der, who recently was sent to Cuba by President Wilson.

In the afternoon Mr. Harding and Governor Hughes had a conference dealing with affairs in the Far East. It is known that Mr. Harding believes the Philippines is the keystone of America's Oriental policy. He also is understood to feel that a coördinated policy should govern the actions of the United States representatives in Tokio, Peking and Manila.

Under the Wilson Administration the State Department had exercised no control over affairs in the Philippines, and the policy of the representative at Peking and the representative of Tokio have not always been in harmony.

One of the most important diplomatic appointments to be made by Mr. Harding is that of Ambassador to Tokio. Two names that have been suggested to him are understood to have been received very favorably. One of those mentioned was Henry Fletcher, former Ambassador to Mexico, who received much of his early diplomatic training as a secretary in the Peking legation.

Mr. Fletcher was one of the party aboard the houseboat Victoria on the recent fishing cruise on the Indian River. He and Mr. Harding got along famously then, and the President-elect returned to St. Augustine tremendously impressed with Mr. Fletcher's ability to make himself congenial at close quarters. Mr. Fletcher was one of those considered by the President-elect and Mr. Hughes to-day.

The other man suggested is Lloyd Griscom. Whoever goes to Tokio can exert a powerful reflex influence on relations between the United States and Germany, so that altogether Mr. Harding is determined that the man who goes there will be capable of the shrewdest sort of diplomacy.

As one example of how the State Department is to share with the War Department responsibility for the conduct of affairs in the Philippines under the Harding Administration, it is understood that it has been determined already to remove all barriers to Chinese immigration to those islands. This was also discussed here to-day by Mr. Hughes.

Chinese labor is needed in the islands, according to some of those who have recently communicated with Mr. Harding, both to build up the possessions industrially and agriculturally, and also to offset the effect of the almost unrestricted immigration of Japanese. Seditious Filipino leaders have discussed almost openly with Japanese military leaders what the relations will be between Japan and these islands after the Filipinos gain their independence. It will be one of the tasks of the next Governor General of the Philippines to teach the little brown brother that the Japanese is not his best friend. For that reason and others of a like nature the next Secretary of State will have almost as deep an interest in who goes out to rule the islands as he has in who goes to Tokio and, in a lesser degree, who goes to Peking.

Mr. Harding, who in his public utterances always has opposed independence for the Philippines, has been convinced that the United States should send out as Governor General a man who will rule the islands and endeavor to restore some of the business prosperity that existed before Governor General Harrison, representing the Wilson administration, gave the natives almost complete control of their affairs.

Major General Leonard Wood and W. Cameron Forbes, of Massachusetts, who was Governor General under President Taft, are two men under consideration for the post. General Wood has been expected here for several days, although he had no definite appointment with Mr. Harding, but it was learned to-day that the General after coming almost as far south as St. Augustine, returned to Fort Sheridan.

The discussions between President Harding and Governor Hughes naturally extended to the question of disarmament and how they will deal with proposals that are expected to come from Ambassador Geddes concerning an early conference on the subject. Mr. Harding feels that the best way to accomplish disarmament is through the organization of the nations of the earth into a society that will support a world court while preserving nationality. It was Mr. Hughes's complete agreement with Mr. Harding's statements in his speech of August 28, outlining his plan for an association of nations, that convinced Mr. Harding that they could work together. On another day during the campaign when Mr. Hughes called at the front porch he found it occupied by a band of actors and actresses, many of them screen stars, and all under the leadership of Al Jolson.

Hughes Voted Good Fellow

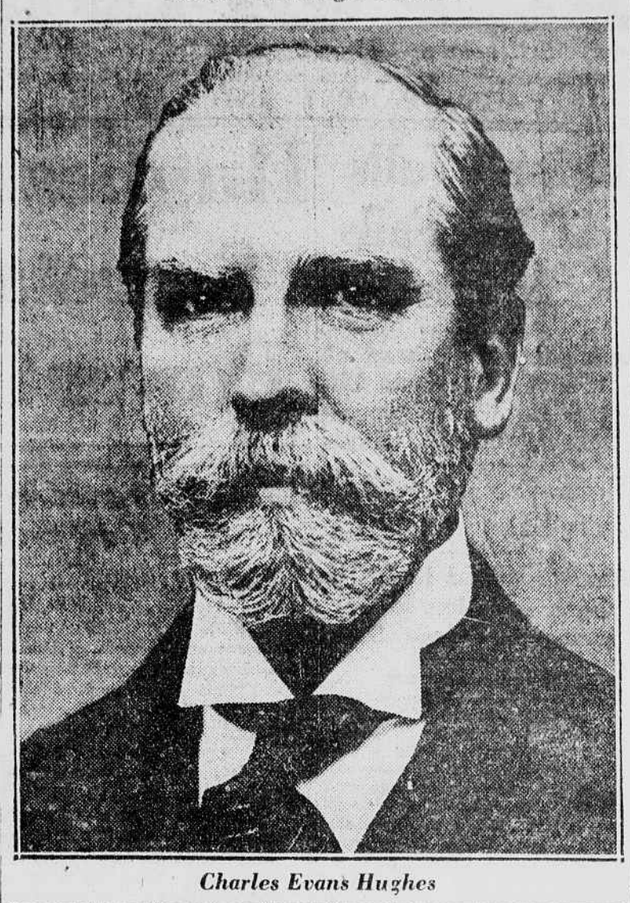
The former Supreme Court justice took an inconspicuous stand on the front porch and laughed at the antics of the stage folk until he was weak. When Al Jolson dropped a big French horn over the broad shoulders of the Presidential nominee Mr. Hughes held his sides and laughed heartily. Then the party motored to the farm of Dr. C. E. Sawyer for luncheon and the Broadway performers voted Mr. Hughes "a good fella" and Mr. Harding approved this vote.

Mrs. Harding left the hotel to-day for the first time since she arrived here in order to go for a drive with Mr. Hughes and Mr. and Mrs. Fred Upham, of Chicago. The treasurer of the Republican National Committee also had a long conference with the President-elect.

It was generally understood that they talked about the unfilled place in the Cabinet slate created by the decision of former Governor Lowden, of Illinois, not to become Secretary of the Navy. Mr. Harding is understood to feel that he cannot afford to appoint A. T. Hert, of Kentucky, to the same Cabinet that will contain his friend, Harry Daugherty, as Attorney General, and Will H. Hays as Postmaster General.

Mr. Hert's friends, and these include Governor Lowden, have recommended Mr. Hert for the post, but so far there has been no indication that he would get it.

Heads Harding's Cabinet



Charles Evans Hughes

Hughes Helped Fix His Party's Policies; Opposed Wilson League and Article X

Charles Evans Hughes, whose selection as Secretary of State in the Harding Cabinet was announced yesterday, took a leading part in the Republican Presidential campaign in formulating the party's stand against the Wilsonian League of Nations and foreign policies. His position, as set forth in campaign speeches, shows him an uncompromising opponent of Article X, an insistent supporter of the Monroe Doctrine, an advocate of Elihu Root's plan for international arbitration and an exponent of military preparedness. He also has stood out as a bitter critic of Woodrow Wilson for his assumption of power, for his giving foreign nations the misimpression that the treaty-making power rests solely in the hands of the Chief Executive, and for his appeals to foreign peoples over the heads of their governments.

Referring to Article X in a speech in Trenton in September as the "vice" rather than the "heart" of the covenant, Mr. Hughes said:

"Article X is a mischief maker. It belongs to the category of alliances to make war and is opposed to American principle. It will serve to create disputes, and not to heal them. For ourselves, we must clearly reserve the right to decide for ourselves in the light of the facts as they arise in the future, and unembarrassed by any pre-existing contractual obligation, whether we shall defend the territorial integrity of one nation against aggression by another and whether or not we shall resort to arms. If the situation presented at any future time is of such a character as to create a sense of duty on our part, and we feel that we should go to war to preserve the territorial integrity or independence of another state, or in the interest of liberty or civilization, then we would respond, although there were no Article X."

Statement at Marion Recalled

In a statement given out in Marion in August, after a conference with Mr. Harding, Mr. Hughes said:

"I believe that Senator Harding's election will afford the surest way of securing our proper relation to international coöperation. . . . . The essentials of any really effective plan . . . can be secured, and I believe will be secured, under the Presidency of Mr. Harding, without guaranties which attempt to commit us in unknown contingencies and which will serve as trouble breeders and not as peace makers. . . . Under his leadership we shall have our foreign relations conducted in accordance with our best traditions, and America's duty to the world will be discharged without ignoring duty to herself."

Enumerating in his Trenton speech what he regarded as "the proper objects of an association or league of independent nations established to promote peace," Mr. Hughes said:

"First, provision for the determination by a judicial tribunal of all justiciable questions which arise between nations, and the exposition and development of international law which makes possible the reign of justice according to established principles of right.

"Then there should be the machinery of conciliation to deal with questions that are the proper subject of consideration and are not justiciable; investigation and recommendation, the securing of opportunity for 'cooling off' and for the influence of friendly advice and of sound reason. The proposed covenant contains valuable provisions to this end.

Advocate of Coöperation

"Then there remains the field for international coöperation, as it may from time to time be found advisable, a field constantly widening with the demands of intimate intercourse and common interests, which may be fostered without imperilling any nation's security or independence. To secure these ends there should be organization for conference, thus securing continuity and appropriate investigations pending meetings, and the machinery for the international coöperation which may be undertaken."

Mr. Hughes was the author of seven proposed amendments to the Paris Covenant which he cabled to President Wilson in Paris with the suggestion that their adoption would make the document, in its then initial form, more acceptable to America. James M. Cox, Democratic nominee in the recent campaign, asserted that five of Mr. Hughes's suggestions had been adopted. Answering this assertion, in a speech at Terre Haute, Ind., in October, Mr. Hughes said:

"That is hardly a candid statement. One would suppose that five amendments had been made as they were proposed. But this is not so. Several of the amendments were made along the lines suggested, but they were not made as proposed, nor in a proper manner. Thus, the privilege of withdrawing from the league, instead of being accorded absolutely, was fettered. . . . Still more important was the amendment proposed in order to safeguard the Monroe Doctrine. It was indeed extraordinary that such an amendment should have been necessary and that any representative of this country should have negotiated a compact which did away with our historic policy. It was only when it became clear that this country would not tolerate this change in its policy that an amendment was favored by the President. But then the amendment was not adopted as proposed, nor was an adequate amendment adopted.

"Most important of all was the amendment proposed with respect to Article X. . . . This amendment was not made. . . . The Republican position has been that the undertaking of Article X is a vicious provision, antagonistic to our fundamental principles, and that it has no place in an arrangement to promote the peace of the world."

Mr. Hughes was born April 11, 1862, at Glens Falls, N. Y., the son of a Baptist minister. After his schooling in Newark, N. J., where his family moved when he was a child, he studied under the tutelage of his father from the age of eleven, when he graduated from public school, until he was fourteen, when he matriculated at Colgate University. He stayed there for two years before leaving for Brown University, where he was graduated in 1881.

He disappointed his parents, who had hoped he would study for the ministry, by taking the law course at the Columbia Law School, where he held a prize fellowship for three years. He began his legal activities in the offices of Chamberlain, Carter & Hornblower as a clerk. In 1888 he married Antoinette Carter, daughter of W. S. Carter, senior member of the firm, and later became a member of the firm under the changed name of Carter, Hughes & Dwight.

His public life began in 1905, when he was named as counsel for the Stevens Gas Commission, a committee of the New York State Legislature which was investigating gas companies of New York. He disclosed the flaws in some franchises, proved the expiration of other franchises and brought about legislation that ended many gas evils and cut the gas rate to 80 cents.

Mr. Hughes's investigation of the management of New York insurance companies, however, as counsel of the Armstrong investigating committee of the State Legislature, focused public attention to his legal abilities. He became the principal figure in this investigation.

As a result of his activities in this connection he was offered the Republican nomination for Mayor in 1906, but declined. During the same year he was the Republican candidate for Governor, and was elected for two terms. It was his insistence that resulted in the Public Service Commission, although it was opposed by the politicians. He also had enacted anti-gambling laws aimed at racetrack and other forms of professional gambling.

Named to Supreme Bench

Although he was indorsed by the New York Republican Convention in 1908 for the Presidency, the insistence of the late Theodore Roosevelt resulted in the nomination and election of William Howard Taft, who appointed Mr. Hughes as associate justice of the Supreme Court of the United States in 1910.

In 1916 he was nominated by the Republican party for the Presidency, and stumped the country unsuccessfully, although the vote was so close that President Wilson himself at first conceded his own defeat, and the press congratulated Mr. Hughes on his election. The vote of California finally turned the scale against him.

Since that time Mr. Hughes has been in private legal practice in New York City, and in 1918 was appointed by President Wilson to conduct an investigation of the delay in airplane construction, into which he made a careful inquiry and in his report pointed out what were the causes for the delay.

Mr. Hughes's family consists of his wife, three daughters and a son. The latter, Charles E. Hughes jr., is a lawyer in this city.

Depew Backs Self for Secretary of Exterior

From a Staff Correspondent

ST. AUGUSTINE, Fla., Feb. 19.—Former Senator Chauncey Depew, who is wintering here, received a visit yesterday from President-elect Harding and Harry Daugherty. After they left him Mr. Depew was asked what place in the Cabinet he would have.

"Oh, I'm an outsider," replied Mr. Depew. "In fact, I'm so far out of consideration that I believe there is one post I could fill excellently."

"What is that?" he was asked.

"I believe," he said, "that I could be Secretary of the Exterior."

Cabinet Post Definitely Tendered to Dougherty

Fact Disclosed by Harding in Letter Explaining Inability to Appoint Captain Tetlow

From The Tribune's Washington Bureau

WASHINGTON, Feb. 19.—Harry M. Daugherty has been definitely tendered a Cabinet post, President-elect Harding made known to-day in a letter received by Representative Frank Murphy, of Ohio, in response to a Round Robin sent to the new President by the Republican members of the Ohio delegation in the House in support of Captain Percy Tetlow, of Leetonia, Ohio, for the portfolio of Secretary of Labor. In his letter Mr. Harding said:

"Just a line to acknowledge yours of February 11, with which you send me the 'round robin' signed by eight of the Republican members of Congress of Ohio indorsing Captain Percy Tetlow for the Secretaryship of Labor. I cannot promise to tender this office to Captain Tetlow, because, in tendering a Cabinet position to Mr. Daugherty, I have rather done as much for Ohio in the creation of the official family as I reasonably can be expected to do. If Mr. Tetlow would like to come into the service of the Labor Department in some other position I should be glad to consider him most favorably, because I already hold him in very high esteem."

Illinois Representatives Want Foss in Cabinet

From The Tribune's Washington Bureau

WASHINGTON, Feb. 19.—Nineteen Republican members of Congress from Illinois appealed to-day to President-elect Harding to name George Edmund Foss, of Illinois, for the Navy portfolio in his Cabinet. Mr. Foss was for eighteen years a member of the Committee on Naval Affairs of the House.

The telegram to Mr. Harding was signed by Representatives William B. McKinley, Joseph G. Cannon, James R. Mann, Martin B. Madden, William A. Rodenberg, John C. McKenzie, Ira C. Copley, W. W. Wilson, Edwin B. Brooks, Neils Juul, Loren E. Wheeler, Charles E. Fuller, Fred. A. Britten, Edward J. King, Edward E. Dennison, Carl R. Chindblom, William J. Graham, Clifford Ireland and Thomas S. Williams.

Colby Praises Hughes As Man of Great Ability

PHILADELPHIA, Feb. 19.—Bainbridge Colby, Secretary of State, when informed here to-night that Charles Evans Hughes had been definitely chosen by President-elect Harding as his successor, said:

"Mr. Hughes is a man of very great ability, whom I have known intimately and admired greatly for many years."

Clune Denounces British

Archbishop Says Ireland Suffers Worse Infamy Than Belgium

LONDON, Feb. 19.—Great Britain's campaign against the Irish republican movement was denounced yesterday by the Right Rev. Patrick Joseph Clune, Archbishop of Perth, Australia, upon his return to that city from Europe, says a dispatch to The London Times. While visiting in Ireland Archbishop Clune took part in unofficial negotiations looking to the restoration of peace between the British government and leaders of the Sinn Féin.

"I say with regret and reluctance," the Archbishop is quoted as saying, "that every infamy perpetrated by Germany during her occupation of Belgium has been renewed and repeated, and in some cases exceeded, in Ireland. I subscribe to every word used by Eamon de Valera in his recent charges against English forces in Ireland. A blacklist of persons who are to be assassinated is placed in the hands of those in the pay of the Crown, which is responsible for the situation."

U. S. Navy Not Ready for War, Fullam Warns

(Continued from page one)

questions by Senators Lodge, Poindexter, Swanson, Hale, Ball, Walsh and King. Senator Lodge and others said they recognized the need of airplane and submarine development and the need for the fleet to be united and thoroughly organized. The Senators generally, however, opposed any suspension of the building program as laid down in 1916.

Admiral Fullam began his statement to the committee by references to the fleet as it stands to-day and the vessels under construction. He said the fighting fleet consisted of eight dreadnoughts and eight super-dreadnoughts.

Many Ships Obsolete

"All other battleships in the navy," he said, "are practically obsolete." Next in importance there are about 300 modern destroyers, a "very powerful force," he said.

Under construction there are eleven super-dreadnoughts, six of which are between 25 and 90 per cent completed. Admiral Fullam advised completing these six, which would give the country a powerful battle fleet of twenty-two dreadnoughts. As to the other five super-dreadnoughts, less than 25 per cent completed, he said it would be good policy to suspend their construction for at least six months, until it could be determined whether they might be obsolete in the near future, or if changes in design were advisable. They could be converted into airplane carriers, or given armored decks to protect them from bombing.

As to the six battle-cruisers under construction and less than 10 per cent completed, Admiral Fullam said it would be wise to stop construction on them for six months at least, or continue construction only on their hulls and machinery so that they may be changed in design if need be or transformed into airplane carriers.

The navy was sadly in need of scout cruisers, the Admiral said. As to submarines, he made this statement:

"There are forty-seven submarines under construction. They should be finished without delay. We are fatally short of submarines. There are no submarines in our navy capable of cruising and fighting with the fleet. It is an amazing and perilous situation. There is not one long range, up-to-date submarine cruiser or mine layer in the navy. If devoid of submarines and air forces, a surface fleet, no matter how powerful, will be practically helpless if it meets a fleet properly supplied with these modern weapons.

"We have now, or near completion," the Admiral said further, "a powerful surface fleet. Even without the battle-cruisers it is strong, because we have a vastly larger destroyer force than any nation except England. This force is so strong that, if well manned and well handled, it would so threaten a hostile fleet and so well screen our own fleet that, with scout cruisers and airplane carriers, we may not need battle-cruisers. It is more than probable that the airplane and the torpedo plane carrier will soon be recognized as a capital ship, quite equal to a battle-cruiser in usefulness and fighting power.

One-Idea Navy Weak

"Briefly reviewing this subject of our surface fleet, we find that with twenty-two dreadnoughts, 300 destroyers and ten scout cruisers our navy will stand next to that of England. It will be at least 30 per cent stronger than that of Japan, and, omitting Great Britain, it will be more powerful than the combined navies of all Europe.

"In the face of these facts it cannot be truthfully said that in suspending work on five battleships and six battle-cruisers we are advocating a weak navy, inadequate for national defense. On the contrary, suspension of work temporarily on these vessels will safeguard us against a policy that will produce a weak navy as the only return for the expenditure of hundreds of millions of dollars. A surface navy alone is a one-idea navy. Such a navy is weak to-day, and it will be still weaker in the near future."

Admiral Fullam quoted from Admiral Sims's book to show that because of the German submarine operations the English fleet in the spring of 1917 did not really control the seas.

The surface fleet, in order to control the sea, said Admiral Fullam, needs a force above it as well as a force below it. The three forces—air, surface and submarine—must be combined in due proportions. The navy of the United States to-day was a "one-plane navy," and Admiral Fullam said this condition "imperils the nation."

Treating of submarines in the World War, he said: "The following facts should be studied in connection with the subject of 'control of the sea':

"1. The Germans employed only 10,000 men in their submarine forces.

"2. There were never more than thirty submarines adrift at any one time, manned by not more than 1,500 men.

"3. This small force was opposed by the navies of all great nations outside Central Europe—England, France, Italy, Japan and the United States—at least 1,000,000 men; and yet this insignificant force of 10,000 Germans nearly won the war by starving England.

"4. It is no argument to say that the submarine was finally defeated, when we consider the odds against it. Germany was fenced it by England and France. England lay across her front door. There was but two exits for her submarines to reach the Atlantic. About 5,000 anti-submarine craft were employed daily against the thirty submarines at sea. No such condition of disadvantage will embarrass our future enemy, whose submarines may be free to roam the sea. And we may not have the navies of the civilized world allied with our own. Can we alone place 5,000 anti-submarine craft upon the sea and strew depth charges over every ocean? Will we have 1,000,000 men, with a navy equal to the combined navies of England, France, Italy and Japan? If not, the task of downing the submarine of our future enemy will be much more difficult than was that of subduing the German submarine in the World War.

"It is positively amazing that many naval officers have already forgotten, or ignored, these facts, and having realized hesitatingly the importance of aviation, the Navy Department, and Congress as well, have suggested that we cancel the contract for submarines in order to get money for aviation. This is robbing Peter to pay Paul. Cannot two ideas co-exist in a naval mind? We must have a strong submarine force, and a strong air force, too. Without both of these forces our surface fleet will be helpless. The submarine single-handed nearly won the greatest of all wars. It has proved its prowess—and yet the United States practically ignores it."

Dealing with conditions of this country's submarine force and its naval air force, Admiral Fullam said:

"The following is the condition of our submarine force:

"1. There are about thirty boats from 300 to 450 tons, all unsuitable for offshore work. They are fit only for training.

"2. There are about fifty coastal boats from 350 to 550 tons now in fair condition, but not intended for distant service.

"3. There are about fifty boats of 800 tons and above, some uncompleted. A few of these may be efficient, but as a class they are failures.

Fail to Develop Boats

"It appears, therefore, that in three years following the armistice the Navy Department has failed to develop any long-range boats such as the Germans sent to our coast in 1918. We have spent approximately $130,000,000 on submarines, and the navy has not one submarine to-day fit for service with the fleet.

"In this the Navy Department ignores the past, neglects the present and fails utterly to anticipate the future.

"It is estimated that not less than $100,000,000 more is needed to-day to supply this country with an adequate submarine force. This is the price of three dread noughts. In view of the fact that we have prospectively 22 dreadnoughts in our surface fleet, shall we add still further to the battleship force before we supply ourselves with submarines? It is a matter of common sense. How will the money be most wisely spent? Shall we put so much money into the craft that did not 'control the sea' in the World War that we shall have no money to provide us with the weapon that fought single-handed and nearly won against the combined navies of the world?

So much for the force that operates on the lower plane of a modern three-plane navy. It remains to consider the force that operates on the upper plane.

Air Force Inadequate

"At present the United States naval air force is pitifully inadequate to meet modern conditions. What we have is good, and the personnel is efficient and brave, but the force is so small that a hostile fleet supplied with adequate air forces could completely command the air above our surface fleet and subject it to constant bombing from above and constant attack from torpedo planes from above and below. Nothing will justify our leaving our surface fleet to such a fate.

"It is estimated that not less than $120,000,000 will be necessary to provide two modern airplane carriers, together with the bombing and torpedo planes to place our naval air force in condition to operate effectively with the fleet in modern war. This is the approximate price of four dreadnoughts. Without an air force our surface fleet, no matter how powerful, cannot exist and operate effectively if the enemy commands the air. As in the case of submarines, shall we continue to build dreadnoughts before we have provided the air weapons that are essential for both offensive and defensive naval warfare? It is once more a question of the most economical investment of our money. If we have a powerful surface fleet with no air or submarine fleets, money spent upon our navy will be wasted. It will be a weak navy in every sense of the word.

"In this connection it is important to note that England, France and Japan are strenuously seeking the fullest possible development of air forces. These nations see the handwriting on the wall. They realize that air power is a necessary adjunct of sea power. Indeed we may assert that sea power hereafter can only exist with the aid or air power. The fleet, or the ship, which loses the control of the air above itself cannot 'control' the sea."

The German submarine fleet brought England to "the verge of starvation," Admiral Fullam said. He emphasized this repeatedly.

Many interesting phases of the World War, the battle of Jutland, the Gallipoli campaign and the transport of troops were discussed by Admiral Fullam. In concluding, he declared:

"Sophistry alone can defend the present condition of our fleet."

In urging that the fleet be united in the Pacific, he declared it was not needed in the Atlantic, and said a few bombs might block the Panama Canal. He said it was "folly" to say the bases in the Pacific were inadequate to maintain the fleet there.

Admiral Fullam referred to Admirals Fiske and Sims of the American Navy and Scott and Fisher of the British Navy as sustaining his position.

Rear Admiral D. W. Taylor, chief of construction; Rear Admiral R. E. Coontz, chief of operations; Captain T. T. Craven, director of naval aviation, and Rear Admiral C. B. McVay, chief of ordnance, were called upon. Admirals Tylor, Coontz and McVay defended the present building program. Captain Craven expressed hope of important aerial development.

Admiral McVay insisted that in the recent experiments with bombs on the Indiana the damage done was "local." Admiral Fullam exhibited illustrations from The New York Tribune to show otherwise.

Senator King sought to show that if the general board program were adhered to it would cost the country a half billion a year, and said the people would never stand it.

Postmaster Seeks to Hold Job By Beating Harding on Links

President-Elect Tells Challenger's Manager He Isn't Making Skill With Mashie a Qualification for Governmental Service

Special Dispatch to The Tribune

GREENVILLE, S. C., Feb. 19.—For the first time in the history of the United States the place of postmaster was proposed as the basis for a test of skill in the wielding of golf clubs when Thomas H. Pope, Democrat, Postmaster at Greenville, through his self-appointed golf manager, Louis Sherfesee, invited President-elect Harding to meet him on the links to decide the question of the reappointment of the challenger. To the challenger's manager, Mr. Harding wrote from St. Augustine, Fla., that he regarded himself as only a miserable player and was "unwilling to have the administration weakened by basing its attitude on my incapacity at golf."

He added that he liked the Postmaster's "sporty inclination," and if the conditions of the challenge were removed he was willing to accept a match whenever opportunity offered.

After a conference with his manager, Mr. Pope decided to withdraw the conditions as to the postmastership and will suggest to Mr. Harding that the match be played in Washington in May. The friends of the Greenville golfer are enthusiastic over the prospect of Mr. Pope's proposed match with the President, and indications are that if not a special train, at least several special Pullmans will be necessary to carry the gallery from Greenville to Washington.

Averages About Eighty-eight

Mr. Pope, whose average is about 88, is so anxious to vindicate his skill in golf that he even takes golf clubs to the Federal Building these days. Mr. Pope has had a green carpet put on the floor of his office.

President-elect Harding's letter to Pope's manager follows:

"I beg to make a belated acknowledgment of your esteemed favor of January 27, in which you refer to your friend, Thomas H. Pope, the postmaster at Greenville, and propose that I should play a game of golf with him to determine whether he is to be commissioned for another four years. As an honorary member of the Kiwanis clan I accept your letter in the spirit in which you write, and venture to say that I would be very happy at any convenient time to match golf scores with Mr. Pope, though I confess I am a miserably poor player, getting my satisfaction out of the outdoor life and the ever-renewed hope of doing better the next time, after contemplating a very bad score.

Told to Sit Easy

"I should be reluctant, however, to make my skill at the game the basis of any Federal appointment. I think it would be safer to re-commission him on the advice of his friends. As a matter of fact, however, I am giving no consideration at this time to any of the district appointments and take it that Mr. Pope can sit easy for the present and have no worry about his situation. The ultimate course of the Administration is quite another matter, though I am sure there has not been a definite policy decided upon. I like the spirit of your greetings, and I like the sporty inclination of your friend. The simple truth is I cannot have the Administration weakened by basing its attitude on my incapacity at golf. You can say to Mr. Pope, however, that when opportunity offers I will be glad to take him on.

"Yours very truly

"WARREN G. HARDING."

The challenge read as follows:

"I hereby challenge you, Warren G. Harding, of Marion, Ohio, to meet Thomas H. Pope, of Greenville, S. C., in an eighteen-hole golf contest, match play, to be played over any course you or your manager may select, the result of such match to decide whether Thomas H. Pope, whose term of office at Greenville, S. C., expires on March 16, 1921, is to be commissioned by you for another four-year term."

Mr. Pope is forty-eight years old and has been playing golf two years. Mr. Harding was told that Mr. Pope for two months has been known to his friends on the golf course as "ex-Postmaster," with the accent on the "ex."

All U. S. Ties to Peace Treaty Cut by Wilson

(Continued from page one)

this country from any participation or connection with the League of Nations, the President being of the opinion that since the Senate had refused to ratify the Treaty of Versailles in precisely the form submitted to it by Mr. Wilson, the President had no right to go ahead under any of its provisions.

The first step taken by President Wilson in withdrawing from connection with the various instrumentalities set up by the peace conference was not taken until just after the election.

Immediately after that huge majority for Senator Harding had been hung up for the world to look at—a repudiation of the Wilson course in Paris which every diplomat in Europe would interpret more accurately because of experience than they did the results of the election in 1918—the President withdrew Albert Rathbone from the inter-Allied financial commission.

His Stand for Russia

A little later he withdrew Ambassador Wallace from the Council of Ambassadors at Paris. Later came his refusal to arbitrate the Armenian dispute with the Turks, although he had previously accepted a commission to draft the boundaries of Armenia—a job, by the way, which he completed some time ago, but the results of which have never been announced.

It is true that in the note on the request from the powers that the President mediate on the Armenian boundary dispute the President took the ground that the trouble about the whole Russian frontier question grew out of attacks by the border states—egged on by the larger powers—on Soviet Russia, and that the stoppage of this should be guaranteed before any action should be undertaken by this government.

This, however, is not regarded as being in conflict with the idea of severing connection with the peace conference and with the League of Nations. In the first place it is contended that the President merely took this occasion to voice in an impressive way his objections to what he considered the Allied policy toward Russia, the encouragement of every agency which might by military force hope to overthrow or weaken the Lenine-Trotzky régime.

It is contended that President Wilson knew perfectly well there was scarcely a possibility that anything would eventuate from his note on this subject which would result in his undertaking the mediation.

Boyden Says Goodby To Reparations Board

Withdrawal of American Is the Cause of Expressions of Regret by All the Delegates

PARIS, Feb. 19.—Roland W. Boyden, whose withdrawal as unofficial representative of the United States from the Allied Reparations Commission was announced yesterday, when the text of his statement of withdrawal also was made public, delivered his farewell statement to the body at its session here to-day. Mr. Boyden was the recipient of formal expressions of regret from all the delegates.

"Your withdrawal," said Louis Dubois, the president of the commission, "leaves not only a void in our hearts, but in our work. Let us believe, however, that the withdrawal is only temporary—that it is not goodby, but simply au revoir.

"America," continued M. Dubois, "ought not to and cannot forget that at the call of the spirit of honor and justice her best sons crossed the sea; that she took part in the war and collaborated in the making of the treaty of peace, so that justice might be done. She cannot forget her sons sleeping in the soil of France. She cannot forget the sacrifices she made or the solidarity that binds all the Allies who fought for the right. If she would, she could not.

"We shall not mourn your going," he added, "for you will come back to finish the work."

Sir John Bradbury, the only one of the delegates who has been with the commission since its creation, and other members of the commission joined in complimenting Mr. Boyden's work and hoping for the return of the United States to representation on the commission.

The newspapers comment regretfully upon Mr. Boyden's leaving. The Paris Midi says: "Mr. Boyden was ostensibly an observer, but in reality he was a wise and discreet counselor in the commission."

At the Polish Legation to-day the American's withdrawal was characterized as a deplorable happening for the small, weak nations that felt that the United States was a sort of protector for them and the presence of its representative beneficial to their interests.

Hines to Keep Busy

This withdrawal of Mr. Boyden and his associates reduces American activities in Europe in connection with the settlement of war problems to relief work and the exercise of special functions, such as those of Walker D. Hines, who was specially appointed arbitrator in the distribution of river shipping, and the work of the Shipping Board and army services.

Mr. Hines will continue the work of arbitrating and distributing former enemy river tonnage. The Shipping Board's office in Paris also will be continued indefinitely and the Graves Registration Service expects to complete its work by the end of the year. In addition, the army still has an office in Paris for the adjustment of American Expeditionary Forces claims.

American welfare organizations still are doing a limited amount of work in Europe, which is directed from Paris by the Red Cross, the Young Men's Christian Association, the Knights of Columbus, the Salvation Army, the American Committee for Devastated France and other organizations.

The Hoover relief administration still is very active in the Central European countries. The Near East Relief, through the American Commission for Relief in the Near East, also functions.

Cost of Rhine Armies

The withdrawal of American representatives from the reparations commission places the important American reparations questions directly in the hands of the Washington government. One of these questions is that of the upkeep of the American forces on the Rhine. The latest figures compiled by the commission show the United States has spent to date for the maintenance of its army in Germany 1,160,000,000 gold marks, none of which has yet been repaid by Germany.

Under the peace treaty, payment by Germany for the cost of the armies of occupation has priority over all other reparations, and the question now must be handled separately by the American government.

The cost of keeping the French forces on the Rhine has been 1,250,000,000 gold marks, the British forces 1,000,000,000 gold marks and the Belgian forces 200,000,000 gold marks.

Through special arrangements made by the American reparations representatives American textile industries have been able to obtain most of their highest grade German dyes through the commission. Mr. Boyden and Colonel James A. Logan jr. have been getting for American textile companies 25 per cent of all the dyes delivered by Germany as part of the reparations. These have been paid for by the American companies, their purchases totaling more than $2,000,000.

Political Arrests in Calcutta Cause Strike

Religious Walk-Out Is Observed, With All Shops Closed; London Hears of Rioting

BOMBAY, Feb. 19.—Yakub Hassim, who recently was in England as a member of the Khilafat delegation, and three of his co-workers have been arrested at Calcutta and sentenced to six months' imprisonment for expressing their intention of holding a political meeting and refusing to give an undertaking not to hold it.

In consequence of this a religious strike is being observed in Calcutta. All shops are closed and normal conditions are suspended. Police and soldiers are patroling the streets, but quiet prevails.

LONDON, Feb. 19.—Serious rioting in southern Calcutta is reported in a Bombay dispatch under Friday's date to the Exchange Telegraph.

Seven striking tramway drivers and conductors were wounded when the police, who had been called out to quell a fight between the strikers and Anglo-Indians who had taken their places, fired on the strikers. During the fight the strikers threw stones at the Anglo-Indians and some of them were injured. When the attitude of the strikers became threatening, the police fired on them.

U. S. Aid in Jamaica Bay Project Believed Far Off

Delegation Headed by Mayor Hylan Gets Little Encouragement From House Leaders

WASHINGTON, Feb. 19.—The New York delegation, headed by Mayor Hylan and Commissioner of Docks Murray Hulbert, which conferred with House leaders here to-day, received little encouragement with regard to the authorization of government coöperation in the Jamaica Bay development project, upon which the City of New York is prepared to expend $7,500,000.

The Mayor's party included President Riegelman of the Borough of Brooklyn, Acting President Sullivan of Queens and Fiorella la Guardia. House Leader eMondell and Representative Henry Z. Osborne, of California, whose bill for prosecution of the channel work has been reported favorably by the Committee on Rivers and Harbors, conferred with the visitors.

After the conference Mr. Mondell said he had informed his callers that it would be impossible to bring the measure up for consideration during the remaining few days of the session.

Commissioner Hulbert told Mr. Mondell that terminal facilities and other improvements involving expenditure of more than $10,000,000 were delayed pending the approval by Congress of the coöperative plan for extending the eighteen-foot channel a distance of seven and a half miles into Jamaica Bay.

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