

### McAdoo Says U. S. Not Bound to Pay Money to Roads

Opinion of Ex-Director General Given Senate in Letter After Committee Refuses to Call Him.

Washington, Aug. 24.—Disapproval of the administration's railroad funding bill, recently reported to the senate interstate commerce committee, was expressed by William G. McAdoo, former director general of railroads, in a letter presented to the senate today by Senator Stanley, democrat, Kentucky, who requested Mr. McAdoo's views after the committee refused to hear him.

The government is not "morally and legally bound," as stated by President Harding, to fund the \$763,000,000 the railroads owe the government for additions and betterments, Mr. McAdoo asserted. He declared "the president must have been misled into making such a statement," adding that the law provides for the funding only of "the remaining indebtedness" of the railroads, which he calculated at \$263,000,000.

**May Defer Payment.**  
Payment on this balance, Mr. McAdoo said, may be deferred 10 years by the railroads provided satisfactory security were given and 6 per cent interest were paid.

"This is the kind of settlement the law now authorizes and contemplates," Mr. McAdoo said, adding that when the roads were returned to private control they owed the government \$1,144,000,000 for additions and betterments, of which \$381,000,000 already has been expended for a long period. He urged that before any further advances were made the railroads be required to abandon the inefficiency of labor claims, amounting, he estimated, to about \$300,000,000.

"I suppose you realize that in addition to the \$1,144,000,000 the railroads owe the government for 'additions and betterments,' they have received additional loans under the Esch-Cummins bill of about \$300,000,000, making a total of \$1,444,000,000. Mr. McAdoo's letter said.

**U. S. Must Wait.**  
"Stripped of confusing non-essentials, what is proposed is that the government shall wait 10 years for \$763,000,000 the railroads owe it for betterments and improvements and pay immediately \$500,000,000 to the railroads on account of claims for alleged under-maintenance, etc., taken from the 180 or more railroads involved with their varying degrees of financial responsibility, such securities as they may be able to provide; securities which in many instances may not be adequate to protect the government against loans.

"This is not a question of 'legal and moral obligation' on the part of the United States to lend the railroads \$500,000,000 for 10 years. It is a question of policy and should be considered from that standpoint only. For the adoption of such a policy the administration must, of course, take the responsibility but it should be candid about it. The public should not be confused by juggling of figures, manipulation of accounts, or securities or governmental agencies."

**Thirty-Seven Arrested**  
**In Toledo Mail Theft**  
Harry Palmer, whom J. B. Nickerson, deputy United States marshal escorted back to Toledo last week, is the thirty-seventh person to be arrested for complicity in the big Toledo mail theft August 15, he reported on his return, Wednesday morning.

"While only four or five took part in the actual robbery, all the others helped dispose of the \$1,000,000 loot. The dragnet is set for a large number of others."  
Eddie Hunt, captured after a gun fight in Cheyenne last week, is one of the men wanted in Toledo.

**"Marrying Parson" Busy on His Second 5,000 "Splicings"**  
"The first 5,000 are the hardest," mused the Rev. Charles W. Savidge, Omaha's "marrying parson," as he signed six more wedding certificates Tuesday.  
The Rev. Mr. Savidge is now on his second 5,000.  
The certificates bore the following names:  
Miss Daley Helberg of Omaha and Clyde C. Hill of Goodland, Kan.; Miss Marie Smith of Omaha and Gustav Sandberg of Omaha; Miss Anna E. Wilson of Omaha and Albert J. Ramsey of Omaha; Miss Amanda B. Holman of Omaha and Louis Carlson of Omaha; Miss Doris Masters of Shamburg, Ia., and Warren W. Russell of Shamburg, Ia.; Miss Doris King of Florence, Neb., and James Spencer of Florence, Neb.

### New York Judge Signs Order Restoring Ships



Justice William Burr, of the New York supreme court, who signed the order returning, temporarily at least, to the United States Mail Steamship company the nine passenger vessels seized by the United States shipping board for alleged nonpayment of rent.

### Grain Men of West Say Roads of East Have Cut Tariffs

I. C. C. Told of Reductions to Combat Competition of Canadian Carriers Which Have Reduced Rates.

Washington, Aug. 24.—Witnesses for western grain men testified before the Interstate Commerce commission Tuesday that eastern railroads had reduced rates on grain from Chicago to Atlantic ports for export in order to meet competition from Canadian carriers which previously had effected radical reductions. The hearings are being held to determine whether domestic rates on grain and hay shall be reduced.

The grain men introduced the testimony, they said, to combat impressions that the reduction on export grain would benefit the farmer and increase the amount of grain exported.

**Placed in Record.**  
Over the objection of attorneys for the carriers their recent application for authority to reduce by 7 1/2 cents 100 pounds grain rates from Mississippi river territory to the Atlantic coast was placed in the record. It said:  
"The proposed reduction is to meet competition of the lake and rail routes from Chicago via Buffalo and the Georgian Bay ports. An extraordinary volume of grain has moved from Chicago via the lake routes during the present season as compared with previous seasons."  
"Your petitioners do not feel they can further forego participating in this traffic particularly in view of the fact that at this time the volume of general tonnage moving is particularly light."

**Lake Route Used.**  
C. B. Bee, rate expert for the Missouri railroad commission, introduced statistics intended to show that the movement of grain from Chicago via the lakes never had been more than 4,000,000 bushels, or an average of 14 per cent in any previous June, but due to the Canadian rates 14,161,000 bushels, or 79 per cent of the total, had moved by lake this year.

While Daniel Kelly, rate expert for the South Dakota railroad commission, was on the stand, Commissioner Potter asked whether the solution to the whole problem of high rates would not be a reduction of operation expenses and whether another wage reduction of railroad employees could not be expected to be reflected in lower freight rates. Mr. Kelly replied that in all probability both could be expected.

**Lawyer Agrees to Return \$1,000 Fur Coat to Furrier**  
A \$1,000 fur coat held by police because of a legal battle waged between Jack Shannon, lawyer, claimant of the coat, and A. Bishop, Chicago furrier, was given to the latter following a conference between police officials and the claimants yesterday.

The coat was seized by detectives when Mrs. Fred Curtis, who was extradited by Minneapolis police two weeks ago, were arrested in Omaha.

Truce between Shannon and Bishop was announced when the furrier agreed to pay Shannon \$50 and to donate to the police relief fund \$200. Shannon declared that Curtis gave him the coat for legal services.

**Noted Song Composer Writes Song for Aero Congress**  
James Hanley, song writer and composer of "Rose of Washington Square," "Baby's Shoes" and "That's How I Feel You," has written a song to be sung in public for the first time at the Omaha air meet, November 3, 4 and 5, and to be known as the official song of the air congress.

### Tip of 20,000 Roubles Ordinary Fee For Porter on Railway Lines of Russia

Floyd Gibbons Tells of Experience on Journey From Riga to Moscow—Millionaire for First Time.

By FLOYD GIBBONS.

Chicago Tribune Cable, Copyright 1921. Moscow, Aug. 24.—After all one reads in the papers in the non-bolshevist world concerning the backwardness of Russia, I was hardly prepared for the surprise that greeted me shortly before 2 o'clock when our train pulled into one of the 18 railroad stations in Moscow. We arrived 15 minutes ahead of time.

A blonde-headed porter, seven feet tall and as straight as a rail, helped our party of three to the platform, where he deposited our baggage in a formidable pyramid and departed after pocketing a paltry tip of 20,000 roubles which he demanded. There we waited for one hour, without tickets, passports or bills of lading for the representatives of the soviet foreign office, into whose custody we were destined.

The delay gave us time to reflect on the strangeness of the trip which we had accomplished during the preceding 40 hours. We left Riga on a common Latvian train, which carried three cars belonging to the bolsheviks. One carriage was an elaborate private car with electric lights and a finely decorated interior, it being in strong contrast to the hot darkness of the human-frighted boxcars ahead, where the Lettish peasants were sprawled on wooden shelves amidst rags, squalor and a stench that would stagger any western nose.

**Cautions Against Bogus Papers.**  
In lieu of an American passport, I carried a receipt for it signed by the American vice consul at Riga, to whom all Americans must give their national papers before entering Russia.

The consular office at Riga explains that this procedure is necessary because it is feared the bolsheviks might counterfeit American passports from photographs of the originals. At the same time it is not beyond the knowledge of the State department that many American passports have been sold, if not given freely, to soviet authorities by Americans who have become imbued with the doctrines of communism.

The rail ticket to Moscow cost 48 roubles. When the soviet official in Riga mentioned the price to me I had just come back from the bank and was enjoying the first thrills of that millionaire feeling by reason of my many pockets almost bursting with the 3,000,000 roubles, which I had bought at the rate of 31,000 to the dollar. I produced my smallest piece of money—a 10,000 rouble note—but the bolshevist cashier only smiled.

"We take any money but our own," he said. "We prefer 48 roubles in dollars."  
"But in dollars, 48 rouble tickets would not cost quite a cent," I said.  
"That is possible at your rate," replied the cashier, "but are you bringing on the equivalent of the gold rouble or just \$26.70 in American currency. You know that you could not ride for 40 hours for so little in America."

**Poor Lights Forbid Poken.**  
Then the train pulled out of Riga and we were on our way to what was once holy Russia. Sitting on a bunk in one compartment, three of us discussed the financial situation and considered the possible sensations of poker with 100,000 roubles antes and 1,000,000 rouble limits, but the fluttering of the candles which served in place of long disabled electric installation forbade the game.

Between 10 and 11 o'clock the next morning we had occasion to compare the Latvian and soviet frontier officials, much to the favor of the latter. The former during a protracted debate in our compartment proposed the confiscation of our goods and money on the grounds that exportation of such articles to Russia was prohibited.

The food that we carried was the only means of subsistence on the train until we reached Moscow and the money meant life and death to us after that. The debate on this



Floyd Gibbons.

Only upon our emphatic statement that we were prepared to go to jail before submitting to confiscation, was the long argument ended in our favor and the three soviet cars with a puffing, wood-burning engine permitted to depart. About 500 yards beyond the station we steamed slowly past six Latvian soldiers, comprising the frontier guard, and moved across the line into the land of Lenin.

The soviet customs agent whom we encountered in the nameless village just east of the frontier apparently had but one interest in our effects. It was not the paper money that concerned him, but they were interested in any paper that we carried with printing matter of any kind on it.

They examined our writing material and possessed themselves of all the newspapers and magazines in the car, but they ignored our traveling flasks and reserve supplies of spirits.

Receipts Signed by American Vice Counsel Used To Prevent Forging Of Passports by Reds.

Eastward from the frontier, our road to Moscow stretched through a gentle rolling country interspersed with sparse forests of undersized pines. From the windows we saw that plowing was in progress in a number of places, but there were many fields that were not tilled.

There was one noticeable difference between the scenes at the Latvian and bolshevist railroad stations. In the former were buffets with well-stocked shelves of food and white rolls, in spite of the soiled exteriors. East of the frontier the railway buffets were simply semi-darkened rooms with dirty broken mirrors, glaring out from behind empty shelves across a barren space containing possibly a few broken chairs and tables.

Each time the train stopped, old women and children made their appearance, selling boiled eggs, milk and a certain variety of nut which all the peasants seemed to be continually hulling and munching. Small papers of sunflower seeds were also being sold for the same purpose. A green beer bottle filled with boiled milk sold for 2,000 roubles and one boiled egg could be had for 1,000 roubles, or about 3 cents in American money.

"What do you think of our country?" asked a Russian doctor on the train, who was returning to his post in Moscow. "Does it live up to the reports which you have read?"

"We understood communism for-

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hade the private selling of food in Russia," I answered. "We understand that all business had been nationalized and that speculation or private business enterprise was punishable by death under a soviet decree."  
"That time has passed," replied the doctor. "Those were war measures necessary for the preservation of the government during times when we had civil war within and were surrounded with an iron ring of enemies."

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