

Little delay as possible in order that the guilty, if there be any such, may be promptly and vigorously prosecuted and that the reputations of those whose actions have been attacked may be protected in case the charges are groundless.

I requested the Department of Justice to use every instrumentality at its disposal to investigate these charges, and, with the approval of the Attorney-General, I am writing to beg that you will act with him in making this investigation. I feel that this is a matter of the very greatest importance and I sincerely hope that you will feel that it is possible to contribute your very valuable service in studying and passing upon the questions involved.

The President's letter was sent to Mr. Hughes last Monday. Mr. Hughes' letter of acceptance follows:

The President, the White House. My DEAR MR. PRESIDENT: I beg to acknowledge receipt of your letter of May 12. Appreciating fully the gravity of the matter, I shall be glad to cooperate with the Attorney-General in making a prompt and thorough investigation of the charges of dishonesty in connection with aircraft production. You may be assured that nothing will give me greater pleasure than to render any assistance within my power. I assume the Attorney-General's advice in his capacity for a conference with a view to the making of definite and adequate plans for the investigation, and I shall endeavor to arrange my affairs so that these plans may be carried out with as little delay as possible. I remain, with great respect,

Very Sincerely Yours, CHARLES E. HUGHES.

As the President's letter to Senator Martin was being perused by Senators both for and against the investigation, the Committee on Audit and Control was holding a series of sessions, each of which was stormy, but which for a time seemed impossible of producing definite action on the Chamberlain resolution. Finally a few hours after the ranks were being formed of those who favored the resolution and those who opposed it, the committee, after hearing Senator Chamberlain's own advice in his capacity for adoption of the resolution. Three of the committee's five members voted for the favorable report which amended only slightly the Chamberlain resolution.

The other two Senators, dissenting from any action by the Senate, announced that they would combat any effort to promote investigation by the Senate of the War Department of the aircraft situation or anything else.

Senator McKellar (Tenn., Democrat), and Senator Smoot (Utah), and Senator Francis (Mo., Republican), all voted for the resolution report, while Senators Jones (N. M.) and Chairman Thompson (Kan.) withheld their support and promised bitter fight against the adoption of the resolutions brought the question before the Senate for action.

In the course of the deliberations of the committee the Chamberlain resolution of the Military Committee was summoned to its session. The committee endeavored to question him with regard to his intention and any other matter once the measure was adopted. Senator Chamberlain resented the question and informed the Audit and Control Committee that in his opinion they were rather exceeding their authority and getting outside of the functions of such a committee of review in asking him for a definition of the policy of a committee of the Senate.

Just at this stage in his remarks Senator Chamberlain noticed that a stenographer was making notes of his remarks. He bridled with indignation and demanded:

"Since when did it become necessary for the words of one Senator to be taken down by a stenographer when in response to a collateral committee he comes to make a simple statement?"

The question flustered Chairman Thompson, as well as Senator Jones, who had suggested the use of the stenographer. The stenographer was withdrawn and then Senator Chamberlain continued his explanation.

The amended resolution, as it will be reported and laid before the Senate for action, is as follows:

Resolved, That the Committee on Military Affairs, or any sub-committee thereof, be and is hereby authorized and directed to inquire into and report to the Senate the progress of aircraft and ordnance production in the United States or into the status of the Quartermaster-General's supplies, or expenditures in any of these branches of the War Department;

That said committee or any sub-committee thereof may sit during the sessions or during any recesses of the Senate; to require by subpoena or otherwise the attendance of witnesses and the production of books, documents and papers, to take the testimony of witnesses under oath, either orally or by deposition; to obtain documents, papers and other information from the several Departments of the Government or any bureau thereof; to employ stenographic help, at a cost not to exceed \$1 per printed page, to report such testimony as may be necessary; to employ such agents or assistants as may be necessary; and, That all expenses, including traveling expenses, contracted hereunder shall be paid from the contingent fund of the Senate, not exceeding the sum of \$10,000; provided, that nothing in this resolution shall be held to authorize the Military Affairs Committee to take over or in any manner direct or superintend the legislative branch of the government in the conduct of the war.

Almost simultaneously with the announcement that the Audit and Control Committee had voted in defiance of the President's expressed request, Senator Chamberlain, after reading the Chief Executive's letter to Senator Martin, carefully dictated and gave out the following statement:

of it, when Senate Resolution No. 241 was prepared and introduced to interfere in the least with the constitutional powers and prerogatives of the President in the conduct and management of the war. Charges and countercharges have been made from time to time in reference to the loyalty, the efficiency and the methods of some of those who have had immediate charge of aircraft production. Notwithstanding the fact that a report on this subject has been presented to the Senate by the Military Affairs Committee these charges will not be down. As a matter of fact, the charges have increased in frequency since that report was filed and by the fact that other reports along the same line have been made upon this same subject.

To avoid seeming injustice I want to say that no charges have been made reflecting either upon Gen. Squier or Admiral Taylor of the Aircraft Production Board, but that those responsible for aircraft production for the army have been charged with gross extravagance, and there is little if anything to show for a prodigious expenditure of the immense sums of money that have been spent in the production of aircraft.

Ordinance Has Been Delayed. "Charges and countercharges have been made with reference to the manufacture of ordnance, delays have occurred which might have been cured, and it has been charged, too, that there has been extravagance in this department, and that the production of ordnance might be speeded up by an inquiry which would let the people know the status thereof."

"In some other branches of the service the conditions are the same; and yet it is but fair to say that conditions seem to be improving in these several directions. The time will soon come when the time will soon come when the quantity production will become an accomplished fact and the needs of the army for the successful prosecution of the war will be met."

"The purpose of the resolution in question was to broaden the power of the committee to ascertain the facts with reference to these subjects which I have mentioned, including, of course, the Quartermaster's Department and the question of the cross-license agreement entered into with reference to the production of aircraft; and it was not the purpose of any member of the committee to interfere with the Administration in the conduct of the war in any way."

"I think Mr. Borglum labors under a misapprehension as to my function in this matter. I do not know what Mr. Borglum charges me with, but his affidavits are, I do not know anything about the evidence that he may have. He says he is going to send me some things, but I do not know what they are. I do not know anything about affidavits and assertions and charges. Therefore if these documents are received by me through the mails, or otherwise I shall return them to Mr. Borglum and tell him that he had better take them to the Military Affairs Committee. I shall make no investigation."

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Senators favoring the Chamberlain resolution considered themselves fortunate that the Senate action will not be delayed until Friday. The amended resolution will be reported to the Senate tomorrow by Senator McKellar. Its immediate consideration will be sought. To this it is expected objection will be interposed. Under the rules of the Senate, consideration of the resolution then must go over until Friday.

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away from Washington investigating conditions surrounding the manufacture of cannon and cannon carriages at South Bethlehem and Midvale, Pa. They are expected to get back to the capital Thursday night, and their presence in the Senate Chamber is of great importance and real necessity to the support of the Chamberlain resolution.

The suggestion that Secretary Baker did not disapprove of the Chamberlain resolution in such general terms was shown in the President's letter to Senator Martin was borne out by the text of the letter Mr. Baker wrote in response to Senator Thompson's request for enlightenment as to the Secretary's attitude.

Baker Approved Inquiry. In his letter to Senator Thompson Mr. Baker said: MY DEAR SENATOR: I have received your letter of May 10 enclosing a copy of Senate Resolution 241, introduced by Senator Chamberlain, providing for the investigation by the Military Affairs Committee of the Senate of the progress of aircraft production and other matters relating to the conduct of the war by or through the War Department. I do not know how far additional powers are needed by the Military Affairs Committee of the Senate, and clearly the War Department could have no wish adverse to the most complete inquiry by the Senate. Military Affairs Committee, whether any additional authority is conferred by resolution or not.

Gibson is Suspended. In his letter the sculptor said he had just been informed that Gibson had been suspended from connection with the investigation by the War Department, although he was a highly valuable and necessary expert. He also declared every effort was being made to prevent him from getting affidavits, that several of his witnesses had been summarily "shipped away from Washington," and that others were pleading with him not to involve them for business reasons.

Discussing in detail the telegrams put into the Senate record with the statement of Kenyon W. Dix, of the Dodge Manufacturing Company, accusing him of negotiating with Mix for the organization of the airplane company, Borglum said the first message was sent five or six days ago, but he had any intention that the President desired his services. The others, he asserted, had no connection with the first and were written for the purpose of learning more about the time when he had been in the aircraft board. He said when he came to Washington Mix "began his tale of woe" and nothing else was talked about.

take Government contracts while he was investigating aircraft production at the invitation of President Wilson. It was in the form of a long letter reiterating and amplifying his denial of the charge, accompanied by affidavits from Hugo C. Gibson, an employee of the British war mission at New York, and Benjamin Harris.

Gibson, named as associated with the sculptor in the proposed private corporation, swore in his affidavit that in December Borglum had intended to engage with him in a commercial enterprise, but that after receiving authority from the President to make an investigation Borglum withdrew and they had no further negotiations. Harris, said to have been selected to represent Borglum in the proposed corporation, denied that Borglum ever had asked him to become interested in an aeronautic company either on his own behalf or as a representative.

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