

The oldest daily newspaper published in the city of New Orleans. In continuous existence since September, 1827.



L'Abéille de la Nouvelle-Orléans.

POLITIQUE LITTÉRAIRE

PRO ARIS ET FOCIS

SCIENCES, ARTS

Published every morning except Monday in French and English, with an exclusively French newspaper issued weekly.

# THE NEW ORLEANS BEE

VOLUME 89

NEW ORLEANS, LA., WEDNESDAY, APRIL 18, 1917.

NUMBER 238

## PASSED SENATE BY UNANIMOUS VOTE

**BIG WAR LOAN BILL NOW GOES TO THE SENATE**

### SOME AMENDMENTS ADOPTED

Arrangements for Floating the Loan Already Under Way—McAdoo Asks Morgan's Advice

By International News Service. Washington, April 17.—The Senate tonight passed the bill authorizing the issue of five billion dollars in government bonds and two billion in short term certificates of indebtedness and the United States will be ready in a few hours to place three billion dollars to the credit of the Allies and to spend four billion dollars toward America's part in the war with Germany.

The measure passed by a vote of 83 to none.

Several minor amendments were adopted shortly before the passage of the bill. President Wilson will probably sign the bill tomorrow.

Extensive arrangements are already under way for the sale of the bonds.

Senator Stone, chairman of the foreign relations committee, who fought the declaration of war against Germany, "kicked over the traces" again this afternoon, when the \$7,000,000,000 bond issue was taken up by the Senate. Before he would permit the reading of the bill, he insisted on making a statement declaring he would vote for the measure but that he opposed the method proposed for raising the war finances.

"I voted to resist the bill and I expect to vote for its passage," said Senator Stone, "but I believe it should be framed along different lines."

"I think it is entirely proper to say that I submitted to the committee some different lines for raising the necessary revenue for the prosecution of the war. The views I expressed were not agreed to by the committee and I accept its judgment, but I desire, as we go on, to say something as to the lines that should have been followed."

Senator Thomas of Colorado introduced an amendment to kill the finance committee's amendment excepting the \$2,000,000,000 certificates of indebtedness from taxation. Senator Thomas expected his amendment would save the country \$70,000,000.

Secretary McAdoo today informed the advisory council of the federal reserve board comprising big banking interests of the country, including J. P. Morgan, that the government would welcome suggestions from them as individuals on floating the \$5,000,000,000 war bond issue.

#### OPERATION FOR BERNHARDT

By International News Service. New York, April 17.—Physicians officially announced tonight that Sarah Bernhardt is not improving, and must undergo an operation in a few hours for kidney trouble.

#### MODIFIED LID IN NEW YORK

New York, April 17.—Mayor Mitchell announces today that all-night liquor licenses have been revoked during the war. Saloons close at 1 a. m. beginning May 1.

#### WAGE INCREASES GRANTED

New York, April 17.—The coal operators' subcommittee on a wage scale increase for the bituminous mines in Illinois, Indiana, Ohio, and western Pennsylvania have tentatively agreed to give twenty per cent increases in wages.

## ALLIED FOR WAR PURPOSES ONLY

**NO PERMANENT ALLIANCE OF U. S. AND ENTENTE**

### NAVY SEEKS TEUTON U-BOAT

That Fired on Destroyer Smith Yesterday—Conscription Measure Seems To Be on the Rocks

By International News Service. Washington, April 17.—After the cabinet meeting this afternoon it became apparent that the United States will not enter into any permanent alliance with the Allies, although it will join forces for the prosecution of the war.

The official report that a German submarine had fired on the United States destroyer Smith off the New Jersey coast early today was read to the cabinet by Secretary of the Navy Daniels, who reported that steps had been taken to capture the enemy submarine.

The great victory of the Allies on the west front was gratifying to official Washington.

Secretary of War Baker appeared tonight before the House Committee on Military Affairs urging the speedy report of the administration's elective draft bill. After two hours' discussion the situation was virtually unchanged.

It is believed that the committee will endeavor to bring before the House some sort of a measure or a dual report on the administration bill, giving an opportunity to both sides to express themselves in the open house. The opposition is strong.

A German submarine today fired on the U. S. S. Smith about thirty miles south of New York.

The presence of enemy submarines in American waters is stated to be the threatened German submarine blockade of American Atlantic ports has begun.

This statement was made at the navy department.

Information from the navy department came to the navy department in a roundabout way from the Boston navy yard, which picked up the Smith's report saying she had been fired upon by a German U-boat.

#### PROGRESS DESPITE WAR

By International News Service. Indianapolis, Ind., April 17.—Missionaries from many lands gathered here today for the forty-sixth annual convention of the Woman's Presbyterian Board of Missions of the northwest district. B. Carter Milking, educational secretary of the Board of Missions, declared that great progress had been made in missionary work in the last two years in spite of the effect of the European war. Representatives of churches were present from North Dakota, South Dakota, Illinois, Wisconsin, Minnesota, Iowa, Nebraska, Colorado, Montana, Michigan and Indiana.

## STRIKE OF 150 MEN PARALYZES NEW ORLEANS FOR 100 MINUTES

**Summary Discharge of a Superintendent Caused Walkout of Power House Employees, Shutting Off Lights Power and Street Car Service—Mayor Behrman to the Rescue**

Practically all New Orleans, a city of 900,000 population, for over an hour yesterday afternoon was at the mercy of 150 men, who, because their superintendent was discharged, quit work in the Central power plant of the New Orleans Railway and Light company.

The discharged employee is Edward D. McKinney, superintendent of power, who was the idol of the men under him, as was proved by their action of yesterday. He has been with the Railway and Light Company for over twenty years.

Thousands of persons were compelled to walk home from work by the tie-up.

But for quick action on the part of Mayor Behrman and Police Superintendent Reynolds, it is believed the entire street car system would have been paralyzed all last night and part of today. The street lamps, too, would have been put out of commission and the city plunged into darkness.

Mayor Behrman, backed by two companies of militia and squads of policemen and detectives, surrounded the plant, which is at Market and Tchoupitoulas streets, and expressed his determination to the men to protect its operation despite their refusal to work.

At first the walkout showed no inclination to stop, with the men as yet to protest their opinions. When they realized the strike was a closed door, however, they began to return to work.

"I am not a member of the union," Mayor Behrman said, "but I am a citizen of this city and I am sure that you are also. You are a citizen of this city and you should be treated as a citizen."

When the men returned to work they were ordered to return to work immediately. The men were ordered to return to work immediately. The men were ordered to return to work immediately.

"I was not stated by officials of the Railway Company what action they would take today in reference to the reinstatement of McKinney, but it is generally believed that they will not re-employ the man already there."

Their threat earlier in the day that if McKinney was not reinstated as superintendent of the Market street plant they would stop working, was made good by the men shortly before 5 o'clock in the afternoon. Practically every street car line was affected. The plant is the largest source of current for the city.

Richard Snow and William Richter, spokesman for the strikers, told reporters that all the men demanded was the re-instatement of McKinney "who was discharged for absolutely nothing."

President D. D. Curran and Traffic Manager M. S. Sloan hastened to the plant as soon as the news reached them. Not long after, Mayor Behrman, Police Superintendent Reynolds and Senior Captain Boyle with several patrol wagons of policemen arrived.

The mayor ordered out a detachment of Washington Artillery, which was shortly after reinforced by company H, first Louisiana infantry, from Baton Rouge, which is doing patrol duty along Stuyvesant docks.

To prevent any trouble during the night, a cordon of troops was kept at the plant.

The strike took place just as working people and business men were starting for home. Scores of cars were stopped along the various lines. Thousands of persons got tired waiting for them to start again and walked home. Automobiles did a land office business. Hundreds waited for cars along Canal street and at corners throughout the city, not knowing what was the trouble.

Mr. McKinney was on his way home in a car when the current was shut off. He was walking up when a friend in an auto passed and invited him to ride.

Mr. McKinney told a reporter for "The Bee" that the affair was not over yet. He intimated that certain letters in his possession regarding New Orleans Railway and Light Company's business might arouse considerable interest if he published them, but refused to divulge the nature of the letters.

The following statement was submitted last night by Sup't. McKinney:

New Orleans, April 17, 1917.

Today New Orleans has been paralyzed by the strike of the power house employees. I have in my possession certain letters which I believe would be of great interest to the public. I am sorry that I cannot publish them at this time, but I am sure that you will understand my position. I am a citizen of this city and I am sure that you are also. You are a citizen of this city and you should be treated as a citizen."

"I asked Mr. Sloan, when this change was to go into effect, and he stated that he would write me a letter. I did not know that Mr. Chisholm was in the city, and I expected to be introduced to him when he arrived. While I was on my way to Mr. Sloan's office in response to his message, Mr. J. W. Thomas, engineer of Northern properties, arrived and posted a bulletin to the effect that Mr. Chisholm had been appointed superintendent of power to take effect April 17, 1917. This action on the part of Mr. Thomas and Mr. Sloan is, in my opinion, unfair to the men who were under me and to me."

"I think my record with the New Orleans Railway and Light Company for over twenty years has amply proved my statement that I am no workyer."

"During the summer of 1916 my position was gradually becoming unbearable and on September 22, 1916, I resigned, but later I withdrew my resignation for the reason that the plant equipment, through no fault of mine, was in a deplorable condition and had I persisted before correcting this condition I felt that I would have done the company an injustice and injured my reputation."

"Thanking you for publishing the foregoing, I remain  
Yours truly  
"E. B. McKinney."

The following interview, attributed to President Curran, and to which McKinney takes exception, was printed in an afternoon paper yesterday:

"We found it impossible to conduct our affairs with McKinney as a part of our organization. We felt that we had to replace him. Apparently the men decided that they would not work under any other superintendent of power. That is all we know at this time about the strike."

The stoppage of street cars, lights and electric power yesterday afternoon hit the general public like a lightning stroke. No intimation had reached them that trouble of any kind was impending.

It was just five o'clock when the lights in inside offices flickered feebly and went out and street cars on their way down town for the home-ward rush came to a sudden halt. Thereafter, a feeble current supplied only to move the cars to convenient spots for parking.

Crowds homeward bound were in the meantime gathering in Canal street. The first idea was that some minor accident had occurred at the plant, and all who could gain entrance filled the stalled cars, confident that they would move in a short time.

After a half hour of watchful waiting a rumour ran to the effect that a fire had broken out and all who lived within possible walking distance stood on foot. Officers sought for some other means of conveyance, but there were few at first, but soon a large number of fire trucks, fire engines, ambulances, fire wagons, etc., came along, but the strike was still in force. By six o'clock the sidewalks of the city were filled with people. The sidewalks were filled with people. The sidewalks were filled with people."

The clouds still remained down on us, hoping to see a ray of light. The sky was a dark, cloudless night. The sidewalks were filled with people. The sidewalks were filled with people. The sidewalks were filled with people."

#### SARAH BERNHARDT OPERATED

New York, April 17.—An operation was performed late tonight on Mme Sarah Bernhardt, desperately ill with kidney trouble at Mount Sinai Hospital, as the only chance to prolong her life. Dr. Louis Dreyer, who performed the operation, announced the patient was resting quietly.

#### WHEAT DROPS IN CHICAGO

Chicago, April 17.—May wheat dropped 12 cents a bushel today closing at \$2.21.

#### BLEACHERS COLLAPSE

Columbus, O., April 17.—Forty persons were injured this afternoon when the bleachers collapsed before the Louisville-Columbus game. None were fatally hurt.

#### BUT HOW MANY ENLISTED?

Fl. Worth, Tex., April 17.—Ten thousand marched in a patriotic parade tonight. Fifty thousand on the streets cheered.

## TO DEVELOP U. S. ARMY AVIATION

**INSTRUCTORS FROM THE ALLIED ARMIES TO BE ASSIGNED HERE**

### AMERICANS MUST SPEED UP

Now Flying at Less Than 100 Miles, While 150 Is Proper Speed for War—Americans Have the Nerve

Washington, April 17.—Plans are being developed on a mammoth scale to bring the aviation section of the army—the most backward part of the national defense to-day—up to an effective basis as fast as factories working night and day can turn out machines and war aviators can be trained under competent instructors. These plans call for the establishment of flying schools throughout the United States, in numbers that, in view of the present meager aviation equipment to-day, seems almost impossible to accomplish.

Not only are some of the aviators now in the Lafayette Corps of France, and already fighting the Germans in the air on the Somme and before Verdun, to come home to assist the United States in training its army of new fliers, but it is stated here that high officials in the aviation department of both the English and French armies will come to America and lend assistance in getting this branch of the service on an effective basis at once.

This co-operation of the French and British armies is to go further even than detailing instructors. America is to be given at once the benefit of all the experience its Allies have gained in the three years of war in the development of war airplanes. Instead of attempting to develop and build up a fighting type of craft of its own, it is to start in right where the Allies are today, and any improvements that American ingenuity can contrive will be upon the most improved and efficient war plane that is in service today.

How important this will be may be indicated by the fact that the average speed of the American airplane now is around 100 miles an hour. The English and French "wings of the skies" have a speed of more than 150 miles an hour. Loss of speed means that they will be at the mercy of the Teuton craft.

The American, as an air warrior already has proved his worth and ability over the French battle lines, and while it will take months of development to get an air corps of sufficient size to weigh heavily in the scales of the gigantic struggle, yet England and France figure that in air service the United States will prove itself most valuable as a military factor. Hence, every nerve is to be strained to get the aviation development under way on a tremendous scale.

England and France to-day have 20,000 battle planes in France with more than that number of trained pilots and observers. The United States to-day has about two hundred men who have experience as fliers and probably less than one-fifth of that number fitted to be instructors. Airplanes soon will be at the command of the government at the rate of several hundred a month, and then great flying schools are to be established over the country with the object of developing several thousand expert war fliers before the end of the first year. It is regarded as probable that the air units will be among the first to get real service in France.

Already there are more enlistments for the aviation service than there are machines for the men to use.

## ARE DISPOSED TO GRANT FRANCHISE

**FOR L. R. & N. STATION AT GIROD AND RAMPART**

### FINAL ACTION IS POSTPONED

To Give Railway Opportunity to Meet Objections Urged by Mayor and Commissioner Newman

After a two-hour discussion before the Commission Council yesterday the ordinance granting the Louisiana Railway and Navigation Company a permit to build a new depot at Girod and South Rampart street, was postponed for final action until the meeting of the council to be held May 1. The purpose of the postponement is to meet minor requirements, chief of which is the widening of the right of way leading to the station.

Both Mayor Behrman and Commissioner Newman made it known that while desiring to favor the railroad, which has shown its good will for New Orleans in many ways, the ordinance and conditions must undergo certain changes, Commissioner Glenn, as was known previously, was also against it.

Mayor Behrman made his position known in the following language: "In every instance the protestants, exchanges and individuals have said, 'We have not investigated conditions, but think the L. R. and N. should be encouraged.' So do I. But I do not think it consistent with public interest to allow the L. R. and N. to come into the city through a narrow chute in Rampart street. Let the L. R. and N. be white, and buy sufficient property for their right of way, and I will give my endorsement then, but since the railroad has bought only a small portion of the necessary property I will vote against the ordinance on final passage today."

The good feeling of the business men of New Orleans toward the L. R. and N. was manifested by the presence of representatives of the Board of Trade, Association of Commerce and Real Estate Exchange, to plead for the passage of the ordinance. Among those who spoke in its favor were E. F. Kehring, Sam Blum, C. A. Faval and Lewis Buff.

#### MEXICO GREETE UNITED STATES

Formal Presentation of the New Ambassador to the President Wilson.

Washington, D. C., April 17.—Re-establishment of law and order in Mexico by May 1 was pledged to President Wilson this afternoon when complete diplomatic relations were resumed with the Mexican government. Senor Ynaez Bonillas, the Mexican ambassador formally presented his credentials to the president, announcing that all disorders in his country will be crushed in two weeks. He is the first ambassador since 1913. The presentation of the new ambassador and the informal expression of continued friendship by Mexico for the United States are highly significant in view of recent German developments. The president received the ambassador, saying he welcomes the promise of order in Mexico with protection for American citizens.

"The United States asks no more and can of course, accept no less," the president said.

#### "DRYS" GAIN IN ILLINOIS

Chicago, April 17.—In municipal elections in twenty-one cities and towns in Illinois today the "drys" made large gains.