

PEACE BRINGS WAR TRUTHS, SAYS SHAW

(Continued from First Page.)

heart and held steadily to certain conditions of self-preservation. These are that her fleet must command the seas and that no rival fleet or even combination of fleets must be capable of overcoming that fleet; that no continental power shall be allowed to acquire such a military predominance in Europe as to deprive England of the power of defeating her by throwing herself into the scale against her—in other words, that England must hold the balance of power; and in particular, that no power of the first magnitude must be allowed to control the shores of the North Sea and thereby cut off England's military access to the continent.

This is the English equivalent of the Monroe Doctrine. It is quite useless to argue about its morality. It is imposed on England by necessity just as the Monroe Doctrine, which is equally indefensible ethically, is imposed on the United States by necessity.

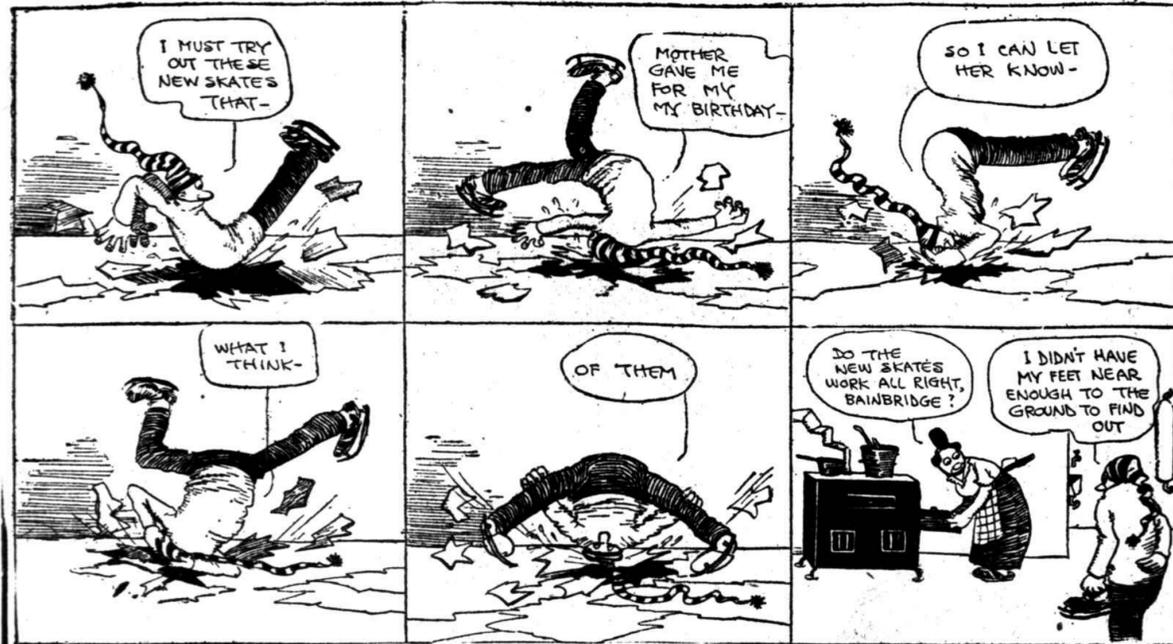
While war exists as an institution and nations compete with one another for power, prestige, and places in the sun, England will have to postulate these conditions and fight for them. Whether her government be composed of Quakers, or Theodore Roosevelt, she will no more suffer a formidable rival to take Antwerp than to hold Fort Mifflin.

Might Combine With Germany.
If the United States built a thousand new battleships England would build two thousand five hundred new ones. If France rises on the ruins of the Prussian monarchy towards a European hegemony, England will combine with Germany to make that hegemony impossible in the matter of foreign alliances she will allow Belgium just as much freedom of choice as she allows Ireland—and no more.

She will act in this way because she must. She may never let her left hand know what her right hand is doing. Her non-intervention Liberals, her Quakers, her little-minded insular commercialists may repudiate such designs; her imperialists may profess contented cordials and unions of heart and championships of oppressed little nationalities; her prelates may preach peace on earth and good will to men, but at the first extra battleship built abroad; at the first menace to Antwerp; at the first possibility of hegemony—all these calculations will be swept aside by the surge of patriotism, or duped by diplomatic secrecy, and all the pitiful professions will veer round to the point at which the whole duty of man in England will be

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RED CROSS FOR SIBERIA AND EAST RUSSIA FORMED

A Red Cross Society for Siberia and Eastern Russia has been established and is now officially recognized by the Omak government. The Russian embassy has announced. It was stated that the society seeks recognition of the International Red Cross.

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to maintain the freedom of the sea by the guardianship of the British fleet to save Antwerp from a fate worse than death and to rescue Europe from being crushed under the heel of a brutal despotism.

Not Exactly Hypocrisy.
Do not dismiss this too lightly as British hypocrisy. There is always solid brick underneath the whitewash. It may very easily be to the interest of the world as well as of England that there should not be a hegemony in Europe and that access to its shores shall not be controlled by any power that can afford to keep the door locked. The British fleet may effect be found useful to the world as a maritime police force.

To take an extreme instance, the defense of the Straits of Gibraltar by England though apparently an outrageous violation of the Spanish form of the Monroe doctrine, may save the Spanish taxpayer a huge annual

charge whilst protecting him more effectively than a Spanish fortress could.

In the affairs of nations as in those of individuals it commonly happens that the robust people who make it their first duty to take care of themselves are more useful to their neighbors than the idealists whose eyes are in the side of the earth and in whom the disease of suicidal mania takes on an air of virtue by calling itself self-sacrifice.

DELAY MENACING CLERKS' PENSIONS

The Keating-McKellar pension and retirement bill, pending in the House Interstate Commerce Committee, and also in the Senate, is in danger because of delay in the House Interstate Commerce Committee.

Efforts will be made to take the bill up in committee Tuesday and report it out. A majority of the committee will vote for it. But a number of them are lukewarm or opposed to the bill, and when an attempt was made Friday afternoon to wind up the measure, it was found impossible to get a quorum.

Dr. Llewellyn Jordan, Robert H. Alcorn, and others of the Joint Civil Service Retirement Committee, visited the Capitol yesterday and tried to hurry action on it, but the House Interstate Commerce Committee was busy with testimony in the packers' investigation and would not take up the pension bill.

The Government employees who are anxiously urging the bill realize that every day now is precious, and they fear it will soon be too late in the session to get final action on the measure.

Dr. Jordan declared there was a chance left for passage of the bill, but it was growing slimmer. He pointed out that the House Interstate Commerce Committee seemed to be willing to give the "Big Five" packers plenty of time, but couldn't find time to dispose of the retirement bill, for which the Government employees had been fighting twenty years.

The members of the Civil Service Retirement Committee saw Senator McKellar. He will try to bring the bill up in the Senate tomorrow.

CONDUCTORS HELD ON THEFT CHARGE

(Continued from First Page.)

zens telling of their personal experiences in having conductors "knock down" fares collected on the cars on which they were riding.

The Commissioners on January 9, summoned Major Raymond W. Pullman, chief of police, and worked out a plan to ascertain if there was justification for the charges by patrons of the car companies. The result of the investigation showed such flagrant "pocketing" of fares by conductors that it was decided to have arrests made in an effort to break the practice up.

According to Commissioner Gardiner, the defendants will be prosecuted under section 831 of the District of Columbia code, which "provides a penalty of not more than \$1,000 fine or ten years imprisonment, or both."

Ham Notified.
Immediately upon completion of the mass of corroborative evidence obtained against these men, Commissioner Gardiner telephoned W. P. Ham, president of the Washington Railway and Electric Company, while the latter was presiding at the annual meeting of the stockholders of the company, and after informing him of the result of the investigation, asked if the company would prosecute the men.

When informed by Mr. Ham that they would, Detective Cornwall was immediately dispatched to the office of the United States attorney, where Mr. Given issued warrants for the arrest of the conductors.

Railway officials were taken by surprise at the action on the part of the District Commissioners and police. They intimated that they had planned to round up their dishonest employees, but were afraid of a "come-back" if sufficient proof to convict them in court were not obtained.

The evidence was obtained against these men, according to Inspector Grant, by the Police Department's "spotters," who would ride to the end of the line, checking up the number of passengers boarding the cars by counters.

Whenever a conductor was found to be "knocking down" he was watched for several days, and then two or three detectives would ride on his car for several trips to obtain corroborative evidence.

Georgia Avenue Line.
The heaviest stealing has been on the Georgia avenue line, coming in from Forest Glen, Takoma Park, Soldiers Home, Walter Reed Hospital, and points beyond the District line, according to the police. The Bureau of Engraving line takes second honors in this respect, they say.

Commissioner Gardiner stated that from the figures accumulated by the police, he is convinced that at least 10 per cent of the Washington Railway and Electric Company's receipts have been going into the pockets of the conductors. While only a small percentage of the conductors are dishonest, he said, yet those who are "expert" at the game bring the percentage up to this figure.

"The Commissioners received hundreds of letters from citizens," said Commissioner Gardiner, "who claimed to have watched conductors and made positive statements that this conductor had stolen a number of fares. As a result of these letters sev-

eral weeks ago, the matter was reported to the police department for investigation. Detective Cornwall and fifteen detectives have been working on the case since January 9. Their report was made the basis for the warrants issued yesterday.

"While I believe that the companies will lose much more than Mr. Bir estimated by the granting of universal transfers, I think this will be more than made up when 'knocking down' by conductors is stamped out.

"This is only a start, and we have evidence against over 100 more which is being worked up. Unless this pocketing of fares suddenly stops, arrests will be made regularly and in larger numbers."

"Stealing has been so great," said Inspector Grant, "that we have not bothered with the men who steal only from five to six fares a trip. They will be attended to later unless their activities suddenly cease."

"On many cars of the Georgia avenue line as high as \$25 to \$30 a day has been pocketed by conductors, according to the evidence gathered by our plain clothes officers."

Was Stealing 'Em All.
"An instance was noted on one of the Bureau cars, where a passenger handed the conductor his nickel, and jokingly asked the conductor how many fares he was stealing on this trip. After watching him a little while, the passenger exclaimed, 'Why, the d--n fool is stealing all the fares.'"

"On the Fourteenth street line a conductor was seen to hand his motorman \$5 at the car barn, with the remark that it was a pretty good day's work. 'It is not,' said the motorman. 'If you can't make \$6 or \$7 for me you are a d--n poor conductor.'"

No evidence has been accumulated against motormen, Commissioner Gardiner said, although it was believed that many of them were cooperating with conductors and accepting a "handout" from them. If any conductors confess and implicate their motormen, warrants will be issued for them.

GOES OVER TOP; HIT, SAVED BY "TIN HAT"

How a steel trench helmet, better known as the "tin hat," saved the life of Sergt. W. J. Gallahan, of 421 I street southeast, is told in a letter received from him recently, and published in the school magazine of Eastern High School, of which Gallahan is a graduate. Gallahan, who graduated in 1917 and enlisted in the Marines, writes the following to the "Easterner."

"I have been over the top twice and come out with hardly a scratch, that is some record. I had a lively time, believe me. Narrow escapes feature every trip to the front. One day when we were repulsing an attack two pieces of shrapnel hit my helmet and one machine-gun bullet grazed that same valuable piece of head-gear. But I came out unharmed.

"My battalion was fortunate in attaining our objectives both times that we fought. We sure did see some heavy and hard fighting. After dodging the heavies and machine-gun nests we had little time for meals and sleep in the trenches.

"Everybody is in the best of spirits and we have nothing to kick about as long as we do not get bumped off. This is a hot scrap and I would not have missed it for anything."

Gallahan is the son of Charles E. Gallahan, a grocer.

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