UNDERWOOD FOR RAILWAY CONTROL, NOT OWNERSHIP

Solution of Problem Lies in U. S. Regulation for Good of All.

RATES TO BE HIGHER, SENATOR DECLARES

CHICAGO, Feb. 4.—Senator Oscar W. Underwood in an address here this evening before the American Electric Railway Association said that government ownership of transportation facilities is not the solution of present difficulties, but that proper government supervision is absolutely necessary for the prosperity of the railroads and of the public which depends so much upon them.

Senator Underwood pictured the results of financial starvation to which the railroads had been subjected and called on the country for fair play for them.

He attacked the existing laws, saying that the main trouble with the regulation that has been imposed on the railroads is that it is destructive, not constructive, and has been piecemeal, not comprehensive.

The maze of regulations of the Federal Government and of all the States has resulted in turmoil, he said, and he insisted that one master must be substituted for the existing forty-nine masters that now regulate American railroad commerce.

10,500,000,000 Passengers.

The organization of men that heard Senator Underwood represents electric railways which each year carry some 10,500,000,000 passengers and receive therefor about $50,000,000. Senator Underwood's speech was delivered at a banquet of the association and of the American Electric Railway Manufacturers Association.

At the outset of his address Senator Underwood said the railroad problem now is the most important before the American people and that the solutions which are reached now will be the basis upon which the great governmental and economic problems of the future United States will rest for centuries to come. He continued:

"The President of the United States in his recent message to Congress has recommended that a commission should be appointed to give a thorough investigation to all the problems that confront us in the field of transportation.

"As I understand the purpose of this investigation it is not to hold an inquest on what has happened in the past. The real purpose of the investigation is to give an opportunity for all concerned—the farmer, the merchant, those directly engaged in transportation, the Interstate Commerce Commission and the railroad managers—to appear before a committee of Congress and state their views in reference to the solution of this great problem.

"The capital invested in transportation is about one-sixth of all the wealth of the country and about one-twelfth of all our people depend for their livelihood on the wages paid by the transportation corporations. Seventeen billion dollars of the people's savings are invested in transportation securities.

"Two decades ago the great trunk lines of the country were able to borrow in this country and abroad the money necessary to increase their facilities at 4 and 4½ per cent. interest. Railroad bonds were considered by the investing public a first class investment. Practically none of the loans can now be placed at 4½ per cent. interest.

"The sole source of revenue for the maintenance, development and expansion of our railroad systems must come from the men who ride on the trains as passengers, and from the men who ship their goods over the railroad lines.

"If you increase the interest rates the transportation companies must pay in the end. You must get the money to meet the increases either by the reduction of wages, the curtailment of facilities or by an additional charge on the passengers and shippers of freight.

"Practically speaking, the last alternative is the one we must adopt. The opening of new fields for investment has taken away from the transportation lines much of the market they enjoyed for their securities in the past.

Expenses Have Gone Up.

"The rates of taxation have increased in every State of the Union. Wages have gone up. The cost of equipment and supplies has greatly increased. If it had not been for economic management many of the railroads that are running to-day would have been forced into the hands of receivers.

"And there is the further problem that we must consider, and that is the safety of the employees, passengers and freights that are carried over our transportation lines.

"Revolutions do not move backward, and if we are unable to successfully and fairly regulate the transportation systems of America, the country will demand that we go forward, and the next step ahead is the government ownership of the railroad lines. I think a step in that direction would be most unfortunate.

"It would lead to many evils that we dream not of to-day; to avoid which we must work out a satisfactory system of government regulation, both for those engaged in the shipment of freights and those who have their money invested in the means of transportation. It is therefore a matter of great importance that we should earnestly endeavor to reach a fair and reasonable solution of the problem of regulation at as early a date as possible.

"I think it can be said without expectation of contradiction that, taken as a whole, the transportation system of the United States, so far as performing its proper functions in the transportation of our freights to their ultimate markets and the carriage of passengers to their destination with safety and economy, is breaking down.

"What, then, must we do to solve the problem? To restore confidence in the minds of the investing public as to railroad securities? To insure rapid transportation of passengers and freights to their ultimate destination at reasonable rates, and to provide for the safety of transportation and the increased facilities that are necessary to transport the growing business of the nation?

"These results cannot be accomplished by moving backward or divorcing our transportation system from Government control. Nor can it be accomplished without great danger and great cost to the people by progressing to the ultimate step in advance and accepting Government ownership of the transportation lines.

The Golden Mean.

"In my judgment we must find the golden mean. We must solve the problem along lines of private ownership and Government regulation. We must consider the wisdom of Government supervision of the issuance of all securities by our transportation companies, with the assurance to the public that new capital will be invested to secure proper facilities and used for legitimate purposes—not for speculation. We must assure the public that when they invest money in railroad securities which are supervised by Government regulation we stand for a system of regulation which will allow the transportation companies to charge such rates for carriage as will enable them to promptly meet their interest account as well as their operating expenses.

"We must perfect a system of regulation that will recognize that the transportation lines of America are great public highways in which the people are as much interested as those who have invested their capital in them; that every shipper in America must have equal rights in the transportation of his goods along those highways; that rebates and discriminations of all kinds must be of the past and prohibited in the future, and we must recognize that the man who is willing to invest his money at a moderate rate of interest in railroad securities is not exploiting the public but is a public benefactor.

"In my opinion an adequate transportation system means:

"1. Roadbeds must be made more secure and more permanent.

"2. Trackage must be enormously increased and many roads double tracked.

"3. Safe equipment must be sufficient to satisfy requirements at any and all times.

"4. Terminal facilities must be greatly improved and largely increased.

"Stated briefly, then, our question is whether the American people are willing to put up with an unsafe, inferior and inadequate transportation system or have the intelligence to pay for one that will supply their needs and protect the lives of the people.

"The main trouble with the regulation of our railway system is that corporate law has been destructive, not constructive; has been piecemeal, not comprehensive.

"To solve these problems it is proposed that a committee of Congress shall give a thorough and complete hearing to all who desire to present their views. Let us hope that the result of the investigation will be productive of wise legislation—legislation that will build up and not destroy—legislation that will be helpful and not hurtful—legislation that will bring lasting and complete prosperity to the people of America."

Other speakers were Jacob M. Dickinson, former Secretary of War; C. L. Henry, president of the Indianapolis and Cincinnati Traction Company; Thomas Finugan of San Francisco and N. T. Guernsey, general counsel of the American Telephone and Telegraph Company.

FILIPINOS PROGRESS IN SPITE OF CRITICS

Education and Better Highways Make Natives So Civilized Whites Can Travel Now Without Being Molested.

By OSCAR KING DAVIS.

MANILA, Dec. 21.—The promise of the United States to the Philippines has always been: First, peace and order; second, education and development, and third, ultimate independence. When the treaty of Paris left these islands under American sovereignty there were several policies any one of which might have been adopted by the United States with sound justification.

The one chosen was "the Philippines for the Filipinos," and there has been no change since then. That policy has received the ratification of four Presidential elections and the day has gone by when it could be shifted honorably for another.

Yet a considerable part of the criticism and complaint that now comes from the Philippines regarding the Administration here comes from men who always have opposed the policy of "the Philippines for the Filipinos" and who are following the same line of opposition and complaint they have followed from the first. These men are chiefly business men who always have stood for a policy of American exploitation here, or at least for a policy of development under American guidance and for the benefit of Americans instead of the Filipinos.

Criticism from these men loses some of its importance at the start by reason of their long continued and unbending antagonism to what is sought to be accomplished. From the day when Mr. Taft told them that it was not essential to the Government to have them stay in the islands and they could go home if they wanted to their feelings, their opinions and their arguments seem always to have had secondary consideration from the authorities.

Criticism Is Bitter.

The natural effect of that has been to swell the volume of criticism and increase its vigor and bitterness until today Manila is full of caustic conversation which is based on no better foundation than that described above, but which is calculated to give a casual observer or a first time visitor the impression that the whole Philippine proposition had gone or is going straight to the dogs.

Apart from this perennial opposition of American business the criticism of the way in which public affairs have been managed, and are being managed, comes almost wholly from narrow partisan politicians. There is a part of it, though, which is even more narrow and bitter than the political. That is social.

There the women are involved, and when injured femininity is concerned there is trouble. The Governor's lady happens to overlook the visiting Congressman's lady and the United States rings with the bitter result.

"More trouble is taken," the old proverb says, "for one little woman than for ten saintly gentlemen," and the author might have been thinking of the Philippines to-day when he wrote it.

Fundamentally there is no difference between Republicans and Democrats as to policy for the Philippines. Both declare in favor of "the Philippines for the Filipinos," and behind the formal talk of both there has always lain the indefinite promise of ultimate independence. The difference is in the interpretation and application of the policy.

Differences Between Parties.

The Republicans say that the time is not only not yet ripe for Filipino independence, but that it has not yet come even for any large and responsible share in their own government. The Democrats say the time is here now for Filipinization of the insular government, as well as of the municipal and provincial governments. They argue in support of their policy that the Filipinos never can be educated in self-government until they are permitted to practise it.

There is opportunity for argument on this difference between Republicans and Democrats. But it ought to be an argument on the facts and not a frenzied shriek by a Congressman whose wife fancies she has been slighted and who travels about at home describing the Governor-general as boiled and paralyzed to the midst of the wreck he has wrought. As a matter of fact that official probably is working sixteen or eighteen hours a day over an appropriation bill, visiting the different provinces and feeling huskier than he ever did before.

The Americans have made good on the first part of their promise to the Philippines. Peace and order have been restored and are maintained effectively and easily. There has been no trouble anywhere in the islands for a long time and none for years among the Christian Filipinos.

The establishment of civil government among the Moros in Mindanao two years ago was accomplished by great head wagging on the part of the wise men of the opposition and much solemn prediction that it was a bad, bad business. But somehow it has worked all right for these two years.

The scattered troops have been gathered in one place, and the strong hand of the government is represented by the civil governor and the few detachments of constabulary responsible to him.

White Travellers Safe.

There is no part of the Philippines inhabited by Filipinos where a white man may not travel alone as safely as he would through a similar country at home. No man need hesitate to go by automobile, by cart or by pack horse where he will in these islands to-day for fear of assault or illegal interference.

Even among the non-Christian tribes in the mountain province great progress has been made. From the early days of American occupation it has been safer for Americans to travel among head hunters than for Filipinos. But now the American Government has made it practically safe for both to go about much as they will without danger of molestation.

Always there has been talk of a possible renewal of insurrectionary activities and for many years, no doubt, that kind of talk will continue, because it suits the purposes of some men to have it continue. There is peace in the Philippines, a peace which cannot be denied for any personal or unworthy reasons, and the people are prosperous, happy and contented.

Education and development were the second part of our promise to the Philippines. It has not been possible to keep this promise in the same degree as that regarding the restoration of peace and order. These things take time, and they require money. Great effort has been given to the problem, and much money has been spent on it.

There can be no honest question that the result has been good. But good is just as much a relative matter now as it was in the days of Aristotle. Certainly the result might have been much worse than it is, and it is conceivable that it might have been better. But to go about declaiming that the result is bad simply because the declaimer thinks it might have been better is about the most foolless criticism I have heard of the present day Philippine situation.

It is enough to say that, whereas in Spanish days schooling was only for the fortunate and those with money, and for very few of them, nowadays it is for nearly all who desire it. More than one-fifth of all the revenues of the island government goes to education.

Not another Government on earth spends such a proportion of its revenues for that purpose. With a population of between 8,000,000 and 10,000,000, more than 500,000 children are in school. The percentage is practically level with that in the United States.

The critics say that what the children get is no good. I have heard it condemned and the bitter statement made that almost all of the money spent here on education is wasted. But the criticism comes from men who speak their prejudice and not their knowledge.

Compared with what the children get in their schools in Kansas, or elsewhere in the United States, no doubt what they get in their barrio schools here is of little good. But compared with what they got before the American occupation it is of inestimable value. It is at any rate a strong, substantial beginning, and much more. There has been some nonsense about it. Faddists and theorists have had their hands on the machine, and some queer things have been done and some mistakes made.

They Even Read Chaucer!

I ran across a school the other day where the Filipino children were struggling with an English spelling lesson that would have stumped many an American. I asked the teacher how they got along with it, and he replied:

"Oh, very well with this, but they have some trouble with Chaucer."

"Do you mean to tell me," I asked, "that Chaucer is in their course?"

He put up his arm like a man warding off a blow.

"Don't blame me," he said; "I didn't do it. The curriculum is fixed in Manila."

However foolish the inclusion of Chaucer in the course for Filipino boys and girls in a provincial high school may be, it does not utterly condemn the whole work. Yet there is much wholesale criticism of just that character.

On the promise of development the construction of means of communication easily takes first place. It constitutes an enormous benefit to the islands. Hundreds of miles of road and trails have been opened or brought from a condition where travel depended wholly on the stoutness of your will and the state of the weather to a condition where automobiles and carts pass freely at all times exactly as they do on the best roads in the United States.

With the development of highways there has been railway building also, but that is a subject about which there is not the same justification for enthusiasm. It might be worth the while of some of the Republican Congressmen who are making any and every possible thrust at the Democratic Administration to take a look into what their Republican brethren did in the way of railroad building and contracting.

Mistakes in Administration.

The fact is there have been mistakes in every administration here since the Americans came, and joining the Republican party hasn't made a good man out of a bad one, any more than joining the Democratic party. It doesn't do the least good for Democrats and Republicans in the United States to throw mud at each other about what Americans have done here, where most of the work has been honest, conscientious and thorough.

It has been of constant and increasing benefit to the people most concerned, the Filipinos.

With the development of roads has gone the extension of the postal service, the construction of telegraph and telephone lines, and the linking of the various islands.

It has been a development of communication and transportation side by side, and it is such a development as that which is the foundation of civilization the world over. It is because the Chinese have never made it that they are "chinaled" to-day.

It is because it has been well started in the Philippines that these people are vastly further along to-day on the road to adequate management of their own governmental affairs than they ever would have been without it.

CARRANZA DEFIED BY OAXACA STATE

Legislature Ignores U. S. Recognition Until First Chief Gives Guarantees.

CANNOT RESIST LONG

Special Cable Despatch to THE SUN

MEXICO CITY, Feb. 4.—The Legislature of Oaxaca has issued a manifesto reiterating the statement that recognition of the Carranza Government by foreign nations cannot constitute for Mexicans a reason for their submission to the Government, as this would derogate from the dignity of national sovereignty.

However, the manifesto adds, if the recognized administration gives guarantees to observe the laws of the Constitution and of humanity Oaxaca, which only declared herself neutral for self-preservation and which did not participate in the partisan fratricidal warfare, will lend its efforts to reestablish peace, reassuming her place among the States.

But if the Administration fails in this regard Oaxaca will resist to the last, continuing to defend its institutions and sovereignty until constitutional order shall have been reestablished.

Many Oaxacans arriving here say they fled from their State because Constitutionalists under Gen. Manuel Castro will surely take Oaxaca city within a week and they feared persecution. The fugitives say that Castro after being appointed Governor of Oaxaca by Carranza established a temporary capital at Salina Cruz, marching thence with a large and well equipped force toward Oaxaca city, taking first all the coast region to prevent Oaxacans from receiving war material, especially ammunition, of which they are very short, from Villistas, from the cientificos or from Estrada Cabrera.

Gen. Castro, they said, is strongly garrisoning Puerto Angel, Jamiltepec, Pochutla, Mishuatlan and Ejutla. They declared that Castro met with little resistance, as the Oaxacans had modern mauser rifles, but hardly any ammunition.

Castro treated rigorously the towns that surrendered, executing alleged Felixistas, particularly in Mahuatlan, where he executed a priest, and at Ejutla, fifty kilometers from Oaxaca city, where he had his headquarters.

When the travellers left, Castro was then preparing, they said, to continue his march to the capital. Panic was reigning there. It is expected there will be little resistance, but much bloodshed when the capital falls.

The fugitives say that Gen. Higinio Aguilar's forces, whom they passed while en route for Mexico city, have headquarters at Teotitlan del Camino in northern Oaxaca. The forces are well drilled and have plenty of ammunition. They are largely composed of veterans of the late Gen. Huerta's time and it is expected they will resist desperately when their region is attacked.

The travellers say that Gen. Aguilar's army has been reenforced by Gen. Rafael Equiluiz, with a force of Zapatistas. Both leaders declared they would move not southward to defend Oaxaca city but would defend the northern part of the State, carrying resistance, if necessary, into Puebla and Morelos.

VILLA IS SURROUNDED.

Gen. Gavira Says He Cannot Escape This Time.

EL PASO, Feb. 4. Gen. Villa and his followers are surrounded by Carranza troops between Ojo Calientes and Moctezuma, south of here, according to Gen. Gavira, in Juarez. He said that Villa cannot possibly escape this time, as the encircling armies have thousands of soldiers.

Fighting was reported to-day at Parral, southwest of the city of Chihuahua. As Carranza forces hold the town the attack is probably being made either by the forces of the Arrieta brothers from Durango or those of Gen. Argumedo.

A band of Villistas yesterday attacked the railroad station garrison at Moctezuma, cutting one telegraph leading from the border to Chihuahua city and destroying part of the depot before Constitutionalists from Villa Ahumada drove the bandits away.

URGES MORE ARMY DOCTORS.

"Medical Record" Says Navy Also Needs Physicians.

"If the present Congress does not increase the army and navy," the *Medical Record* says editorially, "the next most assuredly will do so. Most of the details of this increase do not concern medical men as such, but only in their character of citizens; they are, however, vitally concerned that the size and efficiency of the Medical Corps, in both services, shall be increased pari passu with the increase in fighting men and equipment.

"At present the number of officers in the medical services of the army and navy is far below what is required for a peace footing, below even what it was proportionately in 1861 at the beginning of the civil war. The total number of available army surgeons, including those in the Medical Reserve Corps and the National Guard, is only a little over 2,000, comparatively few of whom have had adequate training or experience, whereas there should be at least ten times that number of men perfectly fit and adequate to meet any medico-military emergency.

"Congress is notoriously indifferent, if not hostile, to the medical needs of the public service and will seldom listen to any calls for improvement in the Medical Corps of the army or the navy in the way either of an increase in numbers or of a betterment in rank and pay which would serve to attract good men.

* * * It is therefore most probable, indeed practically certain, that Congress will ignore the Medical Corps, while providing for an increase in the army, unless it is forced by the physicians of the country to take the necessary action."

The *Medical Record* suggests that medical societies throughout the country should follow the examples of the Southern Medical Association and the Medical Society of the County of New York in demanding of Congress an adequate and proportional increase in the Medical Corps.

CARGO SUBMARINE INVENTED.

Bridgeport Man Designs Undersea Boat With Two Hulls.

BRIDGEPORT, Conn., Feb. 4.—A design for a submarine with two hulls to carry foodstuffs or other materials has been patented by Simon Lake. The prompt granting of the patent has given rise to a belief in submarine circles here that the Government may be planning to build such undersea boats.

The submarine is designed primarily to carry food supplies to a blockaded port. One of the most important inventions connected with the boat is the method of obtaining a quick "trim" by a series of tanks and ballast compartments. The cargo will be carried in hermetically sealed containers similar to large milk cans.

SENATE VOTES TO FREE THE FILIPINOS

Bill First Gives Civil Government, Then Absolute Independence.

MEASURE WINS 52 TO 24

WASHINGTON, Feb. 4.—The Senate passed the bill giving civil government to the Philippines to-day. The bill passed retained the Clarke amendment, giving absolute independence to the Filipinos after two and not later than four years.

The action of the Senate yesterday in refusing to table Senator Hitchcock's substitute for the Clarke amendment containing the President's views was reversed in its effect to-day when the Senate by a vote of 52 to 25 rejected the Hitchcock amendment. The Senate then passed the Philippine bill by a vote of 52 to 24.

Six Republicans voted for the bill carrying the Clarke amendment—Borah, Clapp, Kenyon, La Follette, Norris and Works. The rest of the Republicans voting were recorded against the bill.

It was evident that the Republicans were playing with the bill, which accounted for the contradictory votes on it in the various stages. The bill will go to the House, and it was said on high authority that it will not get through that body in the form it was passed to-day. The Clarke amendment will be either eliminated or much modified. It was said to-day that Representatives Shirley and Fitzgerald had told the Senate leaders the bill could not pass the House in its present form.

Ridicules the President.

In the closing debate Senator Norris took a fling at the President, who, he said, had changed his attitude many times on public questions.

"If he makes another trip West and this time goes to the coast he will come back probably demanding not simply the greatest navy in the world but a greater navy than the combined navies of all the world," said Mr. Norris. "Then when we begin to be taxed to pay for it we will appreciate the effects better."

Senator Borah suggested that the President had gone to the taxpayers with his programme and come back more enthusiastic for it than ever.

The bill passed to-day carries most of the constitutional guarantees to citizens of the Philippines, who are definitely to be "inhabitants" who were Spanish subjects on the 11th day of April, 1899, and then resided in the islands and their children born subsequent thereto.

Contracting of polygamous or plural marriages hereafter is prohibited.

Intoxicants are barred from the islands except the native wines.

The bill requires all expenses of the Government of the Philippines shall be paid from revenues of the Filipinos. It confers full legislative authority on the Filipinos and provides that no statute of the United States shall hereafter apply to the Philippines unless specifically stated.

Transfers All Lands.

It transfers to the Filipino civil government all lands and property acquired by the United States as a result of the war with Spain, except such as may be retained by the President for military purposes. Tariff laws for the Filipinos are to be passed on by the United States before becoming effective. The bonded debt of the island is limited to $17,000,000 at any one time.

The bill creates a Filipino Legislature and defines the qualifications and powers of its members. It fixes the qualifications of voters.

The most important feature of the new Government bill, however, is the Clarke amendment, put into the bill on the floor of the Senate over the protest of the author of the bill and his committee. This gives independence to the Filipinos in from two to four years from the date of the approval of the act.

Efforts to soften the provision to place it in the discretion of the President failed. The only reservation is the authority to the President to postpone the proclamation of independence at the end of four years if he finds that conditions in the Philippines are not such as to justify it and then he can but delay the time until the end of the session of Congress convening after the date of the proclamation fixed in the bill.

Congress may repeal the act, but the President cannot stay it. The Senate voted out a provision in the original Clarke amendment authorizing the President to start negotiations with foreign Powers respecting the independence and neutrality of the islands.

JUNIOR NAVAL RESERVE SUBSCRIPTIONS STOP

Books Are to Be Examined for Collections Made by Blum and Perry.

Announcement was made by the Navy League yesterday that at a meeting of the executive committee of the organization, former Ambassador to France Robert Bacon, was named as a committee of one to go over the books of the Junior Naval Reserve and report upon conditions.

Mr. Bacon, cooperating with Herbert L. Satterlee, counsel for the league, at once engaged an expert accountant, who will be accorded by the officers of the Junior Naval Reserve, every opportunity to go over the books.

Action of the executive committee, it was said yesterday, followed the discovery that a large force of collectors, among whom were Al Blum and Handsome Charley Perry, friends of George Paxter, specialists in subscription work, were descending upon New York and other cities, obtaining subscriptions from patriotic citizens. So soon as the records of these collectors were reported to the Junior Naval Reserve officers the work was stopped, but not before, it was said, more than $60,000 had been collected. In view of the impression that might have been gained generally from the reputation of the collectors, the investigation was determined upon.

The Junior Naval Reserve, designed to encourage the youth of the land towards the merchant marine service was organized six months ago by L. S. Dabo and Charles B. Helm, who are publishers of the *Seven Seas Magazine*. The reserve has a distinguished list of vice-presidents, headed by Admiral Dewey, but so far as can be learned no branches have been organized. At a meeting of the executive committee of the Navy League, Frederick Van Rensselaer and E. T. Stotesbury announced that their names appeared as vice-presidents, but they had not been made aware of the honor until after they had seen the stationery.

Ralph B. Strassburger was sued for $250,000 damages in the Federal Court yesterday for alleged slander of Saul Dabo and Charles B. Helm, publishers of the *Seven Seas* magazine. The action is based on alleged statements of Mr. Strassburger concerning Dabo's and Helm's activities.

WILSON RECEPTION FOR CHIEF JUSTICE

Presidential Pair Show No Sign of Fatigue Despite a Trying Week.

LARGE COMPANY PRESENT

WASHINGTON, Feb. 4.—The second State function at the White House this season was held to-night, a reception in honor of the Chief Justice of the United States Supreme Court and the Judiciary of the United States and the District of Columbia. This usually is the least picturesque of all the State functions and as a rule the smallest. To-night that rule was broken and the gathering, while not nearly so large as at the first reception this season, was of notable size. There was a smattering of diplomats, general officials and army and navy men and women and, as usual, many of the residential set. The house was attractive in its simple decorations of spring flowers and ferns. The Marine Band furnished music.

President and Mrs. Wilson when they came downstairs and passed through the red corridor at the head of the Cabinet line, looked not the least fatigued after their week's travel. They were escorted by the military and naval aids at the White House. Mrs. Marshall was in the receiving line for the first time this season. She stood beside Mrs. Wilson for an hour and a half, then dropped out and sat in the Blue Room until nearly midnight.

The hour for the reception was shifted from 9:30 to 9 o'clock, with the idea that it might be over by midnight. The Chief Justice and Mrs. White, who were the first to enter the Blue Room after the receiving party had taken their places, left soon after 10 o'clock, as the Justice makes it a rule to keep early hours.

Mrs. Wilson in Black.

Mrs. Wilson was attractive to-night in a gown of black velvet, the front panel being a mass of embroidery in turquoise and opalescent beads. The court train of velvet was outlined with turquoise and the bodice softened with white tulle. A diamond bar, a brooch and string of pearls were her ornaments. She wore a bunch of mauve orchids.

Mrs. Marshall was in black velvet, a straight panel in the back forming a long square train. The front panel was a mass of black sequins and the sides of the bodice and bottom of the skirt were finished with bands of iridescent sequins. Angel sleeves were formed of black Spanish lace and her ornaments were rare antique pieces, ear rings, necklace, bracelet and brooch.

Many Pretty Gowns.

Mrs. Lansing, wife of the Secretary of State, wore ruby velvet with long train, the front panel of cloth of silk, and angel sleeves in tulle and silver lace. Mrs. McAdoo was in white satin, with old Brussels lace and angel sleeves of white tulle. Mrs. Gregory, wife of the Attorney-General, in the absence of Mrs. Garrison, wife of the Secretary of War, stood next to Mrs. McAdoo. She wore white silk net embroidered in iridescent sequins, with a court train of begonia velvet and diamond ornaments. Mrs. Burleson, wife of the Postmaster-General, was in black tulle embroidered in gold, with soft ivory black chiffon and silver, worn over black chiffon and satin.

Mrs. Daniels, wife of the Secretary of the Navy, wore a costume of orchid satin with silver trimmings and silver lace, dark fur edging the skirt and the drapery. Mrs. Houston, wife of the Secretary of Agriculture, wore white lace over black chiffon. Mrs. Redfield, wife of the Secretary of Commerce, was in black lace over cloth of gold, with gold lace bodice, and Mrs. Wilson, wife of the Secretary of Labor, wore taupe colored crepe de chene. Miss Agnes Wilson wore green taffeta and carried pink roses.

DANIELS ADMITS NAVY POLITICS

Stanford's Reassignment Due to Californians' Protests.

WASHINGTON, Feb. 4.—Secretary Daniels admitted to-day that political pressure had played some part in his decision to assign Rear Admiral H. B. Stanford as commandant of the League Island Navy Yard at Philadelphia, rather than the Mare Island yard at San Francisco, and that the political pressure was brought to bear by Congressmen from California, who resented statements by the naval officers before the House Naval Affairs Committee that the Mare Island yard was not suitable for enlargement.

The statement of the Secretary was in response to a charge made yesterday before the committee by Representative Britten of Illinois that Secretary Daniels had reassigned the officer because of the latter's unfavorable comments on the Mare Island project.

Recently Secretary Daniels assigned the construction of one of the new battleships to the Mare Island yard, recommending that several hundred thousand dollars be expended in extending the dry dock slips sufficiently to accommodate a ship of this size.

OLD COINS BRING $1,593.

Calabrian Drachm Sold for $77 at Anderson Galleries.

An extensive collection of coins and medals that had artistic and historical as well as numismatic interest was sold by auction yesterday afternoon in the Anderson Galleries.

One of the principal purchasers was W. Raymond, who gave $77.50 for No. 46, a drachm that came from Tarentum in Calabria. The handsome little coin bore a head of Pallas upon one side and upon the reverse an owl upon an olive branch. Mr. Raymond also paid $54 for No. 21, a Judean shekel dated A. D. 66-67, $26 for No. 40, a tetradrachm of Sidon of the period B. C. 405-317, and $26 each for Nos. 213 and 214, silver medals of John Quincy Adams. S. T. Cross paid $50 for No. 157, a collection of large United States cents dating from 1793 to 1857. The total for the collection was $1,593.90.

U. S. MEN PLAN FOR "PAN" CONFERENCE

McAdoo, Moore, Warburg, Fahey and Others Formulate Topics.

MEET IN BUENOS AYRES

WASHINGTON, Feb. 4.—The United States Section of the International High Commission met at the Treasury Department to-day to formulate topics for discussion at the meeting of the commission to be held in Buenos Ayres April 3, and to make plans for attending the conference.

The section consists of Secretary of the Treasury McAdoo, chairman; Prof. John Bassett Moore, vice-chairman; Senator Duncan U. Fletcher, Paul M. Warburg of the Federal Reserve Board, President John H. Fahey of the Chamber of Commerce of the United States, Assistant Secretary of the Treasury Peters, Dr. L. S. Rowe, J. B. B. Parker and Dr. C. M. McGuire.

The topics which have been submitted by the United States Section to the Argentine Republic are transportation, improved banking facilities, extension of credits, financing of enterprises, public and private; stabilizing of international exchange, arbitration of commercial disputes, negotiable instruments, bills of lading, warehouse receipts, uniformity of customs regulations and classification of merchandise, postage rates, parcel post and money order facilities, cable rates wireless telegraphy, commercial travellers and their samples, patents, trade marks and copyrights.

The other sections of the commission representing all of the countries of the Western Hemisphere also are submitting topics to the Argentine Government. These indicate an intense and widespread interest in the plans which are being made to continue the work of the first Pan-American financial conference.

Dr. Rowe, secretary-general of the commission, read at to-day's meeting reports from a number of the countries of South and Central America, showing the work which is being done by the respective sections.

The Brazilian High Commission has made a report on a number of subjects, indorsing the gold standard and recommending the adoption of the metric system of weights and measures by all countries. The Brazilian Commission also favors an international agreement on the principles of regulating the amount of gold and silver in national coins.

The Panama Commission likewise has indorsed the gold standard, expressing the desire for the adoption of the United States standard by all of the American republics and has recommended the adoption of The Hague rules on bills of exchange.

The commission adjourned to meet on March 1 preparatory to the sailing of its members for Buenos Ayres.

FLEET NOT CRIPPLED, SAYS ADMIRAL BLUE

Disputes Fletcher; Stands by Daniels Before House Committee.

WASHINGTON, Feb. 4.—Rear Admiral Victor Blue, chief of the bureau of navigation of the Navy Department, took issue before the House Naval Committee to-day with Admiral Fletcher, commander-in-chief of the Atlantic fleet, on questions of shortage of officers and men.

Admiral Blue, who was evidently prepared to stand by Secretary Daniels in the controversy, presented a prepared statement commending Mr. Daniels and denying that the Fletcher report of a shortage was "serious." He added that the lack of officers had not crippled the fleet.

Some members desired to examine Admiral Blue on the differences between his and Admiral Fletcher's conclusions. This will be deferred until Admiral Blue's formal statement has been printed and examined by the committee.

Capt. Plunkett, director of target practice of the navy, was heard behind closed doors because of the confidential nature of his testimony. He said the target practice for 1915 showed much improvement over that of 1914, when target work was interrupted by the Vera Cruz expedition. Capt. Plunkett, it was said, also told the committee that the navy was giving as much attention to target work as necessary and that in this respect the standards set by foreign navies were equalled.

Admiral Blue said the American navy had more officers per ton than French, English, Japanese or German navies and that the same was true of the proportion of enlisted men on the ships. None of the ships was lacking in efficiency, he said, because of the fact that they were undermanned or did not have a full complement of officers. He said he believed the efficiency of the men and officers was equal to that of any navy in the world.

MAYORS JOIN DEFENCE PLAN.

Nine Will Send Delegates to St. Louis Conference.

Mayor Mitchel made public yesterday a list of the Mayors who have acted on a suggestion made by him and Mayor Kiel of St. Louis and will send delegates to that city for a conference on national defence on March 3 and 4. The Mayors are William Hale Thompson, Chicago; James M. Curley, Boston; James G. Woodward, Atlanta; C. E. Sebastian, Los Angeles; Gerhard A. Bading, Milwaukee; Martin Behrman, New Orleans; H. R. Albee, Portland, Ore.; Henry D. Lindsley, Dallas and James E. Dahlman, Omaha.

Police Commissioner Woods and Fire Commissioner Adamson expect to accompany the Mayor to St. Louis.

U. S. Funds for Flood Sufferers.

WASHINGTON, Feb. 4.—The Senate by unanimous vote to-day passed an emergency bill by Senator Robinson of Arkansas appropriating $100,000 for the relief of flood sufferers in the lower Mississippi Valley and authorizing the Secretary of War to lend tents for the homeless.

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Order Demands Nordica's Cash.

Surrogate Fowler signed an order yesterday directing the Hanover National Bank to produce on February 11 a safe deposit box held by the late Lillian Nordica. Robert S. Baldwin, Mme. Nordica's executor, stated that he had been unable to examine the box.

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