

HARDING TO CANAL IF GOETHALS QUILTS

Lieutenant Colonel in Training
to Take Post When Present In-
cumbent Decides to Retire.

NEW JOB FOR THE COLONEL

Rumor in Washington That He Will
Be Assigned to the Building
of the Alaskan Railway.

Special to The New York Times.

WASHINGTON, Dec. 18.—Lieut. Col. Chester Harding, Engineer Corps, U. S. A., has been chosen for the office of Governor of the Panama Canal Zone, which carries with it the duties of Engineer in Chief of the canal operation in succession to Col. George W. Goethals when the latter decides to leave the Canal Zone. Col. Goethals left the Isthmus yesterday on the steamer Panama and is due in New York on Dec. 23. No information has been received here to indicate that Col. Goethals does not desire to return to his duties on the Isthmus.

It was made plain in official circles today that Col. Goethals is at liberty to retain his office as long as he pleases. The understanding here is that he desires to remain in the Canal Zone for another year or longer, if necessary. He has explained that he would not like to quit control of the canal operation until the success of the great waterway has been determined, and he was particularly anxious to remain in charge until all danger from land slides had been overcome. In this knowledge of Col. Goethals's attitude, it is believed here that he will return to the canal on the expiration of his present leave of absence.

There have been reports in Washington that Col. Goethals might be assigned to take charge of the work of building the government railway in Alaska, for which Congress has appropriated \$25,000,000. The route of this proposed railway is now being surveyed and considerable time must elapse before the actual construction of the road can be begun. Therefore, even if Col. Goethals should be induced to accept the Alaska assignment, his services in that connection would not be required until after he was satisfied he could safely relinquish his duties in the Canal Zone.

Whether Col. Goethals has expressed any preference for undertaking the construction of a Government railway in Alaska is not known, but there have been intimations here that it would be exceedingly gratifying to the Interior Department, under whose jurisdiction the railway construction has been placed, if it could obtain Col. Goethals for this important project.

Col. Goethals has been credited with a desire to make a tour around the world for rest and recreation after he retires from the position of Governor of the Canal Zone. Should he care to begin this tour soon, ample time would be at his disposal to circle the globe before his services would be required on the Alaska project.

Lieut. Col. Harding was recently detached from duty as Engineer Commissioner of the District of Columbia and assigned as an assistant to Gov. Goethals. He has been at the Isthmus since Dec. 1, and on Jan. 1 will succeed Col. Harry F. Hodges as Engineer of Maintenance of the Panama Canal. Col. Hodges is now acting Governor of the Canal Zone. He will leave the Isthmus on Jan. 1 to return to the United States.

When Secretary Garrison was asked today why Lieut. Col. Harding had been sent to the Canal Zone he said:

"We must always have at Panama an

experienced second man, who will be in training for the first man's place. There is so much ground to be covered by the functions of the Governor, and it is such a big job and there are so many technical and engineering features of the work, that we decided it would be absolutely foolish to send a brand-new man to the Canal Zone to take the place of the Governor at any time the Governor left there. If we send a new man who did not have at his fingers' ends everything pertaining to the canal, the Government would be greatly embarrassed if any delicate situation arose. So we have sent Col. Harding there in accordance with this policy to go into training in order that he will be competent to take charge of the canal any time that Col. Goethals goes away, either temporarily or permanently."

What reward shall be conferred on Col. Goethals for his successful completion of the greatest engineering feat in the world's history has not been determined by the Administration or Congress. Secretary Garrison is seeking an opportunity to examine many bills introduced in the House and the Senate providing for honors for Col. Goethals and those chiefly concerned in the canal construction.

It is expected that Secretary Garrison will shortly put into writing his views with regard to these proposed measures. It seems to be already settled that Col. Goethals will at least be elevated to the rank of Major General, with full pay for the period of his life beyond the date of his retirement from active service.

ORGANIZE TO AID FRANK.

Committee in Every New York
County to Get Petitions for Pardon.

A meeting will be held this morning at the office of Meier Steinbrink, 215 Montague Street, Brooklyn, to organize a Leo M. Frank Committee of fifty prominent Brooklyn men who will circulate through the State petitions asking Gov. Slaton of Georgia to pardon Frank.

Joseph Goldstein of 16 Court Street, Brooklyn, who started the Brooklyn petition for the pardon of Frank, which now has 6,000 signatures, said yesterday that an effort would be made to have ex-Judge Edgar M. Cullen and Presiding Justice Almet F. Jenks of the Appellate Division, head the committee on which a number of the most prominent men of Brooklyn have promised to serve.

Mr. Goldstein said that, since the petition had been started, he had received letters, telegrams, and telephone calls from men in New York and all parts of the State anxious to join the appeal to the Governor of Georgia. He said a committee would be formed in every county of the State to circulate petitions.

At the meeting today arrangements will be made to hold a mass meeting at the Academy of Music in Brooklyn at which addresses will be made and petitions will be circulated.

CANAL SAVES HER 10 DAYS.

Indradeo's Captain, In from Far
East, Says Locks Work Rapidly.

The steamship Indradeo, which arrived yesterday from the Far East with 11,000 tons of mixed cargo, was the first Indra liner to pass through the Panama Canal. She saved about ten days.

Capt. Thomas R. Evans said that he left Yokohama on Nov. 1. The only German cruiser he sighted was the one interned at Honolulu. He did not keep to the regular track, however. "If you were going to walk up to Times Square," he said, "and had warning that there were savage lions loose in Broadway you probably would take another route, and that's what I did."

Capt. Evans said the canal locks worked splendidly and very rapidly. As to the slides in the Culebra Cut, Capt. Evans said the dredges worked on the slides in the mornings and let the ships pass in the afternoons while the channel was clear.