

McADOO POOLS ALL ROADS INTO UNIT

Issues First Order Which Requires Common Use of Rail Facilities.

NAMES TWO ASSISTANTS

Walker D. Hines and Alfred H. Smith Appointed—Regional Plan Indicated.

Special Despatch to THE SUN. WASHINGTON, Dec. 29.—The grip of the government tightened perceptibly today on the railroads. Director-General McAdoo issued an order to all officers and employees of the railroads which showed plainly that the control of railroad facilities and the conduct of the transportation lines had passed from these officers to the new Director-General. This order was not issued through the medium of the Railroads' War Board, but was addressed "to all concerned," and went directly to all railroads.

Special instructions were issued for the clearing of congestion in New York and Chicago through pooling of terminals and other traffic facilities. In addition to his order, the most important yet issued by Mr. McAdoo and hearing directly on the operation of the roads and the status of their employees, Mr. McAdoo also announced two appointments regarded as being unusually significant in that it was taken by many to foreshadow a drastic change in operating management.

The Two Appointments. The two appointments announced this evening were those of Walker D. Hines of New York, chairman of the Santa Fe board and for years a student in Government railroad operation, as an assistant to Mr. McAdoo in legal matters, and Alfred H. Smith, president of the New York Central, as assistant in charge of transportation in trunk line territory east of Chicago and north of the Ohio and Potomac Rivers. Both appointments were announced as "pro tempore."

Mr. Hines is one of the leading railroad lawyers of this country and has been counsel for railroad interests in much important litigation. Mr. Smith is to be Mr. McAdoo's personal adviser regarding conditions in the most congested territory. His appointment, however, was believed to foreshadow the selection of other railroad men to act as regional advisers and form a national operating staff. Whether the Railroads' War Board is to continue long as an agency through which Mr. McAdoo will give orders was open to much doubt. Members of the board are uncertain of their own future and the belief is general that Mr. McAdoo and his close advisers are to build up their own operating staff.

Text of the Order. The order which went out today to railroad officers and employees was labeled "order No. 1." It follows: "All officers, agents and employees of such transportation systems may continue in the performance of their present regular duties, reporting to the same officers and on the same terms of employment. 2. Any officer, agent or employee desiring to retire from his employment shall give the usual and reasonable notice to the proper officer to the end that there may be no interruption or impairment of the transportation service required for the successful conduct of the war and the needs of general commerce. 3. All transportation systems covered by said order shall have their order shall be operated as a national system of transportation, the common and national needs being in all instances held paramount to any actual or supposed corporate advantage. All terminals, ports, locomotives, rolling stock and other transportation facilities are to be fully utilized to carry out this purpose without regard to ownership. 4. The designation of routes by shippers is to be disregarded when speed and efficiency of transportation service may thus be promoted. 5. Traffic agreements between carriers must not be permitted to interfere with expeditious movements. 6. Through routes which have not heretofore been established because of short hauling or other causes are to be established and used whenever expedition and efficiency of traffic thereby is promoted, and if difficulty is experienced in such through routing notice thereof shall be given at once to the director by wire. 7. Existing schedule or rates and outstanding orders of the Interstate Commerce Commission are to be observed, but any such schedule or rates or orders as may hereafter be found to conflict with the purposes of said proclamation or with this order shall be brought immediately by wire to the attention of the director. The Director-General announced tonight that he had asked presidents of all railroads to take up at once the matter of common use of terminals and parallel lines and the wiping out of all competitive prohibitions and competitive solicitation of traffic. The business getting done for the terminals amounting to \$300 men, this is rendered practically useless. Plans are under way for the common use of the Pennsylvania, New York, New York, Baltimore and Ohio and other railroads now landing their passengers on the other side of the Hudson River in a short time will be sent

READING CUTS OUT PASSENGER TRAINS

Continued from First Page.

Immediately introduced in regard to passenger and freight terminals whereby any railroad will use any terminal in cases where this interchange will facilitate speedy freight and passenger handling. The execution of this proposal is expected to show an immediate clearing of congestion and prevent for the coming period of the war a reiteration of the blockage that has caused individual systems such distress. The committee devoted its discussions solely on the subject of domestic commodities, as it is realized that shipments directed to the Government are being handled by the proper Government agencies.

Among the most important plans discussed was a drastic move against unloading cars containing their shipments. The suggestion that is being considered is the placing of an embargo on these offenders unless they immediately abandon their distasteful methods. Another plan of importance was the consideration of forcing the discontinuance of the car line on West street to allow motor and horse trucks more space and leeway to and from the docks. This suggestion was made by the railroad representative, who cited repeated instances, especially during the recent storm, where hundreds of trucks had been held up by the slow moving storage battery cars.

In regard to the proposed drastic action against slow acting consignees, Commissioner Harlan made the following statement: "The immediate task is to get shippers to unload promptly, and this includes the agents of the Government. The solution of the congestion of freight in this port under the centralization of the railroads will come chiefly through the cooperation of the carriers. By this I mean a reciprocal use of terminals, but of course the task for the present is to clear them. Commissioner Harlan complained that the Interstate Commerce Commission was being flooded with complaints from shippers, whereas a majority of these complaints should be directed to the heads of the railroads.

"If the shippers would relieve the commission of a part of its burden," he said, "it would call the attention of the roads to their needs, and file formal complaints with the commission only in case of extreme necessity. If they would refrain from addressing such and every form of complaint to the commission it would be one of the greatest helps to the men concerned with the difficulties of the railroads. Immediate steps, it was decided, will be taken to establish the identity of the consignees that are persistently late in unloading their shipments. The committee also suggested that the various freight terminals, which will get into touch with the men or firms who do not promptly take away their consignments, should be reported for the more drastic action outlined at the meeting. While those at the committee meeting admitted that the proposed embargo against offending shippers would be extremely harsh, it was stated that this was the only way out of a problem of the utmost seriousness.

Another problem is pasturing. The problem brought up at the meeting by the railroad officials, and which failed to bring forth any suggestions for relief, was the difficulty in obtaining an adequate supply of labor for handling shipments. It was declared that this situation had been most serious over Christmas. One railroad man said that in a recent period covering four days in a week only 100 men were employed to unload cars that failed to appear for work. Among those present at the meeting were Vice-President Parsons of the Erie Railroad and General Manager Fritton of the New York Central Lines, General Superintendent Meredith of the Central Railroad of New Jersey, General Superintendent Kirk of the Pennsylvania Railroad, Vice-President and General Manager Rine of the Delaware, Lackawanna and Western Railroad, Vice-President Parsons of the Erie Railroad and Vice-President Bendinger of the Lehigh Valley Railroad. It was emphasized to the railroad officials that the joint committee had no intention to ask for reports of any character that would increase the work of the railroads. They were told that the sole object of the committee was to do

GRAFT SUGGESTED AT ARMY HEARING

Capt. Peerless Tells of Canceling Contract on Base Assorting Plant.

DEFENCE COUNCIL ANGRY

"I'll Show You Where You Get Your Orders," Quotes Member as Saying.

Special Despatch to THE SUN. WASHINGTON, Dec. 29.—The direct suggestion of graft appeared today in the testimony before the Senate Committee on Military Affairs. Only hint heretofore has been heard, but the testimony pointed today directly to profiteering of the most flagrant type. High functionaries of the Council of National Defence, although not actual participants in the overcharges for service, at least were placed on the defensive when the conduct of their friends was called into question. Today's testimony began with a reflection of yesterday's disclosures as to the shortages of equipment in the camps and cantonments by which American soldiers sacrificed their lives on the altar of War Department prostration. The actual profiteering showed his head today. Yesterday had produced the suggestion that all was not right in the dealings between the supply committee of the Council of National Defence and the Government, endeavoring to corral a profit of more than 300 per cent. out of the sorting of woolen rag waste for reweaving into cloth material.

TROTZKY'S CHARGES DENIED BY FRANCIS

Ambassador Explains Shipment of Automobiles to Red Cross in Rumania.

WASHINGTON, Dec. 29.—The State Department made public today without comment the statement published at Petrograd, December 25, by Ambassador Francis, denying charges of Leon Trotzky, Bolshevik Foreign Minister, and the bulletin of the Soviets that representatives of the United States in Russia had engaged in "revolutionary" activities against the Bolsheviks. Charges of the bulletin of the Soviets that American Red Cross representatives to Russia and Rumania had tried to solicit orders for automobiles and "other things" to General Kaledin, herman of the Don Cossacks, are refuted by letters and telegrams from the heads of the Red Cross in the American Minister to Rumania. These stated that the automobiles and supplies were for use on the Rumanian front, and that such supplies on the Russian front were being withdrawn to prevent their falling into the hands of the Tatars.

"It is inconceivable," said the Ambassador's statement, "that further documentary evidence or statements are needed to disprove the incendiary allegations intended to arouse animosity toward the American Government and the embassy of the American people, or to attribute to the American Government or its representatives an act so wholly contrary to its traditional policy. I trust it will be very difficult for any one to convince the Russian people that American goods are being sent to Russia and that her people do not cherish an earnest and sincere sympathy for the people of this country in the difficulties that confront them."

"Many substantial evidences of such sentiment have been given since the revolution of March last. Only yesterday a delegation called at the embassy, and presented a floral offering as an expression of the effort I am making to have 1,075,000 pairs of boots and shoes shipped from America for the members of the railway union and their wives and children."

Zeppelin and Plane Wrecked. LONDON, Dec. 29.—A Zeppelin and a seaplane which was accompanying it, have been wrecked in the North Sea, according to a Central News despatch from Copenhagen, quoting advices received there from West Jutland. The Zeppelin is said to have fallen in flames to the sea.

EMPLOYEES CONFIDENT. Think Government Will Grant Wage Demands.

CLEVELAND, Dec. 29.—When told of the Washington despatch that the railroads definitely have refused the demand of their organized employees for a 40 per cent. increase in pay, W. G. Lee, president of the Brotherhood of Railroad Trainmen, which organization, together with the Order of Railroad Conductors, has requested an increase in wages approximating 40 per cent., gave out the following statement: "We do not expect any railroad management to grant our request for increased wages when presented, since all prior requests have been refused. We know our own minds, and we are confident that the Government will recognize that employees cannot maintain the standard of living existing before the war on present wages. We are as confident of fair treatment under Government operation of railroads as we secured under private ownership."

"I feel positive that if the Government makes a success of handling the railroads during the war they will never again pass to private ownership. It was learned today from an authoritative source that the four brotherhood chiefs will go to Washington again next week to urge the Government to confer with Secretary McAdoo, presumably in regard to wages and operation of the railroads."

Where the Joker Appeared.

It later appeared, according to Kaminsky, that in framing the deal to pay the base assorting plant 6 cents a pound the contract had provided that an allowance of 5 cents a pound was to be made for incidental expenses, labor, etc., and the 1 cent difference was the supposed profit of the concern. Eisenman and Sam Kaplan will be summoned to testify, it was announced, in a further inquiry the committee proposes to make. It was further developed today that Sam Kaplan's brother, Ira, is treasurer of the company, owning a Connecticut woolen mill commanded by the Government. In concluding today his testimony regarding clothing and other army supplies, Gen. Sharpe placed responsibility for delay in procuring supplies of wool for army clothing on the Council of National Defence. The council's committee, which had taken over the question of wool supplies, the general said, recommended use of shoddy in making uniforms and delayed accepting raw wool offered last April by Boston dealers. No large purchases were made until September, after prices had risen greatly, he said. Senator Weeks told the committee he was reliably informed of a loss of \$150,000 to the Government resulting from the woolen rag waste deal. Replying to testimony yesterday of commanders of Camps Bowie, Texas, and Doniphan, Oklahoma, the overcharging of tents and lack of winter clothing caused deaths of many men in recent disease epidemics, Gen. Sharpe said the authorities knew tents would

be short for the men suddenly called into service, but that supplies now are ample to reduce the tent quota from twelve to five men as recommended by Surgeon-General Gorgas.

Regarding lack of motor trucks for training men at the cantonments, Gen. Sharpe said the Department's policy—not his own—is that trucks shall not be supplied until the men go abroad. Hauling kitchens and many other vehicles, he also said, will not be furnished until then under present plans. Committee members voiced dissatisfaction with the plans which they contended will prevent men from receiving proper training.

Next week the committee plans to conclude investigation of ordinance affairs, Major-General Crozier being received Monday, having requested an opportunity to reply to statements of Col. Lewis regarding the Lewis machine gun controversy. Secretary Baker also, if he desired, will be given an opportunity to make a statement on the machine gun question.

FAMOUS OLD CITIES OF ITALY BOMBED

Airplane Attack by Germans Kills 13 in Padua.

ROME, Dec. 29.—Thirteen persons were killed and sixty others injured when the open city of Padua, in northern Italy, was bombed by enemy aviators last night, the War Office announced today. Treviso, Montebelluna and Castelraffo also were attacked. The art treasures in the densely populated section of Padua, where eight bombs were dropped, were not damaged. On the whole front there was the usual harassing fire, as well as reciprocal patrol activity in the Lagarina Valley and the Asiago Plateau, were reported and a few prisoners captured. On the Piave front, German aviators were taken in a reconnaissance raid. Yesterday evening enemy aircraft, true to their innate barbarian impulses, which were revived by the defeat they suffered on December 26 at Treviso, bombarded inhabited parts of Treviso, Montebelluna, Castelraffo and Padua, all open cities. In the centre of Padua, where the population is densest and the finest monuments are numerous, eight bombs were

dropped, killing thirteen persons and wounding sixty. There were only six soldiers among the casualties, which, for the most part, were women and children. No monument was damaged. In the other cities there were no casualties, and virtually no damage.

SNOW BLANKETS BATTLEFIELD.

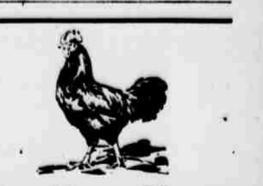
Temperature Below Zero Causes Fighting Lull in France.

LONDON, Dec. 29.—Heavy snow, followed by severe cold, has blanketed the whole battlefield in France and extended even to the extreme southern part of the country, about Toulouse and Toulon. In the Vosges the snowfall was particularly heavy and the temperature is below zero. The cold wave has extended as far south as Madrid, where the Cortes abandoned its regular meeting on account of lack of fuel. In a military way almost nothing was done yesterday. Berlin says artillery activity increased south of the Scarpe and near Graincourt, a little west of Cambrai. It reports several prisoners taken in a raid north of Courtecon. Field Marshal Haig says there was nothing of interest to report.

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We must be confident in the righteousness of our country's aims and in that ultimate victory of democracy which alone can bring America lasting peace and prosperity. The grave crisis our country is passing through, will present many new problems in our business in 1918. Already has the Council of National Defence suggested that retail merchants consider the advisability of reducing deliveries to a day.

Our own bi-hourly service has however developed to such a state of efficient operation that we trust but little reduction in our deliveries will be necessary. Meanwhile we offer you prompt deliveries of the best products obtainable, not only in staple foods and beverages, but also in holiday specials.

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Fruits. Extra quality, large California fruit, specially selected and packed for Park & Tilford. Apples, No. 3 cans .32 3.75. Apricots, No. 3 cans .35 4.10. Cherries, No. 3 cans .40 4.75. Greengages, No. 3 cans .30 3.50. Hawaiian Pineapple, P. & T., extra quality, No. 2 1/2 cans .28 3.10. Strawberries—fancy New York State products, No. 2 cans .32 3.75.

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