

AVIATION REPLY FILED BY RYAN

ANSWERS TELEGRAM FROM PORTLAND REGARDING SPRUCE

Former Assistant to Secretary Baker Answers Charges Made by Frear and Magee.

WASHINGTON, D. C., Nov. 20.—John D. Ryan, of New York, former Second Assistant Secretary of War, Director of Aircraft Production and Director of Air Service, today filed with the House aviation sub-committee his reply to the telegram sent to Secretary of War Baker by Representatives Frear and Magee, Republican members of that committee, from Portland, Oregon, reflecting on Mr. Ryan's official acts in connection with spruce production in the north west.

This telegram, says Mr. Ryan in his reply, which will be made part of the sub-committee record, "contains such an intermingling of alleged facts, hearsay, misstatements, insinuations and prophecy, as well, that it is somewhat difficult to make specific answer to its contents. An examination of the message, discloses that it is more by way of innuendo and insinuation, than by direct charges, that reflections of the gravest character, involving my personal integrity and official acts, are made."

Mr. Ryan then takes up the charges in the order in which they are contained in the Frear-Magee telegram, denying their truth categorically.

"The telegram," says Mr. Ryan, "opens with what purports to be a short summary of the geography of the Olympic Peninsula (in the state of Washington) and the location of the spruce tracts involved. The first specific reference to the matters under consideration is the following:

"During the war, the Milwaukee railroad asked the railroad administration for permission to extend its West from Deep Creek towards this Lake Pleasant timber, but was refused as not a necessary war measure."

"This statement is wholly and unqualifiedly false," says Mr. Ryan, adding that the Milwaukee road never made any application of any kind whatever to the railroad administration for an extension of the line referred to; furthermore, that "acting under the urgent necessity of reaching the spruce tract, the Spruce Production Division, not the Milwaukee railroad, made application to the railway administration, requesting the administration to build the necessary line from the Milwaukee connection. This application was supported by a letter from the secretary of war, says Mr. Ryan, and upon consideration by the Division of Capital Expenditures, was refused," not because it was "not a necessary war measure," but because it was a necessary war measure, and therefore it was decided by the railway administration that the expenditure should be made by the War Department out of the appropriations of that department.

"From the foregoing Record," says Mr. Ryan, "there can be no doubt but that the statement quoted above from the telegram under consideration is wholly false, and made, either as the result of lack of knowledge on the part of the committee, which it should have had before making the statement, or if the committee was in possession of the undisputed facts, then made intentionally, unfairly and for the purpose of creating an erroneous impression."

Replying to the statement in the Frear-Magee telegram: "When this extension of about 25 miles length was built at a cost of over \$115,000 per mile, or over \$4,000,000 in the aggregate," Mr. Ryan says "This statement is likewise absolutely false so far as the necessary inference from the context is concerned."

"Saying that while it is true that the entire expenditure in connection with the railroad system amounted to about \$4,000,000 it is not true that the cost of the railroad was \$115,000 per mile, nor any sum approaching that figure." The expenditure referred to, he declared, covered not only the cost of the 25 miles of main line railroad, but also all expenditures made in connection with terminal facilities, yards, sidetracks and appurtenances of every kind, except rolling stock, which went into the construction of the railway, and constituted a part of it.

Commenting on that part of the telegram which said that the road was "almost wholly built by 4,000 soldiers furnished by the Spruce Division," Mr. Ryan says:

"The railroad was essentially a war measure as though it was being constructed along the front lines in France. It was impossible to secure other labor without disturbing completely the labor situation on the coast. Protests were repeatedly made to the Spruce Production

Division officials against permitting the railroad contractors to hire civilian labor because to do so meant drawing from other essential industries, labor which was imperatively required in connection with necessary war activities. At a time when labor throughout the northwest was exceedingly scarce, owing to the operation of the selected draft, the employment of soldiers was a necessity insisted upon by the War Department officials. The soldiers were paid civilian wages. It was only just and fair, under the circumstances, that they should have been. They were working side by side with civilian labor employed by the same contractors, and any other course would have been unjust and impractical. Moreover, had the government insisted upon soldiers, who had been called to the defense of their country, performing manual labor at a soldier's rate of pay, it would have merited and received the indignant protest of the entire country."

As to the committee's statement "it appears that the line was primarily built, not to carry spruce logs, but as an extension of the Milwaukee railroad," Mr. Ryan says it "is absolutely and unqualifiedly false. It is based upon the merest suspicion emanating from irresponsible sources and is wholly without foundation in fact."

Commenting on the closing paragraph of the Frear-Magee telegram which said "further investigations may disclose conditions upon which a recovery can be had against John D. Ryan and others who are responsible for this wasteful expenditure of public funds," Mr. Ryan says:

It is probably the first time in history that the majority of a committee vested with judicial authority, acting under official sanction not only indulged, without justification in fact for so doing, in accusations of the character that have been heretofore referred to, but calling the total absence of foundation for such inferences, endeavored to bolster up in public opinion the impression that there had been a grave dereliction of duty by engaging in phophecy." In concluding Mr. Ryan said:

"From the moment of my assuming official responsibility until my resignation, which I tendered verbally to the President the day that the armistice was signed, I had no thought and was actuated by no motive other than to give my government the utmost of whatever capacity I possessed. So far as the matters which were the subject of the message referred to are concerned, every act which was taken had then and after the lapse of time and the opportunity for reflection, had now the approval of my best judgment. I did not then, have not since and do not entertain a particle of doubt as to the wisdom, propriety and expediency of what was done."

World's Oldest Statue.

In a museum at Bonak there is a statue supposed to be over 5,000 years old. A great French Egyptologist, Mariette Bey, discovered the statue at Memphis and brought it to the museum. It is little more than three feet high and holds a staff. The figure is full of life and poise. The forehead is rounded, expressing intellect and the eyes, of crystal, set in bronze give an astounding lifelike appearance. The statue is not the work of a crude barbarian and few artists living today could impart such realistic features to a wooden statue.

Optimistic Thought.

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AND AN

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The Cheney method of tone control is different. On all other phonographs the volume is controlled by muffling the tone. The Cheney tone is controlled at the source. No matter how soft a record may be played, the clearness and purity of the tone is unimpaired.

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