TAFT PLEADS FOR ARMY

NEED OF PREPARATION.

Washington Quoted on Value of Readiness—Unwise Economy.

Chicago, Feb. 22.—Secretary Taft this afternoon, before an audience which filled the Auditorium to the doors, delivered an oration on "The Army and the Republic." He spoke under the auspices of the Union League Club. In the morning he addressed five thousand school children in the same hall on "The Philippines." In his address this afternoon Secretary Taft said:

Among the many important political topics which the birthday of George Washington suggests is the Army of the Republic. Many of the years of his life which were most valuable to his country were spent in the command of an army which won for us our independence.

The first question which suggests itself is: Does the Republic need an army? There is an indefinite, elusive, but influential impression in the minds of many that there is something in a regular army inconsistent with the purposes of a republic. The organization of a republic, however, does not prevent the possibility of war, as our history has clearly shown.

In this Republic we need an army for three purposes: First, as essential to any satisfactory system of national defence; second, as an indispensable instrument in carrying out our established international policy; and, third, which I may say is the least important function, the suppression of insurrection and civil strife. Taking up these in their order, let us quote from Washington. In 1796, while he was still President, he used these words:

"Offensive operations oftentimes are the surest, if not in some cases the only, means of defence."

"It has been, very properly, the policy of our government to cultivate peace. But, in contemplating the possibility of our being driven to unqualified war, it will be wise to anticipate, that frequently the most effectual way to defend is to attack."

And he said:

"I cannot recommend measures for the fulfilment of our duties to the rest of the world without pressing the necessity of placing ourselves in a condition of complete defence and of exacting from them the fulfilment of their duties toward us."

"To be prepared for war is one of the most effectual means of preserving peace."

Again:

"A free people ought not only to be armed, but disciplined. To this end a uniform and well digested plan is requisite."

In his farewell address he advised his countrymen to remember "that timely disbursements to prepare for danger frequently prevented much greater disbursements to repel it," and also advised them to take "care always to keep themselves, by suitable establishments, in a respectable, defensive posture."

John Adams, his successor as President, said that "the national defence is the cardinal duty of a statesman."

THE MONROE DOCTRINE.

Secondly, we have taken a position with respect to the republics established in this country, in Central and South America and the West Indies, which is approved by both the great national parties and which has been repeatedly announced as the policy of the government by various Presidents and Secretaries of State. I allude to the Monroe Doctrine. There are differences of opinion as to what this doctrine includes and as to how and with what limitations it ought to be stated. Speaking generally, however, it is an assertion on the part of the United States to the European and other powers of the world that no interference with the Central and South American and West Indian governments by European powers will be permitted which shall have for its object and result the acquisition by the European powers of the territory of such nations for colonization or territorial aggrandizement. This is not a doctrine sustained by any principles of international law; it is a governmental policy which this government believes to be essential for its own interests and as well for the interests of the countries whose integrity it protects. Whatever the motive, whatever the purpose, the assertion involved must rest for its sanction, not upon international law acquiesced in by all civilized nations, but rather upon the power to enforce it of the nation which asserts it. By virtue of this doctrine we, in effect and for defensive purposes extend the frontiers of the United States far beyond the actual confines of our territory, to Central America and the islands of the Gulf of Mexico and the Caribbean, to the mouths of the Orinoco and the Amazon, to Magellan and Terra del Fuego.

As we assume the right, so we must undertake the responsibility of measures for the defence of those boundaries whenever, for the purposes of disturbing the integrity of any of the many nations thus included, a foreign force shall invade their borders. How could we maintain such a doctrine if it should ever be questioned in the strenuous race for trade and for colonization that now is rife among the European powers? Could we do it otherwise than by an expeditionary force to the country invaded for the purpose of assisting the local forces in repelling the invader? It is true that our navy, enlarged as it is, would discharge a most useful function in the defence of the invaded country, but it could make but little headway against hostile forces landed therein, and, after that, the only method of asserting our international policy would be by the use of the army of the United States.

In the matter of the suppression of insurrection and civil strife during the great rebellion, of course the necessity for raising an immense army for this purpose was shown, but I do not conceive that under present conditions in this country there is any probability of domestic insurrection which will require more than the use of the improved National Guard of the States by the State authorities themselves.

The history of this country since the beginning of the Revolutionary War shows that during at least one-fourth of the life of the country the government has had a war on its hands in some part of its dominions. It is therefore most unwise to prophesy as to what may happen in this respect in the future.

TIME NEEDED TO MAKE SOLDIERS.

It is a fact, whether the American citizens realize it or not, that time is indispensable to the making of good soldiers. Our own sad experience proves this proposition. The lessons of history should forbid us to stand in an atmosphere of illusion respecting the remoteness of war and the efficacy of a brave but unorganized people to grapple successfully with another nation equally brave, but better organized. We must have forces trained and ready to enable us to meet a possible foe with some chance of success. We cannot, and should not, maintain a large regular army, but for a nation of 80,000,000, or, counting in the people who live in our dependencies, nearly 90,000,000 of people, a regular army of 100,000 men is a small force, considering especially the fact of the remoteness of the Philippines, the Isthmus of Panama, Porto Rico and Alaska. It is a less percentage of the population than was the army in Washington's time, in Jefferson's time, or, indeed, in Madison's time. In addition to the regular army there should be a provision for an efficient reserve of national volunteers, and such a plan for the co-operation of the militia forces of the States with the federal government and its military establishment as to make that force effective to repel invasion and constitute an effective part of our national defence. When this country has had to wage war the troops upon which it had to rely were in large part men who had, when they shouldered their guns and were brought first into battle, never been subjected to military drill or military discipline, and it has required time to prepare them to be useful.

Again, our geographical position, three thousand miles from the European shores, and six thousand or seven thousand miles from the Asiatic shores, has given us a sense of security against foreign attack which was much more justified in Washington's time than it is to-day, because the perilous and slow navigation of the ocean has now been succeeded by the quick transportation of great ocean liners which could land an army corps on our shores, if undefended by army and navy, in less than ten days after they had left their home port. Nevertheless, while this magnificent isolation does greatly reduce the necessity for elaborate preparation for war by a large standing army, it does not dispense with the necessity for having "a small but good army," as Washington once phrased it.

GREAT COST OF ARMY.

A fourth reason for our failure to prepare in times past has been the cost of our armies, whether regular or volunteer. Our regular army to-day amounts in effective force to about 60,000 men, and it costs us, in round numbers, about $72,000,000 to sustain our military establishment. France maintains an army on the active list of 646,000 men, and it costs her $152,000,000. Germany maintains an army which has upon its active list 640,000 men, and it costs her $144,000,000 a year to maintain it. In other words, France has an army about nine times the size of ours, which it costs her substantially less than twice the sum to maintain, while Germany has an army more than ten times as large, which it costs her just about double the cost to maintain. In addition to this, we are carrying a load of pensions for our Civil War veterans and our Spanish war veterans, amounting to about $150,000,000. It is entirely natural for the representatives of the people in Congress to hesitate to increase a military establishment proportionately so expensive as compared with other nations.

The construction of a large and efficient navy is very much more popular than the organization and maintenance of a small and efficient regular army and military establishment. The popularity of the navy, as compared with the army, is doubless partly attributable to the traditional feeling against a standing army, already alluded to, while the navy has rarely, if ever, been used to hold down a people or prevent the enforcement of the popular will. An efficient navy is, of course, very necessary to secure proper respect for the rights of our citizens abroad, and while it is also a most important agency in the national defence it must not be forgotten, though it frequently does escape the attention of legislators, that a mobile army is as indispensable to national defence as fortifications or a navy. All our coast defences are for the purpose only of keeping foreign navies out of our harbors and away from our principal centres of population and wealth; but it is entirely impossible to use them to prevent an enemy who reaches our coast from landing an expeditionary force and taking our fortifications in the reverse.

TO MEET INVASIONS.

There is not a single one of our coast defences which is adapted to repelling an attack from the land side, and should a large trained army land, as it might do after a successful naval fight, at any point upon our long coast line outside the harbors of the large cities, we should need a mobile army to meet and drive it off. It must be remembered that of the 60,000 men that we now have in our army more than 14,000 are in the coast artillery and are absolutely needed to give efficiency to our coast armament. Our mobile army, therefore, constituted of infantry, cavalry and light artillery, and spread all over the world, numbers less than 45,000 men. I am aware that the possibility of a foreign foe landing on our shores is regarded as very remote, and it is also true that if such an event happened we could call into requisition the National Guard, now made by law the militia of the States. But we have a long coast line, and it might be difficult for us to foretell or foreknow at what point the foreign army was to be landed in time to bring a sufficient force to meet it. Certainly the arm upon which we must depend for quick action would be the regular army, and if that was not immediately effective immediate disaster would certainly follow.

The military policy of the United States has been the subject of discussion by Brevet Major General Emory Upton, a colonel of artillery in the United States army. He devised a new system of tactics which revolutionized the tactics of the army.

It is my purpose this afternoon to consider, not in detail, but in general, the criticisms of General Upton, and to show that in many respects the lessons which he drew from our experience in the Civil War and in the earlier wars of the Republic have not been without their effect upon the legislation with respect to the military establishment in this country, and a great improvement has been made in the preparation for war which ought to be made by a great nation in time of peace by legislation and executive action since the Spanish war. And that legislation which is now pending, if enacted into law, will make still further progress toward the ideal which he has described as a proper military policy of the United States.

MR. BONAPARTE ON NAVY.

Secretary Tells of Needs at Johns Hopkins Celebration.

Baltimore, Feb. 22.—The thirtieth annual Commemoration Day of Johns Hopkins University was celebrated to-day by exercises appropriate to the occasion. President Ira Remsen presided and addresses were delivered by Dr. Lewellyn F. Barker, of the Johns Hopkins Medical School, and Secretary of the Navy Charles J. Bonaparte. The subject of Secretary Bonaparte's address was "Our Navy—Why We Need It and What It Needs," during the course of which he spoke as follows:

On the twenty-second of February one can hardly doubt that, however forgetful it may be, or seem to be, of his words in moments of distraction, the American people would order its national life, would mould its traditional policy, with the counsels of Washington. I answer therefore the first of two questions I have prefixed to this little paper by saying that we need our navy to make and keep ourselves such a nation as Washington hoped and believed we should become, to assure what he called the "rank due to these United States among nations," not as a matter of vanity, but as needful to our safety and our credit, as at once the measure and the sanction of our national duty to mankind. To understand its true utility and full mission, however, we must constantly bear in mind that the navy is essentially a branch of the country's military strength. It exists that it may fight if need be, and, to be really useful, it must be sufficiently strong and sufficiently prepared to meet any enemy it might be called upon to encounter. We need such a navy because, again in the words of Washington, "to secure peace it must be known that we are at all times ready for war."

The same thought gives us the answer to my second question: In the first place, the navy needs a great deal of money, for modern warfare is already very expensive and grows more expensive daily. An enlightened and patriotic public opinion will, I feel confident, sustain the legislative branch of our national government in a policy of discriminating and judicious liberality toward the navy, and it will also understand that the navy's necessities cannot be fixed in advance.

The second great need of the navy is, to my mind, a thorough and unsparing, but fair and intelligent criticism. But the duty of fair criticism has a negative no less than a positive side: It forbids unfair criticism, and criticism is surely unfair when based on wilful misrepresentation or voluntary ignorance of material facts.

Finally, my friends, the navy needs, needs perhaps more imperatively than aught else, an assurance that the public sympathizes with its work, that the public knows and feels its value to the nation.

WASHINGTON AND NAVY.

He Began Policy of "Big Stick," Ambassador Reid Tells Navy League

London, Feb. 22.—Washington's Birthday was honored in London by a dinner under the auspices of the local branch of the Navy League of the United States at the Savoy Hotel. Ambassador Reid presided, and about one hundred and fifty Americans were present. The decorations were elaborate, the Stars and Stripes predominating. After toasts to President Roosevelt, King Edward and George Washington Mr. Reid made a speech. He said the London section of the Navy League of the United States was happily inspired to appropriate the anniversary of the birth of the greatest American for its own use, for it was Washington who set forth, even in the infancy of the Republic, the necessity for the immediate development of naval strength. The policy of the "big stick," he said, began in our Presidential records with Washington, and merely was accepted in all honesty and put into picturesque language by Theodore Roosevelt. Therefore the Navy League, in undertaking to back up Theodore Roosevelt in his fell purpose to follow in the footsteps of George Washington at home, seemed to need activity in that direction, and so he advised the league to enlist Americans visiting in London in the Navy League. Mr. Reid concluded with a eulogy of the personnel of the American navy.

Other speakers of the evening were Lieutenant Commander J. H. Gibbons, the naval attaché of the American Embassy; Major John A. Beacom, the military attaché; Louis Hay and F. E. Bliss. Among the cable messages of greeting were dispatches from Secretary Bonaparte, Admiral Dewey and General Horace Porter.

A MIDSHIPMAN ELOPES.

Officer Supposed To Be Connected with the Annapolis, Marries Philadelphia Girl.

[By Telegraph to The Tribune.]

Wilmington, Del., Feb. 22.—Preston Ercelle Cloud, a midshipman in the United States Navy, and Miss Pauline Wiedmann, both giving their residence as Philadelphia, eloped to Wilmington late last night, and were married. The bridegroom, who is said to be attached to the cruiser Annapolis, now in the League Island Navy Yard, Philadelphia, went to the office of Magistrate Brown here after 10 o'clock and obtained a marriage license.

Then a clergyman who was about to retire was called upon, and a half hour later he married the couple in his home.

WANTS $500,000 FOR CUSTOM HOUSE.

Washington, Feb. 22.—Assistant Secretary Taylor of the Treasury Department appeared before the House Committee on Buildings and Grounds today to explain the needs of the new Custom House in New-York City. He said that $500,000 more will be required to complete the building according to the original plans.

SANITARY TREATY RATIFIED.

Washington, Feb. 22.—The Senate to-day in executive session ratified the treaty with South American countries relating to quarantine regulations. The treaty is similar to that with European countries. It was ratified without opposition.

D. C. MILES NOT ASKED TO RESIGN.

Washington, Feb. 22.—Daniel C. Miles, a brother of Lieutenant General Nelson A. Miles, and for some years one of the national bank examiners for Massachusetts, who, because of failure to be assigned to any recent duty, has been practically dropped from the service, has forwarded to the Controller of the Currency petitions looking to his retention as an examiner. Controller Ridgely, however, has not taken any action. It was not true, he said, that Mr. Miles had been requested to resign, as was reported. He simply had not been reassigned to any duty in his district.

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MR. KNOX'S RATE BILL IN

PROVIDES FOR REVIEW.

Lively Contest Expected in Senate Committee To-day.

[From The Tribune Bureau.]

Washington, Feb. 22.—To-morrow will witness the beginning of the real contest over the Railroad Rate bill. The skirmish will be fought in the Senate Committee on Interstate Commerce, after which the contending forces will advance their lines to the Senate, where the decisive contest will be waged.

The gage of battle was thrown down to-day when Mr. Knox introduced his rate bill in the Senate. Its vital feature, the clause for review by the courts, is the standard about which a large section of the Republican membership of the Senate and a number of Democrats will rally. Whether that feature is or is not included in the bill as it comes from the committee within the next few days, it will still be the main issue, for it will subsequently be offered in the Senate as an amendment. But to-night the pro-amendment Senators are confident that the preliminary skirmish in committee will result in a victory for them, and will add the amendment to the bill before it leaves the committee. They are counting on two, and possibly three, Democratic votes to add to the five Republican votes of which they are certain to carry the amendment through.

A militant section of the Democracy in the Senate is watching every opportunity to make political capital. Whether the leadership will be successful in maintaining party lines against the known disposition of some Democrats to vote for amending the House bill can only be determined by the actual vote.

Mr. Knox's introduction of a rate bill to-day was a surprise to the Senate. Knowledge that he has been actively at work with Senator Crane to bring order out of the chaos which has existed for ten days over the rate bill lent significance to his action, and appreciation of that fact was shown by the Senate listening with deep attention to the reading of the bill in full on its introduction—a rare occurrence in the Senate.

PRAISE JUDICIAL REVIEW CLAUSE.

It can be said with authority that the judicial review clause is entirely satisfactory to the Republican members of the committee, with the exception of Senators Clapp and Dolliver, who are opposed to any amendment of the Hepburn bill in that particular respect. Some other features of the Knox bill are opposed by extreme pro-railroad Senators as being too stringent on the roads, but they will be subject to future consideration.

Senator Knox's friends know that he has been actuated all along by a sincere desire to frame a bill that would effect the ends desired by the Administration, yet would stand the test of constitutionality, which any rate law will certainly be put to in the courts. He also labored to have a bill that would protect the interests of shippers and the public at large, as well as be just to the railroads.

The course of procedure in committee probably will be to lift out the judicial review clause from the Knox bill and offer it as an amendment to the Hepburn bill. Senators Dolliver and Clapp mean to fight amendment to the end. They contend that President Roosevelt is satisfied with the Hepburn bill without the judicial review clause, and will urge its omission.

Senator Knox declared to-night that his bill was not the result of any conference between or agreement with other Senators, and represented no views but his own. He added:

During the last six months I have been carefully studying the general question of rate regulation, and from time to time putting down the ideas which occurred to me for the purpose of embodying them in a bill. I did not intend to introduce a measure, but for some reason or other during the last few days I have been placed in the public mind as standing out for the review feature for which, of course, the railroads are contending. My bill very clearly shows that I am standing also for the interests of the people. The feature of the judicial review is covered in the bill, but an examination of the measure will demonstrate conclusively, I think, that its principal purpose is for the public interest.

Perusal of the bill will prove that it is broader in its scope than any other that has been presented, and that it will leave fewer questions for controversy. The cases that have been decided against the Interstate Commerce Commission have been in the main based upon the findings of the court that the particular matter complained of was not within the terms of the act as it now stands. I believe that no such construction as that could be put upon the bill, as by its terms it confers upon the commission a jurisdiction co-extensive with the regulative powers of Congress under the constitution.

PROVISIONS OF MR. KNOX'S BILL.

Senator Knox's bill provides that all acts of Congress and the provisions of this bill relating to interstate commerce "shall extend to all common carriers engaged in commerce to which the regulative power of Congress extends under the Constitution of the United States by the transportation of persons or property wholly by railroad, or by the transportation of persons or property partly by railroad and partly by water, when both are used for a continuous carriage or shipment. Said provisions shall also extend to all the facilities and instrumentalities connected therewith to which the regulative power of Congress extends, whether owned or provided by the carrier or not." It also provides that all charges of whatever nature shall be just and reasonable. When a rate is unreasonable the commission shall order it reduced, and when reduced "such reduced rate shall be the maximum to be observed by the carrier, and when the commission shall order a practice to be changed, its order shall be observed by the carrier." The review provision is as follows:

Section 5.—That the orders of the commission, except orders for the payment of money, shall take effect within such reasonable time as shall be prescribed by the commission, and shall continue for such period of time, not exceeding two years, as shall be prescribed in the order of the commission, unless sooner set aside by the commission or suspended or set aside by order of a court in a suit to test the lawfulness of said order; but any carrier, person or corporation, party to the proceedings affected by the decision of the commission as to the rate or practice covered by the complaint, or by its order prescribing a different rate or practice, and alleging either or both to be a violation of its or their rights, may institute proceedings against the complainant and the Interstate Commerce Commission in the Circuit Court of the United States for the district in which in any portion of the carrier or carriers that were parties to the complaint may be located, sitting as a court of equity, to have such questions determined, but in no other way shall the lawfulness of such order be questioned, and in all such proceedings the court shall have power to make orders to secure the appearance of parties from any part of the United States, and the existing laws relative to evidence and to proceedings under the acts to regulate commerce shall be applicable. Provided, however, that no order of the commission reducing a rate shall be set aside or suspended by any interlocutory decree of the court without requiring a deposit of the excess charge or sufficient bond to secure to the parties entitled thereto the repayment, if the commission's order is sustained, of all moneys received by the carrier in excess of the rate fixed by the commission, and the court shall determine in such interlocutory decree what practices shall be pursued by the parties pending the litigation, in order to make this right of repayment certain and effective.

Another section relating to appeals follows:

Section 9—That in all proceedings arising under this act in which the United States or the Interstate Commerce Commission is a party, an appeal from the final decree of the Circuit Court shall be only to the Supreme Court, and must be taken within thirty days from the entry thereof. No appeal shall operate as a stay or supersedeas of the decree appealed from.

The bill empowers the commission to establish through routes to and from points between which through routes are not maintained by the railroads complained of. Where parties to a joint rate fail to agree as to the apportionment the commission is authorized to make the division between the carriers. The punitive measures for violations of orders of the commission and other features are similar to those of many other bills, including the Hepburn bill, changes having been made by Senator Knox only in so far as necessary to harmonize his court review feature with other portions of the measure.

In a brief statement regarding his bill, Senator Knox said:

I present a bill to supplement and amend the act to regulate commerce, which I ask may be referred to the Committee on Interstate Commerce, but before sending the bill to the desk I ask for unanimous consent to say a word in explanation of my reasons for offering this bill at so late a date.

It has been very generally reported, and it is a fact, that I have recently, upon request of different persons interested in the rate regulation measures now pending before the Senate, submitted my views as to a provision which I deem essential to the certain constitutionality of the bill passed by the House of Representatives. I presented my views by taking out of the bill which I now offer Section 5, and that section cannot be thoroughly understood independent of its context. It is not my expectation that the bill which I now offer will receive any further consideration from the committee than they may choose to give it as throwing light upon a provision for review in the courts of the action of the commission, and if it is of any assistance in that direction, I shall be more than satisfied.

At the request of Mr. Aldrich the bill was read at length.

Mr. Foraker gave notice of a speech for next Wednesday on the rate question.

The Senate Committee on Interstate Commerce met informally to-day and discussed the Railroad Rate bill, without taking action on amendments. The members seemed to consider that nothing could be accomplished to-day, as it had been agreed that important amendments were not to be disposed of until to-morrow. All the members of the committee were present except Senators Cullom, Carmack and Clapp. After the committee adjourned Senators Elkins, Aldrich, Kean, Foraker and Crane assembled in the private room of the chairman for a conference, and it is understood that they will draft an amendment providing for judicial review of the orders of the Interstate Commerce Commission. Thus far they have not formally submitted any amendment on which they were united.

RIPLEY HITS RATE LAW.

Says Commission Regulation Would Not Stop Rebates.

Los Angeles, Feb. 22.—President E. P. Ripley of the Southern Pacific Railroad spoke before the Chamber of Commerce to-night.

In discussing railway rate legislation Mr. Ripley said:

Do you realize how easy it is to form what is called "public opinion" on any subject? Such "public opinion" as exists in favor of rate making by the Interstate Commerce Commission has been artificially manufactured. The commission itself, with a hankering for more power, with the aid of one man from Milwaukee with a grievance, started the agitation, and having started in, enlisting the powerful aid of the President, has stampeded the country and at least one branch of Congress. It is my belief that not one person in a hundred throughout the country has any interest in the question.

Of all the offences charged against the railroads, that of discrimination is the only one that has any foundation on fact, yet none of the bills proposed at this session of Congress touch this question at all. The main feature of all the bills proposed is the provision that the Interstate Commerce Commission may name what it considers a reasonable rate, and that such a rate must at once go into effect (there is no provision for maintaining the rate when it is made), and, of course, it is just as easy to pay rebates out of rates named by the commission as out of those named by the roads themselves.

MAKES PIPE LINES COMMON CARRIERS.

Washington, Feb. 22.—Pipe lines are made common carriers and subjected to the regulations of the Interstate Commerce act by a bill introduced to-day by Representative Rhinock, of Kentucky. Mr. Rhinock said of the bill: "The purpose is to force pipe lines to accept oil from all wells and to deliver to independent refiners as well as to the Standard Oil Company."

ECONOMY FOR INDIANS.

House Committee Cuts Estimates Nearly $500,000.

[From The Tribune Bureau.]

Washington, Feb. 22.—A fresh instance of the programme of economy of the present Congress was furnished to-day in the report to the House of the Indian Appropriation bill, carrying $358,784 less than the bill passed at the last session. The Commitete on Indian Affairs made a cut of nearly half a million dollars in the estimates submitted by the Indian Department for current and contingent expenses and for fulfilling treaty stipulations for the fiscal year 1907, and this was done despite strong pressure to make important improvements at the reservations. The bill as reported appropriates $7,785,528 23. Of this amount $3,659,955 is for the support of schools, the greater part of the remainder being for the fulfillment of treaty stipulations. One tribe, the "Kicking Kickapoos," formerly residents of Oklahoma, have removed themselves from the guardianship of the United States by going to Mexico, thereby saving the government $3,000 annually, while another tribe, known as "Big Jim's Band of Shawnees," have sold their property and scattered, relieving the government of another annual appropriation. The Senecas, of New-York, one of the most important tribes now existing, are provided for with the usual appropriation of $11,902 50, and the Six Nations, of New-York, get $4,500. The total amount appropriated for the Indian service in New-York is $18,002 50. There are several new provisions in the bill, some carrying appropriations and others matters of corrective legislation. The committee indorses the project for the irrigation of Indian reservations, the expenditures to be reimbursable from the sale of Indian lands, which will be sought for should the irrigation plans develop. The Commissioner is authorized to investigate the feasibility of establishing a reform school and a sanatorium for the treatment of those afflicted with tuberculosis. He is also directed by a provision of the bill to take action looking to the suppression of the traffic in intoxicating liquors among Indians.

ARMY BILL DEBATE.

House Refuses to Adjourn for Washington's Birthday.

Washington, Feb. 22.—The House of Representatives refused to adjourn in celebration of Washington's Birthday, and the members took part in a general field day of debate on the Army Appropriation bill.

The speeches took a wide range. First, the system of promoting and retiring army officers was attacked by Mr. Prince, of Illinois, who elicited many comments in disapproval of the methods for which he said the President and the Senate were responsible, and which, he asserted, had resulted in a retired list costing $2,700,000 a year, consisting of officers who "were holding the flag with one hand, while the other was in the Treasury for money that had never been earned."

An exhaustive discussion of ship subsidy was made by Mr. Gilbert, of Kentucky, who declared that the American merchant marine is the finest in the world, and included the Morgan ships under the British and German flags. In case of war, he said, their only protection would be the United States, where their owners and the capital invested belonged.

Mr. Clark, of Florida, made a speech against the House organization, and was answered by Mr. Grosvenor, of Ohio. Mr. Keifer, of Ohio, commended the Army bill, but attacked the general staff system. He also replied to speeches by Democrats on that measure, and on immigration, tariff and subsidy. The day closed with a lively discussion of the Payne Custom House bill.

General debate on the Army bill was exhausted, and that measure will be ready for amendment when the House meets to-morrow.

SALE OF PAINTINGS AT WALDORF.

A sale of imported paintings will be held in the grand ballroom of the Waldorf to-night. Prior to the sale the paintings will be on exhibition at the Fifth Avenue Art Galleries. James P. Silo will be the auctioneer.

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ARMY AND NAVY NEWS.

[From The Tribune Bureau.]

Washington, February 22.

REAR ADMIRALS TO RETIRE.—Two billets in the Navy Department will be vacated shortly. One is the place of paymaster general, now filled by Rear Admiral H. T. B. Harris, retired, who is expected to ask to be relieved from the duty in the next few months. At least, that seems to be the impression among some twelve or fifteen officers of the pay corps who have made evident their desire to succeed Rear Admiral Harris at the head of the Bureau of Supplies and Accounts. It is possible, however, that they are doomed to disappointment, and that Paymaster General Harris will remain on duty for a year or more. At all events, the candidacy is well under way, and much interest is taken in the fight, which promises to be full of spirit. The other vacancy will be that at the head of the Bureau of Yards and Docks, the chief of which, Rear Admiral M. T. Endicott, of the corps of civil engineers, retires for age in November next. Early in April his term as bureau chief terminates. As there are no active candidates, and as Rear Admiral Endicott has served in a most useful capacity, he is likely to be reappointed and serve until his retirement, and possibly for a longer period. Rear Admiral Endicott, in addition to being chief of the bureau, is an isthmian canal commissioner.

WAR COLLEGE COURSE.—An interesting series of military lectures, to which few army officers in Washington are admitted, is being delivered every Thursday afternoon at the Army War College in Washington. The lectures this year to the officers detailed for duty with the college, and one officer representing each branch of the service in the War Department, are a systematic discussion of the employment of infantry, cavalry and artillery and the respective special staff corps in time of war, together with such subjects as military fire and the system of communication on the battlefield. These lectures have to do with preparedness for conflict, and represent the most expert view obtainable of the duties of the various branches of the military establishment in the field in the presence of the enemy. These comments are influenced to a great extent by the information which has been brought from Manchuria by the service observers with the Japanese and Russian troops in the recent conflict. In many respects the theories of the past have been shelved by reason of new equipment and new methods which were first practically tested in the battles in Manchuria. It is observed that the experts who represented the various armies are people who show that their respective branches are still indispensable in most engagements and that there is no form of fighting which can do without a given method. The officers who served as observers in Manchuria, of course, give an account of their experiences, most of them illustrating their talks with lantern pictures. The other officers make use of this information in a general application of it to the subject of the conduct of battle.

STANDING OF MIDSHIPMEN.—The examination of the members of the midshipman class of 1904, to determine whether they shall be commissioned as ensigns in the navy, discloses the interesting fact that two of the three who failed were of the three former hazers who were reinstated to the class after graduation at Annapolis by special act of Congress and against the advice of Rear Admiral Brownson, then superintendent of the Naval Academy. These young men are E. W. Chafee and P. H. Lofland. They will be examined with the next class. Of those who passed, two members will be assigned to the corps of naval construction; they are F. G. Coburn and W. P. Donley, who will be ordered to take a two years' course in naval construction at the Massachusetts Institute of Technology, at Boston. Those midshipmen from New-York who have passed are R. B. Hilliard, H. S. Howard, W. I. Sedgwick and W. H. Toaz.

TO AID IN TOWING THE DRYDOCK.

Naples, Feb. 22.—The United States protected cruiser Tacoma, Commander J. T. Smith, sailed to-day with additional towing apparatus to join the drydock Dewey at the Canary Islands. The Tacoma will go with the drydock to Gibraltar.

BILLS PASSED BY THE SENATE.

One for the Punishment of Hazing at Annapolis.

Washington, Feb. 22.—The Senate to-day passed a bill for the punishment of hazing at the Naval Academy. It gives authority to the Secretary of the Navy to dismiss at any time a midshipman whose presence he considers for any cause contrary to the best interests of the service, but the accused man has the right to demand a court martial. It repeals the existing law requiring the dismissal of midshipmen found guilty of hazing, gives authority for courts martial for hazing under certain conditions, and authorizes graded sentences under the acts of June 23, 1874, and of March 3, 1903; requires all instructors and officers at the Naval Academy to report offences to the superintendent, and defines hazing as "the unauthorized assumption of authority by one midshipman over another."

The bill authorizing the purchase of coal lands in Batan, Philippine Islands, at a cost of $50,000, was passed, as was also the bill amending the Philippine tariff law on textile fabrics and shoes.

The remainder of the day was devoted to listening to the reading of Washington's Farewell Address by Mr. McCreary. The Senate adjourned until Monday.

THREE ADJOINING HOUSES ROBBED.

Three houses in Henry-st., Brooklyn, were robbed early yesterday morning. The thieves got about $1,000 worth of silverware, clothing and a little money. Those robbed were F. T. Sherman, of No. 265; H. W. Beebe, of No. 267, and C. M. Bull, president of the Crescent Athletic Club, of No. 289.

ACCUSE WOMAN OF TRAIN WRECK.

[By Telegraph to The Tribune.]

Tiffin, Ohio, Feb. 22.—Mrs. Cora Carpenter was arrested here to-day accused of wrecking a Pennsylvania freight train a week ago Wednesday night and attempting to wreck a fast passenger train on that night and the night following. Mrs. Carpenter is a member of a well known family of this county. The authorities declare it was a miracle that a fast train, crowded with passengers, was not wrecked on the first and second attempts to ditch it.

MR. WATSON RENOMINATED.

[By Telegraph to The Tribune.]

Indianapolis, Feb. 22.—Congressman James E. Watson was renominated by the Republican District Convention at Greenfield to-day. Resolutions were adopted praising President Roosevelt and indorsing his policies.

ACCUSE DEAD BANKER.

Eighteen Suits Against Estate by Investors in Brick Works.

[By Telegraph to The Tribune.]

Stamford, Conn., Feb. 22.—Startling charges are made in suits brought to-day against Jennie C. Ferris and J. Irving Dibble, of Norwalk, executors of the will of John N. Ferris, of that town, to recover damages aggregating $55,000. There are eighteen distinct suits, and the papers were served to-day by Deputy Sheriff Hendrie, of Stamford. Michael Kenealy, chairman of the Republican State Central Committee, and John F. Kealing are counsel for the plaintiffs. The charges concern John N. Ferris, of Norwalk, who died April 10, 1904, leaving a large estate. Mr. Ferris was president of the First National Bank of South Norwalk, a State Senator, and in public and private life was considered a man of sterling character.

It is charged that in September, 1903, he induced the plaintiffs, who were personal friends, to purchase preferred stock of the W. A. Underhill Brick Company, engaged in making and selling bricks and selling agricultural products from certain real estate owned at Croton Point, N. Y., telling them that the stock was as safe as government bonds, that the manufacturing plant alone was worth more than the company's outstanding obligations, that the business was prosperous and the company was paying dividends of 7 per cent a year on the preferred stock and was likely to pay larger dividends.

The plaintiffs further allege that Mr. Ferris, knowing the contrary to be true, deliberately misrepresented the situation to them with intent to sell the stock and defraud them; that the brick company was financially embarrassed, the stock they bought worthless, and that the issue of the stock in question was not to make improvements to the plant, but to raise money to meet outstanding obligations other than the mortgage for $175,000, and enable the company to declare fraudulent dividends.

The plaintiffs say they did not know a thing about the company save what Ferris told them, and that it was on his advice solely they made the investment. The plaintiffs presented claims against Mr. Ferris's estate, but the executors disallowed them, hence the suit. The plaintiffs and the amounts for which they sue for are as follows: Oscar St. John, $1,000; Susan Watkins, $1,000; Samuel Grumann, $2,000; E. N. Sipperly, $3,000; William Comstock, $2,000; Thomas S. Osborn, $3,000; Albert Davis, $4,000; Albert S. Comstock, $9,000; Josephine Stilson, $2,000; G. N. Goodrich, $2,000; Henry Seymour, $2,000; Adelaide N. Sipperly, $4,000; William F. Aston, $3,000; John H. Knapp, $2,000; George W. Carroll, $3,000; Fred W. Aunton, of Darien, Conn., $6,500; Grace E. Osborn, $3,000, and Edward Lowder, $2,000. All the plaintiffs save Mr. Aunton are Norwalk people, and all in moderate circumstances.

BIG APE ATTACKS MAN.

Camden Man Teases Pet Orang-Outang and Has Close Call.

[By Telegraph to The Tribune.]

Camden, N. J., Feb. 22.—The face of a big orang-outang reflected in a mirror of his bedroom saved George Kruck, city sealer of weights and measures, from probable serious injury at his home, No. 466 Pine-st., this morning.

The beast had been presented to Mrs. Kruck, and although kept in a large cage was frequently allowed the freedom of the house. Mrs. Kruck had more influence over the beast than any one else.

This morning Mr. Kruck teased the orang-outang in its cage. Mr. Kruck went to his room to finish dressing. He stood before the mirror tying his cravat when he caught sight of the ugly face of the brute over his shoulder. As Mr. Kruck turned the animal grabbed a paperweight from a dressing table and threw it with terrific force at Kruck's head, missing it and shattering the mirror. The crash brought Mr. Kruck's son to his aid and the two men were getting the worst of the scrimmage when Mrs. Kruck appeared and coaxed the animal into its cage.

The firemen of No. 1 Engine Company now have a new pet orang-outang.

MORE TELEPHONE CAPITAL IN CANADA.

Montreal, Feb. 22.—The Bell Telephone Company of Canada, at its annual meeting to-day, announced that it had asked permission of the Dominion Parliament to increase its capital from $10,000,000 to $50,000,000, in view of the necessary extension of lines in the near future.

MOTHER OF 25 CHILDREN DEAD.

[By Telegraph to The Tribune.]

Denver, Feb. 22.—Mrs. Elizabeth Conway, fifty-nine years old, died yesterday. She was a great grandmother and the mother of