# HEROES BRING BACK PRAISES FOR FUND

## Thousands in Army Eager to Tell of Help Given by Tobacco.

## THANKS STILL POUR IN

## Capt. Rickenbacker's Lecture Will Aid "Smoke" Drive Here.

If the tables had been suddenly turned yesterday and from being cheered vociferously our heroes of the Twenty-seventh had taken to cheering, whom or what would they have raised their voices about? It is possible there might have been a division of opinion among the fighting men, for they know better than any one can tell them who stood their stanchest friends in the nervous days not yet so far away. But in the main they felt that THE SUN Tobacco Fund was their closest friend. Nobody wasn't as close as a brother would have considered how great was their want of tobacco and supplied it.

The smoke fund doesn't make a statement like this to have it denominated "crass" as it easily might be by those who have paid no attention to the cloud of witnesses that arose in the army as soon as its work there began. And the readers of this column, where as much of this testimony has been printed as could be squeezed in according to the exigencies of space, are aware what the soldiers felt about the fund and what they still feel. The returned soldiers are quick to add their oral praise to what they gladly wrote back to the donors who made the fund possible. Really, everything considered, the smoke fund feels that had the cheering changed around it would have come in for a share.

Meanwhile along come the cards from the soldiers who are still "over there" and likely to be there for some indefinite time. These are written often by men who have written before to thank the smoke fund and its contributors, but their gratitude is quite as fresh and lively and big after getting a second or third, or even a fourth gift of tobacco as it was in the early days of the fund. In fact, it often reads more emphatic because the soldiers are themselves a little surprised by their good fortune. So many things which used to be done for them when the war was new are not done any more, so if THE SUN Tobacco Fund had quit shortly after the signing of the armistice they wouldn't have uttered a word of complaint. The fact that it has gone along for months since November 11 fills them with exceeding admiration.

**Tobacco Gift Brings Joy.**

William Vance, first class private in the Base Hospital 131, writes to fund donor Dr. J. S. Hamilton a few words that are not too brief to give the spirit of what has been indicated. He says: "It was a great joy to get your gift of tobacco delivered to us through THE SUN Tobacco Fund and all the more so because we had not thought you people back home would continue to remember us in this way since the war is over. If you could have seen the faces of the boys who got smokes to-day in this hospital you would feel repaid and you would know that the good work is worth keeping up."

Sergeant M. A. Walsh of the 304th Machine Gun Battalion wrote to the World Chemical Company on March 12 saying: "Tobacco gift just received and highly appreciated. It is a fine thing to think we are still remembered. I am personally much obliged."

Members of Company B, 306th Machine Gun Battalion, writes to the same donor in a formal way thanking them for tobacco and giving expression to the same thought, which is that the men are overjoyed to be still remembered.

From Bierné, Frnace, comes this letter written by Private William C. Jones of Company E, 365th Infantry: "Friend Jean S. Roosevelt—Received your Bull Durham to-day and came to the conclusion that our good friends back home are still in the good work. The tobacco came in splendidly, for we have no cigarettes at present and until it came we did not know where we should be able to get anything to smoke."

Private S. Brodie of the same regiment writes to Virginia C. Lane: "Just received your package of smoking tobacco and I was indeed very glad to get it, for it came at a time when we were really in need of smokes. No cigarettes or tobacco can be had at this place (Bierne, France). I want to thank you most heartily for my comrades and myself."

**Thanks for Firemen.**

Volunteer Firemen of Engine Company 33 will be glad to get this acknowledgment from Private W. A. Arnold of Company C, 344th Battalion Tank Corps, written on the last day of February: "We want to thank the boys of this engine company for their kindness to the boys of this company and we will reciprocate some day when we are very flush and back home, where it is good to be flush. If you knew that we couldn't spend money for tobacco here because there isn't any then you would realize what your fine gift means to us. We thank you sincerely and beg you to thank THE SUN for taking pains so that we can smoke."

Private B. Tobias of the 305th Infantry, Company E, sends a card over to donor Mrs. J. F. Flanagan: "Greetings from France to the dear friend who remembers us still. The tobacco was needed and was certainly welcome. I wish I had the right words to express my appreciation."

T. Capleske of Company A, 306th Machine Gun Battalion, writes like this to a donor: "I want to thank you sincerely for the tobacco you sent me. It was just what I needed the most of everything and I thank you from the bottom of my heart."

"I was on the 'bum' sure for tobacco and couldn't get anywhere, so when your tobacco reached me through THE SUN Tobacco Fund it hit the right soldier. I thank you ever so much." Lester White, Company A, 306th Machine Gun Battalion.

"I had begun to think that the folks back home thought I had sworn off smoking, for nothing came in the shape of tobacco for so long. But the facts are different. We boys need tobacco more now than ever we did. It was a prime necessity when we didn't know when we would be hit and go west, but if anything we want it much morse now when all are safe so far as guns are concerned. Then the good old SUN came up to the scratch again, and we realized that whoever else quit it didn't. When its most welcome tobacco reached us, you may imagine how we felt." Private H. Soforenko of Company L, 305th Infantry wrote this on February 23 last. His home address is Fall River, Mass.

Donor Miss R. M. Burns will receive this word from Mechanic F. J. Mattena of Headquarters Company, 305th Infantry, dated at Bouere, France, October 23: "Thanks, ever so much, for the kind thoughtfulness you have displayed in sending us boys who are still over here the tobacco. Believe me, it could not have arrived at a more opportune time, for all our supplies had been finished."

The American Fund for French Wounded, which is conducting a rummage sale at 66 West Thirty-ninth street, from which the smoke fund is to derive half the profits, is announcing a lecture by Capt. Eddie Rickenbacker on his adventures in the air at the Metropolitan Opera House on the evening of April 1. It will be illustrated by views taken for the United States Government of the Aero Pursuit Squadron in action, and will show several exciting scenes of actual combat with enemy planes. The seats are being sold by the women of the American Fund for French Wounded at the address given above.

**How the Fund Stands To-day.**

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|---|---|
| THE SUN and THE EVENING SUN | $5,000.00 |
| United Cigar Stores boxes | 72,097.97 |
| Otherwise acknowledged | 217,238.53 |
| New contributions | 15.78 |
| Total | $294,352.28 |
| Shipped and paid for $292,362.84 | |
| Cash balance 1,989.31 | |
| Schulte cigar stores boxes | 36,697.42 |
| Grand total | $331,049.41 |

# SUFFS WILL FORM LEAGUE OF WOMEN

## Non-Partisan Organization Is Agreed Upon at Jubilee Convention.

ST. LOUIS, March 25.—A League of Women Voters urged by Mrs. Carrie Chapman Catt, president of the National American Woman Suffrage Association, and recommended by the Executive Council will come before the annual convention to-morrow for final action, its supporters to-night declaring there would be scarcely any opposition. The recommendation was taken up later this afternoon, but a final vote was postponed until to-morrow.

That the league is to be non-partisan was assured by the adoption of a recommendation containing a resolution stating that the national association "shall not affiliate with any political party nor indorse the platform of any party nor support or oppose any political candidates unless such action shall be recommended by the board of directors." The resolution, however, does not limit the liberty of action of any member as an individual.

When the recommendation that the association "continue to support and indorse the Federal amendment which has been pending before Congress for forty years" came up Miss Laura M. Clay, a delegate from Kentucky, objected. She proposed that certain sections be amended, with particular reference to those parts that would permit enfranchisement of negro women of the South.

With three delegates voting "No" the convention voted to support the amendment in the original form, but the Congressional committee was authorized to formulate changes in the wording.

Other recommendations were adopted, including one providing for the next convention to be held February, 1920, as a centennial celebration of the birthday of Susan B. Anthony.

Women of the twenty-six States that have the vote adopted a resolution urging the Missouri State Legislature to pass the Senate bill which would grant suffrage to Missouri women.

## FIGHTING MEN ORGANIZE.

**Discharged Soldiers Join Labor Federation.**

CHICAGO, March 25.—Fighting men who have just returned from Europe and have their discharges from the army to-day took final action to gain the charter which will admit them to the American Federation of Labor.

The new union is called the Soldiers, Sailors and Marines Council. The application for admission to the federation was approved by John Fitzpatrick, president, and Edward N. Nockels, secretary of the Chicago Federation of Labor.

The purpose of the union is to obtain employment for its members. The plan is said to have worked well at Seattle and Tacoma. It is planned here to raise a fund to support the men until they obtain jobs.

## GASOLENE A WAR WINNER.

**Tremendous Output Told in Washington Figures.**

WASHINGTON, March 25.—Gasolene production in the United States in 1918 was said to-day by Van H. Manning, director of the Bureau of Mines, to have borne out at least in part the statement of a British Admiral shortly after the cessation of hostilities that "we floated to victory on a sea of oil."

A little less than 50,000,000 barrels of gasolene was produced in the United States in 1916, Mr. Manning said, while in 1917 the production was increased under the spur of war's necessity to 68,000,000 barrels, an increase of more than 50,000 barrels a day.

"It was thought by many that this must be the peak of American patriotic effort," Mr. Manning declared, "but in 1918, when the war had assumed even greater proportions, the production of gasolene was more than 85,000,000, an increase for the year of more than 17,000,000 barrels. The daily increase for the year over the record breaking year of 1917 was about 47,000 barrels, or almost as much more as the increase of the previous year."

How this country sent an ever increasing flood of this gasolene to the Allies and to friendly countries is seen in the export figures, he said. In 1916 there were 8,473,102 barrels of gasolene sent abroad. In 1917 the exports increased to 9,901,877 barrels and in 1918 to 13,312,508 barrels, an increase of nearly 14,000 barrels a day more than in 1916.

## HELD FOR INCITING TO RIOT.

**Louis Fraina of Boston Accused of Seditious Speech.**

LAWRENCE, Mass., March 25.—Louis Fraina of Boston, editor of the *Revolutionary Age*, was held for the Grand Jury on a charge of inciting textile strikers here to riot, after a hearing in the Municipal Court to-day. He furnished $200 bonds.

Newspaper men who attended a mass meeting of strikers on February 21 testified that Fraina had made an address in which he told the strikers that they did not yet realize their power; that the streets belonged to them and they should not be afraid of being sent to jail. He urged them to unite and "form a great fist which would smash capitalists."

Police officers told of the disturbances which followed the meeting when the crowd paraded the streets and stones were thrown.

## SAGINAW CARS STILL TIED UP.

**Company Refuses to Operate for Less Than War Time 6-Cent Fare.**

SAGINAW, Mich., March 25.—Settlement of the dispute between the city and the local traction company apparently was no nearer solution to-day than when the company suspended service at midnight Saturday rather than accept a reduction of the war-time 6 cent fare.

City Attorney Robert T. Holland is expected to begin proceedings to restrain the company from permitting operation of interburban cars over its city lines. Such action would prevent the operation of cars between Saginaw and Bay City, and interfere with through service between Detroit and Bay City.

The thousands of workmen compelled to walk to their places of employment have accepted the situation good naturedly and no disorders have occurred.

# THREE SHIPS BRING 8,896 MORE TROOPS

## Gunner Everett Won Wilson's Favor, Ate With King and Got French Bride.

## KERMIT ROOSEVELT BACK

## Fleet of Forty American Sub Chasers Coming—D. S. C. Given for "Fool" Raid.

The Presidential ocean ferryboat George Washington, in yesterday from Brest, brought 5,013 troops, including Capt. Kermit Roosevelt, whose wife, daughter of the American Ambassador to Spain, Joseph E. Willard, was with him, and some reminiscences of the liner's eastward trip. The Fabre liner Venezia, in service as a transport, carried 1490 troops from Marseilles and one of the most distinguished high privates of the lot is Russell M. Everett, Thirtieth Machine Gun Battalion, resident of Watertown, who brings along a comely French bride, until recently Mlle. Claire V. Thommereau of Paris.

Private Everett is inclined to think this probably is the finest and most romantic planet whirling through the starry cosmos. He started in quest of adventure by going with the American Army to Mexico, had a pretty good time, and then went overseas and got into the thick of it, being wounded five times. While in the hospital he met the pretty Parisienne and they fell in love instantaneously, according to the traditional recipe. While he was convalescing he was ordered to Paris from the hospital to report to Brig.-Gen. Hart and was detailed as his orderly.

**Only Private at King's Feast.**

Gen. Hart was designated as one of the staff to accompany President Wilson to London and Italy and naturally Private Everett went along. He is a fine specimen of a soldier and President Wilson was attracted to him and invited him to accompany him through his tour as a Presidential guest. He was the only one without rank to attend the "Golden Dinner" at Buckingham Palace on Dec. 27 celebrating the departure of the Presidential party, and King George presented to him a set of cufflinks bearing the royal monogram, which Private Everett showed yesterday to sceptics with documents attesting his story, which was also corroborated by officers on the Venezia.

The story of Sergeant Joseph Hubowitz of Sacramento, Cal., also a passenger by the Venezia, and who wears the Croix de Guerre and the Distinguished Service Cross, reads somewhat like a Three Musketeer tale. The Sergeant is German born, but intensely American. German machine gunners were making it unpleasant for the sergeant's company, K of the Eighteenth Infantry, and he decided he would stop them. He told his major about it and the major said in substance that the Sergeant's project was a damfool proposition and would merely result in the Sergeant's extinction.

**War Cross for "Foolish" Raid.**

The Sergeant, in English that has an accent, gave his version yesterday of the subsequent proceedings:

"I told the Major I was going over whether he liked it or not, and he said if I did he would have me shot. My buddy and I went over and sneaked from shell hole to shell hole and got the Boches, killing four and capturing fourteen, making them carry their guns to the American lines."

The Major just smiled, remarked that only a damfool could do a thing of that sort and recommended the Sergeant for promotion and suggested the bestowal of the D. S. C. on him.

The Venezia reported that a fleet of about forty American submarine chasers are on their way to these shores. She found out about it five days out from Gibraltar when she received a wireless call for help from an American freighter. A little later she got a message saying that two chasers of the fleet were on their way to help the imperiled vessel, whose name the Venezia did not learn.

When the George Washington was one day out from Brest Chaplain F. F. Bloomhardt, the editor of the ship's daily paper, *The Hatchet*, guaranteed circulation 7,000, received this message from the President:

"May I now take this opportunity to extend a heartfelt greeting to the soldiers on board who are returning home? My heart goes out to them for the great things they have done, and I shall be all my life proud that I was permitted to be their commander in chief."

**Capt. Franklin, Tank Veteran.**

P. A. S. Franklin, president of the International Mercantile Marine, was at the Hoboken pier with his wife to greet their son, Capt. John M. Franklin, who arrived by the George Washington. Capt. Franklin was originally with the Fourth Field Artillery and was transferred at his own request to the 301st Heavy Tanks, which saw much service with the Twenty-seventh Division.

The Susquehanna, from St. Nazaire, brought 2,393 officers and men, all in charge of Col. Clarence S. Coe of St. Augustine, Fla., of the Seventeenth Railway Engineers. The regiment was assembled at Atlanta under Col. John Stephen Atwell of Alabama, vice-president of the Alabama Marble Company, who now is stationed at Rotterdam. Lieut.-Col. C. E. Fitch of Washington, D. C., went out with the regiment as a private and after three months in France was made a Captain and speedily won higher promotion.

## BELATED SOLDIERS ARRIVE.

**Steamship Quincy Takes Them to Philadelphia.**

PHILADELPHIA, March 25.—The steamship Quincy from Genoa, Italy, docked here to-day with sixteen soldiers, twenty naval men and two sick officers. Some of the men are members of Casual Company No. 31, from Alabama, which left Bordeaux February 3 with forty-five men on the Horwick Hall bound for New port News. The Horwick Hall put in at Bermuda February 16, when the returning troops developed mumps.

The Quincy and the Transportation, an army boat from St. Nazaire, in distress with engine trouble, put in at Bermuda later, and took aboard the forty-five men left by the Horwick Hall. The Quincy towed the Transportation to Delaware Bay, where they arrived early to-day. There she dropped the ship, which is awaiting tugs to tow her to this port.

## CARE FOR BAY STATE MEN.

**Gov. Coolidge Suggests Opening of State Armories.**

BOSTON, March 25.—Gov. Coolidge wrote to Adjt.-Gen. Jesse F. S. Stevens to-day suggesting that in view of the early return of the Twenty-sixth Division State armories be opened to soldiers in need of food or sleeping quarters.

"Various relief organizations," he said, "have been established to look out for the welfare of a large number of men, but it may be that there will be some soldiers who will not obtain this assistance. To the end that none of the boys returning will undergo discomfort and hardships, I suggest that you immediately get in communication with the custodians of the armories and make such arrangements as will provide sleeping places and provision for food. This work can be carried on in conjunction with local relief committees."

## Troopships Due To-day

ARGENTINA from Marseilles March 4, with eight casual companies (one from New York), of nine officers and 562 men; two special casual companies (colored), of two officers and 129 men; Transportation Corps 81 and 104, of nine officers and 430 men; twenty-two casual officers and two civilians.

Culgoa from Brest March 5, with six casual companies of two officers and 100 men, casual officer of the Medical Corps and one civilian.

Francesca from Marseilles March 3, with eighteen casual companies, mostly from the West, of twenty officers and 958 men; three casual officers and two civilians.

## MORE TROOPS NEARING HOME.

**Army Organizations Selected for Early Convoy Announced.**

WASHINGTON, March 25.—Army organizations were announced to-day as assigned to early convoy home from France as follows:

Three hundredth and Fourth Bakery Company, 408th and 411th Telegraph Battalions, 465th Pontoon Train, Army Ambulance Service Sections 504, 510, 512, 525, 542, 552, 553, 560, 571, 590, 601, 603, 625, 626, 632, 633, 634, 636, 638 and 646.

The War Department announced today receipt of the following cabled correction:

"In units assigned to early convoy Tenth Anti-Aircraft, announced March 11, should read Tenth Aero Squadron; on transport Mercury, due at Newport News March 29, the Headquarters Seventy-sixth Infantry Brigade should read Headquarters Fifty-ninth Infantry Brigade.

## LIMIT FRENCH DECORATIONS.

**Only Two American Units Allowed to Wear Them.**

WASHINGTON, March 25.—A general order to the army, issued to-day, announces that American Sanitary Section 646 and the 103d Aero Squadron (formerly the Lafayette Escadrille) are the only American units holding the right to wear the famous French fourragere (shoulder decoration).

Members of these organization, both of which received two citations in French army orders, are authorized to wear the fourragere as part of their uniforms until peace is declared.

# NEW ENGLAND UNITS START HOME FRIDAY

## "Boston's Own" 101st Will Be First of Regiments to Embark.

BOSTON, March 25.—Major-Gen. Clarence R. Edwards announced to-day that the Fifty-first and Fifty-second Infantry brigades and two artillery regiments would be the first units of the Twenty-sixth Division to sail for home. These troops will leave Brest on Friday, probably on board the transports Agamemnon and Mount Vernon.

The brigades, which include the 101st, 102, 103 and 104th infantry regiments, will be accompanied by the 101st and 103d Field Artillery regiments. Field and staff officers and headquarters companies will accompany the men.

Major-Gen. Edwards said the War Department hoped to place all members of the brigades on board the two transports, but if this were impossible those unable to get away on Friday would be sent as soon as a transport was available. The 101st Infantry, "Boston's Own," will be the first regiment to embark, Major-Gen. Edwards said, and then the order will be 102d, 103d and 104th Infantry regiments and the 101st and 103d Artillery regiments.

The parade of the division probably will be held on some day in the first week in May, according to Major-Gen. Edwards. The committee in charge of the grand stand to be erected on Commonwealth avenue to accommodate relatives of members of the division has decided that each soldier shall be allotted a proportion of the seats. Every request for seats sent to the committee will be turned over to the soldier mentioned in the application for his approval. Herbert Parker, former Attorney-General, is chairman of this committee.

Mr. Parker said that a special committee would have charge of applications for tickets from families of members of the division who had lost their lives. As a tribute to these men a floral monument will be placed on the grounds of the State House, and all who wish will be allowed to place flowers about it.

No crape covered caisson will be drawn in the parade of the Twenty-sixth Division, as was done by the Twenty-seventh Division in its parade in New York to-day.

# *SCHWAB BUILDS UP MARYLAND PLANT*

## *Millions Spent on Sparrow's Point Steel Works.*

BALTIMORE, March 25.—Baltimore has an intensive interest in the projects of the Bethlehem Steel Corporation at Sparrow's Point and has likewise become keenly concerned in all the affairs of this corporation.

The management already has spent vast sums at Sparrow's Point since Charles M. Schwab took control. A few months before the war Mr. Schwab made the statement that it was intended to spend $50,000,000 at Sparrow's Point to bring its shipbuilding and steel-making capacity up to that of any of the similar plants along the Atlantic seaboard.

In the report which will be submitted to the meeting of stockholders next month he further emphasizes this fact and states that during this year $20,000,000 of this promised sum will be spent at the local plant. His own words to the stockholders are as follows:

"The net additions to property account during the year 1918 amounted to $24,329,245 and the present construction programme contemplates for its completion the expenditure in 1919 of about $20,000,000. This programme covers mainly the commercial steel plant at Sparow's Point, Maryland, which, when completed, will result in making productive an investment of upward of $50,000,000. The corporation will then have annual capacity of over 3,000,000 tons of steel ingots with finishing plants of sufficient capacity to convert this entire tonnage into commercial products, thus completing the provision for reduction in Government orders and the practical cessation of the manufacture of munitions."

# 13 ARMY CAMPS TO BE SOLD APRIL 15

## Buildings, Tracks and Other Facilities Will Go to Highest Bidders.

## HOSPITALS NOT INCLUDED

## States to Be Given Preference—Industrial Concerns Likely Purchasers.

WASHINGTON, March 25.—Army camps to be abandoned by the War Department, including buildings, railroad tracks, sewage systems and other facilities, are to be sold to the highest bidders, and April 15 has been fixed as the date for receiving bids.

The plan is to sell entire camps for lump sums and big industrial concerns are regarded as the most likely purchasers.

In some cases State governments are expected to bid for the camps for use as National Guard training centres. Such bids will be given preference. Thirteen camps to be sold on April 15 include all which the War Department has definitely decided to dispose of. Others may be sold later.

The thirteen are: Camp Beauregard, Louisiana; Bowie, Texas; Colt, Pennsylvania; Hancock, Georgia; Kendrick, New Jersey; Logan, Texas; Polk, North Carolina; Sevier, South Carolina; North Camp Jackson, South Carolina; Shelby, Mississippi; Sheridan, Alabama; Wadsworth, South Carolina, and Wheeler, Georgia.

In each case the buildings are offered as they stand, with all fixtures in place, with the electric, water, sewer and sewage disposal systems and all Government owned railroads, culverts and bridges.

Chambers of Commerce interested in placing industrial plants will get consideration over wrecking companies, of which a large number already have made inquiries.

Division storehouses and the utilities serving the storehouse area are excepted from sale, and for the present the Government will reserve the right to withhold from sale the base hospital and the remount station at each camp. Bidders are advised, therefore, to submit alternate bids taking into consideration the possibility of these exceptions. Construction placed by charitable organizations also is withdrawn from the sale.

In the case of Camps Beauregard, Hancock, Logan and Sevier, the base hospitals already have been turned over to the public health service.

Tentative bids have been received from the state of Louisiana for Camp Beauregard and from Alabama for Camp Sheridan, the expressed intention in each case being to utilize the sites for the mobilization of state troops in case of emergency. The amount of these bids was not made public.

Bidders will be required to assume all land and property damage claims, and must give the Government satisfactory proof within one year that these claims have been met. Substantial bond will be required for performance of contract. The Government will continue all leases for five months after date of sale in order that the purchaser may have his time to remove all buildings and debris.

The thirteen camps, it was said officially to-day, embrace all that the War Department has definitely decided to sell. Thirteen others have been recommended for disposal by the General Staff and will be offered for sale as approved by Secretary Baker.

# 'GENERAL' COXEY TO RENEW CRUSADES

## Has Brand New Scheme to Cure All the Country's Evils.

PHILADELPHIA, March 25.—"Coxey's army, 1919 model," is about to be displayed to the world. "General" Jacob Sechler Coxey himself says so.

At present it exists only with one man power engine, but the "General" says at least 500,000 more Americans will join it before he is through.

The motive power this time is "initiative and referendum as the only possible antidote of Bolshevism," and Coxey gave a vivid prospectus of the new army in a word picture, all his own, in an interview here to-day.

Unlike the commonweal army of the unemployed of 1894, the 1919 model is not going to "hoof" it to Washington.

Railroad trains, airplanes, motor cycles, bicycles and various other vehicles will supplement the locomotive power of the 1894 army.

"General" Coxey came to Philadelphia to-day to interest men here in the new movement, "which is to bring real democracy to the nation."

And after this succeeds—and the "Gineral" says it will—another movement will begin to put prohibition into the ash heap.

Here's the way the "General" himself tells about it:

"The prohibition amendment is perfectly legal, only the people of the country didn't have anything to say about it. It was slipped over on them while they were busy making war on Germany.

"My way is the only legal way to get back the rights of the people. It is the only way to avoid Bolshevism in this country. The people must have more actual say in the Government. They elect their representatives, but these men do as they please when they get into the legislative halls.

"My plan is to go to Washington immediately upon the opening of the extra session of Congress. I will spend two weeks in 'buttonholing' Congressmen and trying to make them declare themselves for the initiative and referendum.

"If I fail in that I will send out a call to all those who favor the movement to gather in Washington within thirty-five days and camp there until Congress does what they want.

"No, they will not all be hoboes this time. They will be bankers, lawyers, business men, manufacturers and every other profession.

"If fifty women, picketing the White House, can come within one vote of gaining the suffrage, what could 300,000 men do? And that is the number I expect to see pile into Washington as soon as I send out the call."

"Gen." Coxey exhibited a letter he has sent to William Jennings Bryan inviting him to join the cause. The letter was sent last Friday. No reply has been received.

Postmaster-General Burleson is "the greatest Bolshevist of them all," the "General" says, because of his taking over the telegraph and telephone lines after the war had ended.

Coxey started his famous march with the commonweal army of the unemployed on arch 25, 1894. They arrived in Washington at noon on May 1. Coxey and two of his followers were jailed for "treading upon the turf or grass and injuring the shrubbery." In 1914 another rather unsuccessful march was made. Government policies have been the object of both marches.

# GEN. BLACK DEALS JOLT TO RAIL MEN

## No Business Peace Until New Rate Method Is Adopted, He Says.

## PRESENT SYSTEM UNJUST

## Chief Engineer of Army Tells Traffic Club Cost Basis Should Be Used.

In an address on "Transportation" at the monthly meeting of the Traffic Club of New York at the Waldorf-Astoria last night, Major-Gen. William M. Black, Chief Engineer of the United States Army, made many railway men and others sit up and take notice by declaring that he is convinced railways and communities will have no business peace until a more reasonable method of transportation charges can be adopted.

He said that the entire system of charging "what the traffic will bear," of making arbitrary differentials, and of granting water competitive rates is "no other than a system of unequal taxation, of making one set of men, or one set of communities, pay for services rendered to another set of men or another set of communities."

**Advocates Cost Basis.**

Gen. Black featured the idea that freight rates should be made on a "cost basis," just as costs are determined in any other business. The trouble has been, he said, that the railroad business has not been conducted in an open and understandable manner. He said it has been a deliberate part of a railway that it shouldn't know costs.

"Are not our common carriers simply agencies of the people granted necessary powers by the people for certain duties essential to the end for which the people are associated into a nation—the general good?" Gen. Black asked. "Is there any justification, then, in permitting destructive competition between these agencies?

"One class of our carriers has been permitted so to order its business as practically to wipe out another class. As a general proposition inland water transportation has been killed. This has been accomplished by a manipulation of railroad freight rates, rendered more easy by an arbitrary system of freight classification. In what other class of business is a scale of charges permitted which is independent of the scale of values of the service rendered? Where else within our country is it permitted to make one charge to one community and a different charge to another for the same article?"

**Calls It Unjust Taxation.**

Pronouncing discriminatory freight rates to be "unequal taxation," he continued: "It is taxation unauthorized by law, and outside of the powers granted, or which should be granted, common carriers. It is the kind of taxation without representation which caused our forefathers to revolt against the mother country. It is this policy which makes the continuous work of adjusting discriminations of the Interstate Commerce Commission, or as a member of one of the State railway commissions recently puts it, 'of removing a discrimination at one place to make it at another.' It is this which is in part responsible for much of the hostile railway legislation of recent years.

"Is there any insuperable difficulty in devising a just system of rates? Can not there be devised and adopted a system of freight classification based on the cost of handling and moving freight? If such a system were adopted would there be great difficulty in determining the cost of movement of each class, and the amount of terminal cost for each class? If so, knowing the average volume of each class carried and the average haul for each class annually, cannot costs be determined? Is it not then possible to add to each of these costs its proper proportion of a road's overhead expenses, including interest on investment, a fund for betterments, &c?

**Adjusting Scale of Charges.**

"In the case of competing roads of unequal length, cannot the scales of charges be adjusted to the cost by the cheapest line? Would not this be exactly in line with the practice of manufacturers in general? Finally, would not such a coarse make if possible for definite valuations to be made of the usefulness of other transportation agencies, so that capital would lose its fears, and these agencies be free to develop into their proper degrees of public usefulness?

"I doubt whether communities now favored by arbitrary rates would suffer any serious setback, and, in fact, whether their business would not be the more secure were its artificial props replaced by a natural foundation. New York's natural advantage cannot be surpassed on the Atlantic coast. If her shipping business is efficiently conducted and its costs are based on actual and not arbitrary conditions, she has no cause to fear. In fact, such a change will tend to cause the establishment of new industries at interior points and thereby to decrease the congestion of population in New York, a congestion which leads to industrial agitation and Bolshevism."

## TOMBS GUESTS BUY STAMPS.

**Warden Hanley Reports Large Sale in Thrift Campaign.**

Warden John J. Hanley, who is conducting a thrift campaign among persons temporarily resident in the Tombs, reported yesterday that he is being sold out twice daily because of the demand for War Savings Stamps, and announced that he is getting weary dashing out to banks to keep up with the city's guests who are trying to complete a full thrift book before they are discharged. One new arrival bought $80 worth of stamps, he said. An honor roll is being kept in the office of Joseph W. Crowley, deputy warden and secretary of the thrift society.

The New York Central, through L. F. Vosburgh, has started a $600,000 thrift campaign and is appealing to its employees to buy two thrift stamps a day. Results so far are satisfactory, he reported.

## WILL CONFER ON FINANCES.

**British Commission Asks Berlin to Send Delegates to Spa.**

COPENHAGEN, March 25.—The British Commission at Spa has invited the German Government to send a Financial Commission to Versailles, according to Berlin advices.

This commission is to be limited to six persons, who will be allowed speedy and unimpeded intercourse with their Government.

**Scotch-Yankee Soldier Punished.**

LONDON, March 25.—James Ross Campbell, an American born private of the Scotch Regiment, was sentenced to six months hard labor in the Bow Street Court to-day for his participation in the riot in the Strand on March 9. Campbell was accused of striking a policeman.

## The Nation's Honor Roll

| ARMY. | Reported March 25. | Total to date. |
|---|---|---|
| Killed in action (including 381 at sea) | 4 | 31,952 |
| Died of wounds | 7 | 13,363 |
| Died of disease | 38 | 21,909 |
| Died of accident and other causes | 5 | 3,679 |
| Wounded in action | 63 | 193,837 |
| Missing in action (not including prisoners released and returned) | 1 | 5,408 |
| Totals | 118 | 270,148 |

*(Corrected according to latest War Department figures.)*

| MARINES. | Total to date. |
|---|---|
| Deaths, all causes | 2,426 |
| Wounded | 3,232 |
| Missing in action (including prisoners) | 266 |
| Total | 5,924 |

*(Corrected according to latest Marine Corps figures.)*

WASHINGTON, March 25.—The following casualties have been made public by the War Department:

## ARMY

**(Night Report).**

Character of casualties is indicated thus: (K) killed in action; (DW) died of wounds; (DA) died of accident or other causes; (DD) died of disease; (W) wounded severely; (WS) wounded slightly; (WU) wounded, degree undetermined; (M) missing; (P) prisoner.

**NEW YORK CITY.**

VROOMAN, Marjorie, Y. M. C. A. secretary 347 Madison av. (DD).

**ALABAMA.**

McCOLLUM, Leonard F., Portersville (DW).

**CALIFORNIA.**

GREEN, Richard Lee, Anaheim (DD).

**ILLINOIS.**

McFADDEN, Frank, Chicago (DD).
MARTIN, Robert, Henry (DW).
WELSTEAD, Walter J., Chicago (K).

**INDIANA.**

EISENBARTH, Robert J., Lieut., Indianapolis; left England November 15, 1918, en route to Marquise, France, and has not been heard from since (M).
HARDY, Roy, Terre Haute (DD).
KITTLE, Raymond L., Amora (DD).

**IOWA.**

MORRIS, James E., corp., Forest City (DD).
ERICKSON, Andrew E., Stratford (DD).
LAWSON, Axel Herman, Red Oak (DD).

**KENTUCKY.**

ROSS, Henry J., Rush (DD).

**LOUISIANA.**

LIDE, Julia, nurse, Shreveport (DD).

**MASSACHUSETTS.**

ADAMS, David F., sergt., New Bedford (DD).

**MICHIGAN.**

HAGENDON, Jay G., Harbor Beach (DD).

**MINNESOTA.**

HABERLE, Henry J., Barnesville (DW).

**MISSISSIPPI.**

HARRIS, Percy, Shellmound (DD).

**MISSOURI.**

HORNER, Howard J., Jefferson City (DD).

**MONTANA.**

MARLIN, Jesse, corp., Billings (DW).

**NEW JERSEY.**

CAHILL, William Aloysius, Trenton (DD).

**NEW YORK STATE.**

McKINNEY, Arthur W., corp., Niagara Falls (DD).
HARTINGS, Lemuel D., Canisteo (DD).
LANE, Alfred W., Rhinebeck (DD).

**OHIO.**

HAZELBAKER, Elvin L., Otway (K).
LUCAS, Earl, Ashland (DD).
MEYERS, William, Cleveland (DW).
MORRISON, Thomas, Columbus (DD).

**OKLAHOMA.**

EVANS, Herbert M., Duncan (DD).

**PENNSYLVANIA.**

MUSTO, Angelo, corp., Philadelphia (K).
BENISCHECK, Clem M., Roxboro (DD).
BROWN, Irvin H., Lewisburg (DD).
HEALY, John, Coatesville (DW).
JENKS, Harry A., Philadelphia (DW).

**TENNESSEE.**

HILL, Horace J., Lost Creek (DD).

**TEXAS.**

DAVIS, Paisey, Centerville (DD).
HOMES, Max F., Beaumont (DD).

**VIRGINIA.**

HASTINGS, Homer W., Melfa (DD).

**WASHINGTON.**

HANSON, Henry, Seattle (K).

## ARMY.

**(Day Report).**

**NEW YORK CITY.**

McCLOSKEY, John P., corp., 863 11th ave., Astoria (WS).
MORTENSEN, Magnus M., corp., 615 41st st., Brooklyn (WU).
COONEY, Edwin J., 414 51st st., Brooklyn (WU).
FOLEY, William Henry, 207 East 77th st. (WU).
McNALLY, James, 27 East 88th st. (WS).
ROXLAND, Charles, 225 Orchard st. (DA).

**ALABAMA.**

BAGWELL, Carl D., Lieut., Birmingham (WS).
DAVIS, Rufus W., Birmingham (WU).

**ARKANSAS.**

NELSON, Joe, Koo (DA).
ZACHARY, Booker, Ben Lomond (DD).

**CALIFORNIA.**

MOORE, Harry V. L., corp., Oakland (WU).

**COLORADO.**

FARTHING, William Lester, corp., LaJunta (WS).
PENDELL, Ivan R., Boulder (DD).

**CONNECTICUT.**

O'BRIEN, Dennis, corp., New Haven (WS).
PAGE, Francis B., Stamford (WS).

**GEORGIA.**

FREEMAN, Robert H., Lieut., Newman (WS).

**IDAHO.**

McBRIDE, Melvin W., Spalding (WS).

**ILLINOIS.**

McCARTHY, Anthony J., corp., Chicago (WS).
MISCH, Leo, Chicago (WU).
ROBINSON, George Dewey, Chicago (WU).
SINKINS, Faunt J., Centralia (WS).
SOPER, Edward, Chicago (DD).
STARK, James M., Olney (WU).
URBANSKI, Frank A., Chicago (WU).

**INDIANA.**

EARL, George, White Castle (WS).
SMITH, Jesse, Rolling Prairie (DD).

**IOWA.**

DAVIS, [illegible] E., East Peru (WU).
MORRIS, Ralph E., Montezuma (WU).
SELLS, Edwyn O., Gowrie (WS).

**KANSAS.**

ANDREWS, Robert A., Glen Elder (WS).

**KENTUCKY.**

KING, James F., Bond (DA).
MANNIN, William, Sandy Hook (DA).

**LOUISIANA.**

REITZELL, Robert P., Kelly (WU).
WILLIAMS, Emperor, New Orleans (DD).

**MARYLAND.**

SAFFIELD, Edward H., Baltimore (DD).
SHAFFER, Joseph W., Cumberland (WS).

**MASSACHUSETTS.**

BAER, John I., Lieut., Manchester (WS).
DAVIS, G. F., Lieut., Medford (WS).
HENDERSON, George, corp., Somerville (WS).
MacFARLANE, Richard John, Salem (WU).

**MICHIGAN.**

MILLS, Truman R., Lieut., Tecumseh (WS).
ELENBASS, Martin, corp., Lucas (W).
FREEMAN, George, Kalamazoo (WU).
RAWLINGS, Wm. L., Detroit (WU).
ROUSSEAU, Harold, Detroit (WU).
SAMPSON, Roy, Detroit (WU).
SMITH, Fred C., Jr., Maple (WS).

**MINNESOTA.**

ELLSTROM, Leonard O., Minneapolis (WU).
SWANSON, Walter R., Stacy (DD).

**MISSISSIPPI.**

SMITH, Clarence R., Forrest (WS).

**MONTANA.**

LEWIS, Douglass S., corp., Three Forks (WS).

**NEBRASKA.**

ROBERTS, John R., sergt., Benson (WS).

**NEW HAMPSHIRE.**

REESE, Gordon B., Lieut., Milford (WS).
FIRTH, Clarence, sergt., Manchester (WS).
SMART, Herbert W., Raymond (WS).

**NEW JERSEY.**

DAVIS, I. K., sergt., Minotola (WS).
OLSEN, Albert, sergt., 24 East 24th st., Bayonne (WU).
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