

# MRS. DIMOCK SAYS HARVEY GOT \$35,000

NEW YORK, Sept. 12.—At least \$37,000 was received since early

spring by David Harvey, promoter of the Pershing victory reception, which was canceled after his arrest last Monday. This is one of the interesting developments in District Attorney Swann's investigation into his activities.

Of this amount, \$35,000 was advanced by Mrs. Henry P. Dimock for expenses in connection with the George Washington Memorial Association, and \$2,000 was obtained from the Armenian relief committee for exploiting a motion picture.

Mrs. Dimock, of Washington, D. C., visited the district attorney's office and went into details of her transaction with Harvey. Information as to the Armenian relief committee was supplied by Henry L. Rupert, a lawyer, of 1 Madison avenue. The inquiry was conducted by Mr. Swann

and his chief assistant, Alfred T. Talley. It was announced that the district attorney's office had learned that fifteen bad checks had been issued by Harvey in the last few months.

**Tells of Giving Money.**

Mrs. Dimock spent more than an hour at the district attorney's office. She was accompanied by her lawyer, Francis M. Scott. After the hearing Mr. Swann said:

"Mrs. Dimock told us that she had turned over to Harvey \$35,000 of her own money to start the campaign for the \$10,000,000 to build the George Washington Memorial in Washington. This was after she had given Harvey a contract whereby he was to receive 5 per cent of all the money raised by subscription for the fund. In other words, under that contract he would have received \$500,000.

"It appears that on February 15, 1911, the executive committee of the association passed a resolution giving Mrs. Dimock a sum not to exceed 5 per cent of the total amount raised. She in turn arranged to give the commission to Harvey for his work.

"We have not found that Harvey handled any of the funds of the George Washington Memorial Association. Whether any money actually passed through his hands is yet to be determined. We have been told that he did receive one check for \$1,000, but this has yet to be investigated."

**No Satisfactory Accounting.**

Assistant District Attorney Talley, in telling of the Armenian committee's transactions with Harvey, said:

"Our information comes from Henry L. Rupert. He says the Armenians paid Harvey \$32,000 on an agreement whereby he was to get 10 per cent of the gross receipts of a moving picture. The money was advanced to him for expenses, and although they have made repeated demands for an accounting they have never been able to get a satisfactory report as to how the money was expended.

"We will also continue our investigation into the story that he received \$50,000 from the Elks for two pictures, and will also look into his activities with the Federal Board of Vocational Training."

The \$35,000 which Mrs. Dimock advanced to Harvey may not be lost by her after all. When District Attorney Swann suggested to her that she might reimburse herself for this money out of her share of the 5 per cent of the association funds she told him she expected to so protect herself against loss if necessary.

**Possibly in War Charities.**

The possibility that Harvey had some connection with war charities in May, 1918, is another point into which the district attorney's office is looking. There is a suspicion that

he was identified with Carl Deiner. Investigation into the latter man's activities by District Attorney Kilroe, resulted in a request to Lord and Lady Aberdeen and others to stop making collections. In the effort to examine Harvey on this subject, Mr. Kilroe asked yesterday that he be sent over from the Tombs. Harvey, however, refused to appear without his lawyer.

He will be arraigned before Judge Rosalaky in general sessions this morning. His attorney, Isidor Wasservogel, announced last night that he would seek to have him discharged on the ground that his arrest was illegal. He contends that Harvey cannot be held for violation of parole, because the offense he committed has been outlawed. Mr. Talley insists Harvey was a fugitive from justice.

## WOOD SILENT ON QUITTING ARMY

Idea of General as Next G. O. P. Presidential Candidate Gathers Strength.

NEW YORK, Sept. 12.—Maj. Gen. Leonard Wood today refused to discuss persistent reports that he would resign his army office within a few days to become an active candidate for the Republican Presidential nomination. The report was first spread by politicians who talked to General Wood when he reached New York yesterday.

General Wood feels, they said, that it would be almost disloyal for him to remain in the army and at the same time strive to succeed President Wilson, his commander-in-chief. A committee is reported being organized by National Committeeman John T. King, of Connecticut, to boom his candidacy and some of Colonel Roosevelt's former lieutenants are investigating the possibilities of Wood's success throughout the country.

These emissaries, it is said, have reported that Governor Lowden, of Illinois, who is also mentioned as a candidate, is willing to accept the Vice Presidency should Wood be nominated. Governor Goodrich, of Indiana, close friend of Chairman Hays of the Republican national committee, is similarly disposed, it is reported.

**GIRL WOULD BE BOSTON COPPER.**

BOSTON, Sept. 12.—She's twenty-two years old and wants to be Boston's first policewoman. Miss Irene McAuliffe, of Weston, has volunteered her services to act as a regular "cop."

# Men from the West Oppose Packer Legislation

Since the middle of August business men, farmers and live stock men have been appearing before the Committee on Agriculture of the Senate and telling why they earnestly oppose the Kendrick and Kenyon bills.

Here is what some of them told the committee the other day:

**"Would Rather Take a Chance With—"**

**P. W. Olson,**  
Of Cokeville, Wyoming; a stockman and rancher and representing the Cokeville Commercial Club and the Lincoln County Wool Growers' Association.

"We believe that these bills are opposed to the best interests of the stock business. Our experience with government control of railroads has been very unsatisfactory. We have had to pay higher rates and have received very poor service. We feel that the interests of the packers, stockmen and consumers are identical. We feel that we would rather take a chance with men who have grown up with the business, as the packers have, than with government appointees who have it all to learn. We believe that if there is anything wrong with the industry there are plenty of laws already on the statutes to protect us.

"We feel that to take away the packers' cars, as is proposed in these bills, would simply be crippling the distributing system of our products, and the stockmen would be the first to suffer."

**Arthur C. Johnson,**  
Of Denver, Colorado; editor of Denver Daily Record Stockman.

"To license a newspaper is, to a more or less extent, to censor the matter it publishes. If it is proper to censor market news, it is also proper to censor other news. The entry of the government, therefore, into the field of news censoring may lead as well to the censoring of political news, and opens up a field for political influence and control subversive of every American principle."

**"To License a Newspaper Is to Censor Its News."**

**"Would Help to Ruin a Lot of Men."**

**C. A. Rodgers,**  
Of Denver; live stock and commission man.

"I desire to comment on that portion of this bill relating to the public use of refrigerator cars. This would be one of the most serious blows imaginable to efficiency in the distribution of meats and meat products. The packers would sometimes be compelled to wait for these cars, their coolers filled to overflowing, while orders were lost that would otherwise be filled. This would result in ruinous prices to the producer—would help to ruin a lot of men and would most certainly discourage production."

**Frank J. Dennison,**  
A banker of Denver.

"Prior to the time that the large packers became interested in the stock yards in Denver the market was small and inconsequential. It has grown tremendously since their interests began. The yard service has greatly improved under their ownership. It is efficient and satisfactory. A change of ownership in the stock yards at Denver would be a TREMENDOUS DETRIMENT to the PRODUCER and CONSUMER."

**"A Tremendous Detriment."**

**"Entwining Red Tape."**

**A. G. Prey,**  
Representing the Denver Live Stock Exchange (and himself a cattle feeder and producer), Denver, Colorado.

"To draw a comparison between government-regulated and PRIVATE OWNERSHIP SERVICE I quote you my experience as a member of a committee appointed last year to confer with the stock yard management on our market for the purposes of obtaining additional weighing facilities in the Denver stock yards to accommodate heavy fall shipments. Also to confer with the U. S. Animal Industry representative for additional inspection for said scale. The results were that within a week we had the scale in operation, but did not get the inspectors until ninety days later, or after the rush season was entirely over. This illustrates the amount of entwining RED TAPE connected with government supervision of privately owned interests. We never did get government inspection and we whittled along the whole year without it, until the season WAS OVER."

**"A Stepping Stone to Government Ownership."**

**J. E. Zahn,**  
Of Denver, vice president of Colorado Manufacturers' Association.

"Our association, after a study of the proposed legislation in the Kenyon bill and similar measures, desires to go on record as vigorously opposing any plan of legislation that will cripple or impede the progress of one of the greatest industries of the country.

"The vague and uncertain powers assumed by the government under licensing provisions contained in the Kenyon and Kendrick bills, the association feels, will achieve only that end.

"If the provisions of these bills become law it is but a stepping stone to government operation and government ownership of every basic industry in the country, committing us to paternalism and socialism."

**"I Did Not Kick. I Made Money."**

**J. H. Bachelor,**  
Of Valentine, Nebraska; live stock producer.

"FROM MY EXPERIENCE IN THE PAST 20 MONTHS OF FEDERAL CONTROL OF RAILROADS, THE TELEPHONE AND TELEGRAPH SYSTEMS, I AM OPPOSED TO THE KENYON AND KENDRICK BILLS. I think the business men of the United States should have the freedom and the personal liberty to operate and run their own business.

"I want to say to you right now that the packers are not controlling this industry. We have our outside buyers who come from the highways of the country into the markets to buy live stock. We have our speculators to buy them and distribute them, and we have our independent packers on these markets."

**W. B. Tagg,**  
Of Omaha; former president of National Live Stock Exchange and representing Omaha Live Stock Exchange.

"We have had considerable experience along the lines indicated by the Kenyon bill, and that is why we are opposed to it.

"The minute you take the refrigerator cars away from the packers and put them in the hands of the Railroad Administration you are going to hurt still more the marketing end, because the records show that the railroads do not handle cars as efficiently as the packers do."

**"My Experience with Railroads."**

**E. T. Meyers,**  
Alliance, Nebraska, feeder and cattle raiser.

"From my own experience with railroads in the last year and a half I do not think I want any more of government control of private interest.

"I will tell you an instance: Last fall I bought 12 carloads of stock feeders and was shipping them out on Thursday evening on a branch line. I found there was no train running on that branch line until Monday. This was just six miles across from the main line of the Union Pacific, and I went to the agent and asked a special service; if they could furnish me an engine to run those cattle up to North Platte and then come right back up to within six miles of the main line.

"The agent took it up with the superintendent and after hearing from the superintendent he said the government rules were such that they could not furnish an engine for less than 25 cars. The Union Pacific used to send me an engine for 8 or 10 cars. Then I said 'if they will let me unload the cattle at Ogallala I will wire my men to come there and drive them across.' Well, after doing that, he said: 'No, we used to do that, but government regulations are in force and you have got to drive your fat cattle back to where you unload your stockers.' So the government hauled those cattle 110 miles for nothing and I lost 3 days' feed."

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