

WITH WILSON OUT, McADOO MAY RUN FOR PRESIDENT

Secretary is Looked Upon as Logical Democratic Candidate in 1920.

Washington, Nov. 29.—In losing the most important and influential member of his Cabinet through the resignation of Secretary of the Treasury McAdoo, the President is confronted with a task of real difficulty in trying to fill up the gap. Many names have already been suggested, but there is yet no clew to the intentions of the President, both as regards the Treasury post and the Director Generalship of Railroads. It is probable there will be none in advance of a Presidential announcement as to who has been chosen. For Mr. Wilson invariably keeps a close guard on such matters.

No man whose name has yet been mentioned, or who has been thought of by those who speculate as to Mr. McAdoo's successor in the Cabinet measures up to the standard of the retiring Secretary. This is generally admitted. It is not because there are no men of ability equal to that of Mr. McAdoo. It is rather because of the fact that no other man stands in such close relationship to the President or exercises such an influence upon the Administration, not excepting Col. Ruse.

His has nothing to do with the fact that Mr. McAdoo is the President's son-in-law. Apart entirely from his family connection, Mr. McAdoo has stood for at least six years in peculiarly close relations to Mr. Wilson. The President has given him his full confidence, has trusted him completely, has never hesitated to place large powers in his hands, and has admired the vigor and success which Mr. McAdoo has carried through great projects. He has leaned heavily upon his Secretary of the Treasury, who has been a man of work for the Administration. The two men understand each other perfectly and their team work is well-nigh perfect.

Hard to Replace Him. It is not to be expected that the President will succeed in finding another man who can replace Mr. McAdoo in these respects. He will doubtless find an able Secretary of the Treasury and also an able man to run the railroads, but necessarily neither of them can be what Mr. McAdoo has been to the President. He has been more than a mere Cabinet member. He has been a close personal adviser, a pillar of strength and often valuable inspiration to Mr. Wilson.

His retirement from office at a time when the President intends to leave the country for an indefinite stay, offers a hard problem for solution. While it is known that Mr. Wilson does not propose to relinquish any of his Presidential powers during his stay abroad, it was felt that Secretary McAdoo would occupy a more commanding position than ever in the absence of the President. His readiness, energy, which has earned for him the nickname of the "human dynamo," and his complete accord with the President, would have been relied upon to keep things moving in Administration circles while Mr. Wilson was away. He would, of course, have had no additional powers, but Government officials would have known that McAdoo was on the job, and that in itself would have been something to reckon with. McAdoo's retirement at this juncture leaves a real hole in the Wilson Administration.

There is nothing "behind" Mr. McAdoo's resignation, according to almost universal opinion here. He is known to be urgently in need of a rest. While it is not believed that there is anything serious the matter with his health, it is understood that he has reached the point of nervous and physical exhaustion where it becomes necessary to call a halt before something serious does develop.

No Friction with President. All suggestions of any friction between the President and Mr. McAdoo are scouted. There has never been the least sign of such friction. Nor is it believed by those who are in a position to know, that there is any politics in the resignation. Any hint of politics is resented in Administration circles, as well as by all of Mr. McAdoo's friends.

It is true that Mr. McAdoo has been looked upon as the most logical Democratic candidate for President in 1920, provided that Mr. Wilson should not stand for a third term. The general view here for a long time has been that Mr. Wilson would run again if the war was still in progress, but otherwise not. The closing of the war naturally brought McAdoo to the front again with those who are already speculating as to 1920 candidates. But his resignation has nothing whatever to do with any presidential ambitions he may or may not have. This is asserted strongly by his friends.

Whether his retirement will have any effect, one way or another, upon his presidential prospects is, of course, not known. Most of the opinion is to the effect that it will not, that if Mr. Wilson is not re-nominated in 1920, Mr. McAdoo in private life will stand just as good a chance of becoming the candidate as he would if he continued in public life.

There is no camouflage about the reasons for McAdoo's retirement. They were set forth plainly in the correspondence between himself and the President. Washington has no doubts on that subject. But Washington is naturally interested in the result of Mr. Wilson's search for two men to fill one man's place, particularly the place of the Administration's dynamo, whose slogan when others hesitated was "Do it now."

Speculating on Successors. Speculation as to Mr. McAdoo's successors takes equal rank with the discussion of the future policy toward the railroads.

For the position as Secretary of the Treasury, Representative Carter Glass, of Virginia, chairman of the House Banking and Currency Committee, is known to be under serious consideration by several of President Wilson's closest advisers. Friends of Mr. Glass say he has a reputation for be-

ing a close student and constructive thinker on financial subjects and for executive ability in a number of private enterprises.

For Director General of Railroads of the President's selection. Such a man as Maj. Gen. George W. Goethals is wanted. It was stated today—a man with executive ability not closely connected heretofore with railroad management, who could view problems from the public standpoint and at the same time could direct the staff and organization already built up by Mr. McAdoo.

On the new Director General of Railroads, whoever he may be, will develop the task of the roads through the readjustment period. This task will apply to many phases of employment conditions, rate practices, traffic reforms, terminal consolidations, distribution of newly purchased cars and locomotives, policies of Government, financing of additions, betterments, extensions and equipment purchases, reconstruction of routes and short hauling, standardization of operating methods and measures to increase the traffic capacity of the rail system to handle big volumes of freight expected by students of industrial development during the next few years.

Upon the policies of the new Railroad Director will depend largely whether the Government shall continue combining the railroad into a homogeneous unit or being the "breaking up" process in preparation for resumption of private control. From the President's election observers believe may be determined to a large degree the attitude of the Administration on the railroads' future. This is one reason why the picking of a new Director General is regarded as fraught with such unusual significance.

Favors Government Ownership.

Although Mr. McAdoo will retire to private life, his friends say he has no thought of refraining from expressing his ideas on Governmental policies from time to time. Particularly will he remain interested in the railroad question and those in close touch with Mr. McAdoo would not be surprised to see him come forward in a few months with specific recommendations for the nation's consideration of the railroad issue. Mr. McAdoo is said by his friends to look with disfavor on restriction of individual railroad competition and there have been many reports that eventually he would advocate complete Government ownership, to be effected by exchange of Government bonds for railroad securities. Formally and officially, however, Mr. McAdoo never has indicated this attitude.

Depew Praises McAdoo. Former United States Senator Chauncey M. Depew, commenting on the resignation of Secretary McAdoo, said last night:

"Everybody will admit that the reasons assigned by Mr. McAdoo for his resignation are conclusive. At the same time all familiar with the railway situation and with his administration will deeply regret his ceasing to be Director General. Fortunately for the business of the country, for improving the works and consolidat-

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Europe Discussing Proposal To Make Wilson Head of a League of Nations

BY ARTHUR S. DRAPER.

London, Dec. 9.—Considerable interest is taken here in this "Daily News" dispatch from New York, reading: "Wilson is in a delicate position. The President is approaching the end of his second term, and there is a feeling that his great career should not end with the Presidency. There is a suggestion that he may preside over the league of nations."

NO PREFERENCE FOR CABLE MESSAGES

New York, Dec. 9.—The British authorities have suspended the "urgent" classification of telegraphic messages passing through Great Britain, according to advice received by the Commercial Cable Company here today. Under this classification messages marked "urgent" have been given priority over those not so marked, and a higher rate has been exacted for their transmission. At the commercial offices here it was said the suspension of the privilege probably was caused by a desire of the British administration to forward all messages in the order in which they were received.

ing the operation of the railroads, and also for the protection of the investors. Mr. McAdoo was selected. He has demonstrated constructive ability under executive talent. Like most incumbents he has not only been in close contact with, but has administered large enterprises, and reached a point or position where the size of the enterprise attracted but did not alarm him. He made the discovery of a principle familiar with railway managers, but which public officials who had connection with railroads, and exercised Government control could not understand.

"The official attitude toward the railroads has been for years that their expenditures could be increased without limit by increase of wages and other expenses, and that it was not necessary to increase rates to enable them to meet these burdens."

GERMANS LEAVING THE BALTIC PROVINCES

Amsterdam, Dec. 9.—The German government, according to the Berlin correspondent of the Cologne Gazette, has recognized the republic of Estonia, one of the Russian Baltic provinces. According to this correspondent the Germans have evacuated Narva, a Russian town 61 miles southwest of Petrograd and also are leaving the Russian ports of Reval and Riga.

PERU ACCEPTS U. S. MEDIATION

Argentina Will Join in Efforts to Bring About Peace.

Buenos Ayres, Dec. 9.—The proposal of the United States to mediate with the object of ending the Tacna-Arica controversy is commended by the Argentine newspapers. They say that Argentina is honored by the invitation to join in the mediation.

La Epoca, the semi-official organ of the administration, says the views expressed by the American ambassador regarding the Tacna-Arica situation shows that perfect accord exists between the United States and Argentina as concerns South American politics.

Lima, Peru, Dec. 9.—It is announced that the Peruvian government accepts the proffered mediation of the United States and Argentina in the settlement of the dispute with Chile. As a consequence the boycott against Chilean vessels has been ended.

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(By J. F. B. Liversay, Correspondent)
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