

THE WEATHER:

Partly cloudy tonight and tomorrow; becoming unsettled tomorrow. Temperature at 8 a. m., 41 degrees. Normal temperature for October 13 for the last thirty years, 58 degrees.

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WASHINGTON, MONDAY EVENING, OCTOBER 13, 1919.

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The Washington Times

FINAL EDITION

ONE DEAD, SCORE INJURED IN CAR CRASH CABINET CHIEFS JOINED COST FIGHT

PRES. WILSON IMPROVED, SO RUMORS WILL BE IGNORED

Further indication that the President is able to transact business when necessary was forthcoming from the White House today when it was stated that three bills, recently passed by Congress, will be referred to the President for his personal attention. These are the prohibition enforcement measure, the amendments putting teeth in the Food Control Bill, and a bill designed to curb rent profiteering in the District.

The statement of President Wilson's physicians, issued at 12:20 p. m. today, said: "The President's condition remains the same as for the past several days. His temperature, with the exception of one day, pulse and respiration rate, heart action and blood pressure, are normal and have been so since the onset of his illness. The kidneys are functioning normally."

Could Act if Necessary "In a pinch the President would be able to sign measures or to act, it was stated, but his physicians do not wish to abandon the rest cure and will resist every effort to have Wilson again resume his duties now."

Grayson stated again that should any alarming situation develop, the public will be informed. The statement was signed by Drs. Grayson, Rufin, and Stitt, and was issued after a long consultation. It entered into greater detail than previous statements.

Grayson said informally the President continued to improve slowly. He said it had been decided no attempt will be made to deny the many rumors heard in Washington and elsewhere.

It had been expected that a detailed diagnosis of the President's illness would be issued after the physician's conference, in answer to statements that he had suffered a brain lesion. (Continued on Page 2, Column 7.)

FIREMEN RESCUE GIRL FROM BLAZE

Carry Lawyers' Secretary Down Ladder at Maryland Building Amid Cheers.

Fire breaking out shortly after 2 o'clock today in the rear of the top floor of the Maryland Building, caused a panic among more than 200 men and women employees in the building. Miss Beale Reet, 1118 North Capitol street, private secretary in the office of Herbert A. Mico, attorney, on the third floor of the building, was rescued by firemen, amid the cheers of hundreds of spectators, who witnessed the fireman bring her down a ladder. Several men jumped out of the windows on the third floor to the roof of an adjoining building.

Before the firemen arrived on the scene, flames had destroyed nearly the entire rear of the second floor and were quickly spreading to the next floor.

The cause of the fire is unknown. Firemen estimate the damage to the building at several thousand dollars. United States Commissioner Isaac Pitt, who occupies offices in the building, was cut off in his office by smoke, and was led to the fire escape by firemen.

GIVES \$500,000 MORE TO REBUILD DELA. SCHOOLS

WILMINGTON, Del., Oct. 13.—Pierre B. DuPont, chairman of the DuPont Powder Company, director and vice president of State board of education, today gave \$500,000 to rebuild schools in rural Delaware. This supplements his gift of \$2,500,000 recently to rebuild white and negro rural schools.

Problems of Washington The Street Car Muddle: A Remedy

Mr. Newman Discusses the Merger Proposition as a Temporary Relief for the Transportation Troubles.

By OLIVER P. NEWMAN, Former Chairman of the Board of D. C. Commissioners.

If you lived out on Eleventh street northwest, along about Kenyon street, and were employed in the District Building, you would be a regular patron of the Eleventh street line of the Washington Railway and Electric Company. You would go to your office every morning by that route and return every evening, paying a nickel for each trip.

If your salary was no greater than the meager salaries which are, unfortunately, the rule in the District service, you would carefully figure that 10 cents a day in your budget. You would remember the days when it was two tickets, instead of two nickels, and whenever you reckoned up your expenses (which is pretty frequently now), you'd wish the six-tickets-for-a-quarter era were back again, and you'd remind yourself that the street car company had had an increase in fares since the war.

Now, you're still living out on Eleventh street, but some morning you wake up and find the Public Utilities Commission has authorized the Washington Railway and Electric Company to charge 7 cents instead of a nickel. What do you do?

You calmly walk over to Fourteenth and Kenyon streets, climb onto a Fourteenth street car of the Capital Traction company, and ride down to the District building for a nickel. There is no more doubt that you'd walk those three short blocks and pay the lesser fare than there is doubt that you'd pick up a five dollar bill if you met one on the sidewalk.

Now, if you will just multiply yourself by thousands, you can easily figure out what will happen to the Washington Railway and Electric Company if the Public Utilities Commission heeds its demands for increased fares, whether it be an increase to 6 cents or 7 cents.

Will Quit Riding. People will simply quit riding on the lines of the Washington Railway and Electric Company except when there is absolutely no other way to get where they want to go, and the result of the increase in charge for carrying an individual passenger will be a decrease in the total gross receipts of the company—which the company claims would mean bankruptcy.

In some other cities in the United States (even where there is but one street car system) increased fares have resulted in decreased total receipts, merely because a lot of people walked where they would have ridden had the fare not been raised. A lot of people here would walk, too, and in addition, a lot more would patronize the lines of the other company. I think there can be no denying the following general assertion: To increase fares of the Washington Railway and Electric Company and leave fares as they are on the Capital Traction lines would wreck the Washington Railway and Electric Company. (Incidentally, of course, it would inflict an outrageous injustice on all the people who happen to live in such places that they would HAVE to ride on the Washington Railway and Electric cars, but I'm trying to prove the fallacy of the case by sticking exclusively to the effect an increase would have on the pocketbooks of the owners of the company, and upon the income and service of the Capital Traction.)

Consider the case of the Capital Traction Company. Here is a concern that has been very economically, wisely, efficiently and decently operated for a great many years. To start with, it has practically no unprofitable track. The Pennsylvania avenue, Seventh street, New Jersey and Florida avenues and Fourteenth street systems run through the most densely populated parts of the District, along routes that have the greatest flow of traffic, and (this is

Continued On Page 3, Column 1.

5 MORE U. S. AGENCIES TO AID PALMER FIGHT H. C. L.

The Government's campaign against the high cost of living received additional impetus today when the active aid of five more Government departments and agencies in the battle against profiteers was sought by Attorney General A. Mitchell Palmer.

With a view of securing their co-operation and that of their departments the Attorney General today held a conference at the Department of Justice with Secretary of the Treasury Carter Glass, Secretary of Labor William B. Wilson, Secretary of Agriculture David F. Houston, Director General of Railroads Walker D. Hines, and Acting Chairman Victor Murosek of the Federal Trade Commission.

Plan Active Campaign. The Department of Justice was represented further at the conference by Judge C. E. Ames, in charge of anti-trust cases for the department, and Howard G. Figg, assistant secretary of the Treasury. R. C. Leffingwell also was present.

Plans were outlined at the conference for the active participation of those additional Government agencies in the high cost of living fight. It is expected that later today Attorney General Palmer will make a definite announcement of a material widening of the scope of the campaign.

DOCK STRIKERS MAY GO BACK TOMORROW

New York Longshoremen Voting on Resuming Work Pending Arbitration.

NEW YORK, Oct. 13.—Striking longshoremen, who have tied up the port of New York since Tuesday, were voting today on returning to work pending settlement of their wage demands by Government arbitration. Union leaders, who brought about the vote, were confident the 50,000 strikers and the 50,000 other workmen would be back at work tomorrow.

Keeping Up With The Times

A FACT A DAY

After all, the logical thing eventually works out. Which means that the growth of the Sunday Evening Edition of The Times as an advertising medium is in no way surprising. The public always wants the latest news.

The Sunday Evening Edition of The Times exclusively provides the latest news on Sunday. The paper goes into the household at the reading time—the end of the day. It is read in the hours nearest to the opening of the stores on Monday morning.

It is the final word—the final opportunity.

\$50,000 JUST INVESTED IN SPECIAL shirt and collar equipment by Star Line. Optometrist, 8, 9 to 4; 226 Colorado bldg. —Adv.

POISON BABES WILL RECOVER SAYS DOCTOR

CHICAGO, Oct. 13.—A miracle is taking place in a little room at the Columbus Hospital. The Lukhart babies, poisoned by an insane mother and for sixteen days seemingly doomed to death, as the bacteriologist deeper and deeper into their tissues, are being literally snatched from the arms of death.

For days Dr. Thomas A. Carter, famous toxicologist, has worked on the children. Seven-year-old Shirley has hung on to life from minute to minute. Five-year-old Edna, never so sick as her sister, gradually lost her appalling interest in the dolls, the brave tin soldiers, the legion toys that have been sent. She, too, was fated, it seemed.

Yesterday Shirley opened her eyes and her lips formed a smile. For the first time Dr. Carter held out a ray of hope. "If we can prevent hemorrhage for twelve hours more there is a chance," he said. The child continued to improve. From her bed across the way baby Edna made it known that she was feeling better. Her eyes were big as she saw the new toys the day had brought. They are arriving at the hospital from hundreds of sympathizers.

Both Getting Better. "Edna will be entirely well within a few days," said Dr. Carter. Shirley shows marked improvement. Encouraged by this, the first positive assurance that his children would recover, Roy Lukhart, their father, today began preparations for taking his children to their home in Detroit. At the same time Detroit began preparation for a municipal reception for the children when they return to that city after one of the most remarkable battles against what the medical world has heretofore considered "hopeless odds."

Mayor Couzens has taken charge of the welcome home arrangements and other matters. He has been very ill, for he is pale and apparently has lost considerable flesh.

SEEK OFFICE SPACE FOR DELEGATION

Building Commission Asked to Find Quarters for International Labor Convention.

The Public Building Commission, of which Senator Smoot is chairman, has taken under advisement the question of quarters for the forthcoming International Labor Convention, summoned to meet in Washington on October 23, under the terms of the peace treaty.

LANSING CONFUSED ON LEAGUE STATUS

Thinks League Will Consist Only of Nations Which Have Ratified.

The status of the league of nations is "confusing," Secretary Lansing said today. The league will become operative when the ratifications of France and Italy are deposited with that of Britain with the league secretaries in Paris.

CUTTER DASHING TO SAVE SINKING SHIP

BOSTON, Oct. 13.—Racing against time and fate the fast revenue cutter Acushnet is speeding seaward today in an effort to locate the United States Shipping Board's steamer Ammonoosuc, Norfolk for Genoa, reported broken down, leaking fore and aft, and in danger of sinking.

Radio messages telling of the plight of the Ammonoosuc failed to give her position. As the Acushnet is dashing toward mid-Atlantic every wireless station along the coast is trying to locate the Ammonoosuc that the revenue cutter may reach the disabled craft before she goes down.

HOUSE MUCH BETTER AFTER NIGHT'S REST

NEW YORK, Oct. 13.—Col. E. M. House, of the American peace mission, who arrived here from France on the transport Northern Pacific in a weakened condition from illness, spent a good night, and was slightly improved today, it was announced at Colonel House's residence.

Colonel House is suffering from gravel, a deposit of calcareous concretions in the kidneys, but the attending physicians hope to effect a cure without an operation.

May Come Here Soon. It has not been definitely decided when Colonel House will go to Washington, Gordon Auchincloss, co-in-law of the ailing statesman, said that it might be within two weeks. Colonel House may wait for a summons from President Wilson, or from the State Department, if his health does not respond to treatment quickly.

Colonel House is deeply interested in the condition of President Wilson, and is receiving daily bulletins from Secretary Joseph P. Tumulty, at the White House, on the President's illness.

FLIERS WILL START BACK FOR COASTS

The second leg of the transcontinental air race will be contested, it was definitely announced this afternoon at the office of Major General Mencher, chief of the air service of the army.

The fliers will start their return trip not sooner than forty-eight hours, and longer than sixty-six hours, after landing. This time will exclude Sundays, and exception will be made in the event that such starting time will not permit the aviator to arrive at the next station before sundown.

AVIATOR MOBBED BY PARIS CROWD

PARIS, Oct. 13.—At the Longchamps race track an aviator, defying the orders against flying over Paris, came down and landed on the main course, where the inclosures were already considerably crowded.

"SUPER CHICKENS" TO CUT EGG COST

CLEVELAND, Ohio, Oct. 13.—"Super chickens," as big as turkeys and producing eggs twice the size of the present hen's egg, will soon be on the market, if experiments which poultry men are now making are successful, according to Alton E. Briggs, of Boston, president of the National Poultry, Eggs, and Butter Association, which opened its thirtieth convention here today.

ITALIAN KING NOT TO QUIT

ROME, Oct. 13.—An official denial of the report that King Emmanuel's abdication is imminent was issued.

LIEUT. KIEL TO GET SECOND PLACE IN AIR RACE

Lieut. Emil Kiel finished 34 minutes and 50 1/2 seconds ahead of Carl Spatz in the coast-to-coast aerial race, according to figures made public by the Air Service of the army today. In the opinion of officials of the department, Kiel will get second honors; but there is still a possibility that the actual flying time of some of the aviators who have not yet completed the first lap of the flight may be even faster, it was stated.

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The original plan was for a one-way flight. This was changed after all arrangements had been completed for the great contest. Air service officials felt when the project was adopted that a one-way flight would be sufficient to demonstrate the utility and reliability of planes entered. Many of them are still of this opinion. In view of a heavy casualty list on the two one-way flights across the continent and the rapid approach of more severe weather along the route some officers felt that it would be better to call off the return journey.

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HIGH SPEED BLAMED FOR FATAL CRASH; ARREST CREW

One man dead and a score or more men and women injured, five of them seriously, if not fatally, was the toll exacted at 8:15 o'clock this morning when a Forest Glen street car, crowded with Washington workmen, crashed into a big army motor truck on Georgia avenue in front of Walter Reed Hospital, near Dogwood street.

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