Wilson Would Block Strike; U. S. May Operate Railways

WOULD BLOCK STRIKE

CONTINUED FROM PAGE ONE.

two contending parties would look upon its proposals.

Last night the fact that the President had chosen to move, through the military establishment, to deal with the strike situation, was accepted in Washington as significant. The defense council mediators were given their instructions by Secretary of War Baker, as chairman of the council, in a letter which directed "that you present to the representatives of both sides the grave peril involved in such a situation at this time, and that you request them so to adjust their differences as, in any event, to lead to a postponement of any acute difficulty during the present national emergency."

Pored Over Statutes.

The Department of Justice pored over the precedents connected with the railroad strike of 1849, when President Cleveland used the regular army to prevent interference with the mails and with interstate commerce. The Attorney General reviewed the proceedings by which the then Attorney General, Richard Olney, succeeded in securing injunctions restraining the strikers from halting mail trains or interstate trains. It was to back up these injunctions that the army was called.

The Attorney General likewise looked into the possibility of prosecutions under the old common-law provision as to conspiracies. Under the recent Clayton laws, the anti-trust laws cannot be invoked against labor unions, and the Attorney General sought to find means of meeting the situation outside of the recent enactments. No announcement as to possible legal proceedings was forthcoming last night, but it was stated that the department had so far found little encouragement in its researches.

The clear determination of the President to prevent a railroad tie-up led to serious discussion of the possibility of his taking over the railroads and operating them under government control. It was stated that by exerting the full scope of his constitutional authority the President could go to almost any lengths without legislative authorization to prevent the choking of the channels of interstate commerce. Some members of the President's cabinet even suggested an announcement by the President to the effect that he would take over the roads unless the strike was called off.

Wilson's Views Strong.

The vigor of the President's views on the situation were made clear in his telegram to the heads of the brotherhoods and the railroad managers. It was addressed to President Stone, of the Engineers; President Carter, of the Firemen, Acting President Sheppard, of the Conductors; President Lee, of the Trainmen, and Elisha Lee, chairman of the conference committee of railroad managers, and said:

"I deem it my duty and right to appeal to you in the midst of peril to open again the question at issue between the railroads and their operatives with a view of accomodation or settlement. With my approval a committee of the Council of National Defense is about to seek a conference with that end in view. The general interrupton of the railroad traffic of the country at this time would entail a danger to the nation against which I have a right to enter my solemn and earnest protest. It is now the duty of every patriotic citizen to leave matters of this sort to mediation for accomodation. The safety of the country against manifest perils affecting its own peace and the peace of the whole world makes accomodation absolutely imperative, and seems to me to render any other choice of action inconceivable."

The President last night waited anxiously for word from Secretary Lane in New York. The administration was determined to have some definite answer to its demand for a settlement of the strike before morning, in order that definite and drastic steps to meet the strike might be ordered, if it could not be averted by negotiations.

In reply to his telegram of protest, President Wilson received the following telegram from Elisha Lee, chairman of the National Conference Committee, of the railways.

"In harmony with the spirit of your message, the National Conference Committee of the Railways will co-operate with the Committee of the Council of National Defense in an earnest effort to avert the national calamity which would result from an interrupton of railway traffic."

CONFER WITH WORKERS

CONTINUED FROM PAGE ONE.

tabilished here. All plans of this special strike committee will be submitted to the four brotherhood chiefs so long as they remain in the city.

Three of the four vice presidents were at headquarters today. They are G. H. Sines, chairman; T. R. Gregg, vice president of the order of Railway Conductors, and G. K. Wark, vice president of the Brotherhod of Locomotive Firemen and Engenmen. L. G. Griffing, assistant grand chief of the Brotherhood of Locomotive Engineers, acted as the fourth member of the strike committee, in the absence of vice president M. E. Montgomery, who is in Chicago.

Western Men Mutiny.

Railroad officials and brotherhood chiefs today received advices that the employes of the Atchison, Topeka and Santa Fe Railroad, in all departments, and the engineers of the Union Pacific, as well as employes on other lines, will refuse to obey the strike order. Announcement was made that some of these will withdraw from the brotherhood.

Brotherhood officials admitted today that great dependence for the success of the strike is placed in the tieing up of the Chicago switching yards. The strike in this division is to take effect tomorrow night, and may have a serious effect upon the passenger service, in spite of the fact that no strike on the passenger lines is to be called until next Wednesday.

Hundreds of messages were received today by Elisha Lee, chairman of the National Conference Committee of the Railroads, and the four brotherhood chiefs, urging that a settlement of the strike be reached. The telegrams came from all parts of the country, from organizations of business men, bankers and farmers. They appealed to the opposing forces in the threatened strike to effect some compromise for the sake of the common good and for the welfare and safety of the nation.

BROTHERHOOD OFFICIALS IGNORE WILSON'S PLEA

Chicago, March 16.—Officials of the railroad brotherhoods here announced tonight that no attention would be paid to President Wilson's efforts at mediation of the threatened strike. Seven vice presidents in a formal statement declared that the railroads must yield to all union demands or the progressive strike would begin at 6 o'clock tomorrow night.

After receiving information that President Wilson had sent Secretary of the Interior Lane, Secretary of Labor Wilson, Daniel Willard, president of the Baltimore and Ohio, and Samuel Gompers, to New York, to act as mediators in an effort to settle the strike, the brotherhood executives here issued the following statement:

"In our opinion the railroad must yield. So far as our organizations are concerned, they have set a date for a progressive strike. If a settlement is not made by 6 o'clock tomorrow, the strike will being by groups, until, if necessary, every railroad in the United States will be involved.

"Nothing can stop a strike except a settlement providing for the granting of all the demands made Thursday to the railroad officials. If a strike is called, no settlement will be made that does not mean time and a half overtime.

Lee, Stone, Carter or Sheppard cannot change the situation, no matter how much inclined they may be to do it.

(Signed) Timothy Shea, Vice President of the Brotherhood of Locomotive Firemen and Engineers.

S. A. Boone, Vice President Brotherhood of Locomotive Firemen and Engineers.

James Murdock, Vice President Brotherhood of Railroad Trainmen.

Robert McIntyre, Vice President Brotherhood of Railroad Trainmen.

Frank A. Burgess, Vice President Brotherhood of Locomotive Engineers.

A. H. Kennedy, Vice President Brotherhood of Locomotive Engineers.

W. C. Turner, Vice President Order of Railway Conductors.

Purely Personal

H. L. Westover, of the forage crop investigations of the Bureau of Plant Industry, is in White Hall, S. C., inspecting forage crop experiments.

Mrs. Nettie Eichelberger has been appointed by the Secretary of Agriculture to take first aid instructions in Red Cross work at the Mason house.

W. M. Ragsdale, chief naturalization examiner at Pittsburgh, has been in Washington for several days.

Dr. C. E. Baldwin, expert in the Bureau of Labor Statistics, is in Cleveland, Ohio, on official business.

Charles Wagner, of New York, has been probationally appointed to a clerkship in the office of the Second Assistant Postmaster General.

Joseph Adams has been reinstated in the mail room of the Internal Revenue Bureau after service on the border with the District troops.

Miss Katherine A. Cannon, employed at the Government Printing Office, has resigned.

Jesse D. Abrams, employed in the office of the comptroller of the currency, has returned after an absence of several weeks on account of illness.

Nora L. Davis, in the office of the Fourth Assistant Postmaster General, has been detailed for four months to the office of the Second Assistant Postmaster General.

Miss Clara H. Gonter, of the Geological Survey, has resigned.

H. Karl Young is traveling through the Middle West organizing cow testing associations for the Bureau of Animal Industry.

William R. Abbott, of the Government Printing Office, has been transferred to the proof room.

Miss Rose Harmon, of Richmond, Va., who has been visiting relatives here for several days, left yesterday for home.

Lester Wilmarth, who has been in Buffalo, N. Y., for several weeks, has returned to his home at Selva, Fairfax county, Va.

Walter C. Rathbone, Company L, D. C. N. G., who has just returned from the border, will return to his desk in the District Auditor's office today.

ARREST THREE STRIKERS.

Charged with Assaulting Conductor Who Wouldn't Quit.

Jack Blum, 23, of 228 G street northwest, George A. Latham, 23, of 1001 Twenty-sixth street northwest, and Hartwell D. Smith, 21, of 2411 Prospect avenue, all conductors formerly employed by the Washington Railway and Electric Company, were yesterday arrested by precinct detectives Scribner and Eby of No. 7, charged with assault. The men were released on $50 bail each. It is alleged that on March 11 the three men attacked Motorman Henry Lynn, of 316 Sixteenth street southeast, one of the old employes of the company who remained in the service when the strike started.

Capital $1,000,000
Earned Surplus $1,000,000

THE Estates which Our Trust Department is handling are not all large. Your heirs, even though your estate be small, may have the benefits of our specialized service.

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National Savings & Trust Company,
Corner 15th and N. Y. Ave.
FIFTY-FIRST YEAR.

SLIGHTLY USED CARS D. B. GISH, Inc.

These are all high-grade makes of cars and are in excellent condition.

Ready for Immediate Delivery.

These Are Bargains — Inspect Today
Phone N. 331 — 1529 M St. N. W.

FAITH AN' IVIRYBODY IS IRISH THIS DAY

It's a Brave Broth Iv a Bhoy That'll Put on Orange This Mornin'.

Faith, an it's a brave broth iv a bhoy that'll be wearin' anything touched with a divil a bit av orange color this day. For, whist ye! 'Tis the Sivinteenth av March, th' anniversary av th' gra-and day whin good St. Patrick went over ould Ireland, and chased every blessed snake and sarpent into the green ocean.

Thim roses, now—shure, and as a giniral rule, they're the swate flowers. So are thim swate peas, and all the rist av thim. But today, they're all afther hidin' their heads with shame. The wan thing to wear this day is a bit av shamrock. Or if yez can't git a sprig of the ould country's clover, thin, man dear, get yirself one av thim carna-ations. But whist! See to it that it's green.

Green Band Maybe.

An' if ye can't be afther affordin' a posey, or a shamrock sprigue—what with the potaties costin' so dear, and all, why thin, maybe ye can find that green hat band ye wore last year, or mebee ye'll be afther havin' a green tie—or if ye have none o' these, thin ye can be borrowin' a bit o' green ribbon from the ould woman.

But green somewhere, an' somehow, ye must have on ye this day. For sure, this day ivirybody, even th' Dutch, is Irish.

In some of th' villages, they'll be afther havin' th' grand parades, this day, and speechmakin', and giniral clibration. Up in New Yo-ork, f'r instance, there'll be gran' doin's with a parade stretchin' out the betther part av a mile, and a rale ould-country jubilee th' livelong day. They'll be doin' th' same in Phillydelphi, and a couple ither places, th' names av which escapes me moind.

Here is our own dear Washington there'll be no parade—but divil a bit less will th' good Irish be cilibratin' for all that.

Mass This Mornin'.

F'r wan thing, thy'll all be sthartin th' day right by goin' to mass. Thin, a bit later, they'll all, or for sure, most av thim, will be atheppin' up to St. Patrick's Church, named after the Blessed Saint, may his soul rist in peace, where they'll be big doin's starthin' at 10 o'clock. For wan thing, Bishop Russell—him that's just been consecrated by th' Cardinal, over t' Balthimore—will say his first mass at that time. Thin there'll be a procession, and lots more.

An' all over th' city, there'll be somethin' doin' all dhay, an' most av th' evenin', not forgettin' th' big oyster roast at th' Elks at alght o'clock tonight.

No, Darlin' it ain't for thruth a long way to Tipperary—not on St. Patrick's Day.

As I was afther tellin' you, this day ivirybody is Irish.

PREDICTS SPEEDY END OF STREET CAR STRIKE

Detective Chief Says Carmen Will Return to Jobs.

Predicting that at least 90 per cent of the striking carmen would return to their old jobs, Capt. John T. Vickery, founder and chief of the Washington Detective Bureau, incorporated, with central offices in New York City, which agency is in charge of the men brought here to break the strike, arrived in Washington last night for a stay of several days to look over the situation.

After examining reports of his assistants in his room at the New Willard, and engaging in conversation with other of his men in the Occidental Hotel, Mr. Vickery expressed himself as being well satisfied with the striking conditions. He predicted that the trouble would soon be over.

Mr. Vickery based his declaration, that most of the employes would return to work, upon his long and varied experiences in every section of this country. His agency has handled confidential work for the largest business concerns in the United States and has an international reputation.

Men Always Awaken.

"I have always found that men out on a strike are soon very glad to get their work back again," said Mr. Vickery. "Men do not want to strike, but they are led into it, and just as soon as the strikers in this city awake to the realization that they have been misled and ill advised by outside agitators, who do not have the interests of this community or employes at heart, the trouble will be all over."

Mr. Vickery said he never met a corporation which was so "kindly disposed" toward its employes as he declared the Washington Railway and Electric Company to be. He stated that his men have no unkind feeling against the strikers, and said his agency was not a strike-breaking bureau, according to the common interpretation of that term.

Mr. Vickery declared in this respect: "We do not make it a business to import strong-arm squads into a community, and the high recommendations we have received from every community in which we have operated, are proof that our men are law-abiding."

PAL OF JESSE JAMES WILL BOOM RELIGION

Aided by Reformed Virginia "Rum Hound" Will Lecture for Y. M. C. A.

"Tom" Farmer, a pal of Jesse James, and "Ted" Mercer, a reformed Virginia drinker, will tell Washington folks next week—under Y. M. C. A. auspices—some of the pitfalls of Satan.

"Tom" Farmer was a thief when 12 years old and became a highwayman, train robber and bank burglar around his home town of New York. Later he went West and became a pal of the James boys and "Black Bart" and helped them rob stage coaches and shoot up towns. He spent about fifteen years in western jails, returned to New York, and drifted into the Jerry McAuley Mission one night, while planning a burglary, and was so encouraged by Supt. S. H. Hadley that he forgot the burglary he had planned, and reformed.

"Ted" Mercer was a social lion and noted athlete at the University of Virginia twenty-five years ago, coming from one of the best families in Georgia. He became a moderate drinker at college, drank until he was disowned by his family, went North, and slept in New York parks until he became a friendless derelict. He staggered into the Jerry McAuley Mission one night and was inspired to start a new life.

Farmer and Mercer joined forces to speak in the interest of Christian living, and they speak in high schools, churches, missions, and engine houses here.

MOTORMAN CUT BY GLASS.

Frank Wilson, a motorman on the Washington Railway and Electric Company's lines, was painfully injured yesterday morning when the car which he was operating collided at Fourteenth and G streets northwest with another car of the same line. Wilson was injured about the face and hands by flying glass. Leo Wildman, 24 K street northeast, a passenger on the car, sustained minor injuries. He refused treatment.

STRIKERS TEND BABIES AS WIVES PLEAD CAUSE

Delegation of Women Petition Commissioner and Labor Secretary.

A row of baby carriages in charge of men were parked in front of the District Building late yesterday afternoon. The mothers had gone to see Commissioner Oliver P. Newman to present an appeal on behalf of their husbands, striking carmen.

It was an unusual sight which attracted considerable attention. Several of the babies began crying and the fathers bounced the carriages up and down and wheeled them about in vain efforts to quiet the youngsters. One father took his child from the carriage and carried it about.

The call at the District Building was the termination of the march of nearly 200 wives of conductors and motormen along Pennsylvania avenue. Quite a few husbands were in the parade which was featured by many inscribed banners.

Mr. Newman was not at the office when the women called. They were insistent upon waiting until he returned. They were shown to the board room and Commissioner Louis Brownlow briefly spoke to them. Mr. Brownlow told the deelgation to be calm and have patience, assuring them that some adjustment would be made.

"Don't keep the milk from our babies," was the sign carried by Mrs. R. L. Tippett, wife of a conductor. She walked at the head of the parade with Mrs. George A. Wilburt, whose husband is president of the local carmen's union, and Mrs. B. C. Bell, Mrs. F. R. Mann and Mrs. Thomas R. McDaniel.

Mrs. Mann carried her eight-months-old baby. Mrs. Bell and Mrs. McDaniel carried a banner inscribed, "We will win this strike." Numerous banners with the legend, "Citizens of Washington, keep walking, do not ride," were in line. Other banners read, "We cannot live unless we live together," and "We will stand by our men to the end."

Mrs. Elsie Anderson, with her four-months-old baby, and Mrs. Margaret Boyle, with her three-months-old baby, brought up the rear, each wheeling her child in a baby carriage. Numbers of women walked with their babies in their arms.

The women also called at the Department of Labor. Secretary Wilson was not in the building at the time, and the delegation was met by Assistant Secretary of Labor Louis F. Post.

Whe nthe women had assembled Mrs. Wilburt, holding her baby toward Mr. Post, said to him in dramatic tones, "This cannot go on much longer."

"I can assure you, madam," replied Mr. Post, "that this department will do all in its power to bring this trouble to a speedy end."

FORBID PAINTERS TO USE CARS.

The Painters and Decorators' Union, Local No. 368, at a meeting last night, prohibited members of the union from riding on cars of the Washington Railway and Electric Company. A fine of one day's play will be imposed upon anyone breaking the regulation.

UNION CHIEF ANSWERS CHARGES OF RAILWAY

Calls Public Attention to Letters Between Commissioners and President King.

Intimating that Clarence P. King, president of the Washington Railway and Electric Company, is rejecting arbitration of the carmen's strike, and declaring that the strikers are supported by public opinion, International Executive Edward McMorrow, of the Amalgamated Association of Street and Electric Railway Employes, issued the following statement last night:

"May I direct the attention of the people of the District to a number of statements made in the interchange of communications between the District Commissioners and the Washington Railway and Electric Company officials, as affecting the existing differences between the company and its employes.

"Clarence P. King says in his communication to A. S. Henderson, secretary of the Rhode Island Suburban Citizens' Association: 'We have statements from men to the effect that they were forced to join the union, through threats of personal violence, through persistent persecution and petty annoyances surrounding their daily work, and by threats that if they did not join the union they would lose their positions with the company or be compelled to pay large sums to go into the Amalgamated?'

Quotes Commissioners.

"Observe what the District Commissioners, as impartial arbitrators, say in their letter to the directors of the company yesterday:

"'During the year numerous cases were appealed to the Public Utilities Commission and were settled by it. During all that time not one complaint came to the attention of the Commissioners as to the working of the agreement from either the company or the employes, and so far as we were advised it was satisfactory."

"Let me call attention further to the statement of the company as represented by President King and contained in a letter to the Commissioners, which says:

"'You participated in those efforts, as representing all of the trainmen, and know that the proper adjustment of the many questions which will arise as a result of any effort to modify or change the conditions of that agreement will require the cool, careful, and the undivided attention of all parties directly interested as well as the entire time of a mediatorial board.'

"Does such a statement intimate that the right of arbitration was to be rejected by the company as evidenced by the present attitude of the directing head of the railroad?

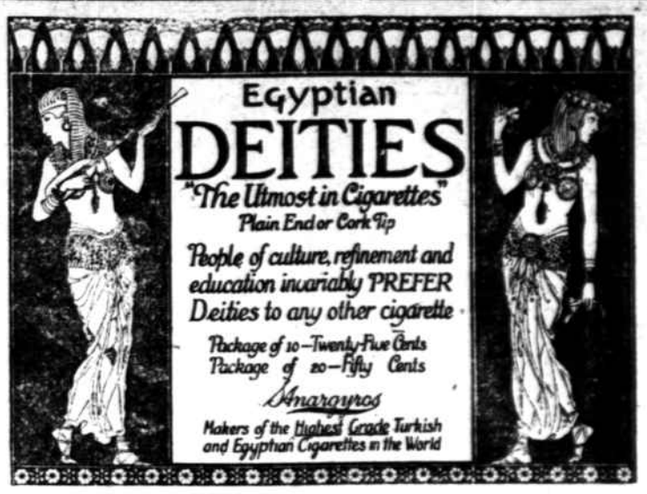
Company Dealt Before.

"Quoting further from the letter of the District Commissioners: 'Inasmuch as one year ago the company by dealing with a committee of its employes had accepted the principle of collective bargaining, and inasmuch as Mr. King's letter of February 27 had referred to the services of a mediatorial board, the Commissioners at that time offered to the general officers of the company their good services as mediators. This offer was declined on the ground that under no circumstances would the company recognize the union.'

"These are the facts. They are a matter of record with an impartial board. Can anybody doubt who is right in this controversy?

"The union men have conducted themselves with credit to the organization and the principles they represent. They have seen men of questionable repute brought into the city to take their places. They have seen these men insult respectable women and others unaccustomed to rough treatment. They have seen whosesale thievery practised by the men who have taken their places. They have stood for a principle and they will stand for it until they win, because they are supported by public opinion.

"We are satisfied with the situation. From the standpoint of the union conditions were never brighter."



WOULD CHANGE FETE DATE.

Brightwood Citizens Want Inaugural Held in April.

A resolution to change the inauguration date to April was passed at a meeting of the Brightwood Citizens' Association, at Brightwood school last night.

Other resolutions providing for examinations for street railway motormen, the improvement of Georgia avenue at Brightwood, the building of a new school and the remodeling of the old school to be used as a police station were passed by the association.

B. B. Allison, Thomas Manley, Dr. W. L. Mungier and Charles Ralph were received for membership.

Plans have been completed for the erection of a coal briquet plant at Norfolk, Va. This plant will have a capacity of forty tons an hour of sixteen-ounce briquets.

Perfect Health Is Yours If the Blood Is Kept Pure

Almost Every Human Ailment Is Directly Traceable to Impurities in the Blood.

You cannot overestimate the importance of keeping the blood free of impurities. When you realize that the heart is constantly pumping this vital fluid to all parts of the body, you can easily see that any impurity in the blood will cause serious complications.

Any slight disorder or impurity that creeps into the blood is a source of danger, for every vital organ of the body depends upon the blood supply to properly perform its functions.

Many painful and dangerous diseases are the direct result of a bad condition of the blood. Among the most serious are rheumatism, with its torturing pains; Catarrh, often a forerunner of dread consumption; Scrofula, Eczema, Tetter, Erysipelas, and other disfiguring skin diseases; Malaria, which makes the strongest men helpless, and many other diseases are the direct result of impure blood.

You can easily avoid all of these diseases, and rid the system of them, by the use of S. S. S., the wonderful blood remedy that has been in constant use for more than fifty years. S. S. S. cleanses the blood thoroughly and routs every vestige of impurity. It is sold by druggists everywhere.

For valuable literature and medical advice absolutely free, write today to the Medical Dept., Swift Specific Company, 39 Swift Laboratory, Atlanta, Ga.—Adv.

LUCKY STRIKE — LUCKY STRIKE

LUCKY STRIKE The real Burley Cigarette

It's toasted

THE slice of toast that is made on your modern gas range is pretty good. But do you remember when they made it over the coals of the kitchen stove, with a long toasting fork? Browned just right, crisp, and buttered hot. Those were the days.

We've gone right back to this fine, simple old idea to make Lucky Strike, the real Burley cigarette. Yes, sir! The tobacco—it's toasted.

We made this discovery after five years of experiment. Before this you couldn't have a ready-made Burley cigarette; flavor wouldn't hold. And you certainly wanted it; look at the sixty million pounds of Burley you poured out of those green, red and blue tin boxes last year. "Blame good tobacco!"

So now go to it; Lucky Strike Cigarettes; delicious, toasted Burley. It's a new flavor—you'll enjoy the idea of the buttered toast.

20 for 10¢

If your dealer does not carry them, send $1 for a carton of 10 packages to The American Tobacco Co. N.Y. City

Our men will demonstrate to you how the tobacco is toasted—at many stores

Guaranteed by The American Tobacco Co.

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LUCKY STRIKE — LUCKY STRIKE