EBERT GROUP WINS ON FULL RETURNS

Majority Socialists Elect 164; Democrats 77

CHRISTIAN PARTY GETS 88

Premier Ebert And Scheidemann Go To Weimar To Superintend Renovation Of Theatre In Which Assembly Is To Meet.

Basle, Switzerland.—Reports from all the 27 electoral districts in Germany, returning the full number of 421 members of the National Assembly, show the Majority Socialists having a plurality in the assembly, with 164 votes. The next highest number was returned by the Christian People's party, the former Centrists, who will have 88 members. The distribution of the members by parties is as follows:

Majority Socialists, 164; Christian People's party, 88; Democrats, 77; German National party, 34; Minority Socialists, 24; German People's party, 23; Guelfs, 4; Bavarian Peasants' League, 4; Wurttemberg Bourgeois party, 2; Peasants and Workmen's Democratic League, 1—total, 421. Premier Ebert and Philipp Scheidemann have gone to Weimer to superintend the making over of the Court Theatre there, in which the National Assembly is to meet.

Kurt Eisner, the Bavarian premier, failed to win a seat in the German National Assembly in any of the constituencies where he was a candidate.

ASSEMBLY MEETS FEB. 6.

Berlin.—The German National Assembly which will convene at Weimer February 6 is expected to be in session about two months. The first business before the assembly will be the selection of a provisional government, because the present government considers its existence at an end with the convening of a constituent assembly.

The assembly will then take up the adoption of a constitution. The present government, as such, will not present any proposal, and the draft drawn up by the ministry of the interior will be submitted merely as a preliminary suggestion to form the basis of discussion.

The obligatory task of the constituent assembly will be finished with the adoption of a constitution, but it has the right to make of itself a constituted instead of a constituting body and this probably will be done. In that case the assembly will be obliged to regulate tax and financial questions by legislation.

The peace question probably will not be considered, as it is not expected that the Germans will be admitted to the Peace Conference before the adjournment of the assembly.

The matter of lodging the 3,000 persons who are expected to attend the convention is a serious one, because Weimar is a small city with limited accommodations. The municipal authorities there are considering the question of billeting the delegates and journalists with private families if necessary and in adjacent cities. Telegraph, telephone and postal communications will be enlarged and train service also will be increased. Work in this direction already is under way.

The constituent assemblies of the various German states will not convene until after the National Assembly has completed its work.

KRUPPS WORKING FOR U. S.

Making Parts For 72 Incomplete Cannon Turned Over By Huns.

Coblenz.—The Krupp plant at Essen began working for the United States Government Tuesday. The task undertaken by the Krupps consists of making part for 72 incomplete cannon, rejected by the American authorities as part of the war material offered by the Germans under the terms of the armistice.

The German commission, which has been in Berlin considering the question of the heavy guns turned down by the American authorities, has arrived at Coblenz and reported that 80 cannon have been shipped to the headquarters of the American Army of Occupation to replace big guns which failed to meet requirements. With the delivery of the parts for the 72 cannon and the arrival of the other 80, the delivery of heavy artillery to the Americans will have been completed. The American allotment called for 152 heavy guns.

GOMPERS LAUDS DECISION.

Says He Hopes Council's Policy Will Restore Russia.

Paris.—Samuel Gompers, president of the American Federation of Labor, who was told upon his arrival here of measures relatives to Russia adopted by the Peace Congress, said:

"I think it is a very wise decision and hope it will have satisfactory results in restoring peace in Russia and placing that unfortunate country again into comity with the great factors of the civilization of the world."

GERMANS AID SINN FEIN.

Declared Trying To Hasten Irish Insurrection.

Geneva.—The Germans are employing every means to aid and hasten an Irish insurrection, according to neutral diplomatic sources here. Large sums of German money through America and neutral countries, it is declared, continue to be sent to Ireland secretly, despite the vigilance of the Allied powers, while German agents are in constant touch with the Sinn Feiners.

Some Boy!

HELP MAIL LINES BY WATER ROUTE

Advocated by Chairman of the Southern Pacific

ATTITUDE OF THE EXECUTIVES

Julius Kruttschnitt Takes Decided Stand Against Standardization Of Equipment For All Roads.

Washington.—Use of water routes to relieve crowded railroad lines, consolidation of ticket offices, unification of terminals and pooling of repair shops were among the war-time reforms instituted by the Railroad Administration indorsed as worthy of continuation by Julius Kruttschnitt, chairman of the Southern Pacific, in testimony before the Senate Interstate Commerce Committee. Mr. Kruttschnitt appeared in suppoort of the railroad legislation proposed by the association of railway executives and was the first of several prominent railroad officials whom the committee plans to hear.

Standarization of equipment for all railroads under federal control proposed by the Railroad Administration was said by Mr. Kruttschnitt to be inadvisable.

"Standardization of locomotives is unwise and unnecessary," he said. "To obtain maximum efficiency of a locomotive and corresponding minimum of cost of transportation demands close study of the alignment and grade systems, the nature of fuel, strength of bridges, weight of rail, length of turntables, depth of roundhouses and lengths of freight passing sidings on the line on which they are to be operated. As these features are different for each line no locomotive can be designed to serve all lines with maximum efficiency.

The standardization of passenger equipment is not necessary as it seldoms leaves the rails of the owner. Standardization of certain classes of freight cars is desirable, but should not be obtained at a sacrifice of transportation efficiency of the owning line by forcing it to use a car unsuitable for its traffic."

The short-routing of traffic, Mr. Kruttschnitt said, had not resulted in as large benefits as had been claimed.

"The benefit of the practice, which deprives the shipper of choice of routes and competitive facilities and service, is very much exaggerated," he said. "The director general says that during a year of federal control 16,863,633 car miles have been saved in the eastern and northwestern regions alone, which is only two-tenths of one per cent. of the total freight car miles run in these regions. In recommending the elimination of circuitous routes the interests and conveniences of the public served by them do not seem to have been considered."

"Profiting by experience acquired under both private and government operation the carriers earnestly desire to provide a better system of operation by combining the initiative and beneficial features of competition inherent in private ownershp with the benefits developed during operation by the government unhampered by legal restrictions."

Replying to Chairman Smith, Mr. Kruttschnitt said greater efficiency had been obtained by the railroads under private ownership than under government control and that the carriers did not want the equipment ordered by the Railroad Administration. The administration was asked to cancel these contracts, he said, but refused.

PEACE TREATY BY JUNE.

Preliminary Pact By That Time Predicted By Hutin.

Paris.—The preliminary peace will be signed early in June at the latest, according to the most trustworthy information, says Marcel Hutin in the Echo de Paris.

WOODEN SHIPS FOR CHARTER.

Steamers Are Of 3,500 Tons Deadweight Capacity.

Washington.—The Shipping Board announced that it will continue to charter its wooden steamers on time charter for service within approved limits and at such rates as may be fixed. The vessels are of 3,500 tons deadweight capacity. Steamers so chartered are to be free from trade control, but subject to the usual regulations of freight rates.

IRISH REPUBLIC OF SINN FEINERS

Declaration of Independence is Read in Dublin

AUTHORITIES ARE APATHETIC

Strangest Parliament In History Of World Is Held, With Full Knowledge And Consent Of Field Marshal French.

Dublin.—The Sinn Fein Assembly met at the Mansion House.

The assembly stood while a declaration of independence was read announcing the establishment of an Irish republic and demanding the evacuation of Ireland by the British garrison.

The first business of the assembly was the election of a chairman, after which prayers were said by the Rev. Father O'Flanagan, of Roscommon. The declaration of independence was then read.

Dublin.—Probably no country except Ireland could present an episode as remarkable as the assembly of the Dail Eireann, which is Irish Gaelic for Irish Parliament, called to order in Dublin's ancient mansion house this afternoon to proclaim Ireland an independent republic. Perhaps no writer except an Irishman like George Bernard Shaw could do justice to the paradoxical nature of the proceedings.

About half the Sinn Feiners elected to membership in the British Parliament will participate, the other half being in various English prisons, charged with sedition or merely held on suspicion, under the spacious and elastic provisions of the Defense of the Realm Act. The Sinn Feiners will meet under the shadow of Dublin Castle, where presides Field Marshal Viscount French, the first viceroy in many years to give Ireland a purely military government. They will meet with his full knowledge and tacit consent to take measures which are purely seditious and in direct violation of explicit law.

The government has revoked the order made last July requiring official authorization for public meetings and processions in Ireland. This order has been suspended for some time.

This is one paradox. Another is that these Sinn Feiners, elected by about half of the voters in Ireland on a platform of independence from the British Empire, were chosen members of the British Parliament, but specifically refused to recognize that body and to call themselves members of the British Parliament. They occupy the Mansion House by the permission of the Lord Mayor of Dublin, who himself is a home ruler, but not so much of a separatist that he does not expect to accept what most of his predecessors have accepted—a knighthood from the British Government.

In the shabby Sinn Fein headquarters, situated in a decayed old house which was at one time one of Dublin's finest mansions, courteous young women secretaries gave cards of admission to the meeting quite impartially to friend and foe; to supporters of the Sinn Fein and to correspondents of English newspapers which hold the Sinn Fein and all its works anathema.

Cardinal Newman had his residence in this house during his unhappy incumbency of his high ecclestiastical post in Dublin, concerning which he was reported to have said afterward that his days in Dublin should be subtracted from his term in purgatory, a sentiment which Americans, who always find Dublin one of the most delightful cities in Europe can hardly indorse.

STRIKES MINE AND SINKS.

French Torpedo Boat Goes Down With Eighteen Men.

Paris.—The French torpedo boat No. 325 has struck a mine and sunk off the coast of Tunis. Eighteen men of the crew are missing. The boat was launched in 1906. The vessel was 122 feet long and had a speed of 26 knots an hour.

OHIO TO BUCK BURLESON.

Utilities Commission Rejects New Phone Rates.

Columbus, Ohio.—The Ohio Public Utilities Commission rejected the proposed schedule of long distance telephone rates ordered by Postmaster-General Burleson and declared that they shall not affect intrastate service in Ohio. It is estimated by the commission that the new schedule of rates ordered by the Postmaster-General would have compelled telephone users to pay 25 per cent more

BRITISH PLAN BARS GERMANY

Would Not Admit Enemy Nations to League at Start

BUT COULD JOIN LATER

Declares Central Powers Should Be Required To Satisfy League That They Are Among Trustworthy Nations Of World.

Paris.—Germany, Austria, Bulgaria and Turkey cannot be admitted to the League of Nations at the present time, but they should be allowed to join as soon as the league is satisfied that they are entitled to be ranked among the trustworthy nations of the world.

This is the opinion expressed by Lord Robert Cecil, who has just turned over to the printer the British plan for the League of Nations which will be submitted to the Peace Congress.

"The league should be all-embracing—for all trustworthy nations, since it is for the good of humanity," he said.

Asked for a definition of "trustworthy" Lord Robert replied that in the case of Germany one criterion would be in the establishment of a government free from military dominance. This would be a guarantee of trustworthiness. It was obvious, he pointed out, that Germany could not be admitted until she had brought order out of the present chaos and the complexion of the new government was seen."

In Austria the situation was quite different from that in Germany and very difficult, since Austria has been split up by revolution, while Germany thus far has held together, continued Lord Robert, and it appeared probable that a number of separate states would develop from the Austrian Empire.

"Here, as in the case of Germany," he said, "stable and trustworthy governments must be established. But there is no reason why the various states should not come in when they show themselves fitted to do so, irrespective of the rest."

In this connection he pointed out that Bohemia showed more signs of being settled than the other sections of Austria.

As to Turkey it was impossible to make predictions.

"We do not know what Turkey will be," explained Lord Robert. "We must await the territorial settlement to be made by the Peace Congress."

Much the same condition obtained with respect to Bulgaria, and the league would want to know if Bulgaria had "abandoned the idea of being the Prussia of the Balkans" before admitting that nation.

The decision that the league of nations will be outlined and organized by the belligerents alone is understood to be the cause of some dissatisfaction among the neutrals, who already are informally discussing the matter among themselves. Whether any formal action will be taken by the neutrals to voice their protest is not yet known, but among some of them there is said to be a feeling that it would be neither fair nor dignified that they be afterwards asked to subscribe a covenant in whose making they had not part.

DIAMOND 388¼ CARATS.

Gem Is Found In Orange River Colony.

London.—A soft blue-white diamond weighing 388¼ carats has been found at the Jagersfontein mine, Orange River Colony. This promises to become one of the diamond fields' historic gems.

WASHINGTON

Practically all army corps and division commanders of the American Expeditionary Forces, together with the heads of the staff departments, have now been awarded distinguished service medals by General Pershing for conspicuous service.

A bill was passed by the Senate to permit Federal Reserve Banks to apply their earnings to an increase of their surplus until it equals 100 per cent. of their capital instead of 40 per cent., the present limit.

The House passed a bill providing that reimbursement shall not be required, except in cases of fraud, for government allowances paid but later canceled to persons named as dependents by enlisted men.

Sherman Allen has resigned as secretary-treasurer of the War Finance Corporation to accept a position with a New York bank, and will be succeeded immediately by R. Reyburn Burklin.

Preparations for a combined effort under the Webb Act to extend the foreign market for American textiles were completed by the Textile Alliance Export Corporation of New York.

Wooden ships will continue to be offered for charter free of trade control, but subject to rate regulation, the Shipping Board announced.

With amendments authorizing the payment of 30 days' pay and five cents a mile traveling expenses the Senate passed the House bill to permit soldiers to retain their uniforms.

Senate and House conferees on water power development legislation reached a deadlock on the question of licensing of water power projects, and adjourned indefinitely.

President Wilson cabled to Secretary Tumulty his approval of the proposal to hold Roosevelt memorial meetings throughout the country on February 9.

RAILROAD PROBLEM QUESTION OF STUBBORN FACT, NOT OF THEORY

McAdoo Favors a Five-Year Test Period in Which to Prove Which Is Better, Government Ownership or Private Ownership Wisely Regulated Under Superior Authority of Federal Government.

By W. G. M'ADOO.

The railroad problem is today one of the most, if not the most, important and vital domestic questions facing the American people. Our welfare and prosperity depend on its proper solution. Therefore it is peculiarly necessary that the facts regarding it be understood clearly; that it be settled not along partisan political lines nor in deference to the prejudices of any class; that the American people face the issue boldly and dispose of it as courageously as they have always done with every basic problem they have had to meet.

Let me say immediately that I have no pet theory to advance in discussing the settlement of the railroad question. At the present time I am neither an advocate nor an opponent of government ownership. But while my tendency is against government ownership and in favor of a wisely regulated private ownership under strong federal control, I am frank to say that I am not afraid of government ownership should experience, gained by an adequate test, prove that it is the best solution of the problem. We are living in a new day in America; the world is throwing off old shackles; we must do what seems best in view of ascertained facts regardless of preconceptions. I favor a five-year test period because I believe its results will tell us convincingly which is better—government ownership or private ownership wisely and adequately regulated under the superior authority of the federal government.

Calls Attention to Problem.

The recent suggestion I made to the congress for such a test under peace conditions has at least served to concentrate attention on the problem. Many of the attacks on the plan plainly have been dictated by selfish interests; others just as plainly are due to misunderstanding.

The suggestion most generally advanced by the opposition is that the roads be continued under government operation for the twenty-one months' period after the war, as provided by the present federal control act, and that during that time remedial legislation (there is an utter lack of agreement on the details of such legislation) be enacted to return the roads to their private owners.

There are two reasons why such a course seems to me impossible; first, the roads cannot be operated successfully under the present act for twenty-one months with the prospect of their return to their owners at the end of that time approaching nearer every day; and second, no adequate and fair remedial legislation can be obtained within that time in view of the political situation, and the lack of crystallization of the thought of the nation as to what is the best permanent solution. In discussing these two points, I must be frank, for the American people are entitled to frankness. This is their problem, and they are going to settle it sooner or later whether certain interests want them to or not.

The most serious obstacle to going on with the present system of federal control under existing limitations while the congress tries to work out remedial legislation is that of morale. Some purposely blind people appear to think this an idle argument, put forward to bolster up a plan. They do not know the situation. "No man can serve two masters."

Face Stubborn Fact.

The railroad officials and employees of the United States are only human. If they see the end of federal control rapidly approaching, with their positions and their future the constant subject of partisan political controversy, and with an entirely different system of control, which will vitally affect each individual employee, about to go in effect they naturally cannot work with undivided thought and at the highest point of efficiency; they will be thinking inevitably of the interests of the private owners whose employees they will soon become, and they will pay less and less attention to the government officials operating the roads. Where the interests of the private owners and of the government clash, as they unavoidably will in many cases, employees will hesitate which interest to serve. Confusion and lack of efficiency are bound to result. This is not theory; this is a stubborn fact that must be faced. Already signs of the difficulty are beginning to appear. With other forms of industry this might not be so serious, but the prosperity and even the lives of millions of Americans depend upon the discipline and efficiency of the American railroad machine

Then, too, were the effort made to continue the present control under existing legislation, the railroads, from a physical standpoint, might stand still or even deteriorate during the twenty-one months' period. Without the cooperation of the railroad corporations, it is difficult under the present law to carry forward improvements or to obtain needed equipment. Already many of the railroads are resisting purchases of necessary equipment for their account. Many of the necessary improvements, such as joint terminals, while of great benefit to the public, are not relished by some railroad corporations for competitive and therefore selfish reasons. Such improvements would result in great economies, without which it probably would be impossible to reduce passenger or freight rates during the twenty-one months' period. It is impossible to carry forward an adequate program of improvements and to demonstrate those operative economies which will cheapen transportation in a shorter period than five years.

Must Keep Out of Politics.

I would prefer not to mention politics in connection with this problem, because primarily it is an economic question. But we must not be blind. The American people have been discussing the railroads for generations; almost every man in public life has gone on record on some phase of the subject. In 1920 there will be a presidential election. It is idle to suppose that under such conditions it will be possible during this or the next congress to secure calm and deliberate consideration of the ultimate solution of the problem, much less a fair and adequate permanent settlement. This vital question must not be settled in the heat or passion of partisan politics; it must be dealt with in the calm of an inter-presidential election period.

Some of the opponents of the suggested five-year extension of federal control appear to do so on the ground that the operating revenues during the year 1918 will be insufficient to pay the rentals guaranteed to the owners. They forget that most of the wage increases granted to employees took effect January 1, 1918, whereas the increased passenger and freight rates did not go into effect until six months later. If increased freight and passenger rates had gone into effect January 1, 1918, at the same time as the wage increases, there would have been no deficit. They also forget that the government took over the roads when they were completely paralyzed and when the greatest congestion of traffic in their history was upon them. It cost the government millions of dollars to clear up the congestion and get the railroads running again efficiently. They also forget that blizzard followed blizzard, and that it cost much money to overcome their effects. They forget, too, that the price of coal, of steel, and of other supplies was far above normal during the past year. These added expenses all would have had to be met had the roads continued under private control, and to pay for them, rates would have had to be increased. Private operation the past year would have failed utterly and the deficit would have been greater perhaps than under government management.

Economies Can Be Effected.

Under peace conditions, and with a period of five years of federal control assured, it should be possible to maintain existing wages and working conditions and to effect such economies, that reductions in rates, both passenger and freight, ought to follow within a reasonable time. Unquestionably economies can be effected under unified control that cannot be practiced under diversified control. Already the extra charge of one-half cent a mile for riding in sleeping cars, imposed as a war measure, has been removed, and other restrictions enforced by the war are rapidly disappearing.

Unfortunately some of the opposition to the proposed five-year extension is based on dissatisfaction with service given the public during the war. It is argued that conditions have been bad, although this is not true. It can be stated as a fact, which cannot be successfully contradicted, that service has been greatly improved under federal control, in spite of the tremendous demands that the war needs have imposed. Here again it is forgotten apparently that the railroads were placed under government control for the purpose of winning the war against the German autocracy. The first duty was to move troops and war supplies. I have yet to hear a sound criticism of the manner in which that pressing war need was met. Millions of soldiers were moved safely and expeditiously to the seaboard, and from camp to camp. Foodstuffs, munitions and other supplies were rushed to ships at express-train speed. The American railroads during the past year have functioned for the war purpose.

But even in the conduct of ordinary business, the record made by the railroads shines by comparison with the record of private control in previous years when considered from the standpoint of important traffic. During the fall of 1918, there was practically no congestion anywhere and we were still at war. Remember the congestion on the railroads in the crop-moving seasons of 1916 and 1917. Toward the end of 1916 conditions became so bad that the interstate commerce commission made an investigation. As a result, Commissioner McChord filed a report in which he said that "mills have shut down, prices have advanced, perishable articles of great value have been destroyed, and hundreds of carloads of food products have been delayed in reaching their natural markets." Also that "long delays in transit have been the rule rather than the exception, and the operations of established industrial activities have been uncertain and difficult."

Became Simple Matter.

The accommodation of passengers in peace times, and the proper attention to the transportation of ordinary freight, become a comparatively simple matter once the larger questions have been disposed of. No practical, just and experienced man can honestly argue that government operation per se has caused bad service. Already needed trains are being restored; crowded conditions are being remedied; rules made necessary by the war are being done away with.

I touch on such questions briefly in order that there may be no beclouding of the issue by the injection of false premises. No disaccommodation will result to the traveling or shipping public by the extension of the period of federal control. The question merely is whether wise and well considered remedial legislation for the return of the roads to private control can be obtained under existing conditions within twenty-one months, and whether, even if that were possible, the roads could be operated successfully, economically and satisfactorily pending the discussion by the congress and the country, and especially with the 1920 presidential campaign approaching.

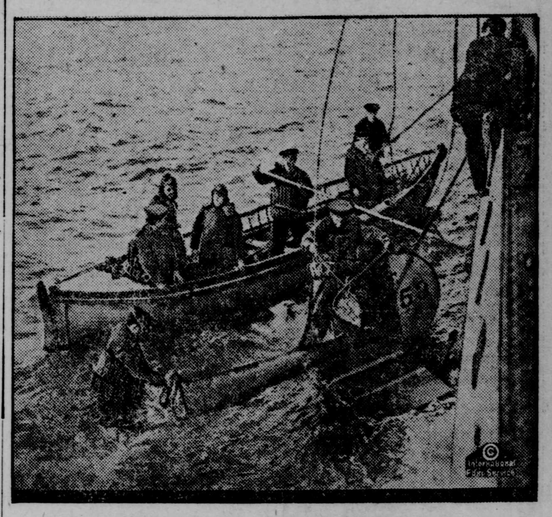
Neither contingency being possible in my judgment, I see no escape from the conclusion that the period of federal control must be extended for five years, so that an adequate test of unified operation may be secured under peace, not war, conditions, and necessary improvements to terminals and other facilities be made, free from partisan political influences, or the railroads must be restored to private control in the near future to take their chances under the old laws and conditions which governed them prior to the assumption of control by the government.

Salute Brother Officer Even Though Bathing

Boston, Mass.—"Salute your brother officers even though they be in the bathtub," declared Maj. Gen. Clarence R. Edwards in commenting on the failure of officers in the Northeastern department to salute.

"The salute," General Edwards said, "is a manifestation of a man's own self-respect. It is an evidence of discipline."

RESCUE OF AIRMEN FROM THE SEA



One of the British airplanes taking part in the surrender of the German fleet came to grief and fell into the sea. The aviators were rescued by a destroyer, and the photograph shows the plane being hauled aboard the rescue ship.

PREACHES FROM HIS CELL

Clergyman Refuses to Obey Order to Close Church During "Flu" Epidemic and Is Arrested.

Harrison, O.—Because the city authorities would not order the saloons to close, Rev. George Cocks would not close his church, although the board of health had prohibited public meetings because of the epidemic of influenza. Sixteen members agreed with him and all 17 were arrested.

Undaunted, the minister sent word to the other members of his congregation and held his evening services in his cell, preaching through its open window to about 500 assembled outside the city jail.

Goat Butts in on Sale.

Cleveland, O.—Three boys stole a goat from Erminio Cesa and then learned where the expression "butting in" originated. They led the animal to another section of the city and were negotiating for its sale when the goat butted in. First-aid was called for the boys and they needed considerable attention. The goat escaped.

Death Rate in Europe.

In normal times Stockholm, Christiania, Berlin and London, in the order named, have the lowest death rates among the European cities.

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