

AMERICAN RED CROSS LOST 4,284,503 FRANCS ON MONTH'S SALES

MILLS WAS AGHAST AT HUGE LOSS

Flagrant Deals in France Prompt Appeal for Stoppage From Commissioner.

NEW YORK, July 7.—The New York American today published the exact figures from Red Cross records showing amazing losses incurred through sales of merchandise in Europe. These figures deal with ONLY ONE MONTH, January, 1920.

Here are the outstanding facts: 4,000,000 FRANCS LOSS.

A total loss in stores sales orders in January, 1920, of 4,284,503.60 francs was suffered.

So flagrant were the continuous losses by the Red Cross that an appeal for action was made to Col. Robert H. Olds, commissioner to Europe, by Nelson Mills, director of foreign accounts of the Red Cross.

The Red Cross paid 11,210,977.75

Bound For Ice Fields Of Baffin Land



CAPT. DONALD B. MACMILLAN. Picked a good month to sail from Boston to explore the icy wilderness of Baffin Land in the Bowdoin.

francs for goods which in January, 1920, they sacrificed for 6,926,474.18 francs. Certain of the purchasers are alleged to have been former members of the Red Cross.

On February 18, 1920, Nelson Mills wrote the following letter to Colonel Olds:

"Attached to this letter is a statement which I would like to have you go over very carefully. The statement in question only covers deliveries under sale orders from General Stores for January, 1920, and does not include medical army supplies, transportation or sales salvage.

"The outstanding feature of this is that on deliveries to the book value of francs, 11,210,977.75, we lost 4,284,503.60 francs. The largest losses are on the first two firms, namely, L. L. Morand and J. J. Curry, and Agence des Contrats.

"Arising out of this, my suggestion would be that you investigate to see whether or not it is not possible to have these first two contracts absolutely canceled and deliveries ceased, so that this continuous loss can be stopped.

"I deemed it only right that you should be in possession of a copy of this statement in order that you may take whatever action you deem necessary in the matter."

THE MATERIALS SOLD.

The American had a copy of the statement referred to by the writer of the above letter, which copy is

sworn by a former high official of the Red Cross to be an exact duplicate of the original. Copies of the letter and statement were sent to Col. O. W. Emerson, Major W. A. Payson, W. H. Harrison, and Major C. R. Corbin, heads of Red Cross bureaus.

The materials sold included flannel, gauze, muslin, tooth brushes, tooth paste, ginham, blanketing, shaving soap, paper, bathing, sugar, stoves, cocoa beans, flannellette, non-absorbent cotton, string, sheeting and many other articles.

Whereas the American showed in a former article of this series that 3,000,000 yards of goods, including 2,000,000 yards of flannellette, had been sold by the Red Cross, the statement cites more than 12,000,000 yards of flannel and almost half as much flannellette were sold in one month at vast losses.

Flannel that cost the Red Cross 145,579.20 francs in one lone instance was sold, according to the statement, to brokers at a loss of 61,818.45 francs.

The same firm, in forty-six purchases made in January, 1920, including nothing but flannel, purchased the goods that the Red Cross had paid 3,365,610 francs and 19 centimes for at a price that netted the Red Cross a clear loss of 1,294,207 francs and 47 centimes. A similar condition obtained in respect to some nine firms in deals involving goods above stated.

Losses in gauze sales were amazing. In one lone sale on January 7 to a French brokerage firm, gauze that cost the Red Cross 315,624 francs was sold for 76,092 francs and 75 centimes, incurring total loss of 239,531 francs and 25 centimes. The day before this sale and to the same firm, gauze that cost the Red Cross 280,400 francs was disposed of for 48,842 francs and 40 centimes, a loss of 231,557 francs and 60 centimes. These are only two cases in one month, chosen at random from among scores of gauze sales.

LOSSES ON TOOTHBRUSHES. The statement shows where toothbrushes that cost the Red Cross 43,508 francs and 80 centimes were sold to a broker for 14,737 francs and 50 centimes, at a loss of 28,771 francs and 30 centimes. This loss was incurred in one lone instance in a sale on January 8, 1920.

Almost ludicrous is one item of GAIN. This was in a sale December 16, 1919, where shaving soap that cost the Red Cross 72 francs was sold for 78 francs. The same firm bought toothpaste on January 8 that cost the Red Cross 5,242 francs and 10 centimes for 1,761 francs 45 centimes.

In flannel deals with one firm the Red Cross was able to make a gain of 9,061 francs and 5 centimes on a sale of flannel for 59,395 francs and 95 centimes. That was on January 14. However, in a sale of the same material and to the same firm on January 31 a loss of 5,728 francs and 55 centimes was incurred on a deal where the Red Cross paid 39,368 francs and 50 centimes and sold for 33,641 francs and 95 centimes.

U. S. BOARD DENIES RAILROAD LABOR IS INEFFICIENT

Hapgood Bids Congress to Heed Report Contradicting Former Survey of Plight.

By NORMAN HAPGOOD.

Replying to the attempt of the railroads to read into their Government guarantee more than a thousand million dollars, in obvious contradiction of the meaning of the contract, the railroad administration says:

"As a matter of fact, it is the opinion of the railroad administration that so far at least as its operations are concerned, the widespread talk about the decrease in the efficiency of labor is grossly exaggerated, and that it is more possible to make a thorough and careful study of the matter based upon reliable observations and records, it would be found that in very many instances there had been an actual increase in efficiency over previous experience in the railroad world."

I hope my readers will fix that statement in their memories and watch the news from Washington in the light of it. I wish the Cummins committee, Congress and the Interstate Commerce Commission would also bear it in mind.

OFFICIAL DEFENDS ROADS.

The railroad administration is all right. It is protecting the public. The attitude of the Interstate Commerce Commission is uncertain. I believe that there was an informal, non-binding vote taken recently that showed a majority of one in favor of handing the roads a lot more than is due to them.

Also there is a certain official in the employ of the commission who has made a speech to the effect that the railroads are telling the whole truth and nothing but the truth, and that they ought to have all they ask for. This speech is now circulated as railroad propaganda. The official has not been punished, or, as far as I know, even reprimanded.

That the railroads are in a bad way, I do not deny. But why should the public be asked to subsidize them?

GREAT WASTE FOUND.

Let us remember that a committee of engineers, appointed by Herbert Hoover, certainly no wild radical, has reported that 50 per cent of the waste in the industries they have so far studied is due to bad management. Few enterprises are managed worse than railroads.

The roads paid their interest and dividends July 1 by the simple expedient of not paying their other debts. Savings banks hold a large part of the railroad bonds. In some States savings banks are not allowed to hold railroad bonds after stock dividends have been passed. Therefore it was necessary to pay dividends whatever happened to the general indebtedness.

What the roads owe for lumber, coal, steel and also a mass of smaller bills, remains to be largely unpaid. Undermaintenance is scandalous, and is concealed to make a false impression with the statements. Before Congress decides to give away another thousand million let us at least have the truth.

CITES BRITISH METHOD.

If Senator Cummins does not call back the officials for cross-examination the reason will be obvious.

The British also took over the roads during the war, but they are not as kind hearted as we are. They have looked into the claims of the roads for one hundred and fifty million pounds and told them to take sixty million instead.

Moreover, in handing back the roads to private ownership they have put in provisions that to Mr. Gompers would look like dangerous Bolshevism. There are to be councils, with employe representation, whose duty it is to consider not only wages but steadiness of employment and sharing by labor in increased prosperity.

Also rates are to be simplified and appeals from rates made cheap and easy.

Also the earnings of the roads are to be standardized.

Moreover, the Government representatives have informed the roads that if they do not use for maintenance the amount advanced for maintenance that they will not get the rest coming due.

The roads put in a claim for abnormal wear and tear. The Government asked them: "How about the parts of the roads that have had sub-normal wear and tear?"

Will any of this hard-sense attitude be seen in the recommendations of the Cummins committee and the Interstate Commerce Commission? Will it be seen in Congress? When the President speaks on the subject, what will he say about it?

Qualify Alien Entry.

NEW YORK, July 7.—Allens traveling first class will hereafter be detained on all incoming liners the same as steerage immigrants, the Ellis Island authorities announced today. This action follows a ruling at Washington intended to "put teeth into the immigration law."

No More Misery After Eating

Just Takes An Eatonc

"The first dose of Eatonc did wonders for me. I take it at meals and am no longer bothered with indigestion," writes Mrs. Ellen Harris.

Thousands of people, like this dear lady, gratefully testify about Eatonc, which does its wonders by taking up and carrying out the excess acidity and gases which bring on indigestion, heartburn, bloating, belching and food repeating. Acid stomach also causes about seventy other non-organic ailments. Protect yourself. A big box of Eatonc costs but a trifle with your druggist's guarantee.

Turks Kill Christians And Steal U. S. Funds

By International News Service.

LONDON, July 7.—A massacre of Christians by Turks has occurred at Mardin, in the vilayet of Diarbekir, Asiatic Turkey, according to official advices from Constantinople today. The Turks seized American missionary funds. The foreign office announced that General Harington, the British commander at Constantinople, had been authorized by the allies to meet Mustapha Kemal Pasha, head of the nationalist government, to transmit any proposals that he may care to make regarding peace.

General Harington has no authority to negotiate himself.

TEXAS BOASTER GIVEN TAR COAT BY KU KLUX KLAN

Banished After Attack for Bragging of Ability to "Keep Within the Law."

FORT WORTH, Tex., July 7.—True to his promise to the Ku Klux Klansmen, who first tarred and feathered him and then dumped him naked in the street in the heart of the city's business section late last night, Benny Pinto, twenty-eight,

"whom the law couldn't touch," left Tarrant county yesterday. Pinto is a member of a well-known family. Klansmen accused him of various petty offenses, gambling especially, and declared he had bragged of his ability to "keep within the law."

Members of the local klan, said to have 300 members, seized Pinto as he drove through the business district in his automobile and spirited him away to an isolated spot on the river, where many members of the klan, masked and silent, stood about while the leader recited a cause for the tar and feathers and delivered the warning to Pinto to leave the county. He was then stripped, his head shaved, the tar applied and feathers shaken over him. He then was brought back to the city, pushed out of the car, his clothes tossed after him and a final warning sounded. The Ku Klux then sped away.

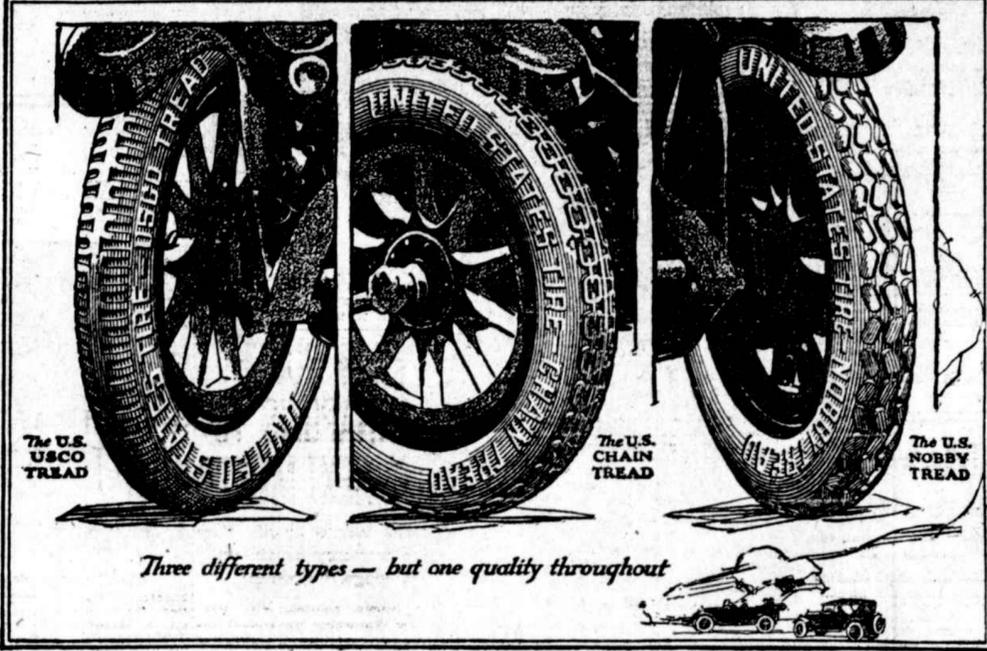
CHICAGO'S SUPER-HEAT WAVE CLOSES FACTORIES

CHICAGO, July 7.—Excessive heat today forced the closing of eight of the shops and foundries of the Crane Company, giving 5,000 workers an enforced vacation. J. E. Berryman, an official of the company, said that it was impossible for the workmen to withstand the superheated foundries.

One man, supposedly crazed with the heat, plunged to his death in Lake Michigan today, and five others have died within the last twenty-four hours from causes attributed to the heat wave. Dozens of prostrations have occurred.

Wife Granted Divorce.

Mrs. Bessie Hunter has been granted a final decree of absolute divorce from John H. Hunter by Justice Hoehling, of the District Supreme Court, and awarded \$75 alimony a month.



Three different types — but one quality throughout

Much waste in fabric tires — no need of it

THERE are four or five million car owners in this country using fabric tires.

When they see themselves being made a target for the sale of "odd lots", "discount offers", "retreads" and "seconds" — what do they think?

You can hardly blame quality seekers if this kind of situation is getting on their nerves.

Some people seem to feel that the spread of cord tires has made tire-makers and tire-dealers indifferent about fabric quality.

Others have the idea that fabric tires get less attention because they run to smaller sizes.

The makers of United States Tires would like to go on record as to how they feel about it.

They are engaged in serving people.

They build the most complete line of fabric tires in the world.

This year "Nobby", "Usco" and "Chain" Tread tires are more universally popular than ever before. Because they satisfy a legitimate need for fabric quality.

Neither the size of the tire nor the kind of tire has anything to do with U. S. Tire standards.

Back of every Fabric Tire bearing the U. S. name stands the same quality that has made U. S. Royal Cords the outstanding tire.

This is the logical stand for the oldest and largest rubber organization to take.

It builds by policy — or doesn't build at all.

As people say everywhere United States Tires are Good Tires

United States Tires

United States Rubber Company

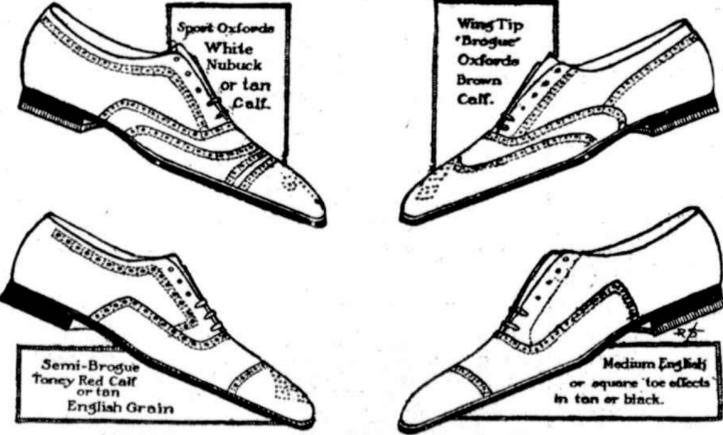
Tire Branch, 1303 H. Street N. W.

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With Four Big "Headliners" at

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THESE phenomenal values at \$5.95— are a fair example of the remarkable events constantly going on in our Men's Depts. Demonstrating, as never before, to the men of Washington—that our stores are THE places to buy men's shoes. Not only the most remarkable values—but for styles that are the "last word" in originality!

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Light weight summer lisle men's half hose. Almost as cool as silk and more durable. Blacks, cordovans, grays and whites.

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