

One Strike Lesson. Government Ownership. The Greatest Business. Judging Women.

By ARTHUR BRISBANE. (Copyright, 1920.)

Not forever will the people of the United States be content to leave to accident, or to quarrels of workers and employers, the possibility of getting to and from their homes and their work, the supplies of food and other important matters. A nation intelligent enough to create the greatest nation and greatest railroad system in the world ought to know how to run this nation, and the railroads.

When a railroad is to be built it is built in accordance with engineering rules, under agreements and contracts that are binding. When a man goes to the railroad station he has to pay a certain amount, and he pays it. Owners and workers should also be bound by rules and agreements in their dealings with each other.

This is not condemning either workers or employers. General condemnation is foolish.

In the days when there were one hundred men for ninety jobs the employers took advantage of the condition. They used to play the idle men against the busy men, to the employers' advantage.

Today there are a hundred jobs for every ninety men, in some cases two jobs for each man. The men, like the employer looking for workmen against another employer—playing the game as the employers used to do.

In all these transactions, when strikes result, the public is buffeted between the opposing parties. Some better plan will be found; unless the people lack intelligence to run the country that they have established.

One thing is quite certain. The simplest, probably the only, satisfactory solution for the transportation problem is Government ownership.

Criticism of the inefficiency and extravagance of Government management if you will. But always remember that under Government control the roads were in the hands of the old crowd of railroad officials anxious to make Government control a failure.

Don't overlook this fact: The Government at least kept the railroads running.

Now the fact that any trains are moving is due to Government ownership, that is to say, to the Postoffice, for the Government owned mails move.

Under Government ownership, as the men have learned, they are treated fairly. Eventually, no doubt, the Government would manage the railroads at least as well as it does its Postoffice. It would get rid of managers whose principal job under Government control was to make a failure, in order to bring the roads back to private ownership.

The present strike will be settled in due time, of course. It is not so much a strike of employees against railroads as it is a strike of dissatisfied union men against union leaders who are making a fortune out of the cause. It is always a strike against the public which can't help itself.

What is the most important business in the world? Mrs. C. A. Bissell, of Aurora, Ill., answered the question when the local chamber of commerce working "for a better Aurora," asked what her business was and what she was doing to make the city better. "Raising babies," she answered. "You can make Aurora better by making it a clean city in every respect."

Raising babies is the most important business. The mother does not merely create the baby and then bring it into the world. After it is born she does for it all that the sculptor does for his block of marble, and more. If it is a boy she trains out of it as far as possible the brutality inherited from male ancestors. All boy babies were once born little savages, with jaws protruding and with cannibal instincts. Mothers have changed that gradually with patient effort, through five hundred thousand years. That should be remembered by gentlemen with red faces that occasionally denounce the growing influence of women in public affairs. "Raising babies" is the most important business in the world. Educating them is the next most important business. Supplying food from the earth to feed them is the next important. Yet Government does less for mothers, teachers, and farmers than for any other three classes of the population.

When a State rejects woman suffrage it announces that its women are not fit to vote. Of course, it has no right to judge of women in other States. You would say offhand that each State is the best judge of its own women, that when a State declares its women are of a kind to be permanently classed with idiots children and Indians, it knows what it is talking about.

But that does not necessarily follow. For the decision against women comes from men, professional politicians at that. And no body of women should be condemned on judgment of that kind. The decisions against woman suffrage prove that many masculine legislators are unfit to be law makers, and proves nothing else.

WEATHER: Fair tonight and tomorrow; colder tonight with temperature near freezing and frost, clearing tomorrow. Temperature at 9 a. m., 50 degrees.

President Wilson Calls Cabinet Meeting for Tomorrow to Discuss Strike Crisis

President Wilson today called a meeting of his Cabinet to be held tomorrow morning. This is the first meeting of the Cabinet that the President has called since his illness. It is understood the railroad situation will be taken up at that time. The Cabinet will meet at 10 o'clock, an hour earlier than the usual hour, and the meeting will be held in the President's study instead of in the Cabinet room in the Executive offices.

PRESIDENT APPOINTS RAILROAD LABOR BOARD

HAM TURNS DOWN CARMEN'S DEMAND FOR PAY CONTRACT

William F. Ham, president, Washington Railway and Electric Company, today again flatly refused to sign a contract with the Amalgamated Association of Street and Electric Railway Employees, or "any particular group of employees."

The street car men will meet at midnight tomorrow night to hear Mr. Ham's answer of their demands and the question of a strike will be brought up.

Tonight several associations, comprising Potomac Electric Power Company employees, will meet to decide upon an ultimatum to be delivered to President Ham tomorrow morning. They also demand a signed contract.

Mr. Ham's refusal to enter into a contract may result in a strike of street car and electric power plant employees, thus tying up street car lines and cutting off electric power from the city.

Conference "Satisfactory." President Ham said today he had had a "satisfactory" conference with a committee of our employees, and stated he had told the men he would not enter into contract with any group of employees.

The next move will be taken by the men," said A. E. Jones, who headed the committee calling upon President Ham today, "we will report back to them at midnight tomorrow night. What action they will take, I cannot say."

"We have another conference scheduled for a week from today, at which we will discuss wages and working conditions."

Contract Is Issue. Amalgamated officials said today that the question of a contract was the paramount issue between the employees and the company. They declared the matter of wages and working conditions comes second after the demand for a contract.

ALL ERIN TIED UP BY STRIKE

General Walkout of Workers Called as Protest Over Prison Treatment.

TRAIN SERVICE PARALYZED British Military Authorities Summon Troops When Workers Threaten Jail.

By DANIEL O'CONNELL, (International News Service.) DUBLIN, April 13.—A general strike went into effect here today as a protest against the treatment of Irish prisoners in the Mount Joy jail.

Not a wheel has been turning since midnight, and the factories were unable to resume operations this morning, the workers failing to show up.

Shipping Tied Up. Even the government departments were affected, as the strike spread to the clerks. The mails were held up, as train service was paralyzed.

Many ships were unable to leave their piers. A feature of the movement was a "strike" of school students.

Sir Nevill Macready, new commander-in-chief of the British troops in Ireland, arrived here today.

Industrial conditions in Cork, Waterford, Limerick, and Derry were completely stagnated as well as in Dublin.

The railway strikers held a procession here, marching through the principal streets.

Dublin was without light during the night. The Punchestown races, the most important Irish turf event of the year, could not be held.

Crowd Threatens. A crowd gathered in front of the Mount Joy jail and became so threatening that the British military authorities sent a tank to disperse it.

The walkout even extended to the municipal firemen, who refused to respond to alarms.

Archbishop Walsh expressed the opinion that "Ireland is faced with an appalling catastrophe."

The chairman of the Mount Joy prison and the visiting justices and medical officers have resigned.

Soldiers armed with fixed bayonets and supported with machine guns were placed on guard around Mt. Joy jail.

Captain White, son of Field Marshal White, was arrested while attempting to address the troops.

L.W.W. LEADERS COMING; SECRET SERVICE ON ALERT

Reports that a delegation of L. W. W.'s were coming to Washington today and that the police had a tip that the delegation would be in the White House grounds.

WOOD GOES BACK TO ARMY DUTIES

Cancels All Campaign Dates, Resumes Post at Chicago Because of Strike.

BOSTON, April 13.—Because of the growing seriousness of the "outlaw" railroad strike, Major General Leonard Wood today gave up his two months leave of absence from his army duties, canceled all his eastern speaking engagements, and returned to his post at Chicago as commander of the Central Division.

General Wood had engagements to speak here tomorrow. From Boston he had planned to go to Delaware, New Jersey, Rhode Island, Pennsylvania, and other Eastern States.

The War Department announced today that no orders had been issued for Maj. Gen. Wood to end his leave of absence here, and if he had returned to duty it was of his own volition.

AMERICAN IS SLAIN BY EBERT SOLDIERS

BERLIN, April 13.—Paul Demott, an American newspaper man who was alleged to have been connected with the Communist movement in Germany, was shot and killed while attempting to escape from Weasel prison, according to advices from the foreign office to the American mission.

BOWIE ENTRIES

BOWIE, Md., April 13.—Entries at Bowie tomorrow: First race—"The Rosebud" Purse; two-year-olds; four furlongs. Mogens, 113; Mary Erb, 108; Eye Opener, 113; Northern Lady, 106; Omer K., 111; Dora, 106. Second race—Claiming; three-year-olds and upward; 110; Flying Frog, 107; Primitive, 102; "Klirah," 108; Enrico Caruso, 110; Pokey Jane, 105; Biddlelee, 102; "Waldo, Jr., 102; Lady Jane, 102; Edith K., 105; "Annabelle, 103; "Riddle, 97. Third race—Claiming; four-year-olds and upward; seven furlongs. Kinglang, 2nd, 112; Garbage, 109; "Dockhand, 113; "Betsey, 102; "Malcolm, 107; Mistle Polly, 109; "Syracuse, 108; "Paul Connelly, 113; "Tiger Rose, 102; Junita 2nd, 109; "Huron 2nd, 118; "Tom Fool, 107; "Tit for Tat, 102. Fourth race—"The Monument" Purse; three-year-olds and upward; six and a half furlongs. King John, 115; The Belgian 2nd, 111; Knot, 102; Virginia L., 90; Youneed, 111; Crankshals 2nd, 105; Pastora, 100; Frank Monroe, 111; Dr. Joe, 105; Captain Evans, 95. Fifth race—"The Prince George Consolation;" three-year-olds and up; nine furlongs. Tippe Sahib, 111; My Dear, 91; The Decision, 113; Bondage, 111; Tallor Maid, 108; Lively, 104; Thistle-down, 111; Mormon Elder, 104; The Lamb, 96. Sixth race—Claiming; four-year-olds and upward; mile and a quarter. Parrish, 114; Austral, 108; "Tom Brooks, 104; Luther, 111; Brookland, 103; "Ned Miley Bright, 103; Colonel Holloway, 108; "Captain Hodge, 106. Seventh race—(Entries will close later). "Apprentice allowance claimed.

D. C. STRIKERS MARK TIME

Merchants Impressing Motor Trucks to Lay in Emergency Supplies.

POTOMAC YARDS STILL IDLE Rumored Men May Follow Lead of Other "Outlaws" and Return to Jobs.

Several hundred local railroad men are on strike in Potomac yards met this afternoon at 3 o'clock to consider calling off the strike, accepting the proposal of Brotherhood officials, and returning to work.

W. B. Deak, vice president of the Brotherhood of Railway Trainmen, told the strikers that they would be demoted without prejudice and restored to the jobs they held before they walked out if they would return without further delay.

The labor board named by President Wilson today will meet immediately, Mr. Deak said, and assurance was given that a satisfactory settlement would be forthcoming if the men returned to work.

The "outlaw" strike in Washington and vicinity marked time today, while merchants and produce dealers got busy putting motor trucks into service to lay in supplies against the day of a complete tie-up promised by the strikers.

At the Potomac Yards of the Baltimore and Ohio railroad today, "business as usual" was in evidence, and there appeared to be no disposition on the part of the yardmen to leave the job.

Strikers Back On Jobs. Yardmaster Frank S. White, in charge of Eckington Yards, published telegrams received today from Baltimore and Ohio headquarters that the strikers were returning to work at Willard, Ohio, and Akron, Ohio.

The freight tie-up at Potomac Yards, near Alexandria, is complete. R. M. Colvin, superintendent, said today that the men at these yards left the job at 10:30 o'clock last night. Several hundred cars of perishable freight are on the tracks there.

"Things are utterly at a standstill. Not a car or switch engine is moving," said Mr. Colvin. "We are now checking up on the number of freight cars in the yards and making a survey that will show exactly which of these cars contain perishable foodstuff. We have a total of about 4,000 cars in the yard, and I would say about 200 cars of foodstuffs that will show exactly which of these cars contain perishable foodstuff. We have a total of about 4,000 cars in the yard, and I would say about 200 cars of foodstuffs that will show exactly which of these cars contain perishable foodstuff."

Says It's "Fight to Finish." A rumor was current in Alexandria today that the men were preparing to return to work, providing an agreement could be had with company officials assuring them their seniority standing. It was impossible to obtain verification of this rumor. On the other hand, talks with the men individually indicated, as one man put it, "that it is a fight to the finish."

A meeting of the men, held at Alexandria last night, resulted in the walkout at 10:30 o'clock. It had first been planned to return to work after an agreement had been reached on a definite policy.

Efforts to ascertain the identity of the leaders of the strike movement at Potomac Yards were to no avail. Even railroad officials professed not to know who are behind the local strike movement.

Trains running from New York to Washington are reported from fifteen minutes to half an hour late on account of the "outlaw" strike. Trains from New York reported to arrive here at 1:25 and 1:45 p. m. were between ten and twenty minutes late. The time of other trains from New York, due in Washington today, is as follows: 3:30 p. m., 4:10, 4:40.

HENRY HUNT, former mayor of Cincinnati, who today was named a member of the Railroad Labor Board by President Wilson. He will serve on the group representing the public.



EASTERN LINES STILL TIED UP

Railroad Chiefs Declare Peak of "Outlaw" Strike Reached, However.

NEW YORK, April 13.—Despite the fact that railroad traffic in and around New York was still utterly demoralized today, railroad officials professed to see a betterment in the situation. They expressed the belief that the peak of the unauthorized strike fever has been reached and passed.

There was little noticeable improvement in the situation early today, however. The commuting service particularly was hard hit again. The Jersey Central, which carries a great part of the Jersey commuters, was still more or less tied up and running trains when crews could be found to man them.

Citizens held mass meetings in many Jersey communities last night and pledged themselves to see engines, act as brakemen, or perform other tasks on trains to and from their work.

The Staten Island Rapid Transit, a part of the Baltimore and Ohio system, moved no trains in the early hours, leaving the sands of commuters stranded.

Say Men Will Return. Officials of the New York Central saw improvement in the situation as it affected their road in reports that strikers at several divisional points would return to work today. If the men did return, it was said, it meant that the worst had been passed.

The Pennsylvania operated on a curtailed schedule. On the Erie railroad only a few trains carrying milk and mail were operated early today.

Thousands of commuters have definitely abandoned hope of going to and from their homes, and have crowded all hotels in Manhattan. One hotel alone is housing more than 600 officials and employees of banking firms.

Automobile "trains" are being utilized by persons in outlying suburbs to get to their places of business.

D.C. MAN MADE RAIL ARBITER

Round Table Named by Wilson Represents Public, Roads, and Labor.

THREE FROM EACH GROUP Brotherhood of Clerks and A. F. of L. Have Spokesmen in Men's Division.

President Wilson today named the Railroad Labor Board created by the Cummins-Esch bill to settle disputes between railroad employes and employers.

The board is composed of nine members, three representing labor, three representing the railroad management, and three representing the public, as follows:

D. C. Man Appointed. Public Group—J. Wallace W. Hanger, of the District of Columbia; Henry Hunt, ex-mayor of Cincinnati, and R. M. Barton, of Tennessee.

Management Group—Horace Baker, J. H. Elliott and William L. Park. Employers' Group—Albert Phillips, of Ohio; A. O. Wharton and J. J. Forrester.

Hanger is assistant commissioner of the United States Board of Mediation and Conciliation. Before becoming a member of this board, in 1913, he was chief statistician and administrative assistant of the Bureau of Labor Statistics since 1887.

He is a native of Virginia, having been born in Augusta county, March 28, 1856. He received his education in the Lebanon Valley College, in Pennsylvania, from which he was graduated in 1884. Mr. Hanger received a degree of doctor of philosophy in 1897.

Mr. Hanger is prominent as a writer of economic and sociological treatises. His home is at 2344 Massachusetts avenue.

Hunt Is Ex-Mayor. Mr. Hunt is a lawyer from Cincinnati, and was mayor of that city from 1912-14. Later he was a member of the board of trustees of the Cincinnati-National Railway.

His early political career included activity as a member of the Citizens' Municipal Party, devoted to the elimination of national issues from Cincinnati affairs. He also was a member of the Ohio house of representatives, from 1906-07, and was active in procuring a number of elective reforms.

R. M. Barton has been a judge and was many years a justice in the Tennessee court of appeals. Albert Phillips is vice president of

PRESIDENT TO PASS SUMMER ON COAST

New England Still Favored as Place for "Summer White House."

President Wilson will probably spend the summer along the New England coast despite the fact that it has been decided to abandon plans for occupying the residence of Charles R. Crane, minister to China, at Woods Hole, Mass.

A final decision not to have the summer White House at Woods Hole was reached after Mrs. Lizette Jeffray, housekeeper at the White House, returned from a trip of inspection. It was found that the Crane residence was not large enough, nor suited to the use of the President.