

How to Cure Disease. Understand It. Driver and Employer—A Change for Both.

By ARTHUR BRISBANE. (Copyright, 1913.)

Modern drivers and modern employers must know more than they used to, to keep their jobs and peace of mind.

The old-fashioned driver sat, whip in hand, a heavy load on the wagon. Once broken, the horse was always broken. The driver could lash or doze. The patient animal went on. If his driver happened to get drunk, he would take him home at night. Give your horse just what he needed to keep him alive and he was yours, until he died.

The modern driver sits with steering wheel, brakes, and gear shifts of a powerful motor in front of him. He must think for that machine and about it. He can no longer work with the lash. He must understand his machine, keep sober, and treat it well, or end in a smash up.

So with the modern employer. Time was when labor, well broken, gave no worry. The lash of his times, the bread and meat, or the contemptible reward of a full dinner pail (equivalent of a full bag of oats for the horse)—no more was required, except an occasional lockout, or suppressed strike, won with Pinkertons and "scabs."

All that is changed. Modern labor has been to war here and in Europe. Modern labor has learned that high wages are possible, and inevitable when the value of labor is understood.

Labor has learned from Woodrow Wilson and the income tax that it is possible to put the burden, or part of it, where it should be, on wealth.

The employer must study his new machine, the new kind of labor, or he will land in the ditch with the driver that mistakes a high-power engine for an old cart horse.

As you study and denounce the workings of the I. W. W. and of Bolshevism, as feebly developed in this country, study also the causes underlying bitter dissatisfaction. It is not easy to arrange permanent cure unless you know what CAUSES a disease.

Ole Hanson, energetic and much praised mayor of Seattle, can help you to understand the American brand of Bolshevism, suppressed by him when it attempted a local revolution in his city.

"The trouble started," says Hanson, "with the EMPLOYERS in the lumber camps. The men were badly treated in the camps and of three were denounced by the Government as unfit for human beings, when war compelled the Government to take an interest in workers."

"The men packed their vermin-infested blankets from camp to camp. They lived under disgraceful, unhealthy conditions. In the periods between work no one would receive them, or check their pay checks except the basement saloon. The worst kind of saloon was the only place for these men to go; they knew no other home. And no human being took the trouble to seek them out there, except the I. W. W. agitator. No one else knew that they were alive or cared what became of them. In the lumber camps the I. W. W. literature was the only thing they had to read."

"Do you wonder that the I. W. W. teachings became their Bible? They did not know, what I know, that the I. W. W. is in no sense a labor organization; that it does not seek to help labor; but seeks to make industry of all kinds and government of all kinds impossible, by making it impossible for the employer to do business on any basis whatever."

Hanson added that the men with power, whose views are reflected in legislation, would have to take up employment enterprises on a national scale or face difficulties that they little dream of.

"This country is in magnificent shape. France, England, Germany, Italy have lost their best young men, the thinkers, the future builders. They are the kind that always go out first and get themselves killed. They are gone from four great countries, and it will take years to replace them. Only this country and Scandinavia have their good young men left. This country alone has money, credit, and intellectual power on a great scale. The world is at our mercy, not only in industry and in a money-making way, but in the way of new ideas. Men talk of high-priced labor. Other countries have been compelled to add one, two, three hundred per cent to the cost of labor, and it is inefficient. Our increase has been nothing in comparison. We are unhurt by the war, and our wage increase is small compared with that of the devastated world beyond our borders."

"Employers must realize," said Hanson, "that the old methods will not do. You cannot let labor sink back into the horrible conditions out of which Bolshevism and the I. W. W. movement grew. To my amusement, after the 'Reds' were beaten in Seattle, some of the employers immediately wanted to establish the 'open shop' and kill off the unions. I soon put a stop to that stupidity and reminded them that I had not beaten or fought LABOR, but

(Continued on Page 3, Column 1.)

WEATHER:

Cloudy weather, with showers late tonight and tomorrow. Temperature at 8 a. m., 54 degrees. Normal temperature for May 19 for the last thirty years, 65 degrees.

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HAWKER 150 MILES OFF IRELAND NC-3 STILL LOST WEST OF AZORES

SIXTY-SIXTH CONGRESS IS OPENED WITH G. O. P. RULING

The Sixty-sixth Congress opened for business today. Promptly at 12 o'clock noon, Vice President Marshall in the Senate, and South Trimble, clerk of the House, let fall their respective gavels—and with a bang the first all-Republican Congress in eight years got under way.

Prayers were uttered in both branches at the start for the success of its work and the health and welfare of its members.

Galleries, packed with many persons of note, added color to the opening. Strange faces at the doors and on the floors gave evidence of the change in its political complexion.

Partisanship Prevails. Not even in wartime has a Congress held such momentous possibilities. Summoned to convene by cable from President Wilson in Paris—an unprecedented act—the atmosphere of strong partisanship pervaded both branches at the start. It is the avowed intention of the Republican leaders to so legislate that their party can be swung back into Presidential power in 1921.

In the Senate, the Rev. Forest J. Prettyman, Senate chaplain, opened the proceedings with prayer, asking the Senators to give "stout hearts to contend for the right."

This was followed by the reading of President Wilson's cable call for the extra session.

The clerk then called the roll of the thirty-two newly elected and re-elected Senators, to whom the oath was administered by Marshall. They were conducted to the desk in groups of six.

The new Senators sworn in were: L. Heister Ball, Delaware; Davis E. Collins, West Virginia; Medill McCormick, Illinois; Truman H. Newberry, Michigan; Henry W. Keyes, New Hampshire; Arthur Capper, Kansas; A. O. Stanley, Kentucky; Lawrence C. Phippe, Colorado; Walter E. Edge, New Jersey; David I. Walsh, Massachusetts; Pat Harrison, Mississippi; and Nat E. Dial, South Carolina.

No Hitch in Elections. On his way home from Europe, did not arrive in time to take the oath today. The Senate rose at Senator Lodge led Cummins to the desk to be sworn in.

WAR RISK BUREAU'S NEW CHIEF



COL. R. G. CHOLMLEY-JONES, New director of the War Risk Insurance Bureau, who succeeds Col. Henry D. Lindsay.

NEW WAR RISK HEAD NAMED BY GLASS

Col. R. G. Cholmley-Jones, of New York, was appointed director of the Bureau of War Risk Insurance, today by Secretary of the Treasury Glass. Colonel Cholmley-Jones succeeds Col. M. D. Lindsay, who resigned after accusing Secretary Glass of "playing politics" in the management of the bureau.

Colonel Cholmley-Jones helped organize the war risk section in France. Prior to the war he was an insurance man in New York. He assumed his duties this morning.

Britain Condemns Glass. Capt. Fred A. Britton, of Illinois, this afternoon announced that he was preparing legislation "aimed to take the Bureau of War Risk Insurance out of politics" and to put it on a permanent peace basis under the direct control of its head.

Whether my letter to Secretary Glass on April 8 could properly be taken as a personal affront will not be particularly interesting to the American people. The letter speaks for itself.

The hyper-sensitiveness of this public official who by himself creates around himself an atmosphere of such exalted sanctity that he needs must take offense at respectful but truthful and constructive criticism, would be intensely amusing if it did not involve tragic results to those who served as soldiers and sailors during this war, and their dependents. What the American people are interested in is whether the charges I have made involving gross incompetence are true. Fortunately, there are plenty of records.

Lack of cooperation from Secretary Glass, was the cause of Colonel (Continued on Page 3, Column 5.)

24 WOODEN SHIPS ALLOTTED PORTS

MANY BILLS TO IMPROVE CITY READY TO BE PRESENTED

A number of bills providing new legislation for the District were ready for introduction in both houses of Congress today.

Owing to the mass of general legislation and the shortness of the opening sessions most of the measures may not be presented until tomorrow.

Congressman Ben Johnson of Kentucky today renewed his efforts in the House to repeal the charter and lease of the Washington Market Company and amend the act so as to place the market under Federal control, when he introduced his market-house bill, which failed of passage in the Senate at the last session.

Complete Possession. The complete possession of the market house grounds, buildings and improvements would be vested in the Secretary of the Interior under the Johnson bill.

The property may be subject to the present tenants or to others, but in no event would the premises be subleased by the tenant.

The bill provides for appointment by the President of a commission of three to carry out the provisions of the bill.

Water Supply Investigation. Congressman Frederick N. Zihlman of Maryland, will reintroduce in the House tomorrow his bill providing for appointment by the Secretary of War of a commission to investigate available sources of water supply for the District of Columbia.

The purpose of the bill is to start in motion machinery to provide against a threatened water shortage in the District. The measure was passed by the last House. When it went to the Senate it was tacked on as a rider of the District appropriation bill. Because of a division on the half-and-half plan for the District the bill failed to pass.

It is proposed that the commission shall consist of five members, three for the House and two for the Senate. (Continued on Page 3, Column 6.)

REGULAR TROOPS TO RETURN HOME

McLEAN HEIR KILLED BY AUTOMOBILE



VINSON WALSH McLEAN, The nine-year-old son of Mr. and Mrs. Edward Beale McLean, who was killed by an automobile yesterday in front of his home, "Friendship," on Wisconsin avenue at Macomb street.

VINSON McLEAN KILLED BY AUTO

Vinson Walsh McLean, son of Mr. and Mrs. Edward Beale McLean was run down and fatally injured yesterday by an automobile bearing West Virginia license No. 34-235, near the McLean summer home, Friendship, at Wisconsin avenue and Macomb street.

The boy died eight hours later of cerebral hemorrhage after surgeons and specialists from Johns Hopkins University Hospital had applied their skill to save his life.

Two attendants, Elias Pratt and James Megett, were with the child at the time of the accident. It was their daily practice to take him for a walk along Wisconsin avenue. Yesterday morning it was decided to vary the program and give him a ride down town on the street car.

Struck by Auto. An automobile driven by Francis Goebel, a florist, drove up as Vinson and his two attendants waited at the main gate of the summer home grounds for a street car. Goebel called to one of the attendants and the latter left his charge to talk with the motorist.

Vinson left his other attendant. He crossed the road to the waiting machine. He took some flower blossoms offered him and started back. As he went around the rear of Goebel's automobile he walked into the middle of the thoroughfare. A machine, bearing a West Virginia license, and occupied by three young women, struck the child, throwing him several feet.

The car stopped. Vinson was picked up and helped to the house. He walked the distance with the aid of his attendants and did not appear to be hurt except for scratches on the face and legs. Thinking the boy was not severely injured, the occupants of the machine drove on.

GERMANS TO SIGN TREATY ENVOYS OF ALLIES HEAR

ST. GERMAIN, France, May 19.—Allied and Austrian peace delegates exchanged credentials in the pavilion Henry IV here this afternoon.

PARIS, May 19.—The American, French and British peace delegations today received special dispatches from Berlin to indicate that Germany probably will sign the treaty.

Sentiment in Germany in favor of signing the terms is said to be stronger now than at any other time.

President Wilson was informed today by General Pershing that practically all of the American soldiers, save the soldiers in the army of occupation in Germany, will be out of Europe by July 1.

President Wilson and General Pershing had lunch together at the "Parisian White House." It was then that General Pershing informed the President of his plans.

The American Rhine army will move according to schedule arranged by the War Department at Washington and according to orders left by the President when he returns home.

GERMAN PEACE ENVOYS RETURN TO VERSAILLES

VERSAILLES, May 19.—Foreign Minister Brockdorff-Rantzau returned here from Spa today. At the same time Herr Giesberts, General Von Seckt, Commodore Heinrich and twelve other members of the German peace delegation returned from Berlin.

PARIS, May 19.—The distribution of mandates for Turkish territory among the allies was taken up by the Big Four this morning. This question has been complicated by the religious matters involved.

French and British military representatives met at the same time to decide upon the joint military occupation of Syria.

Greek troops have already arrived at Smyrna.

NC-4 IS ORDERED TO CONTINUE FLIGHT FOR EUROPE FROM AZORES

Harry Hawker, Australian aviator who "jumped off" at St. Johns, Newfoundland, yesterday on his trans-Atlantic flight, was reported 150 miles off the Irish coast shortly after noon today. The radio was received at the Brooklands aerodrome, England.

The NC-3 was still missing this afternoon. The last word received from Commander John H. Towers of the lost seaplane was received sixty hours ago, when he wirelessed that the boat was "off her course" in a fog.

Trans-Atlantic flier NC-4 will continue her history-making trip to continental Europe, Navy Department advices indicated today.

Admiral Jackson cabled that it is "not practicable to employ NC-4 in search. She will proceed to Ponta Delgada as soon as weather permits, preparatory for flight to Lisbon."

HAWKER IS 150 MILES FROM GOAL SHIPS SEARCH IN VAIN FOR TOWERS

By W. R. HARGRAVES, United Press Staff Correspondent. HORTA, Azores, May 19.—(6 a. m. New York time)—After an all-night search the naval vessels combing the seas for the NC-3, lost since early Saturday, reported this morning that she was still missing.

If weather conditions were favorable, it was believed the NC-4 might continue to Lisbon instead of joining in the search.

Final word as to the course to be pursued by the NC-4 rested with Admirals Plunkett and Jackson. The NC-1 is in no shape to continue her flight. (Previous reports were that the NC-1 had sunk.)

In spite of their privations aboard for three hours in a helpless plane the men of the NC-1, who were rescued and brought here, were not suffering any ill effects today.

Forty-eight hours drifting in the high seas, it is feared here, probably would have so damaged the NC-3 that it will be impossible to continue the flight with it even if found.

The unexpected dash of Hawker in the Sopwith plane stirred up intense interest all along the line of the American trans-Atlantic communications. There was no sleep last night for anybody.

NAVY OFFICIALS ARE WORRIED FOR SAFETY OF TOWERS AND CREW

Navy Department officials were frankly apprehensive today for the safety of the crew of the NC-3, the navy seaplane from which no word has been received for more than fifty hours. The last report from her reaching the department was at 5:18 Saturday morning, when Commander Towers, then approaching the Azores on the third leg of the trans-Atlantic flight, together with the NC-1 and the NC-4, wirelessed that he was off his

(Continued on Page 3, Column 1.)

FOR RENT—ROOMS

6TH ST. S. E., 323—Second-floor front room, neatly furnished, convenient to bath, near three car lines. Phone service free. Rent people. Lincoln 452, 9

ONE INSERTION

of this ad in The Times was enough to rent the room.

Phone your ads. Main 5260.

FRANK DAVIS, JR., TO ASSIST PALMER

Frank Davis, Jr., Cleveland, today was named assistant attorney general by Attorney General Palmer.

Charles R. Ames, Oklahoma City, was appointed assistant to the Attorney General.

Presumably Davis will have charge of war contracts, cases and Government cases in the Court of Claims, since he will succeed Houston Thompson, who handled that work.

ST. JOHNS, Newfoundland, May 19. Harry G. Hawker and Lieut. Comdr. Mackenzie Grieve, his navigator, when they left here were encased in full-length nonsinkable suits and had a further degree of assurance in an ingeniously built boat, shaped so as to form the rear hood of their fuselage, and proved by experiment to possess considerable seaworthiness. It is outfitted with provisions and signaling devices.

The Sopwith biplane in which they are flying has a wing spread of forty-six feet and a length over all of thirty-one feet. It has a 230-horsepower Rolls-Royce motor. The Sopwith is called a 100-mile-an-hour machine, but Hawker expected to develop 100 miles after dropping his running gear. He has sending and receiving radio of limited range, and expects to be in touch with steamships on the regular lane.

Hawker's avowed destination is Brooklands Aerodrome, near London, and Grieve will depend on sextant and compass for bearings with specially drawn tables for calculation. It is intended to fly at 8,000 feet, but this plan will depend on atmospheric conditions.

Hawker, an Australian, is twenty-seven years old, a mechanic who rose

(Continued on Page 3, Column 1.)

TAKE WELLS-AN'S BEFORE MEATS AND see how the good digestion makes you feel.