

CO. AND MEN READY FOR LENGTHY FIGHT

Both Factions Refuse to Yield as Second Week of Car Strike Opens.

(Continued from First Page.)

pany's ticket offices, purchasing fares and offering a quantity of nickels and dimes in exchange.

Men in charge of the strike breakers admitted today that there was a "shortage of men," but said that new operatives were on their way to this city to replace the deserters.

Show Great Interest.

Striking car men showed great interest today in the meeting of the union men on the Capital Traction Company lines in the union hall, at Sixth and G streets northwest. The traction company union men having night runs attended the meeting this forenoon, and the day men will meet tonight to vote on the tentative agreement made by their committee with the company's officials after the meeting.

The Traction Company unionists have already been recognized, the principal question now under consideration being that of increasing wages and a shorter minimum period to reach the highest wage possible. The present maximum wage scale is 27 cents an hour after ten years' service.

Offered 30 Cents.

While the union heads are silent as to the tentative terms, it was the gossip around headquarters that the union members have been offered 30 cents an hour after five years' service, and that the men will vote for such an agreement.

It is also understood that the company has offered better terms in respect to hours to its employees. These terms, as outlined, were so complicated, however, that some of the men themselves said they were unable to understand them.

No announcement, it was stated, will be made until the union committee, comprising J. H. Cookman, W. B. Politt, and William J. Meyerhoffer, has reported today's action to the company's officials. George E. Hamilton, president, and J. H. Hanna, general manager, at a conference tomorrow forenoon.

In the event of any disagreement between the company and the men, the matter will be submitted to arbitration, but such an outcome is not anticipated.

Both Make Speeches.

Edward McMorro, international organizer, and George A. Wilbur, president of the union on strike, made speeches to the traction men today.

Adopting a resolution denouncing the Washington Railway and Electric Company for refusing to grant its employees "the right of collective bargaining," and calling on Washington citizens to boycott the company's lines, women sympathizers, residents of Connecticut avenue and other fashionable sections of the city, today arranged with the Women's Auxiliary of the striking car men's union to push the fight for the strikers.

Mrs. Charles Edward Russell read letters appearing in the Women's Auxiliary. The Times which described the plight of striking employees and their families, and Mrs. Benton MacKaye introduced the resolution to boycott the company. It was unanimously adopted.

King's Aide Talks.

William L. Clark, secretary to President King, was allowed ten minutes to explain his case.

He was bombarded with questions from the wives of striking car men. Mr. Clark sought to explain the importation of strike breakers by citing the case of domestic servants forming a union to dictate to their wives what working hours should be and how late people of the house should be out at night.

"Our men are not anybody's servants," declared Mrs. T. R. McDaniel, a member of the Women's Auxiliary. "No, they are not," cried Mrs. George A. Wilbur, the wife of the head of the car men's union.

Secretary Clarke used most of his time telling what the company's overhead expenses are and how they could not afford to pay its men the union demands.

Neighborhood Meetings.

Neighborhood meetings to extend the boycott on all lines of the Washington Railway and Electric Company was the plan evolved by the women as the most effective way of aiding the strikers.

A meeting will be held tomorrow morning at 11 o'clock, with Mrs. Adelaide Neill, in the Woodley apartments. Meetings will be held Wednesday morning with Mrs. Ann. Zon, in Takoma Park, and Mrs. Charles H. Whittaker, 1671 Thirty-first street, Georgetown.

Unless the strike is settled tomorrow, the wives of car men, assisted by the group of women headed by Mrs. Russell and Mrs. Benton MacKaye, will hold a tar day.

Mrs. T. R. McDaniel will address the meeting of women late this afternoon in the apartment of Mrs. MacKaye, at 1025 Sixteenth street northwest.

ASKS NATIONAL REGULATION

Railroad Heads Tell Congress Committee State Laws Harassing.

National regulation of the railroads of the country as the one certain way of bringing about a uniformity of operation of the rail systems was urged today by representatives of the leading railroads in conference with a joint interstate commerce committee of both branches of Congress.

The conference in pursuance of a recommendation made by President Wilson to Congress in his message in December, 1915, that it is obvious that there should be a more adequate regulation of this country's rail systems.

As expressed by Judge R. S. Lovett, chairman of the board of directors of the Union Pacific, the conflicting regulations of railroads laws of the forty-eight States harasses railroad operations. Judge Lovett explained to the committee that as a result of rates fixed by the Interstate Commerce Commission the railroads are not earning sufficient money to carry on needed improvements and development of their lines. He estimated that during the ten years ended June 30, 1915, there was expended by railroads for improvements and development close to \$6,000,000,000.

B. & O. MEN BACK TO WORK

Refuse to Resume Duties Until Officially Notified of Truce.

Official notification that effectiveness of the railroad strike order had been deferred forty-eight hours changed the attitude of freight trainmen of the Baltimore and Ohio system and sent them back to work yesterday afternoon. The men had walked out at 7 o'clock Saturday evening, the hour set for the strike, and refused to return to work on unofficial announcement that a walk-out had been postponed. From the time the men quit work until they returned the freight system of the railroad in and out of Washington was demoralized.

Official notification of the postponement was conveyed to the men by Vice President G. F. Simes of the National Brotherhood of Railway Trainmen, who arrived in Washington shortly after 1 o'clock yesterday afternoon on a special train.

With the railroad strike called off, freight conditions in Washington are slowly becoming normal.

The Chesapeake and Ohio and Southern lines have raised their embargoes, put into effect Friday.

The Pennsylvania railroad embargo has been modified, and shipments are being accepted at all stations for the direct lines of this system east of Pittsburgh.

CHILDREN MOURN

"UNCLE JIM" BARRY

Nonogenarian Inmate of Little Sisters' Home Was Favorite of Neighborhood.

There is a wondering look in the eyes and a question on the tongues of little children living in the neighborhood of the home of the Little Sisters of the Poor at Second and H streets northeast.

Among themselves they ask "Where is 'Uncle Jim' Barry? We want him to tell us stories and play with us." But "Uncle Jim" Barry will tell no more stories to little children. He was buried this morning.

Was 96 Years Old.

For thirty-six years James Barry, who was ninety-six years old, was an inmate of the home of the Little Sisters of the Poor. During his early life in this city, he was employed as a messenger by business men of this city. Who they were he did not remember.

For many years the pittance James Barry was able to earn as messenger was sufficient to buy food and clothes for himself and sometimes a stick of candy for the little ones of the neighborhood who all waited for "Uncle Jim" when he came from work. Then he was in a railroad accident. For days he lay as dead, but finally came forth with one arm gone.

Life was doubly hard for James Barry then. The old positions were denied him. He was hungry. So he went to the home of the Little Sisters of the Poor, and they took him in. Much of the work around the place was done by Barry, already old. One of the tasks in which he particularly delighted was to drive the wagon of the institution, for then he could take children of the neighborhood riding. Women felt that their children were safe when they were with "Uncle Jim."

Lost Track of Relatives.

A short time ago Barry began to weaken and his health gradually declined. "Uncle Jim" Barry was buried in Mt. Olivet Cemetery today after a funeral service at the place where he had made his home for nearly a life time. Though he was sincerely mourned, no relative of his was present, for, if relatives survive him he had lost track of them, and, so far as he knew, he was alone in the world.

14 MONTHS FOR EGG THEFT

Negro Pleads Guilty to Murder and Chinese to Fraud.

Milton W. Drennan, former postal employe, charged with the theft of ten dozen eggs from a parcel post package, was sentenced today to fourteen months in jail by Justice Gould in Criminal Division, No. 1, of the District Supreme Court. Sentence was suspended and Drennan was placed on probation.

Howard Moore, colored, indicted on a charge of murder in the first degree in connection with the death of Jesse Harris on January 15, 1915, pleaded guilty to manslaughter when arraigned before Justice Gould. Sentence was deferred. Moore killed Harris by striking him with a pitchfork.

Lee Yuen and Lee Jin Quong, Chinese, pleaded guilty to conspiracy to defraud the United States. It was alleged they conspired to obtain the approval of a United States commissioner "for the preinvestigation of the status" of a Chinese merchant. They were fined \$200 each, which they paid.

KENNY FUNERAL TOMORROW

Services to Be Held for Aged Woman at St. Aloysius' Church.

Funeral services for Miss Margaret Kenny, aged ninety-two, for more than half a century a resident of this city, who died Saturday, will be held at St. Aloysius' Church, of which she was a parishioner for thirty years, tomorrow morning at 9 o'clock.

To the residents of the community Miss Kenny was a familiar figure. Some of the older residents she knew in Ireland, where she was born. She came to this country when a young woman and has always lived in the neighborhood in which she died.

Within the last two months, a sister and brother of Miss Kenny, both over the prescribed three score and ten, died, leaving her alone.

RAIL STRIKE OFF; BROTHERHOODS WIN

Managers Meet Every Demand of Adamson Law in Face of Nation's Peril.

NEW YORK, March 19.—The railroads have met the fullest demands of the Adamson eight-hour law, and thereby definitely averted the threatened nation-wide strike, with the country on the verge of its most serious crisis.

Patriotism, awayed to its height by the sinking of three American vessels, brought from the railroad managers' committee today the announcement that they would accept the brotherhood chiefs' demands rather than give the impression at home and abroad that the efficient operation of the country's railways will be hampered or impaired in the face of its latest peril.

The railroads surrendered completely, leaving their end of the adjustment entirely in the hands of President Wilson's mediation board. A joint committee is to thresh out the details.

The managers' agreement means approximately \$1,000,000 a week added to the payrolls. Thirteen million dollars' extra back pay, dating from January 1, when the Adamson law was to have become effective, will be distributed among the 400,000 trainmen.

After Day of Doubts.

The day had been a day of doubts in the conference rooms of the mediators. The fate of the Administration's attempt to avert the greatest labor war in the history of the United States had hung in the balance all day, ready to be pushed either way.

Railway managers, brotherhood chiefs and mediators had been in conference most of the day and previous night. Messages had flowed back and forth in a constant stream. There was an open wire between Washington and the mediators' headquarters.

Then came word of the sinking of the three American ships. Half an hour later the brotherhood chiefs, a committee of the managers and the mediators were in a joint session. Debate and earnest pleading could be heard issuing from the little room in the Baltimore.

Decision Comes Unexpectedly.

The decision of the railway managers, which was as sudden as it was unexpected by all except those directly in the conference, came after virtually forty-eight hours' continuous conference. It has ended the specter of a national tie-up of the railroad system—and at a time when the whole world waited, with bated breath, for word from the two little camps hidden in New York.

Word was passed to newspaper men at 1:45 o'clock that the managers would send their definite answer in a few minutes. The answer came, guarded, and minutes turned to hours before it was returned.

An hour and a half later the message came that the managers had unconditionally surrendered and placed the settlement in the hands of the

four men who had postponed and then averted the calamity.

"We have been negotiating all day," Secretary Lane announced. "As a result, regardless of a decision by the Supreme Court, the eight-hour basic day will go into effect."

Letter to Mediators.

Then he made public this letter from the railway managers to the mediators:

"In the national crisis precipitated by events of which we have learned this afternoon, the national conference committee of the railways joins you in the conviction that neither at home nor abroad should there be fear or hope that the efficient operation of the railways of the country will be hampered or impaired.

"Therefore, you are authorized to assure the nation that there will be no strike, and, as a basis for such assurance, we hereby authorize the committee of the Council of National Defense to grant to the employes who were about to strike whatever adjustment your committee deems necessary to guarantee the uninterrupted and efficient operation of the railways as an indispensable arm of national defense."

At 2:30 this morning the joint committee that was to work out the details, went into session. It recessed at 6 o'clock, announcing that the full terms of the Adamson law had been granted the railroad men.

Worn and haggard from their trying experiences, with practically no sleep in two days and two nights, the committeemen hurried to their rooms for a few hours' rest. By noon the entire matter was to be cleared from the nation's plates, while the now more ominous international situation is being handled.

President Wilson was kept in constant touch with the proceedings. Three Washington calls passed through the hotel within an hour after it became known the three American ships had been torpedoed.

W. G. Le, brotherhood chief, said the men as well as the railways made sacrifices on the score of patriotism. Asked if the brotherhoods would issue a statement similar to the one in which the managers agreed to the eight-hour demands, Le said:

"We can climb down the same ladder they did. We surrendered 60 per cent of our rights last August at the request of the President. We did not feel we did not surrender all our rights. We stood by the President then and we are standing by the Adamson law now."

HIGHER RATES HINT SEEN

Frank Trumbull Urges Public's Cooperation With Railroads.

In a statement put out today, following news of the settlement of the strike controversy, Frank Trumbull, chairman of the railway executives' advisory committee, who is here to attend the sessions of the Newlands committee, called for the co-operation of the public with the roads to meet the new situation brought about by the eight-hour day.

Mr. Trumbull's statement is looked on as meaning that the roads by reason of being called on to pay more money to employes, will ask sooner or later that the fact be recognized by increase of rates. He does not mention higher rates but asks that the railroads from now on be considered by the public "as great national assets."

"He commends the settlement as 'wise and patriotic,' and urges national treatment and unified control of the roads.

FULL TEXT OF PACT ON RAILWAY PEACE

Agreement Signed by Managers and Brotherhood Chiefs Formally Settles Dispute.

NEW YORK, March 19.—The following agreement was signed today by the railway managers' committee and the brotherhood chiefs, formally settling questions over which they have been at odds:

"Settlement awarded by the committee of the Council of National Defense:

"On all roads, except passenger, where schedules now read, '100 miles or less, nine or ten hours or less, overtime at ten or eleven miles per hour,' insert 'eight hours or less for a basic day and twelve and a half miles per hour for a speed basis, for the purpose of computing overtime to be paid for at not less than one-eighth of a daily rate per hour. In all yards, switching and hostling service, where schedules now read, 'ten, eleven or twelve hours or less,' shall constitute a day's work, insert 'eight hours or less shall constitute a day's work at present ten hours' pay."

"Overtime to be paid for at not less than one-eighth of the daily rate per hour.

"In case the law is declared unconstitutional, eight hours or less at present ten hours' pay will constitute

a day's work is hostling.

"In passenger service the present mileage basis will be maintained. On roads now having a flat ten-hour day in passenger service the rule will be amended to read 'eight within ten hours.'

"For all classes of employes in short turn-around passenger service, where the rule now reads 'eight within twelve hours,' it will be amended to read 'eight within ten hours.' "For such territory as has no number of hour for a day's work in short turn-around passenger service the eight within ten, our rule applies. "Overtime to be paid for at not less than one-eighth the daily rate per hour.

"The general committee in individual railroads may elect to retain present overtime rules in short turn-around passenger service or the foregoing provisions, but may not make a combination of both to produce greater compensation than is provided in either basis.

"In the event the law is held to be constitutional, if the foregoing settlement is inconsistent with the decision of the court, the application will be adjusted to the decision. If declared unconstitutional the above stands with all the provisions as written.

"The foregoing to govern for such rounds, classes of employes, and classes of service represented by the national conference committee of the railways.

"The schedules, except as modified by the above changes, remain as at present.

"FRANKLIN K. LANE, "DANIEL WILLARD, "W. B. WILSON, "SAMUEL GOMPERS,

"Accepted by: "W. G. LEE, "E. SHEPPARD, "W. B. STONE, "W. B. CARTER, "The National Conference Committee of Railways, by "ELISHA LEE, Chairman."

GOVERNERS PLAN TRAFFIC.

NEW ORLEANS, March 19.—Governors of Mississippi valley States met here today to plan the use of the Mississippi river and others to obtain relief from freight rates which tend, they say, to force shipments by lake and rail instead of via this port.



"My Little Girl Got Fat Taking Father John's Medicine."

"Marjorie had a cold and Father John's Medicine helped her greatly and she likes it very much. She also got nice and fat on it. I think it is a good tonic for anyone who is subject to colds. (Signed) Mrs. P. Mannewitz, 91 Broad St., Stapleton, S. I. Father John's Medicine is safe to take because it is free from alcohol or dangerous drugs.



Notice With Care Our Features For Tuesday and Wednesday At All of Our Markets

- 930 La. Ave. N.W. 739 N. Capitol St. 1440 P St. N.W.
918 La. Ave. N.W. 3420 Ga. Ave. N.W. 1714 14th St. N.W.
8th and E Sts. S.E. 7th and Fla. Ave. N.W. 2030 P St. N.W.
7th and B Sts. N.E. 14th and Perry Pl. N.W. 3420 M St. N.W.
7th and H Sts. N.E. 14th & Kenyon Sts. N.W. 31st and M Sts. N.W.
11th and H Sts. N.E. 14th and You Sts. N.W. 7th and Que Sts. N.W.
1632 N. Capitol St. 18th and You Sts. N.W. 712 K St. N.W.
726 7th St. N.W.

- MILK-FED VEAL CUTLETS, 32c Lb.
CHOPS—loin or rib, lb. 24c
BREAST, 18c Lb.
SHOULDER, 20c Lb.
BEEF LIVER, 12c sliced, lb.
PORK PUDDING, lb. 14c
Fresh Creamery Butter, Derrydale brand, 1 lb. print. 45c
Strictly Fresh Eggs, dozen 32c
Breakfast Bacon, machine sliced, lb. 30c
Smoked Hog Jowls, lb. 14c
Marigold Oleo, 1 lb. print 25c
Pure Lard, open kettle rendered, lb. 22c
Compound, a lard substitute, lb. 18c

MACARONI and SPAGHETTI is a popular food first of all because it means variety, and then because it is good solid food. In this sale we offer same in bulk at 11c Lb.

- Hershey's Chocolate, 1-5 lb. cake. 8c
Pork and Soya Beans, 11-oz. can. 10c
Domestic Sardines, 2 cans 9c
WHITE CORNMEAL, 3 lb. bag 10c
SWEET JUNE PEAS, 3 cans 25c
PRUNES, 2 lbs. 15c Small meaty fruit,

KREAM KRUST BREAD Baked in our own bakery ovens, under expert supervision. Full of goodness all through. Two size loaves, at low prices, quality and weight considered. 4c & 5c A Loaf

- 18c POTATOES 70c GRAPE FRUIT 7c
1/4-Pk. Peck Extra Large Each

- Steak Tile } lb. 20c } FISH } White Perch, Trout, Butterfish, } lb. 15c
Halibut }
Sea Bass, lb. 12 1/2c } Croakers, lb. 10c



In Thousands of Families

Instant Postum is regarded as one of the regular staples of the pantry, along with flour, sugar and other "necessities" of life. Instant Postum looks and tastes much like coffee, but causes none of the discomforts of coffee. It is a pure food-drink, rich in the nourishing goodness of choice wheat, including the mineral elements of the grain so essential for perfect health.

Here is a beverage that children as well as the older ones can safely enjoy. It is ideal in its convenience (made instantly in the cup) and delicious flavor. A ten days' trial shows.

"There's a Reason" for Instant Postum