

ROOT COMMISSION REACHES RUSSIA

Speeding to Petrograd in Effort to Foil German Intrigues and Prevent Separate Peace.

FREE HAND FOR STEVENS

American Engineers Asked to Decide for the Government What the Railroads Need.

Special to The New York Times.

WASHINGTON, June 3.—The Root mission is safe in "a Russian port." Announcement to this effect was made tonight by the Committee on Public Information, on the basis of information received by the State Department. The announcement follows:

"The American commission to Russia, headed by the Hon. Elihu Root, arrived safely at a Russian port this morning. The Navy Department, Secretary Daniels stated, received a dispatch today announcing the safe arrival of the vessel bearing the members of the commission."

The name of the port was not made public in keeping with the policy of the Washington Government endeavoring to maintain as much secrecy as possible regarding the itinerary of the party. Within ten days at the latest it is believed they will be safe in the Russian capital. The commission, which left Washington about May 15, charged with greetings to the new democratic Government of Russia and authorized to pledge unstinted aid from the United States not only in the prosecution of war against the common enemy, but in the rehabilitation of the demoralized country, has been engaged in a race against time.

As quickly as the fastest obtainable trains can take them they are hurrying to Petrograd in an effort to be present with such advice and assurances as they find the Russians willing to accept, and to steady the situation before German intrigue can bring about either a separate peace or the breakdown of the Russian military machine.

PETROGRAD, June 2, (via London, June 3.)—The American Railroad Commission, which has arrived at Vladivostok, can render an enormous service to Russia, in the opinion of N. V. Nekrasoff, the Minister of Communications, expressed in an interview with The Associated Press today. He was particularly convinced of this, he said, as he was leaving it an absolutely free hand to decide what the Russian railways needed.

The commission will be furnished with interpreters and other assistants by the Foreign Office, which, M. Nekrasoff says, is taking great interest in the American body's work.

"In pursuance of our policy in leaving the commission a free hand," continued M. Nekrasoff, "we have no detailed program for it. The commission will spend some days at Vladivostok in order to arrange for the construction of a workshop for putting together American locomotives, which heretofore have been assembled only at Harbin. On the way Chairman Stevens will inspect the Siberian Railroad and decide on a report to us as to what defects there are in the construction and management and how these may be remedied.

"There is an enormous future, both during and after the war, for American producers in the construction of railroads and the supply of materials alike. Already vast orders are pending. Last year we ordered 600 locomotives, and this year 500 more. We want altogether 3,000 locomotives as soon as possible. We have ordered in America already 20,000 freight cars, and desire at least 50,000. We have also ordered in America 150,000 tons of rails, and want altogether 350,000 tons.

"I shall discuss with the commission our great railroad construction program, adopted before the revolution, and now being reconsidered. I regard the arrival of the commission as a most important event, both for Russia's successful conduct of the war and her economic development afterward. My department will do everything to facilitate the work of Mr. Stevens and his associates, and expects from it still closer bonds with industrial America."

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