

**WILSON IS AUTOCRAT,  
SENATOR JONES AVERS**

President Denounced for  
"Isolation" and Demand for  
War Publicity Reiterated

**POLICIES SPLIT CONGRESS**

Failure of Executive to Co-ordinate  
Himself Again Severely  
Criticized

Washington, March 27.—Senatorial criticism of the war administration was renewed today when Senator Jones, Washington, scored Wilson for his isolation.

The only way to create a "victory spirit," he said, is to tell the "hard, cold truth about the war, no matter how unpleasant it may sound."

Jones declared "Congress is making an autocrat of itself." With the House and Senate "anxious to co-operate with the Executive," he added, "the President should not only welcome, but seek their counsel and advice upon the great problems confronting him."

"He does not do it, a lamentable fact known to all here, and regretted by all. The more he does it, the more he himself, and the sooner he does it the sooner the Government will be effective."

"Do we know the largeness of the task before us? I fear not. The fight for gain is so fierce that it seems universal. Profiteering is everywhere. The man who comes to you can't tell you what we have come to realize what we do to win the war. The people do not know the real facts."

"Nothing must be said that will aid and comfort the enemy" has met every suggestion of lack of progress heretofore. The time had come for a "bold policy." It was the refuge of the coward and the craven or the shield of the enemy's friend. No greater aid can be given Germany in this dark hour than to tell our people in a false security."

Jones again brought out airplane and ship shortages, declaring the people had been brought to expect great things, only to find themselves disappointed.

In Jones' speaking, Major General Wood was again conferring with Senators. Wood is deeply concerned over the airplane situation.

"We are in a deplorable state," he said today.

Opposition Senators sharply resented the charge by the Administration that they were "playing politics." They pointed sharply to the fact that the present situation was developed by Senator Lodge, who has been, in season and out of season, an uncompromising advocate of fighting the war until Germany is completely crushed, regardless of cost.

On behalf of the aircraft board, Administration leaders today insisted that the charge that it had "utterly failed" was unwarranted and tended to create a false opinion in the minds of Americans generally. At the request of the Allies, it was stated, men and materials have been rushed abroad to make machines in both France and England. The aircraft industry has been less deprived of the services of many skilled workers, who now are abroad. The Liberty motor is not a failure, these Senators also claimed. They say that it is doing far more than had been expected of it and that it now is being manufactured in quantities. It was expected to be ready with the identity of aircraft by July 1 and that the problem will be one of getting them to the front.

Universal military training, advocated by a mere handful of senators two years ago, was so near to receiving the Senate's endorsement today that if it loses it will be only by the narrowest margin and because some members who favored it do not believe the present moment opportune for launching it upon the country.

Senator New was determined to demand a record vote on his amendment just to see where every Senator stands on the proposition. His amendment would make all American youth subject to military training when they reach the age of nineteen, but would not make them liable to service until they attain twenty-one years.

Despite the pressing need for prompt action on the war department bill for the drafting of young men who have reached the age of twenty-one since June 3, the Senate program today called for the sidetracking of the measure to make way for the comparatively unimportant Indian appropriation bill.

**TWO HURT IN BLAST**

Workmen Victims of Powder Explosion at Iron Bridge Believed Dying

Affton, Pa., March 27.—John Maher thirty years old, of this city, and Charles Greenwood, thirty-two years old, of Slatington, both married, are believed to be dying at the Allentown Hospital of injuries suffered in an explosion at the plant of the Pennsylvania Trojan Powder Company, at Iron Bridge, three miles northwest of this city.

The explosion occurred in the drying house when the building, half off, was wrecked by an explosion. Maher's skull was fractured and both men sustained internal injuries besides serious burns.

**\$20,000,000 WAR-POWER  
FUND URGED IN CALIFORNIA**

State Railroad Commission Points Out Necessity of Increasing Hydroelectric Production to Conserve Fuel

San Francisco, March 27.—GIVING the results for Southern California of its State-wide investigation of hydroelectric production and consumption as affected by wartime conditions, the State Railroad Commission has recommended an expenditure of approximately \$20,000,000 in the next two years by the companies operating in the districts south of Merced to meet increasing demands for power and light and to accomplish a conservation of oil fuel.

The commission's recommendations for the companies in the northern and central portions of the State will be given later.

The financing of the \$11,000,000 of hydroelectric development and \$4,000,000 for distribution plants is recommended for the Southern California Edison Company, and steps to obtain a large supply of power are suggested for the San Joaquin and San Luis Obispo Companies, the construction of Rush Creek-Bishop line being recommended for the latter company.

The commission says it is without power to order the Los Angeles Gas and Electric Corporation to increase the production of its distribution system, unless without power to order the Los Angeles to develop electric power to be delivered to the corporation.

The commission says that the power

**CAMP LEE LADS WHOOP IT UP HERE FOR RECRUITS**



**BOWLES FAVORS BOOST  
IN JERSEY CARFARES**

Head of Emergency Corporation  
Endorses Railway  
Company's Plea

Trenton, March 27.—Telling of poor housing conditions and lack of transportation of workers in war plants at Hog Island, the New York Shipbuilding Company's yard and other places being operated by the United States government, Admiral Francis T. Bowles, of the Emergency Fleet Corporation, testifying before the State Board of Public Utility Commissioners in favor of that body permitting the Public Service Corporation to increase fares from New Jersey to certain eastern cities two and one-half cents for transfers. He said that the necessity for the transporting of employees of the plants was so essential that he had contracted with the company to extend its lines in Newark in order that munition workers could be carried to their work on time.

The increasing cost of labor and material used in construction of war were detailed in the testimony of Louis Stoddard, president of the Connecticut Railway Company, of New Haven, Conn., who said that under the small incomes at the present time of many of the common carriers, it was almost impossible for them to keep their heads above water. He referred to the Connecticut Utility Commission's approval of increased fares for lines in that State after it had been shown that the expenditures of the concerns were abnormally high and that railroad fares increased rapidly had been tied to other similar carriers. He said the ground that more money was vital to continue operation of the companies.

F. H. Silick, controller of the Manhattan and Hudson Tunnel Company of New York, emphasized that both labor and materials were increasing in cost and were drawing largely on the incomes of that corporation. He mentioned that since the raising of the price of a fare on the upper Manhattan lines of the company had not been followed by a corresponding increase in the fare on the lower Manhattan lines, it was evident that the company was not profiting by the fare increase. He said that much of the profits of the concern were derived from patrons using the tubes under the river and in New York after coming from New Jersey.

Saying that it was a difficult proposition for many of the traction lines in Massachusetts to get a fair income from their lines, because of the sharing among labor and materials, Fred Alfred F. Hickey, a teacher in the Worcester Polytechnic Institute, told the commission that there had been an increase of from 20 to 24 per cent between 1917 and 1918 in the cost of materials for the Springfield Street Railway Company and about 8 per cent for labor for the same period. He referred to the Massachusetts Utility Commission, having allowed the Bay State Traction lines to increase fares in order to make enough money for operating expenses.

Mr. Chambers in reply to a question from the counsel of the New Jersey League of Municipalities, said that it might not be wise to let the Public Service Corporation to take the \$20,000,000 which the concern says it needs from the public than from the stockholders, especially if the latter course might affect the stability of the company.

It is expected that counsel for the New Jersey cities opposing the proposed rate increase will fight it in the future, and that the same will be done by those who oppose the bill.

Within a few days of the time the claims would have been barred by the statute of limitations, the thirteen subsidiaries brought suit against the United States for filing a claim in its name. Eleven months later they filed their statements of claim and Mr. Kremp contend that recovery was

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