speedy Output of 'Planes His Determination After He Sees America's Great "Flying-Man" Factory in France

By Wilbur Forrest

WITH SECRETARY BAKER IN FRANCE, April 3 (by mail).—When he returns to the United States one of the things Secretary Baker will emphasize to the President and to the entire country is the necessity for the most intensive effort on aviation and speedy output of aeroplanes.

One of the sights that interested the Secretary most and impressed him most during his trip from the sea to the firing line was the great American flying-man factory. It was a factory in the sense that it was turning out skilled and expert flying man power faster than all of America's aeroplane factories can supply the machines to equip them. This enormous pilot plant, covering an area of one hundred square miles, including eight great flying fields, appears like a boom American mining town, only on a large scale. It has a population of 5,000, which is being added to daily.

Machine shops, hangars, barracks and rest quarters dominate the area and in clear "flying" weather birdlike aeroplanes are everywhere, in the sky and on the ground, their concentrated hum of high-powered motors making the very air throb.

Sees Wonderful Spectacle

Probably never before has a government official in war-time viewed such a spectacle as that seen by Secretary Baker and General Pershing when they walked onto the main flying field. Under leaden colored clouds scores of gnat-like forms crossed and crisscrossed the sky. On the ground were solid lines of fast and trim machines, their pilots ready. A signal sent these machines by tens in the gray dome above and soon the sky was literally filled. On various levels they circled, swooped and soared out of sight. Suddenly out of the distance, like a flock of geese, came back fifteen flying and manœuvring in perfect formation. Other formations of five followed. It was a glimpse into the air battles of the future, where aviation experts with imagination are forecasting pitched battles with hundreds of machines on each side.

Meanwhile smaller and faster planes scouted above to keep off imaginary enemies diving out of the upper stratum. What impressed the Secretary of War also was that the majority of these machines still bore the French cocard, while very few were marked with the five-pointed star insignia of America. But in every pilot's seat was a full-blooded young American eager to leave for the front and "mix it" with the Germans. Hundreds of their kind are graduating from this great flying university at frequent intervals and are sailing away to the front with the French cocard painted on their wings. American aeroplane manufacturers who were asked by the War Office to speed up their production to "sixty miles an hour" will be asked to pull the throttle wide open when telegrams from Secretary Baker, sent immediately after he left the field, are received and acted upon in Washington.

New Type of 'Plane

Of all the thousand aeroplanes at the school there was one of an entirely new type which will be seen at home some day. It is in the experimental stage, an officer explained to Secretary Baker. It looked like a sparrow among pigeons as compared to other machines ranged alongside of it. A sandy-haired Pennsylvania boy, who has risen to the rank of major because of his experience in Mexico, mounted the tiny craft. The engine buzzed and he was off the ground in twenty seconds.

The novice would describe this flying outfit as a stoutly braced 'plane attached to a powerful engine, a few yards of canvas fastened to graceful framework, tail behind, a pair of wheels floating below—and a man. It shot into the air like a bee, circling, twisting, but steadily climbing until it was almost a speck against the cloudy dome. Then the Pennsylvania pilot seemed to lose all control. Falling as a wounded bird would fall he plunged earthward. People held their breath until breath could be held no longer and then they gasped. Near the ground the little craft flattened out, righted itself and began to perform a series of loops. The engine roared again and the machine started to climb.

"Marvellous!" exclaimed Secretary Baker.

When the pilot landed—a sheer drop out of space and a graceful swoop to earth—the Secretary hastened to congratulate him.

"It's a good machine and a comer," the pilot explained, "but it's still in the experimental stage. You see, my lead oil feed pipe broke up there and I had to come down in a hurry because the engine was out of commission."

The young Pennsylvania flier backed off and hurried over to repair his broken lead oil feedpipe.

"Marvellous energy and spirit," commented Secretary Baker to General Pershing.

U. S. Airmen Great Help

Captain Palacier, chief of the French instructors, told The Tribune:

"The United States has already given the Allies a permanent supremacy in the air. American pilots are second to none. Fine, stalwart young fellows, every one, they are eager to learn and this alone put them through the complete course in less time than any other nationality. They have the combative spirit. They have—what you call—the ginger and the pep. If you are going to publish what I am saying you may make this point strong—the United States is going to win a large share of this war in the air. With such material it is inevitable.

"All that we need is American aeroplanes. The American aeroplane factories will never be able to catch up with our production of the best pilots that ever graduated from a flying school. Tell the American manufacturers to hurry. They can shorten the war. Give us the aeroplanes and the spirit and combativeness or our young Americans will be irresistible."

There was no spirit of brag in the French captain's declaration. Every word indicated extreme earnestness.

Navy to Treble Output Of Airplane Spruce

BOSTON, April 14.—A call for three million feet of New England spruce a month for airplanes was sent out by the Navy Department to-day. By an agreement with the army, according to Assistant Naval Constructor F. M. Smith, the navy has been given exclusive control of the development of the New England spruce. Steps already have been taken to bring the output of this material up to its maximun.

Exhaustive tests by the Federal Forestry Department have proved, Mr. Smith says, that the spruce of this district is equal in strength to the best of the spruce grown in the West. Since December 1 lumber operators have been delivering to the Navy Department one million feet a month.

Missing Aviator Safe

Ralph Bevin Smith a Prisoner in Germany

Unwounded and well, Ralph Bevin Smith, a second lieutenant in the Royal Flying Corps, is a prisoner in Germany. He was reported missing after a flight on March 27. Yesterday his bride, who is with her parents at 127 Cambridge Place, Brooklyn, received word of his capture from the British War Office.

Before the war Smith was a member of the staff of "The New York Herald." He married Miss Lillian Deghuee after his preliminary training at Camp Borden, where he received his commission. After two months of training in England he went to the front. He is the son of Mr. and Mrs. James Smith, of Bridgeport, Conn.

Negroes Attack Gen. Ballou

Protest to War Department Against Recent Camp Order

Major General Ballou, division commander at Camp Funston, Kan., is attacked, and a recent order which he issued to the negro officers and men of the camp is denounced in a letter sent to the War Department by the National Association for the Advancement of Colored People.

The order to which the letter of the association takes exception was one in which General Ballou admonished the negroes of his command to "refrain from going where their presence will be resented." He also told them that "no useful purpose will be served by any action upon their part that will cause the color question to be raised."

The association denounced this order to the War Department as "unjust, humiliating and inexpedient."

"We cannot believe," it continues, "that the War Department of the United States will approve of an order characterizing as 'personal pride and gratification' any proper exercise of the rights of citizenship, if exercised by a colored man in uniform."

American Grain Offer Causes Joy in Holland

THE HAGUE, April 13.—The announcement of the American War Trade Board's offer to send immediately two shiploads of American grain to Holland and to facilitate the sending of a third shipload from Argentina occasioned considerable popular relief here through the prospect that the distress owing to the shortage of food supplies would be alleviated. The condition that three equivalent vessels must leave Dutch ports simultaneously, which was not mentioned in the press message carrying the announcement, has not yet reached the newspapers, however, save by way of rumor.

American Minister Garrett yesterday communicated the American government's offer to the Foreign Office, where it is under careful consideration, but no immediate decision will be taken pending the receipt of adequate assurances regarding the safety in the war zone of the outgoing and incoming vessels in question.

The prospect of receiving grain supplies and the hope that some system will be devised whereby such supplies can be maintained to tide the nation over the summer and early fall are popularly described as "almost too good to be true." In the mean time the general attitude is that it would be better to refrain from rejoicing until the grain is actually here, and until then, as the Minister of Agriculture said in the first chamber yesterday, there can be no question about raising the bread ration.

Freaks at Giraffe Banquet

The exceptional personages of the Barnum & Bailey Circus, vulgarly known as the "freaks," held their annual banquet last night at Madison Square Garden. The occasion was the christening of baby Nancy, aged two months and three days, height four feet and seven inches.

Baby Nancy and her mother, Mary (née Giraffe), did not dine with the others, being provided with a special course. But they were in the gallery listening to the speeches.

Among those present were the Princess Wee-Wee, the Empress Zim-Zim; Jim, the eight-foot Cowboy; Eddie, the living skeleton; the Countess Twit (height one foot and seven inches), the Tattooed Lady; Clicko, the Whatisis, and the Only Original African Bushman.

Jews Here to Organize

The Jewish Community, 356 Second Avenue, announced yesterday that it had perfected plans whereby all Jews of the city would be organized to cooperate in the solution of various social problems affecting their race.

To further this scheme the city will be divided into districts, each district containing approximately 100,000 Jews. The organizations in each of these divisions will be known as district kehillahs. Each will endeavor to take up and solve all problems affecting its own district, and will carry those of more general distribution to the Jewish Community, which will act as the central kehillah.

1,413,000 British Men Replaced by Women During War

Report to Labor Bureau Shows Their Work Generally To Be Satisfactory

[*Staff Correspondence*]

WASHINGTON, April 14.—Women have replaced 1,413,000 men in industrial, professional and civil service positions in Great Britain since the beginning of the war, according to a report prepared for the Bureau of Labor statistics by Mary K. Conyngton, who made a study of the effect of the war on the employment of women in England.

"In clerical and banking positions," Miss Conyngton declares, "apparently women are fully replacing men, except in the relatively few positions requiring long training and experience.

"In commercial positions the general opinion seems to be that they are doing the work in a satisfactory manner, although rearrangement and adjustments have been necessary.

"On the tramways and 'buses their work as conductors has been satisfactory, but nothing is shown as to the effect of this occupation upon the health of the women workers. There is a diversity of opinion about their success as motormen; the work is said to involve too much exposure and it is stated that the nervous strain is too great.

"In industrial occupations where physical strength is required they, of course, are at a disadvantage. Elsewhere their success seems to vary with their experience.

"In the munition trades, where they have had perhaps the best chance to show what they can do, they have proved highly satisfactory, but in general their work has not been the same as that of the men whose places they have taken."

There has been an increase of 1,426,000 in the number of English women employed since July, 1914. A table quoted by Miss Conyngton shows 89,000 women employed in agriculture, 67,500 holding positions classified under finance and banking and 94,500 filling places of men on tramways and in general transport work.

U. S. Aviator Downs Five Enemy 'Planes

[*Special Correspondence*]

AMSTERDAM, N. Y., April 14.—Lieutenant H. Clay Ferguson, an Amsterdam boy who enlisted in the aviation service as soon as the United States entered the war, and is now with American flying corps somewhere in France, has bagged five German 'planes since the American fliers went into action, according to a letter received by his parents here. He is now in a base hospital with a bullet in his leg, the result of his last encounter with a Boche machine.

The letter was dated March 10. The Amsterdam aviator stated that he had brought down three German machines following aerial flights, and had got two others on the ground. In his last encounter, Lieutenant Ferguson's machine was hit fourteen times by machine gun fire from his German opponent, one of the bullets lodging in his leg. He was forced to abandon the fight, landing safely within his own lines.

War Crowds Workers Out of Washington

[*Special Correspondence*]

BALTIMORE, April 9.—A movement of government employes from Washington to Baltimore because there is not sufficient office room in Washington to accommodate them has begun.

Two hundred and fifty draftsmen of the Ordnance Department of the army came over from Washington to-day. Quarters are being prepared for them on the top floor of McCoy Hall, the old Johns Hopkins University building.

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MONDAY, April 15th—RICHARD BUHLIG, the noted pianist, and the CHICKERING Piano. Contributing artist, Jos. Mathieu, Tenor.
TUESDAY, April 16th—JOHN McLOUGHLIN, pianist, of Boston, and the SCHOMACKER Piano. Contributing artist, Lotta Madden, Contralto.
WEDNESDAY, April 17th—FERDINAND HIMMELREICH, pianist, with the KNABE-ANGELUS Artrio Reproducing Grand Piano, in Reproduction Recital. Contributing artist, Hans Kronold, 'Cellist; P. K. Van Yorx, Angelus.
THURSDAY, April 18th—Granberry Piano School, in MOZART-GRIEG program.
FRIDAY, April 19th—MME. MARGUERITE VOLAVY, Bohemian pianist, with the KNABE Ampico Reproducing Grand Piano, in Ampico Reproducing Recital. Contributing artist, Charles Norman Granville, Baritone.
SATURDAY, April 20th—WYNNI PYLE, the noted pianist, and the CHICKERING Piano. Contributing artist, Jacques Kasner, Violinist.

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