

the service there were negligible in number and there was not the least probability of any interruption of the lighting service.

Officials of the Washington Railway and Electric Company said the cars would be on the same schedule as today, and that operations would not cease with darkness.

"Sticking Together Like Glue."

There was very little disorder at the barns, where squads of union men were on picket duty keeping a record of the tickets cars arrived and departed and contrasting today's service with that of days previous to the strike.

The pickets reported to union headquarters from time to time on the number of cars leaving the barns, the passengers crowded, all red infractions of traffic regulations by strike breakers operating the cars, and the attitude of the men.

President Wilbur told all the reports he had received showing that the strikers were sticking together like glue. The locking out of motormen and conductors who refused to sign the individual contracts contributed materially in solidly cementing the ranks.

The men later were released on bail amounting to \$100, and the strikers were given all the employees, and that those orders were being obeyed to the last letter.

Thousands of men and women walked to work and about the city, either in sympathy with the strikers or because of the absence of service during the strike.

Many of the sympathizers with the strikers wore pieces of paper on their hats, inscribed with "Walk or Strike On," similar to those worn by the employees who walked out.

Notices warning the strikers that depredations on the company's property would mean the invoking of the law against all offenders brought a statement from the union officials, in which they said strict orders against violence had been given all the employees, and that those orders were being obeyed to the last letter.

Wardwell Reputed.

The strike breakers were under similar orders from officials of the Vickers agency, with which the Washington Railway and Electric Company made a contract to break the strike on its lines.

John Wardwell, after his statement to The Times yesterday, was reputedly by the Vickers agency officials, who advised him that the "grumens" are included in the strike breaking force. One of the agency's officials said today:

"If we catch any of our men with a gun we will turn him over to the police for the usual punishment. We have a hard-working, experienced, law-abiding force of men here. Violence will not be tolerated on their part, but they will be accorded proper protection by our detectives."

The agency's detectives stationed themselves at the important street car crossings to watch the strikers and sympathizers and to see that no injury was done to the strike breakers. The latter seemed more amused than offended by any taunts and jibes directed at them.

May Hasten Municipal Ownership.

It was intimated in official circles today that a continuation of strike conditions may give impetus to the movement for the municipal ownership of the street railways. That Administration influence may be brought to bear for such legislation, should the strike continue to present itself, was also suggested from responsible sources.

When Congress adjourned there was pending in the House a bill from the District Committee providing for the municipal ownership of street railways. A Government official suggested today that the chances for the passage of such legislation will be materially increased by a street railway strike as Congress prepares to reconvene.

There is already talk in official quarters, this authority said, of the advisability of the government operation of Washington street railways if the strikers and the employees do not soon get together in the interest of the public service.

Ownership Bill Twice Reported.

When Secretary Tumulty was asked about reports of a renewed movement for municipal ownership, he said he had heard of such reports, but declined to comment upon them.

The fate of the municipal ownership bill may depend largely upon developments of the new bill. The committee has twice reported the Croser bill for taking over the street railways of Washington.

The bill was not reached, owing to the congested condition of the calendar at the close of the last session and the session preceding.

Congressman Croser, a member of the District Committee, is expected to re-introduce his measure as soon as Congress reconvenes on the 13th. He is in progress of the situation undoubtedly will strengthen sentiment for the passage of legislation which will give the District government control of transportation facilities in the National Capital. If Administration support can be obtained for such a measure the prospects for passage will be immediately brightened.

Although the Capital Traction Company has reached an agreement with its employees and no strike exists on that line, the walkout on the Washington Railway and Electric Company probably would offset that fact, so far as Congress is concerned. The Croser bill provides for the municipal ownership of all street railways within the District of Columbia, and if Congress approves ownership legislation it undoubtedly will take in both companies.

THE WEATHER REPORT.

Forecast for the District of Columbia—Cloudy and colder tonight; temperature about 36 degrees. Tuesday cloudy; moderate north or northeast winds.

For Maryland—Cloudy and colder tonight. Tuesday cloudy; moderate north or northeast winds.

For Virginia—Thunder showers this afternoon or tonight; colder. Tuesday cloudy; moderate northwest to northeast winds.

Temperatures table with columns for time and temperature.

FOUR "BREAKERS" PUT UNDER ARREST

Hyattsville Officers Allege They Violated Ordinances of Town.

COMPANY GIVES BAIL BOND Charge Is That They Sounded Suburban Whistle Unnecessarily.

Four strike breaking motormen and conductors on the City and Suburban line of the Washington Railway and Electric Company, were arrested by county officers at Hyattsville this morning. They were taken from a car, and charges of "blowing whistles against the regulations of the town of Hyattsville" were placed against them.

The men later were released on bail amounting to \$100, and the strikers were given all the employees, and that those orders were being obeyed to the last letter.

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LEAGUE PLANS BOYCOTT

Just Government Association of Riverdale Urges End of Strike.

Resolutions condemning the Washington Railway and Electric Company officials for their refusal to further confer with the striking employees, and calling upon the members of the organization not to make use of the cars of the company while the strike is in progress, were adopted at a special meeting of the Just Government League, held at the home of Mrs. M. Gordon, in Riverdale, today.

Copies of the resolution will be sent to the railway officials, the officials of the union, and the District Commissioners.

The resolutions state: "We urge the officials of the Washington Railway and Electric Company to treat with its former employees now on strike to the end that the strikers may return to their work and the railway company resume operations and perform its service to the public.

"We protest against the employment of strike breakers. We believe that the lives of the passengers are endangered, owing to the purported character and inefficiency of the strike breakers.

"Until the strike is ended, we pledge ourselves not to patronize the railway company, and to use all other means of transportation offered."

HIGH TICKET COST COMES WITH STRIKE

Passengers on Washington Railway and Electric Cars Get Five for Quarter.

With the advent of the strike on the Washington Railway and Electric Company this morning, trolley riding joined potatoes and onions and other contestants in the high cost of living race.

Strike-breaking conductors raised the price on street car tickets—and made passengers buy at the increased rate whether they wanted 'em or not.

Several persons who gave conductors a quarter and asked for tickets, got four back—and were told "Tickets are five for a quarter now."

Couldn't Get Cash.

In one instance, on a Mt. Pleasant car, a passenger protested, and asked for 20 cents instead of the expensive tickets in exchange for his quarter.

"Can't do it. I've already torn 'em off," was all the satisfaction he could get from the conductor.

So many persons were handed this pleasant little surprise on their way down town that it formed the only topic of conversation on the cars.

People who, under ordinary conditions, don't strike up conversations with strangers, made impromptu speeches to the passengers at large, and quick a number of street-car lawyers rendered weighty opinions about what could be done about it.

Saving Aspect of Humor.

But, even though it's pretty hard to get anything funny in a price increase in these days of high-cost of living, human nature came to the rescue, and there was a saving aspect of humor to the situation.

Just as soon as a passenger's free receded enough for him to see straight again, he began looking around to see if anyone else was getting "stung."

And, no matter how angry he had been himself, he was always able to see the humor in his fellow-passenger's predicament.

White House Man's Story.

When William Pannell, for many years a trusted employe of the White House, boarded a Mt. Pleasant car at Fourteenth street and New York avenue this morning and asked for a quarter's worth of tickets, the conductor refused to sell him more than five tickets for a quarter.

"Why not," asked Pannell, "the company has always sold me six tickets for a quarter."

"To 'H'—with the company," replied the conductor, a short-thicket man who wore the company's cap, but was dressed in ordinary clothes. "We are running this line now," he added, "and you are to sell Pannell the usual six tickets, and Pannell, refusing to buy, paid only a single fare."

Mr. Pannell says he is ready to take oath as to the above incident. He was careful to take the strike breaker's number which was 224 on car numbered 439 of the Mt. Pleasant line.

ACTED ON OWN "HOOK"

Company Official Says Over-Charging Conductor Did Wrong.

"Any conductor who deliberately sold five tickets to a passenger for a quarter, and refused to offer even his own explanation, was doing it on his own 'hook.' The company can make absolutely no explanation of the action. In fact, there is none to be made. The matter will be taken up with the conductor, and we can assure patrons it will not happen again."

CAPITAL TRACTION CONFERS WITH MEN

Committee of Union and Company Officials Arranging New Agreement.

While the strike was in progress on the Washington Railway and Electric Company's lines today officials of the Capital Traction Company were in conference with a committee of the union which has recognized on the terms of a new agreement.

At the office of the Capital Traction Company and at union headquarters it was reported "the negotiations are progressing most satisfactorily with the best of good feeling prevailing."

It is understood that the conference, which have until Wednesday night to determine the terms of the agreement, already are in accord on most of the questions at issue.

Today it was said that only the question of wages remained to be settled, and that this probably would be the sole issue submitted to the District Commissioners for arbitration.

The agreement signed by the company and employees binds both sides to accept the decision of the Commissioners as final.

Because of the additional traffic thrown upon the Capital Traction Company's lines by the strike on the Washington Railway and Electric Company's system, officials of the union expect that many of the strikers will find employment with President Hamilton's company.

STRIKERS' POSITION STATED TO PUBLIC

Union Presents Its Case Against That of the Traction Company.

The following statement to the public was issued at the headquarters of the striking street car men today:

"We take this means of briefly placing this situation of the striking employees of the Washington Railway and Electric Company before you. We sincerely regret that we have been compelled to suspend work and thereby discommodate our fellow citizens, and we assure you that this action on our part was only taken after all hope of reaching an understanding with the company that would give us the right of collective bargaining and the protection of our labor was exhausted.

"First, we offered to accept the same contract and conditions that was agreed to between the Capital Traction Company and their employes. Then we offered to accept the Commissioners of the District of Columbia as the mediator and arbitrator and let them decide what our contract relations should be. This was refused.

The Proposition.

"We then submitted by letter through the commission the following proposition: "That the company withdraw the individual contracts that they are now trying to force their employes to sign and to reinstate the employes that have been locked out for being members of the organization; then let the present agreement be extended for a period of thirty days.

"Second, let the Washington Railway and Electric Company select some person to represent them. On the part of the employes we will select the American Federation of Labor. Then let the Hon. Woodrow Wilson, President of the United States, act as umpire. Let the question of a contract and what the terms of it shall be submitted to these gentlemen, and the decision of a majority of them shall be final and binding upon both parties.

"The proposition proposed in this letter was absolutely refused by President King, of the company.

Following this William B. Wilson, Secretary of Labor, offered a proposition that the company withdraw their individual contracts and let the other agreement remain for seven days and in that time to get together and try to reach a settlement. This proposition was absolutely refused by President King.

"Nothing Left But Strike.

"Our contract expired at 12 o'clock last night. There was nothing left for us to do but to suspend work and struggle to preserve our union or accept the individual conditions proposed by the company, which meant the disbandment of our union, so we were compelled to suspend work.

"Our struggle is for the right of collective bargaining. We worked for years under individual conditions; the results were that we were among the lowest paid street railway employes in America, with working conditions that were deplorable, and we know by that and experience, if we gave up our union we must return to those former conditions.

"The Capital Traction Company has recognized and accepted our just demands and we appeal to our fellow citizens to stand by and assist us in this struggle for our God-given and constitutional rights.

"Committee of Employees, Washington Railway and Electric Company.

"H. A. WILBERT, "M. T. SLATER, "J. W. CAIN."

HARD TO UNDERSTAND

Patience—It is said that a noted entomologist recently paid \$1,000 for a rare specimen of flea which is occasionally found in the fur of the sea otter.

Patience—You can't understand what the man would do with the flea or what the sea otter would do with the \$1,000—Yonkers Statesman.

CASTORIA

For Infants and Children In Use For Over 30 Years Always bears the Signature of Dr. J. C. Ayer

KING IN SPOTLIGHT; BUT NO ONE SEES HIM

Head of W. R. & E. Co. Enforces Strict Privacy Since Strike Is On.

The man in Washington today who is right in the spotlight is Clarence P. King, president of the Washington Railway and Electric Company.

He is the man upon whom the car men are blaming the strike. He is the man who is referred to by them as "the man who wouldn't recognize President Wilson," and he is the man upon whom all remarks detrimental to the Washington Railway and Electric Company are being centered.

But as for finding out very much about this same Mr. King, it is rather difficult. He is guarded on all sides by bars stronger than iron. Even the operator at the switchboard in the Occidental Hotel, where Mr. King has an apartment, knows absolutely nothing, and is willing to state absolutely nothing, about the man he sees coming in and going out every day.

But this much has leaked out. Has Strong Man's Chin.

He is a medium sized man, rather heavily set, with a black mustache, rosy cheeks, twinkling eyes, and he usually smokes a big black cigar. He has a chin which shows the strength of a jaw which might explain the non-recognition of the union.

Mr. King is an enthusiastic golfer, and spends much of his hours when out of the office in chasing a little white ball over the rolling hills of the golf links of a prominent Washington country club.

He also is a tennis enthusiast, and in the summer time is often seen in the "night courts," the tennis courts which are lighted by electric lamps strung about the side lines.

He likes aeroplaning, too. Last summer he flew to Washington from Philadelphia in a shiny and fleet aeroplane, several Washingtonians were invited to take trips around Washington. Mr. King was one of them.

Not in Telephone Directory.

He drove to Fort Myer in company with the Congressmen-elect and climbed into the little car of the aeroplane without fear or trepidation. Mr. King probably had been invited to view the many times before that trip, for when the bird-like machine touched the ground and came lightly to a standstill, there were a group of newspaper reporters and photographers gathered around.

Without waiting for the usual question, Mr. King was ready. "Great! Immense! Just like riding in my automobile, only a little smoother," he said, as he was helped to climb from the machine.

Mr. King's name is not in the telephone directory. Officials at the Washington Railway and Electric Company's office say "Nothing doing when the seeker of information is introduced, and many people are vague about his personality.

He came from Philadelphia several years ago, but in the years he has been here he has refrained from becoming what is known in some communities as "a public character."

KEEP EYE ON RADIOS

Private Plants To Be Seized by U. S. If War Comes.

All private wireless plants known to the Government authorities have been placed under surveillance, in line with the Administration's determination to crush German intrigue and prevent plots against this nation.

A nation-wide search is being made for hidden plants, as there is positive proof that German agents are using wireless stations in connection with plots and conspiracies.

It is the Administration's plan in case of hostilities, ultimately to seize all radio plants or place the most stringent restrictions on their operation, in order to prevent information about ship movements reaching Germany.

Fears of submarine forays along the Atlantic coast, actual Navy Department officials in seeking to prevent news of the departure of armed merchantmen from reaching the Germans.

Department of Justice and Treasury Department officials are silent regarding arrests in Philadelphia, involving charges of smuggling munitions aboard the interned German raiders, the Prinz Eitel Friedrich and the Kronprinz Wilhelm, but in other quarters the belief prevails that a gigantic plot has been uncovered.

Officials and citizens of Philadelphia are urging the Navy Department to transfer the German sea raiders from the League Island Navy Yard to some other point and to remove the interned crew and officers from the ships, contending that their presence is a menace.

Fear of bomb plots has been expressed in Philadelphia, where it is said there is reason to believe an munition has been smuggled aboard the ships for use in the event of war.

Navy Department officials say there is no other available and less vulnerable naval base to which the raiders could be taken with safety. The crews and officers probably would be interned ashore in event of war.

PUT CREAM IN NOSE AND STOP CATARRH

Tells How To Open Clogged Nostrils and End Head-Colds.

You feel blue in a few moments. Your cold in head or catarrh will be gone. Your clogged nostrils will open. Your passages of your head will clear and you can breathe freely. No more dullness, headaches, no hawking, snuffing, mucous discharges or dryness; no struggling for breath at night.

Toil your drugist, you want a small bottle of Ely's Cream. It is a little of this fragrant, anti-septic cream in your nostrils, let it penetrate through every air passage of the head, soothe and heal the swollen, inflamed mucous membrane, and relief comes instantly.

It is just what every cold and catarrh sufferer needs. Don't stay stuffed-up and miserable.—Adv.

REPAIR SHOPS IDLE

Forced at P Street Plant, With Few Exceptions, Not A Work.

The shops of the Washington Railway and Electric Company, on P street, west of Rock Creek, are idle. Strikers claim that 122 of the 125 men employed in these shops, where all car repairs are made, are on strike. The machinery of the plant is still today.

Like the car barns, the shops are picketed by strikers. There has been no excitement today. The pickets stayed on the south side of the street and away from the front of the shops. A number of office employes were on hand, and others were brought in early in the morning, but they apparently had nothing to do.

M. R. Kubatz is captain of the pickets. He declared today a detail of men will be kept constantly on duty at the shops.

Nearly a score of trades are represented by the men who are out, including carpenters, cabinet makers, wood workers, painters, blacksmiths, forgemen, machinists, electricians, armature men, and assemblers.

On Saturday all the shopmen were given notice by the company that only those signing individual agreements would be permitted to work today. According to the pickets, only three men signed.

Representatives of the men declare that they would have reported as usual this morning if the strike had not been called, but they expected to be locked out, as they had not signed the individual contract.

EAST CAPITOL BARN SCENE OF ACTIVITY

Railway Officials Declare Regular Schedule Has Been Resumed.

At the East Capitol car barn there was considerable activity today, as that point is regarded by the union men as their stronghold. The barn, which is located at Fourteenth and East Capitol streets, supplies cars for the Thirteenth and D street, the Capitol, the Georgetown, and the Cabin John Bridge lines.

J. T. Moffett, general superintendent of the transportation of the Washington Railway and Electric Company, who spent the greater part of his time at the barn during the early part of the day, said that by 10 o'clock this morning the regular schedule was in effect, and that the usual forty cars were being operated. He declared that half the cars were manned by regular crews.

Union Men Contradict.

James E. R. Shaw, division superintendent, said sixteen cars went out on time and that twelve of them had regular crews. He said that by 9 o'clock nineteen more cars were sent out with new men in charge, and that the usual service had been restored by 10 o'clock.

The statements of the railway officials were vigorously denied by the union officers, who said that only four regular crews were working at 10 o'clock and that only two cars went out of the barn in time for the early traffic.

"Our men are standing pat, and we have not had a single desertion," said a union man. "We do not intend to resort to violence. We hope to win our fight in an orderly manner."

Police Report All Quiet.

Policemen stationed in the vicinity of the barn said there had been no disturbances and that there had been not even any verbal clashes between the strikers and those who took their places.

Four or five strike breakers are being sent out on each car from the East Capitol barn. Railway officials say that this is being done to instruct the men rather than to afford a guard for the operators of the cars.

"POOR," HID \$50,000 AWAY

Relatives of Rockland County Man Find Treasure.

NEW YORK, March 12.—Although Frank Grimes, of Grassy Point, near Haverstraw, was supposed to have been penniless when he died, recently, several of his distant relatives were curious to know just what he did have hidden in his house. So yesterday they searched the premises from cellar to garret and found money and securities amounting to \$25,000 and deeds to property worth as much more.

The money discovered by the searchers, including that called for by seven dust covered bank books, totaled \$21,000. Among the securities was a \$1,000 Japanese government gold bond.

The relatives have notified Grimes' sister, who lives in Ireland, of the hidden fortune, and today they're going back to see if they can find something more.

SUBURBAN FOLKS MET INCONVENIENCE

Commuters' Trains on Baltimore and Ohio Were Crowded to Capacity.

ANACOSTIA PEOPLE WALK People of Nearby Settlements Fare Various in Reaching City.

Suburbanites in the county section of the District and in nearby counties of Maryland were hardest hit by the car strike. Some cars were running on all of these suburban lines this morning, but many persons had to walk.

Commuters' trains on both branches of the Baltimore and Ohio railroad, and the cars of the Capital Traction Company were overburdened, many walking across country to reach these lines.

Residents of Anacostia were inconvenienced. Up to 8 o'clock but two cars were operated to Anacostia, and these were running on the Capital Traction Company. Workers going out and Anacostia residents coming to the city had to walk to or from the Pennsylvania avenue lines of the Capital Traction Company.

Jitneys on Conduit Road.

Jitneys were in operation along practically all the suburban lines, and they did a thriving business.

Probably the best service was given to residents of the northwest suburban section out Wisconsin avenue and on the Rockville pike. Cars were running fairly regularly, but many residents of this section walked over to Connecticut avenue to take the Capital Traction line, while many from Rockville and other stations came in by railroad.

Two cars were in operation this morning on the Cabin John Bridge line. No cars were run through to the city. Jitneys were running out, Conduit road, giving the only alternative except walking.

Residents of Forest Glen, Woodside, Silver Spring, Takoma Park, and other points along the Brightwood and Takoma Park lines flocked to the local train service of the Baltimore and Ohio. As a consequence a full train coming in this morning was crowded to capacity. Many Takoma residents used the Washington-Maryland trolley line, running from Takoma to the terminus of the Fourteenth street line.

Report To B. & O.