

BONANZA GETS PERFECT RAINING STORM TREASURY DEPARTMENT LIFTS BAN ON MEDICAL BEER

RULES ARE ISSUED FOR MANUFACTURE, AND USE BY SICK

Action Is as "Unexpected as Rainstorm in Desert"; Brings Denunciation From Anti-Saloon League and Predictions That Speedy Action by Congress Will Null Measure.

Washington, Oct. 24.—As unexpected as a rainstorm in a desert, regulations permitting the manufacture and use of beer for medical purposes were issued Monday by the treasury department.

Insistence of the beer regulations will cause redoubled efforts to effect the passage of the anti-beer measure, senate leaders declared, while Wayne B. Wheeler, general counsel for the Anti-Saloon League, declared that the treasury's action as "less defensible than at any other time."

Here's One Way to Get Letter From President

Norristown, Pa., Oct. 24.—Warren Harding is a good name, wrote the president of the United States to a baby named for him. The letter, made public Monday by the child's parents, Mr. and Mrs. Harry J. Hannaway, follows:

My dear Warren Harding: A friend of yours has just written to let me know that you have arrived in this world within a few days past and have demonstrated an early and appealing discretion by inducing your parents to give you a good name. I know it is a good name because my father and mother gave it to me, and they were the best people I have known.

I wish I could hope to remain as long as you may, for this world is going to be an extremely interesting place during the time you are entitled to stay in it. Please give my kindest regards to your mother and father and thank them for me for the compliment they have paid me in selecting the name for you.

WARREN G. HARDING.

UNITY OF COMMAND MARKED TURNING POINT IN WAR, SAYS STARDIEU IN THRILLING CHAPTER DUMP INDIVIDUAL STOCKHOLDERS, FIRE LAWYERS, FORD'S R. R. PLAN

AUTO MAGNATE TELLS HOW HE RUNS HIS OWN

Lighter Rolling Stock Is One Essential to Better Service, Claim.

Divorce Finance and Rail Systems, Make Roads Work, He Says.

Washington, Oct. 24.—Henry Ford, writing in the current number of the official publication of the Chamber of Commerce of the United States, tells how he would run a big railroad.

First of all, says Mr. Ford, he would get rid of the individual stockholder, whom he considers a parasite. Then he would turn to lighter rolling stock and finally to the use of employees, especially the lawyers.

Finance, as it applies to railroads, says Mr. Ford, is a failure, and the roads spend money uselessly in red tape of all sorts, particularly in accounting.

"The real purpose of a railroad," Mr. Ford writes, "is to serve the public. There is no reason why it should be diverted from that service and set to doing an entirely different thing—putting money into the pockets of stockholders who make no contribution to the road's actual operation.

System of Financing "There is a possible and practicable system of financing railroads by which those contributing the money will be in position to direct the success of the undertaking. If the brakeman on a railroad owns stock in it, he has an additional inducement to a successful service. If the railroad is a success, it is his family, and his fellow workmen and they are entitled to the profit.

"Railroads should not have to go to banks for money. They can be otherwise financed. The first thing is to make the railroad work. Make it possible for people to use it as much as they want to. Then there will be no trouble about financing it. The trouble that we start with finance and expect finance to make the road go. Finance can't do that. Finance is a failure.

"Of course, if such a course were attempted, we could expect a great outcry for the protection of invested capital. It would be said that people bought these stocks for the financial protection of their families, their children. Protection from what? From the necessity of earning their living.

Better for Children "Their children would be better off if they had to finance themselves. Proper financial work, of course, is easier on new roads. On the old ones, however, it should be possible to retire the parasite, the non-contributing stockholder and get the ownership into the proper hands.

"After removing this dividend drain, the second step would be to remove the great physical burden of the railroad. The cost of pulling empty trains is needlessly large. Contrast this with the efficiency of the bicycle, which weighs 20 pounds and will carry a man who weighs 200 pounds.

"Most railroads have enough lawyers working for them to operate them if they were engaged in useful work. One of the first things is to disperse with the legal staff. A well managed road needs less of that sort of service. The lawyers are mostly in the claims department, which is one of the most

Shorten Delivery Time. "By speeding up our freight over the preliminary part of its journey on the R. T. & N., we have been able to shorten the time of its delivery by periods ranging from seven to 14 days. This means that our product gets to the people to whom we sell it from seven to 14 days quicker than it used to. It means that we carry on our books \$30,000,000 less of undelivered products than we otherwise would.

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A "round robin" pledging signers to remain continuously at the capitol, or within call, beginning Wednesday, was signed by 28 Republicans and Senator Penrose, Democrat, Massachusetts, proposing a 3 per cent rate on the first \$4,000 of "earned" income as distinguished from "unearned" income be 4 per cent and the rate on the second \$4,000 4 per cent with the rate on all over that, 8 per cent. The vote was 35 to 22, two Republicans, Borah and LaFollette, joining with the solid Democratic minority in supporting the amendment.

The third roll call was on an amendment by Senator Walsh, Democrat, Massachusetts, proposing a 5 per cent rate on the first \$5,000 income, and a 6 per cent rate on the second \$5,000. This was defeated 32 to 21, one Republican, LaFollette, supporting it. More calls followed during the day. The first tax amendment had been defeated, Senator Leavitt, Republican, Wisconsin, put into the record a statement designed to show that the amendment would aid men of large incomes to a greater degree than it would those with small or moderate incomes and that the increased taxation of heads of families and on account of dependents proposed to be granted would reduce the taxes on individuals receiving \$5,000 or less. The reductions granted under the surtax rates adopted Saturday.

Senate Blocks Efforts to Lower Income Tax; 24 Hour Sessions, Plan

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Washington Reacts to Pomp of Disarmament, Parley's Advance Guard of Heroes

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Insurance Against War Between U.S. and Japan Is Written in London

London, Oct. 24.—Insurance against the outbreak of war between the United States and Japan on or before December 31, 1922, was effected in the London market Monday at a rate equivalent to odds of about 19 to 1 against the risk, according to the London Times.

Another deal was effected, the Times said, providing for the payment of the total loss in case that "even part or the whole of the West Indies is transferred to the United States of America in payment or part payment of war debts on or before December 31, 1922."

In the second case the rate accepted was 15 guineas per cent, equivalent to odds of about 17 to 3 against the risk. The other transaction at the rate of five guineas per cent, was accepted "to pay the total loss in the event of the declaration and (or) state of war and (or) the outbreak of hostilities between Japan and the United States of America on or before December 31, 1922."

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Foch Placed at Army Head After Fight

Clemenceau Labored Weeks to Bring About Co-ordination of Work.

From Then on Allies Made Gains and Held Ground, He Declares.

By ANDRE TARDIEU

(M. Tardieu today reveals the intimate details of the negotiations leading up to unity of command of the Allied armies and the selection of Foch as chief. It is one of the most thrilling chapters of the war for it marked the turning of the road toward ultimate Allied victory. It was a bitter fight to get the proper authority for Foch but finally, in Clemenceau's own words, he "went the whole hog.")

CHAPTER IX. Few Foch Gains to Command. French genius triumphed not only on the field of battle but in the conception and organization of war. It was from France that went forth the first and most pressing appeals for that military and economic unity of command which, in 1918, turned the long-wearing scales in favor of the allies.

From the end of 1916, the French parliament had made insistence upon unity of command the essential article of its program. On October 5, 1917, M. Loucheur, minister of armament in the Painleve cabinet, had secured its endorsement by the French assembly. Several weeks later, not without hesitation on the part of Great Britain, the war council of Versailles was created. It was a step forward. But that was not enough. As soon as he assumed the reins of government in November, 1917, M. Clemenceau set to work to obtain more and better.

On the eve of my departure for New York, on December 30, 1917, I had a last talk with M. Clemenceau. I said to him: "They are going to talk to me again over there about unity of command. And no doubt they will ask me, 'Who? what shall I say?'"

M. Clemenceau replied: "Foch." "Three months after, in the last week of March, 1918, the British army command by General Gough was broken and flung back on Amiens. On March 23, the bombardment of Paris by long range guns began. The breaking of the Entente front brought us back to the darkest days of 1914. From the very first moment of the crisis, M. Clemenceau's mind was made up. Frantically he strove to bring to the fore the name of Foch, who would snatch the solution sought in vain for so many months. To German unity of command he would oppose allied unity of command.

I have told above how, on March 28, General Petain sent 24 divisions to fill the gap created between our allies and ourselves. At 4 o'clock the same day, after a meeting held at Marshal Petain's headquarters at Compiègne, between MM. Poincare, Clemenceau and Loucheur, who had motored from Paris with General Foch and Lord Milner, representing Great Britain, it had been decided to discuss the question at another conference the next day. Who would be present at the conference?

Foch Is Designated. M. Clemenceau once designated Marshal Foch. It was later decided that General Petain would come also. After the meeting M. Clemenceau took Lord Milner aside. He begged him instantly to bring to bear on Sir Douglas Haig all the pressure of his great authority in support of a reorganization of the allied command. The lord Milner promised his assistance.

On March 28, everybody met at Doullens. While General Haig was talking with Generals Byng and Plumer, MM. Poincare, Clemenceau and Loucheur were in the Place du Marche with General Foch. The latter, in rapid and vigorous sentences, outlined the situation (Continued on Page Four.)

Washington, Oct. 24.—President Harding will leave Washington Tuesday on a four-day swing through the south, his first visit to that section since his inauguration. The president will travel on a special train, returning Friday.

Bald Eagle Attacks 9-Year-Old Girl; Bird Finally Killed. Vanderhoof, B. C., Oct. 24.—A bald eagle, with a wing spread of 6 feet, Monday attempted to carry away a 9-year-old girl named Gibbs, from the veranda of her home here. The struggles of the child and her mother prevented the bird from getting away and it was finally killed by Matthew Sample. The girl suffered a number of flesh wounds.

475,000 STOCK TO PLAN FOR WALKOUT, 1,500,000 PLEDGED NOT TO QUIT

Presidents of Five Big Railroad Brotherhoods Reassert That Only Satisfactory Settlement Can Change Program; Chairmen and Executives Begin to Gather for Hearing.

Chicago, Oct. 24.—(By The Associated Press.)—The United States railroad labor board does not intend to present any plan for settlement of the railroad strike situation when the 1,600 union and carrier chiefs convene with it Wednesday in response to its citation, and any such proposal must emanate from the labor leaders or the railroad heads, board members declared Monday night. The board members explained that the hearing technically is to determine if the transportation act has been violated and that they had decided at informal meetings that the board's province was merely to carry out the provisions of this act, although it would take any steps which might tend toward promoting a clearing up of the crisis.

At the same time the board formally announced that "there was great hope for settling the strike," and that all of the 1,400 union men and the 165 railway heads summoned must attend every session. The board hired the Coliseum, scene of many great political gatherings, for the hearing, which will be open to the public.

Signaling Men to Strike. From the labor side an announcement that the 15,000 signalmen will not be authorized to strike, thus limiting the prospective strikers to 475,000 trainmen, conductors, switchmen, engineers, firemen and telegraphers and increasing the number of men whose leaders have pledged them not to walk out to about a million and a half. The 75,000 railroad telegraphers apparently were definitely committed to a strike when E. J. Manion, their president, announced in St. Louis that there was no intention of changing the decision of these men to support the "big five" in the walkout scheduled for October 30.

The information that the labor board would not authorize the coal miners with any specific plan for solution of the rail difficulties came on the heels of an announcement from the board that the presidents of the big four brotherhoods in a telegram had agreed to warn the board that the strike could not under any circumstances be postponed although it might be settled. They also declared that the rail crisis was unchanged.

Will Last Some Time. The message from the brotherhood chiefs was looked on by board members as especially significant in view of the fact that they have not been backward in letting it become known that they expect the hearing to drag out for some time and are depending on the union chiefs to obey their advice not to permit a strike pending a decision from the conference. This decision, they said, undoubtedly would not be rendered until after October 30, the date set for the start of the progressive walkout.

It was explained at the board's office that the hearing probably would be opened with a statement from Judge R. M. Barton, chairman of the board, telling why the conference was called and outlining the board's desire for further information. The board then will ask both sides to present formal statements, following which board members will begin cross examination of both rail and union chiefs. It is hoped that in this way, members explained, that some ground for agreement automatically will be brought out without the board attempting to offer any specific plan.

Roll Call Every Session. One member of the board, in discussing the possibility of the hearing lasting some time, said that it was likely, in view of the board's order that all of the 1,600 chiefs must attend every session, a daily roll call would be held and that such procedure undoubtedly would take considerable time.

The board also plans, it was said, to discuss the day's proceedings with nightly executive sessions, thus making an early adjournment necessary each day and cutting short the time devoted to actual discussion of the situation.

Railroad executives began gathering here Monday night for the Wednesday meeting.

Four Pardoned Reds Leave for Russia to Enjoy Freedom. New York, Oct. 24.—Jacob Abrams, Hyman Lichowsky and Samuel Lipman arrived at Ellis Island Monday from the federal prison at Atlanta, Ga., for deportation to Soviet Russia. They were released by President Harding after serving nearly two years of 20 years' sentence for violation of the espionage act, the condition that they pay their own passage back to Russia and never return.

Mollie Steiner, who was sentenced at the same time as the others to serve 15 years in prison for the same offense, will leave Jefferson City, Mo., Tuesday for Ellis Island, Harry Weinberger, attorney for the four Russians announced Monday night.

HOUSE PASSES BILL FOR COMMISSION TO REFUND WAR DEBTS

Amendments Are Defeated by Wholesale and Measure Now Goes to Senate.

Washington, Oct. 24.—After rejecting a proposal that congress should have the right of review, the house late Monday passed the bill for creation of a commission, headed by the secretary of the treasury, with full authority to refund war debts of foreign nations due the United States, and amounting to \$10,000,000,000.

The vote on final passage of the bill was 199 to 117. The measure now goes to the senate for early consideration.

Except for one minor amendment as to phraseology, the bill stood up like a stone wall, while several Republicans and Democrats were attempting to pull it down with amendments.

First to be defeated was a proposal by Representative Fear of Wisconsin, a Republican member of the ways and means committee, providing that foreign nations indebted to the United States be required to pay a rate of interest averaging 5 per cent. Later the amendment by Representative Collier, Mississippi, Democratic member of the committee, leading the fight for changes, to require congressional review or approval of claims settlements was defeated, 117 to 81, on a rising vote, and 135 to 98 when members marched through the aisle for a man to man count. It was this same proposal embraced in a motion to commit, that was put to the house for a recorded vote later and defeated, 185 to 151.

Amendments flew from all sides, all being rejected.

Anti-Fat Backfires on Two of Squad; They Are Getting Fatter

New York, Oct. 24.—Sorrow Monday night invaded the ranks of half a hundred New York fat women who are attempting to reach graceful slenderness through scientific training. Two of the fat had grown fatter.

Forty-eight of the reducing class visited the scales and rejoiced—they showed an average loss in seven days of 6 pounds 5 ounces.

But Ada Parker screamed—she was fatter by 2½ pounds and now weighs 196. Lilla Lee shuddered and groaned. Entered at 177, she showed a gain of 2 pounds.