

Monday Brings an "Immense" Suit and Dress Sale at Kafka's

SUITS

There's a big surprise in store for the wise woman at Kafka's. Spring suits in an amazing assortment of models, each marked with individuality of fashion, in gold, silver, mustard, navy, etc., indeed, every new shade; and in all sizes, too.

\$21.50

DRESSES

A special purchase of wonderful values in the newest spring creations. Distinctive high-grade garments in Taffeta, Crepe de Chine, Georgette, Etc., and in all the favorite colorings. Springtime is almost upon us. Such an unusual offering comes at most opportune time.

\$16.50

For Today

Kafka's, 7 at 10th Young Folks Shop for

MEN OF YARROWDALE STARVED IN GERMANY

Well Fed for Week in Switzerland, They Are Still Hungry.

Special Cable to The Washington Herald. Bern, via Paris, March 18.—What sort of food was given to the American sailors taken to Germany aboard the prize ship Yarrowdale may be judged today by the fact that although they have had real meals for the past week since they reached Switzerland, they are still hungry.

"The men have reiterated their first statements that they were half starved while held prisoners in Germany, and even abused, especially at Brandenburg, where they were interned after the United States severed diplomatic relations with Germany.

GERMANS SATISFIED WITH U-BOAT TOLL

Expect to Sink More Vessels This Month Than Last.

Berlin (via Tuckerton), March 18.—Yesterday's admiralty announcement that 288 merchant ships aggregating a tonnage of nearly \$20,000 enemy and contraband tonnage has been sunk in the short month of February seems fully to meet the expectations of the German people.

It is asserted that March, which is longer, is sure to make the record of 1,000,000 tons, provided that shipping still ventures to sea. It is pointed out that weather conditions this month are better and that the U-boat commanders are benefiting from their first month's experience.

LOSES HER TENTH HUSBAND

Austin, Tex., March 18.—Mrs. Nettie L. Frede, of Cross Timbers, has lost her tenth husband. The others died or were divorced.

More Tea can be secured from a pound of fresh "SALADA"

than from a pound and a half of ordinary tea. The rich flavory infusion, yielded by the young leaves and shoots that blend to form SALADA, makes it most economical as well as supremely satisfying.

NOTICE!

I have taken over The Herald route that includes all territory north of Ordway street, including Tennallytown, Somerset Heights and Friendship Heights. If you live in this territory drop me a postal or

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and let me deliver your Herald every morning. Prompt delivery every day of every month guaranteed.

IRA L. TUCKER, 3909 Windom Place Northwest.

UNION MEN VIRULENT

CONTINUED FROM PAGE ONE.

Company under the present conditions, and will support to a man the organized Association of Street and Railway Employees, in this, their fight for justice, both morally and financially, and be it further

"Resolved, that we appeal to the general public for their hearty support and request that their patronage be not given to this company at this time."

Proves His Honesty.

An incident happened yesterday which was pointed to as illustrating the fact that not every strikebreaker is a crook, as they have been frequently pictured.

One of the strikebreaking conductors found a purse on his car which contained \$22 in cash, a diamond ring and other jewelry. It was turned over to the company's officials and later identified by Mrs. J. W. McDonald, of Takoma Park, as her property.

August Jenkins was arrested by Police Officer B. C. Harper last night, charged with putting a spike in a track slot on North Capitol street. Harper also took J. C. Werry, into custody for alleged disorderly conduct. Both men are said to have been former employees of the company, and will be given a hearing Thursday morning.

Women of Washington prepared yesterday to manifest in practical form their sympathy for striking street car men and their families. A meeting has been called for 11 o'clock this morning at the home of Mrs. Charles Edward Russell, 1025 Fifteenth street northwest, when plans will be made to boycott the lines of the Washington Railway and Electric Company.

C. T. Men to Meet Today.

Interest in the strike on this company's lines shifted yesterday to the negotiations in progress between the committee of union men and the Capital Traction Company heads. The result of the conferences between these parties will be presented to the employees at a meeting this morning at Typographical Temple. A second meeting will be held at 8:30 o'clock tonight, when a vote will be taken on the proposals made by the company.

Commissioner Oliver P. Newman will receive representatives of the wives of the striking car men at 10 o'clock this morning and listen to their plans for co-operating with the strikers and extending aid to their families.

"Rubber Neck" Cars Busy

The latest institution to accumulate money as a result of the strike is the company operating "Rubber Neck" cars. Starting at Twenty-sixth and M streets northwest, Fourteenth and U streets northwest, and East Capitol street, the big busses run into the heart of the city. The fare is a nickel, and the company is doing a rousing business.

The mass meeting in National Rifles' Armory yesterday followed a parade through the downtown district in which more than 3,000 men, representing practically every branch of organized labor in the District, participated. Many women and children were in line. The marchers carried American flags.

The meeting was presided over by Hugh D. Digney, president of the Central Labor Union, who introduced George A. Wilburt, president of the car men's union, as the first speaker.

Strike or Slavery, He Says.

He reviewed the controversy up to this time and declared that the individual contract of the transit company was "the most contemptible and outrageous document which I ever had the fortune or misfortune of reading. It is a contract which signs away an employee's constitutional rights in flowery language and a mass of meaningless words." He said that the employees had to decide between "slavery" or "strike."

Samuel DeNevedy, editor of the Federal Citizen; James Feeney, of the Bookbinders' Union; Frank Morrison, secretary of the American Federation of Labor; Rev. John B. Eslinger, of the Methodist Episcopal Church; William McK. Clayton, president of the Brightwood Citizens' Association; Frank I. Kidd, Col. Robert E. Mattingly, of the District bar, and International Executive Edward McMorro also spoke.

The Columbia Typographical Union, No. 101, at a meeting yesterday afternoon pledged its support to the strikers. Reserves from the First, Second, Third and Sixth precincts were called out to quell any possible disorder following the resumption of car service on the Anacostia branch of the Washington Railway and Electric Company road. Last night was the first time since the strike started a week ago that residents of Anacostia and vicinity have been able to go home on the cars. There was no disorder.

RUSSIA NOW UNITED

CONTINUED FROM PAGE ONE.

Participants of the secret Duma meeting leave the house and noticed among them Gen. Polivanov. Of him it had been said on a previous occasion that he would, in the event of a revolution, assume the military leadership. The Duma deputy, Adshemoff, leaving President Rodzianko's house, shouted to the crowds:

People's Duma Promised.

"Tomorrow there will be no more imperial Duma; there will be a people's Duma."

The night passed in comparative quiet. The agitation continued, however, through underground channels. Thus, Petrograd on the morning of March 11, awoke as a transformed city. Through the streets shouts were ringing, "Revolution!" Hundreds, mostly women and children, hurried to the Finland railroad station, whence they hoped to escape imminent dangers. The rebellion throughout the city exploded like a bombshell. Special issues of the newspaper Retshu announced that the "Zar had sent the Duma home. Immediately the "cadets" assembled in their clubs.

A rumor spread through the city that the "committee for common weal" (safety committee) had organized large parts of troops sympathizing with the revolution, and that the Duma was about to overthrow the government. Civilians, armed with rifles and revolvers, appeared on the streets.

Between evening and dawn, not only barricades but regular trenches were constructed across the streets. The first clashes came during the night. As was expected, part of the troops fraternized with the revolutionists. The government troops held the main arteries whence they swept the streets with machine gun fire. The revolutionists held the other side of the Neva.

Chabaloff Leaves City.

The headquarters of the revolutionists was in the Finland railroad station. The battle raged all night in a fenshish fashion until March 12, when the military commander, Gen. Chabaloff, left Petrograd secretly, stating that he was going to the "Zar's" headquarters in order to report about a overthrow of the government.

The garrison of the capital was thus left without their natural leader and the revolutionists consequently gained confidence. They occupied all post-offices, railroad stations and other public buildings.

It was on March 13 that the revolution reached its climax. The populace assembled in front of the house of ministers, entered it by force and arrested the members of the reactionary government.

The battle ended on March 13, when the rest of the garrison, which had remained faithful to the old government, joined the revolution.

THREE U. S. SHIPS SUNK

CONTINUED FROM PAGE ONE.

full official reports of the sinkings had been received. It was stated that yesterday's sinkings materially aggravated the situation, but there was no indication of an immediate change in policy.

The President has up to now declined to make any further move against Germany under the "neutrality" plan, which has been given a trial. There was a growing feeling in Washington last night, however, that the continued destruction of American shipping and American lives might force prompt action.

In this connection, it was suggested that the President may find it necessary to hasten the convening of the extraordinary session of the Sixty-fifth Congress early for April 16. A new call for an extra session in ten days or two weeks was believed possible if the President decides upon a more aggressive policy than that now in effect.

In the sinking of the three American ships reported, it was stated that the German navy has rendered an actual clash between the countries unnecessary. The destruction of the City of Memphis, Vigilancia and Illinois was accepted as final proof that American shipping and American citizens must take the same chances in the war zone that all other neutral and belligerent shipping takes.

THREE SHIPS CARRIED BIG U. S. CONTINGENT

London, March 18.—The American steamship Vigilancia, of 4,115 tons, has been sunk without warning by a submarine. The U-boat was not seen by the crew of the Vigilancia, according to reports received here.

The Vigilancia formerly was a Ward Line steamship and was built at Chester, Pa., in 1890. She was 321 feet long, 46-foot beam and had a draft of 26 feet.

The captain, first and second officers, first, second and third engineers and 23 of the crew have been landed at the Scilly Islands. The fourth engineer and thirteen men are missing.

The normal crew of the Vigilancia was four. She left New York for the Azores and Havre on February 23. The present owners are Walker Armstrong & Co., of Savannah, Ga., who bought her from the Ward Line, two years ago.

During the Spanish-American war, the Vigilancia served as a transport for United States troops operating between San Francisco and Manila. She was one of the fastest of the transport fleet.

The City of Memphis, sunk by gunfire, was on her way to New York City from Cardiff, Wales. She was in ballast. Most of the crew of the City of Memphis were American citizens. Capt. F. P. Borum, a Virginian, his mates, the chief engineer, three engine room assistants, the steward and the cook, a negro, all were Americans by birth.

Most of the crew were born in Norway, the fireman in Spain or Portugal, but they had taken out first citizenship papers in this country.

The City of Memphis left New York January 23 for Havre with a cargo of cotton. She arrived February 6 at the French port whence she steamed for Cardiff.

The lost vessel was owned by the Savannah Line, of New York, and was controlled by the Illinois Central Railroad. Her home port was in Savannah.

Built in Chester. The City of Memphis was built in 1902 in Chester, Pa. She was of 5,500 gross tonnage and 390 net tonnage. She was 277 feet long, 49 feet broad and had a depth of 15 feet.

The exact number of the crew on the City of Memphis was not known here. She carried normally a crew of fifty-eight men.

The Illinois was on her way from London to Port Arthur, Tex. She was in ballast. The Illinois normally carried a crew of thirty-five men. Her home port was New York. She was built in 1913 at Newport News, Va. The Illinois was 522 gross tonnage and 290 feet long. The vessel was owned by the Texas Company.

SINKING OF MEMPHIS CONFIRMED BY CONSUL

The first official information on the destruction of the three American vessels reported lost in the barred zone reached the State Department last night from Consul Frost, at Queenstown, and told of the sinking of the City of Memphis. It read:

"American steamer City of Memphis, Cardiff to New York, sunk by German submarine, 4 p. m., 17th instant, thirty-five miles south of Fastnet. Fifteen survivors landed at Shull, 7 a. m. today. Thirty-four additional survivors are in admiralty vessel, which continues search for eight missing. Will land Baltimore, Ireland, probably today."

Consul General Skinner, at London, called the department a meager report on the sinking of the three ships, in which he said:

"American steamer City of Memphis, Cardiff to New York, reported sunk. Some of crew landed. Patrol boat gone to pick up rest. American steamer Illinois, London to Port Arthur, reported sunk. American steamer Vigilancia reported torpedoed without warning."

Consul General Skinner's report was believed to refer to the Vigilancia.

The loss of thirty-four Americans on the three ships, the Vigilancia, the City of Memphis and the Illinois. Ambassador Page at London was requested to forward any information in the hands of American consular officials. President Wilson's Secretary of State Lansing scanned eagerly every scrap of official information reaching Washington, and the administration made no effort to conceal its apprehension over what appeared to be a deliberate raid on American shipping.

MANY AMERICANS IN CREW OF VIGILANCIA

New York, March 18.—The Vigilancia, prior to embarking from New York, was chartered by Barber & Co. for the voyage to Havre.

Edward Barber, of this company, tonight said he knew nothing of the personnel of the crew, as he had only chartered her for the one voyage.

The Vigilancia carried a crew of forty-five. The vessel was in command of Capt. F. A. Middleton. The Americans in her crew included:

B. D. Connell, mate, New York City; J. H. Smith, second mate, Malden, Mass.; N. P. North, third mate, formerly of Denmark, but recently naturalized. No address.

F. Brown, carpenter, Newport News, Va.; A. Gillard, quartermaster, Brooklyn; J. H. Loera, quartermaster, San Juan, P. R.; E. A. Denton, assistant engineer, New York City; Walter Scott, jr., assistant engineer, Fitchburg, Mass.

C. W. Dawson, steward, Newark, N. J.; Walter Pitts, third cook, Boston, Mass.; J. H. Witter, waiter, Seattle, Wash.; Paul T. Platt, wireless operator, Winton Hill, Mass.

According to the ship's papers there were twenty-one Americans in the crew, including the captain. Two have recently been reported as first passengers. Five are from Porto Rico and one from the Philippine Islands.



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Close 5:30 P. M.

ARRESTED IN NEW YORK; KNOWN TO POLICE HERE

New York, March 18.—A man who said he was John C. Frey was arrested late today charged with being a fugitive from justice.

The police say the man is wanted by the authorities at Chicago and Washington. It was alleged that the prisoner had represented himself as a brother of Myron T. Herrick, formerly governor of Ohio and recently Ambassador to France. By this representation, it was charged, he had obtained money from persons in this city.

John C. Frey, alias French, alias half a dozen other names, is known to the local police. The records at police headquarters show that he was arrested here June 12, 1910, charged with false pretenses.

The local police do not want Frey unless he is the man who last May represented himself to Mrs. E. H. Harriman, 1709 H street northwest, as H. L. Merck, son of Myron F. Herrick, former governor of Ohio and Ambassador to France, and secured from her a check for \$25.

CATTLE ROUND-UP ON ICE.

Selingsgrove, Pa., March 18.—A cattle round-up in a driving snowstorm, over acres of ice, with the cowboys using stakes instead of the customary broncho, was the experience of many Snyder Cattleboys at McKees Half Falls.

John Whitmer, a Hickory Corners cattle dealer, attempted to drive a herd of 200 animals over the mile wide Susquehanna River there this morning. They walked with difficulty over the rough ice near shore, but were unable to keep up the gait when the smooth surface was reached near midstream. The legs of some were fractured and a few were killed by the others.

WOMAN, 70, A HOMESTEADER.

Orville, Cal., March 18.—"Once a pioneer always a pioneer," said Mrs. Charlotte Reagan, 70 years of age, who has proved up on a homestead claim near Blomer Mountain.

Five years ago Mrs. Reagan filed a homestead under the old law and since then has lived almost continuously on the tract of 160 acres. She has built a home, planted an orchard and developed an irrigation system.

U-BOATS SINK 20 SHIPS AND DESTROY 'SUB TRAP'

Two Officers and Four Men Reported Taken Prisoners.

Berlin (via Saville wireless), March 17. (Delayed in transmission).—Destruction of a "U-boat trap" by a German submarine and capture of one lieutenant, one noncommissioned officer and four men were reported by the admiralty today. The statement follows:

"German submarines during the last few days sank seventeen steamers, two sailing ships and three steam trawlers aggregating a tonnage of 45,150 tons gross."

"One submarine besides annihilated a small hostile cruiser with three inclined funnels and special ship 'S' arranged as a trap for submarines. Of this latter ship one lieutenant, one noncommissioned officer, and four men were taken prisoners. Several of them were severely wounded."

Expel Girl Students for Slight to Flag, Is Demand

New York, March 18.—Hunter College students have united in a demand for the expulsion of three of their number who, it is charged, slighted the flag of the United States and refused to stand up and join in singing "The Star Spangled Banner."

The student council has made the request, following an investigation of the incident. The faculty will make an investigation of the incident on Tuesday.

CASTORIA For Infants and Children In Use For Over 30 Years

Always bears the Signature of Dr. J. C. Watson

HOLLAND TO AID BELGIUM.

London, March 18.—King Alfonso of Spain, says an Exchange Telegraph dispatch from The Hague, quoting the Cologne Gazette, has written to Queen Wilhelmina of Holland, asking her co-operation in the continuance of the relief work in Belgium in the event of war between Germany and the United States preventing the Americans from continuing the work.

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