

Railroads Controlled U. S. U. S. to Control Railroads. Very Big News. McAdoo's Hard Job.

The President closes the year with a great piece of news. GOVERNMENT IS TO CONTROL RAILROADS.

That opens a new chapter in American history. For many a year railroads have controlled Government.

Now Woodrow Wilson turns the hour glass upside down, the sand runs the other way. May it run that way steadily as long as the United States exists, as long as human beings move from one place to another on this continent.

Today it is Government control of railroads—tomorrow it must be Government OWNERSHIP of railroads.

The big job falls into the lap of Secretary McAdoo, in addition to the work already on his hands.

This new work will do one of two things: It will make him President of the United States whether he wants the job or not, or it will kill him so dead politically that the remains will be microscopic and invisible.

Look out now for interesting, quiet, persistent gambling and investing in railroad stocks.

Big meaning, great possibilities are in this simple announcement. "Railroad owners will be compensated on a basis of the average net operating income for the three-year period ended June 30, 1917."

Tom Lawson, of Boston, the confessed gambler, and many an eminently respectable gentleman whose REAL, unconfessed business is gambling in sure things, would give you many a million dollars if you could tell him the EXACT meaning of that statement about "compensated on a basis of the average net income."

New York Central railroad stock is selling around \$60 a share. It has paid 5 per cent a year for a long time, in spite of all the various rascally schemes for robbing the railroad and the stockholders.

What will happen if the Government takes over the railroads and keeps them?

Will the Government say, "The owners of New York Central stock have been accustomed to getting 5 per cent a year—they must always have it."

If that is said, watch New York Central railroad stock go from about \$60 a share to \$150 or higher.

If the Government keeps the railroads, it will issue Government bonds or some other equally good form of Government security in place of the stock.

It isn't necessary to say what would be the value presently of a Government document paying perpetually 45 yearly—\$150 would be cheap.

We say that the Government must and will keep the railroads and run them permanently for one simple reason.

No man would suggest, no man would dream of carrying out, a scheme that would tax the people today to reconstruct railroads and then give those rebuilt, reconstructed railroads back to their private owners.

It would hardly do to say to the people of the United States, "The Government is going to tax you, take your money, sell you bonds paying three and a half or four per cent, rebuild the railroads—then hand the railroads back to private owners, and let them tax you fifteen per cent on the money taken in taxes or borrowed at three and a half per cent from you."

It is a patient people, but not patient enough for that.

It is not necessary to say what the intention of Woodrow Wilson is in this matter.

He was hired by the people, is paid by the people, works only for the people—nobody knows it better than the railroad man.

But there will be other administrators and other Presidents.

It is fair to tell them now that any scheming they may do along the line of rebuilding railroads with the people's taxes, and handing those railroads back to the people, WON'T GO.

This is a more patient people than the Russian people—but there is a limit even to United States patience.

"Archie" Roosevelt is made a captain.

The announcement comes from Pershing through the War Department.

Young Roosevelt, of course, inherits great military genius. He was a second lieutenant yesterday.

This seems like turning the other cheek. "Archie's" father calls President Wilson three different kinds of a traitor, over his own signature in every newspaper in the United States. The army of which Mr. Wilson is Commander-in-Chief now jumps Mr. Roosevelt's son up to a captaincy. Who says that Christianity isn't a success when the other cheek is turned as rapidly as a revolving fan?

But perhaps the President hasn't quite made up his mind yet to follow Pershing's recommendation.

WEATHER: FAIR TONIGHT AND FRIDAY CONTINUED COLD

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FINAL EDITION

PRICE WITHIN DISTRICT OF COLUMBIA, 1c. ELSEWHERE, 2c.

AMERICAN CONSULATE AT ODESSA BOMBED

McADOO WILL CALL EXPERTS TO HELP RUN RAILROADS

Secretary of Treasury is Natural Executive Who Leaves Details of Propositions to His Assistants in All Lines.

By DAVID LAWRENCE. (Copyright, 1917, by New York Evening Post Company.)

Can McAdoo do it? Can he administer the new position of director general of the railroads of the United States and the Treasury Department without impairing particularly the efficiency of the latter?

If William Gibbs McAdoo were not a horn executive, there would be considerable doubt about answering these questions.

Tribute To Efficiency. But his selection for additional responsibility is a tribute to the splendid organization which the Secretary has created in the Treasury Department, supervised to be sure on the structure of previous years, for the financial branch of the Government has always had to be more efficient than other bureaus or departments.

Mr. McAdoo will divide his time between the Treasury and the railroad job, but he will continue as before to frame broad policies and to delegate to others the execution of details in the Treasury, for instance, he has four assistant secretaries and special assistants. He has built up an organization to handle the new financial business occasioned by the loans to our allies.

All are running smoothly. Mr. McAdoo has had the cooperation of the railroads. He will create an auxiliary organization. He will avail himself in matters of practical operation of the services of the railroad executives who have been in Washington for several months voluntarily assisting the Government in handling freight.

Change of Viewpoint. Now that incomes have been guaranteed and maintenance and repair have been assured through Government bonds, the Government is no longer able to think in terms of competition with each other but in terms of a nation's competition with the rest of the world.

The new director general will, of course, use the Interstate Commerce Commission and the Federal Reserve Board and his competent men of the currency, John Skelton Williams, who is president of the Seaboard Air Line, had some experience in railroad finance.

But Mr. McAdoo is not going to rely upon one man, but upon the counsel of all his associates, and it is his intention to surround himself with the ablest men he can possibly get.

For it is known that the appointment of William Gibbs McAdoo is the turning point in his career.

Taken of Appreciation. Given the position by the President as a token not simply of personal confidence but of appreciation of Mr. McAdoo's proved efficiency in handling Government finances, it is now the Secretary of the Treasury's opportunity to demonstrate his business capacity in a matter which is intimately related to the average man than large finance.

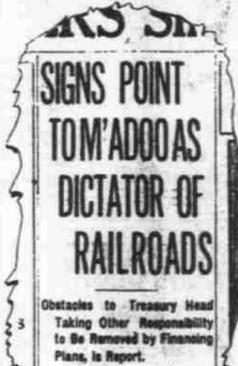
Service Unsatisfactory. Passenger service has been unsatisfactory in the last few months, delays in the shipment of coal and foodstuffs have been blamed on the lack of car facilities, and generally the His of the nation have been charged to transportation. If Mr. McAdoo doesn't make good, his future is sealed. If he succeeds, there is no telling what his reward may be, and his admiring friends, who believe of course, that he will make a success of this position as he has of the other, were hazing the guess that it might bring him some day to the Presidency itself.

Where ambition and efficiency run hand in hand, there is little complaint in matters political, but Mr. McAdoo probably will not make the mistake that so many aspirants for the Presidency have made of thinking of the expedient things to do rather than the necessary but unpopular steps that must be taken in an emergency so that the interest of the whole nation rather than any individual may be protected.

The Secretary of the Treasury puts a damper on all political talk when it comes his way for he can be embarrassingly if not emphatically laid on the personal side of his new position instead of on the effective performance of the most important task that President Wilson has delegated to one man since the beginning of the war. Clearly, Mr. McAdoo will stand or fall on his record and he knows that better than anyone else.

Telegrams and letters of congratulation began to come in at the Treasury (Continued on Page 14, Column 2.)

The Times Told You the News Ten Days Ago



Obstacles to Treasury Head Taking Other Responsibility to Be Removed by Financing Plans, is Report.

By DAVID LAWRENCE. (Copyright, 1917, by New York Evening Post Company.)

William G. McAdoo, Secretary of the Treasury, probably will be railroad administrator. All signs point to it. As forecast in this column a fortnight ago, President Wilson has decided upon Government control and operation of the railroads during the emergency of war, and his time has been occupied since in selecting the man for the job.

"Many of the most influential men in the Government have urged him to appoint the Secretary of the Treasury, and there is every reason to believe that the arguments advanced in favor of Mr. McAdoo are making headway."

Yesterday the President issued a proclamation taking over the railroads and putting Secretary McAdoo in charge, fully substantiating The Times story of ten days ago.

On December 17, David Lawrence, writing in The Washington Times, predicted the taking over of the country's railroads by the President and the placing of Secretary of the Treasury McAdoo at the head. Mr. Lawrence's first paragraph in his story on that date read as follows:

"William G. McAdoo, Secretary of the Treasury, probably will be railroad administrator. All signs point to it. As forecast in this column a fortnight ago, President Wilson has decided upon Government control and operation of the railroads during the emergency of war, and his time has been occupied since in selecting the man for the job."

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SHARPE TELLS OF DELAYS IN UNIFORMS

Balked in their efforts to get detailed specific information from Quartermaster General Sharpe concerning the making of contracts for uniforms and overcoats, members of the Senate Military Affairs Committee at the hearing today demanded why Sharpe "did not know more about the reasons that 100,000 men in the army are without overcoats."

Sharpe, prodded by questioning by Senators McKellar, Hitchcock, and Frelinghuysen, declared he does know all about contracts, "but can't carry details around in my head."

"This isn't a question of details," said Senator McKellar. "It's a question of overcoats; why is it that 100,000 men have no overcoats?"

"Deliveries of cloth have been slow," replied Sharpe.

"What have you done to hurry up those deliveries?" insisted McKellar. "We have done all we could," said Sharpe.

Senator Frelinghuysen asked whether the Council of National Defense had charged specifications for cloth, thus delaying manufacture.

"The specifications were changed," admitted Sharpe.

Frelinghuysen then presented a protest from New Jersey woolen manufacturers against the changing of specifications a month after a contract had been given them for 300,000 yards.

"I never heard of it," said Sharpe, referring to the protest. Sharpe said he "did not recall" a meeting of a committee of woolen manufacturers at which recommendations were made for increasing the weight of uniform cloth.

"Seems Strange." "It seems strange that the quartermaster's department should never have heard of this committee," said Senator Wadsworth. "A member of the committee told me the committee recommended to your department that twenty-ounce cloth be used, instead of sixteen-ounce cloth, formerly used."

"I never heard of it," repeated Sharpe.

"Was the twenty-ounce cloth ordered?" asked Wadsworth.

"No, we have stuck to the sixteen-ounce cloth for uniforms. We have had no complaints against it. We asked General Pershing if he wanted to change it; his answer was a request to buy a considerable quantity of cloth in England on our specifications."

Insisting on being told when Sharpe began work on the supplying of clothing for the army, committee members asked for dates when contracts were made.

Could Not Remember. Sharpe said he could not remember. He said he learned on May 29 that 1,500,000 men would have to be provided for. His department is still (Continued on Page 14, Column 4.)

WOODEN FLEET OF DELAYS IN FLAT FAILURE, BOWLES SAYS

A declaration that he delayed the wooden shipbuilding program from two to four months was made before the Senate Commerce Committee today by Admiral Samuel Bowles, construction expert of the United States shipping board.

The whole wooden ship program, he implied, was a complete failure.

Four hundred vessels were held up while he made changes in the specifications for their engines and boilers. Contracts for these parts had been prepared and were ready to be forwarded to the contractors when he joined the board. Feeling that the engines and boilers should be fit for the hardest usage and worthy of American standards in every respect, he said he went over very respectfully and made several changes. This required from two to four months, he said.

Wood Needed For Steel Ships. Admiral Bowles said he had had nothing whatever to do with placing any of the wooden ship contracts, making the statement because, as he said, "I feel I ought to be permitted to make it in justice to myself."

Ninety per cent of the total effort going into the wooden ship building program, he declared, could be utilized in the steel ship program.

Some of the shipwrights accustomed to wooden ship building could not be employed on steel vessels, he said, but much of the material, and a great deal of the timber could be used in the steel ship program.

More white pine is needed than the South has ever produced in a single year. Admiral Bowles said. Contracts already let call for about 275,000,000 feet of timber of a certain size and kind. In no year have the Southern mills been able to turn out more than 200,000,000 feet, he added.

Neither the South nor the West, Admiral Bowles asserted, had delivered as much as half the timber they had said they could. All the timber available, and that can be made available, he declared, would make 307 ships, whereas a total of 450 ships had been contracted for.

For these and other minor reasons, he concluded, the whole wooden ship program was an utter failure.

Some of the most powerful financiers (Continued on Page 14, Column 3.)

U. S. MAY HAVE TO TAKE OVER D. C. CAR LINES AS NEXT STEP

Congestion and Interference With War Work Here May Force President to Make Early Use of Authority.

By BILL PRICE.

Nothing herein shall be construed as now affecting the possession, operation and control of street electric passenger railways, including railways commonly called interurbans, whether such railways be or not be owned or controlled by such railroad companies or systems. By subsequent order and proclamation, if and when it shall be found necessary or desirable, possession, control, or operation may be taken of all or any part of such street railway systems, including subways and tunnels.

The significance of that portion of President Wilson's proclamation taking over the railroads of the country, which bears upon street railways, did not today escape the instant attention and analysis of the Utilities Commission and the District Commissioners, both of which are wrestling with the worst street railway problem Washington has ever known.

May Mean D. C. Lines. It was not possible today to ascertain whether President Wilson had the Washington situation in mind when he wrote the proclamation. Conditions here and at other points in the country, where Government activities are centered, may have been in his thoughts, but it may again be stated that the Utilities Commission has for some time been seriously considering the very proposition the President hints at as being within his power to handle.

The authority in the President's hands forces to the front the use of that authority at no late date for the relief of two things that directly concern the people and business life of Washington, and the Federal and District Governments.

Improvement in the street railway service, with plans for adequate service in the future.

The breaking of freight embargoes and congestions that threaten Government and private business.

United States Interests Vital Here. The Government's vital concern in both these huge problems in Washington is not denied in official circles anywhere. Commissioner Brownlow, in several speeches lately, has referred to Washington as being "the President's home."

(Continued on Page 3, Column 8.)

GERMANS FAIL IN ATTEMPTED NIGHT AIR RAID ON U. S. CAMP

Vigilance of American Aerial Patrol Prevents Enemy From Reaching Objective and Forces Quick Retirement.

WITH THE AMERICAN ARMY IN FRANCE, Dec. 27.—German airmen tried to bomb the American camp last night but were driven away before they reached their destination.

This was the first time that the Germans have made an air attack upon the Americans in France.

The Germans approached the camp in the darkness of early evening, but were detected by the vigilant patrols. The guarding aviators were swift to give battle and the Germans had to retire before their attacks.

New Take It Calmly. The men accepted the incident with the calmness of veterans.

This is a belated Christmas gift from the Kaiser, declared one of the only damage done was to the feelings of the doughboys, who suddenly found all lights shut off while they were eating their dinner.

Eating in the lonesome darkness was difficult, but some of them went on as though nothing had happened.

A heavy snow fall had been succeeded by a bright moon, which made an ideal night for an air raid.

The Germans were not slow to take advantage of the opportunity.

Single Bombs Alarm. A bugle call suddenly rang out sharply on the frosty night air, giving warning that danger was approaching in the air.

The men did not show any fear, but there was a whole lot of curiosity exhibited. Some of them emerged from the barracks with their steel helmets on and peered intently skyward in an effort to get a glimpse of the hostile visitors.

Across the snow machine gunners were scurrying to their positions, prepared to give the visitors a hot reception.

"I'd like to get a slant at Fritz," exclaimed one raw-boned doughboy who was straining his eyes cloudward.

The attempted raid marked the end of the Christmas holiday activities, during which thousands of bags of mail from home had been distributed to the Americans.

FIFTY OYSTERMEN TAKEN IN BATTLE ON POPES CREEK

POPES CREEK, Md., Dec. 27.—Fifty men were captured after more than sixty shots were fired by the Maryland and Virginia water police, patrolling the oyster beds of the Potomac in the most spectacular raid made in the war on oystermen who invade oyster beds set aside by law. Word of their capture was brought here today when the prisoners were arraigned at Bushwood wharf by Magistrate James A. Stone, of Oakley, Md.

Following well-laid plans of several weeks, the Tangle, manned by Capt. William F. Murray, of Virginia, and Capt. Matt Daily, in command of the Major Murray, of Maryland, set upon the oystermen near midnight yesterday as the poachers were about to begin work.

A careful watch was made. Capt. Murray, with his crew of four men, heavily armed with rifles and pistols, put to one side of the first four dredging boats discovered.

Capt. Matt Daily and his boat proceeded farther up the Potomac and came across four other oyster dredgers at work.

At a given signal the two police boats made for the oystermen, who were openly breaking the laws of Virginia and Maryland. The oystermen in charge of the dredges, taken by surprise, gave orders to make for the shore.

Captain Daily gave orders to open fire upon the boats. He directed the gunfire at the bodies of the vessel as he did not desire to injure any of the lawbreakers, he said today, in relating his experience to a Times representative.

"We riddled the boats with our guns," he declared. "No one was hit, as we did not try to pick off any of the men who were trying to get away. We got fifty prisoners."

Eight oyster dredgers were captured. The crews, each consisting of five or six men and a captain, were all made prisoners. They were taken off at Bushwood Wharf and held captive there for hearing this morning.

Washington Boy Is Promoted 2 Grades



ALBERT WALTON KENNER. Of 1711 Seventeenth street northwest, who has been promoted from first lieutenant to major by order of General Pershing, with whose forces young Kenner served in Mexico and is now in France.

General Pershing, in having been promoted more than one grade in General Pershing's forces in France, Albert Walton Kenner, graduate of George Washington University, first lieutenant in the Twenty-sixth Infantry, "regulars," has been promoted to major on the recommendation of General Pershing. It was announced today. Second Lieutenant Archibald Roosevelt has been promoted to captain.

Kenner is the son of H. W. Kenner, of 1711 Seventeenth street northwest, for forty years a druggist of this city, now in business at Seventeenth and Q streets northwest. He was commissioned a first lieutenant and assigned to the Twenty-sixth in the summer of 1916 and saw service on the border from January to June of this year, when his regiment was sent to France as part of the first expeditionary force.

Young Kenner received his early education at the Force and Adams Schools in this city. He was graduated from the National College of Pharmacy in 1911 and from George Washington University Medical School in 1914. For a year and a half he was on the staff at the Emergency Hospital. He is twenty-eight years old, and was born at Holyoke, Mass., but was brought to this city at the age of two months when he has lived ever since until he began his service in the army.

Archibald Roosevelt is well known here, having attended school in this city for five years while his father was in the White House. He was graduated from the Force School, Massachusetts avenue and Seventh street, and from the Friends Select School, in this city. Later he attended preparatory school at Groton, Mass., and went from there to Harvard.

Word received from Tomak today reported two days' fighting at Irkutsk with alternating success between the Cossacks and military cadets on one hand and the Bolshevik garrison on the other.

Foreign Minister Trotsky today telegraphed Ensign Kyrleiko, Bolshevik commander-in-chief, urging him to come to terms with the Ukrainian divisions so that the Ukrainians and Bolsheviks "might cut off Kaledine."

"This is a question of life and death for the revolution," he said. "New sympathy has been manifested between the American imperialists and Kaledine."

Headquarters eleventh army has also been occupied.

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SERIOUS DAMAGE IS RESULT OF BLAST

Consul General Ray Sends State Department Meager Report of Early Morning Attack by Unknown Persons.

The American consulate general at Odessa was the object of a bomb attack early in the morning of December 18, according to a State Department message today.

Consul General John A. Ray said unknown persons had hurled a bomb at the building during his absence, and that considerable damage had been done.

He omitted further details, apparently believing that the department had been previously advised of the occurrence.

Consul Ray has been in the consular service since 1909, having represented the United States in Arabia, Venezuela, England, and Russia. He is thirty-eight years old and a native of Texas.

AMERICAN RAILROAD MEN BREAK WITH BOLSHEVIKI; 316 ARRIVE ROUTE HOME

TOKYO, Dec. 27.—Unable to cooperate with the Bolshevik government, 316 American railroad engineers have come from Vladivostok, arriving at Nagasaki today.

John F. Stevens, who headed the American railway commission to Russia, has arrived at Yokohama.

It is understood that the United States Government has asked Japan to stop all ships carrying supplies to Vladivostok. There are now at least ten ships on the Pacific bound for the Russian port.

ROMANIAN HEADQUARTERS CAPTURED BY UKRAINIANS; MAXIMALISTS ARE DISARMED

PETROGRAD, Dec. 27.—The Ukrainian Rada today announced capture of the Romanian front staff headquarters of the Fourth and Eighth armies. The Maximalist forces were disarmed.

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YESTERDAY The Washington Times GAINED

5,139 Lines of Advertising (18 Cols.)

Over the Corresponding Day (Dec. 27) Last Year.

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