SECRETARY McADOO AND FIVE OTHER NOTABLES QUIT JOBS IN ONE DAY

I need a reasonable period of genuine rest to replenish my energy. But more than this, I must, for the sake of my family, get back to private life to retrieve my personal fortunes."

Letter of Resignation.

Mr. McAdoo's letter of resignation, dated November 14, follows:

DEAR MR. PRESIDENT—Now that an armistice has been signed and peace is assured I feel at liberty to advise you of my desire to return as soon as possible to private life.

I have been conscious for some time of the necessity for this step, but of course I could not consider it while the country was at war.

For almost six years I have worked incessantly under the pressure of great responsibility. Their exactions have drawn heavily on my strength. The inadequate compensation allowed by law to Cabinet officers (as you know I received no compensation as Director-General of Railroads) and the very burdensome cost of living in Washington have so depleted my personal resources that I am obliged to reckon with the facts of the situation.

I do not wish to convey the impression that there is any actual impairment of my health, because such is not the fact. As a result of long overwork I need a reasonable period of genuine rest to replenish my energy. But more than this, I must, for the sake of my family, get back to private life to retrieve my personal fortune.

Would Avoid Inconvenience.

I cannot secure the required rest nor the opportunity to look after my long neglected private affairs unless I am relieved of my present responsibilities.

I am anxious to have my retirement effected with the least possible inconvenience to yourself and to the public service, but it would I think be wise to accept my resignation now as Secretary of the Treasury, to become effective upon the appointment and qualification of my successor so that he may have the opportunity and advantage of participating promptly in the formulation of the policies that should govern the future work of the Treasury. I would suggest that my resignation as Director-General of Railroads become effective January 1, 1919, or upon the appointment of my successor.

I hope you will understand, my dear Mr. President, that I will permit nothing but the most imperious demands to force my withdrawal from public life. Always I shall cherish as the greatest honor of my career the opportunity you have so generously given me to serve the country under your leadership in these epochal times.

Affectionately yours,
W. G. McADOO.

Reply From the President.

The President's letter of acceptance, dated November 21, follows:

MY DEAR MR. SECRETARY: I was not unprepared for your letter of the 14th because you had more than once, of course, discussed with me the circumstances which have long made it a serious personal sacrifice for you to remain in office. I knew that only your high and exacting sense of duty had kept you here until the immediate tasks of the war should be over. But I am none the less distressed.

I shall not allow our intimate personal relations to deprive me of the pleasure of saying that in my judgment the country has never had an abler, a more resourceful and yet prudent, a most uniformly efficient Secretary of the Treasury; and I say this remembering all the able, devoted and distinguished men who preceded you. I have kept your letter a number of days in order to suggest, if I could, some other solution of your difficulty than the one you have now felt obliged to resort to, but I have not been able to think of any.

I cannot ask you to make further sacrifices, serious as the loss to the Government will be in your retirement. I accept your resignation, therefore, to take effect upon the appointment of a successor, because in justice to you I must.

Says World Admires Skill.

I also, for the same reason, accept your resignation as Director-General of railroads, to take effect, as you suggest, January 1 next, or when your successor is appointed. The whole world admires, I am sure, as I do, the skill and executive capacity with which you handled the great and complex problem of the unified administration of the railways under the stress of war uses, and will regret, as I do, to see you leave that post just as the crest of its difficulty is passed.

For the distinguished, disinterested and altogether admirable service you have rendered the country in both posts, and especially for the way in which you have guided the Treasury through all the perplexities and problems of transitional financial conditions and of the financing of a war which has been without precedent alike in kind and in scope, I thank you with a sense of gratitude that comes from the very bottom of my heart.

Gratefully and affectionately yours,
WOODROW WILSON.

Coming as it did to-night without any warning the severance by Mr. McAdoo of his official relation with the President naturally has started much speculation which, however, is believed to have no basis in fact.

Decided on Armistice Day.

To a few of his intimate friends Mr. McAdoo made clear to-night how insurmountable has been the problem that he faced, and his regret at having to add at this time to the burdens of the President. Only the war has caused him to continue in office and postpone the time when he would attempt to lay by a competence. His decision to place the situation again before the President was made the very day the armistice was signed. He felt that in justice to his successor he should take this step before new policies were initiated rather than to require him to carry out a policy which he had no hand in shaping.

Intimate friends of Mr. McAdoo know that the closest of relations have existed and continue to exist between him and the President, aside from the family relationship through his marriage to the President's daughter. These friends insisted to-night that nothing had occurred to mar these relations in the slightest and any rumor of this nature arising from his resignation might be instantly dismissed.

Mr. McAdoo did not acquire a fortune, as many believed, through his promotion of the Hudson tunnel. Bringing up a large family has told heavily upon what resources he had when he came to Washington. Nobody has realized this, it was said to-night, more than the President himself.

Mr. McAdoo, after a short rest, intends to return to New York and possibly resume the practice of law. His resignation at this time, it can be stated, was in no wise influenced by any prospective business opening. He has none.

Great interest was aroused in political circles to-night by the announcement that Mr. McAdoo intended to become a private citizen. He is undeniably looked upon by many as the logical candidate of the Democratic party in 1920, providing the President does not show that he desires a third term.

Piles Cured in 6 to 14 Days.
Druggists refund money if PAZO OINTMENT fails to cure Itching, Blind, Bleeding or Protruding Piles. Stops Irritation; Soothes and Heals. You can get restful sleep after the first application. Price 60c.—Adv.

"I Am Retiring From Public Life," McAdoo Tells Newspapermen

WASHINGTON, Nov. 22.—Mr. McAdoo made the announcement of his retirement at one of his weekly conferences with a score of newspapermen to-night in his private office at the Treasury. The men for an hour had been discussing with him questions concerning future policies of the Treasury and railroad administration and were about to arise to leave when Mr. McAdoo, seated at his desk, remarked casually:

"Now, gentlemen, I have just one other little thing to say which may be of interest. I am retiring from public life."

This came so utterly unexpectedly that none of the men uttered a word of comment, and the little map and paper bestrewn office which has served as the Secretary's workroom for more than five years was still until Mr. McAdoo, in his usual tone, explained further:

"Copies of the correspondence with the President will explain the reason why I have been compelled to take this action and there isn't any other reason why I did it."

Just a few minutes before the press conference Mr. McAdoo had called in his Treasury advisers and broken the news to them. Utmost surprise was expressed by his coworkers. There had been only one rumor recently of the possibility of Mr. McAdoo's resignation and that was to the effect that he might be appointed Secretary of War while Secretary Baker went to Europe as the President's emissary. That report was specifically denied at the time and it was said that Mr. McAdoo had no immediate intention of quitting either as Secretary of the Treasury or as Director-General of Railroads.

NOTED MEN RESIGN JOBS ALL IN ONE DAY

Continued from First Page.

hope it will not be until after contract cancellations and demobilization have matured.

Mr. Ryan desires, now that the war is over, to return to his private business as president of the Anaconda Copper Company, and he indicates that copper production, one of the most important of the nation's industries, needs his services now more than the Government.

Coincident with Mr. Ryan's resignation, it was announced that William C. Potter, chief assistant to Mr. Ryan in aircraft production work, had resigned. Mr. Potter desires to return to his private business in New York. He is a banker, mining engineer, railroad man and former general manager of the American Smelting and Refining Company and head of other enterprises.

Mr. Ryan became identified with aircraft production last May at the time when charges of inefficiency and delay in aircraft building were being given an airing in the Senate.

President Wilson asked Mr. Ryan to undertake the task of putting the work on a constructive basis and Mr. Ryan became Director of Aircraft Production and chairman of the aircraft board, relieving Howard Coffin in the latter capacity. Three months later, at the time of the last reorganization of the air service, Mr. Ryan was made director of air service and Assistant Secretary of War.

Ryan's Letter of Resignation.

The War Department made public the following correspondence between Mr. Ryan and Secretary Baker:

DEAR MR. SECRETARY: With the signing of the armistice and the consequent reduction in the programme of aircraft production I believe my work here has become relatively unimportant. I have not taken over the actual direction of military aeronautics and my connection with it has not made any real change in its operations.

I feel strongly, that now the war is over, my duty lies in the line of my former work. Labor and industry of the country must be quickly adjusted from a war to a peace basis, and the copper production is one of the most vital to the country's welfare. I believe I can do much in helping to bring about stable conditions and that I should take up the work immediately.

I therefore resign as Second Assistant Secretary of War and Director of Air Service, to take effect as soon as convenient to you.

I desire to express to you my sincere gratitude for the opportunity given me to serve in the war. I have had at your hands the greatest assistance and encouragement in all the work I have had to do. I shall always prize the association with you and with the War Department.

Sincerely yours,
JOHN D. RYAN.

Secretary of War's Reply.

MY DEAR MR. RYAN—I have just received your letter of November 21. Realizing the very great importance of the production and distribution of copper in the reestablishment of our national civilian industry, and your own intimate relation to this great business, I reluctantly acquiesce in your desire to return to it and to terminate your relations as Second Assistant Secretary of War and Director of Air Service.

Your unfailing courtesy has been a source of great personal happiness to me, and your services to the country as Director of Air Service have been conspicuous; the sense of sureness and executive efficiency which your advent contributed to the air service made from the first a marked improvement in the entire prospect. The armistice of course has interrupted the constructive development of that great programme. It had, however, advanced beyond the experimental stages, and even in so new an art as the air service America's contribution within a year and a half was substantial and would, in a short time, have been determinative.

I shall accept your own judgment as to the most appropriate time for the termination of your office, expressing only the hope that you will remain until the plans for contract cancellation and demobilization are sufficiently matured to allow those who are to carry them out to have definite and fixed principles for their guidance.

Cordially yours,
NEWTON D. BAKER,
Secretary of War.

CECIL RESIGNS IN DRAMATIC MANNER

Remarkably Similar to McAdoo Circumstances.

Special Cable Despatch to THE SUN.
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LONDON, Nov. 22.—Lord Robert Cecil announced his resignation to-day in a manner most dramatic, as Under Secretary of State for Foreign Affairs. After discussing with American correspondents the internal conditions in Germany, he said:

"I do not feel satisfied as to the sincerity of the new German democracy. I believe the object of the Germans is to pretend they are a democracy with the intention of creating a more friendly feeling among the Allies, hoping to gain thereby less stringent peace terms."

He then added: "There is only one thing more to tell you. I have resigned."

John R. Clynes, the Food Controller, has resigned also.

[There is a remarkable similarity in the account of Lord Robert's resignation and the circumstances of Secretary McAdoo's retirement, which was announced a considerable time after this cable message was put on the wires.]

SCHEIDEMANN OUT; QUITS FINANCE POST

Landsberg, Publicity Secretary, Appointed to Place.

BASLE, Nov. 22.—Philipp Scheidemann has resigned as Minister of Finance in the new German Government and his place has been taken by Herr Landsberg, Secretary of Publicity, Art and Literature, according to a Berlin despatch.

Whether Philipp Scheidemann has retired from the new German Government is not made clear in the above despatch. When the Government was formed he was named Minister of Finance and Minister of the Colonies, and probably retains the latter portfolio in addition to his duties as leader of the majority Socialists. Herr Landsberg, who succeeds him as Minister of Finance, is also a majority Socialist.

FORD TO PUBLISH A NATIONAL WEEKLY

Turns Motor Car Plant Over to His Son.

Special Despatch to THE SUN.

DETROIT, Nov. 22.—Henry Ford is to publish a weekly national newspaper and will retire from active participation in the management of the Ford Motor Company, in which his son Edsel will take his place. The elder Ford will divide his time between newspaper publishing and making the Ford tractor.

Mr. Ford recently purchased the Dearborn *Independent*, published in his home town, and has plans well under way for publishing a national weekly.

"I am very much interested in the future, not only of my own country but of the whole world," said Mr. Ford today. "And I have definite ideas and ideals that I believe are practical for the good of all and intend giving them to the public without having them garbled, distorted or misrepresented.

"I intend also getting out a paper that will be of interest to the whole family.

"I believe in small beginnings and for that reason we are taking a small home paper and will build on that. We will publish it from Dearborn and intend putting up a new building to house it and get a new and complete equipment with which to print it.

"It is my intention to give the paper a great deal of my personal time. It will not be local in any way, but national in scope.

"My son Edsel has such a grasp of the business of the Ford Motor Company and by cooperating with the men with whom he has grown up he has become such an important factor in that organization he has relieved me of so much of the work and management there that I shall leave that largely up to him.

"Edsel has so familiarized himself with all the details of the motor plant in the cars he has been connected with it and has passed on large transactions with such good judgment that I know I am safe in giving it less time myself and devoting myself largely to the tractor and the paper."

E. G. Pipp, for several years editor in chief of the Detroit *News*, will be the editor of the Ford paper and is organizing a staff.

BIG ACHIEVEMENTS MARK M'ADOO'S LIFE

Successful as Lawyer, Promoter and Head of Two Great Government Bureaus.

HUDSON TUBES HIS WORK

Only 55, He Has Led Remarkably Active Career, After Doing the Unexpected.

William Gibbs McAdoo has been doing the unexpected all through his career. He quit college in his junior year to hustle for his living when the family funds ran low. He tried to give Knoxville, Tenn., its first street railway line back in 1892 and left that town for good when the city administration blocked his efforts. He surprised New York and its New Jersey suburbs by giving reality to a rapid transit vision of fifty years with his North River tubes. He failed in efforts to compete with the Interborough Rapid Transit Company for the extensions of the old subway and then dropped out of the local field to become the director of Woodrow Wilson's campaign for the Presidency and eventually Secretary of the Treasury and Director-General of Railroads.

"What is McAdoo going to do now?" was the question that people wanted answered last night after they had recovered from the shock of hearing that the most powerful figure of the Government next to the President had abdicated. Of course, they wanted to know first why he did it. The answer to that is in the despatches from Washington.

What the Secretary will do when he quits his post remains for time to develop. He said last night that he intends to look for a job. He will have scant trouble in finding one. There are many commercial houses that would be glad to have him apply himself in their interest. His experiences comprehend those of a successful lawyer, a successful promoter of a big railroad enterprise and a Government official who has had supervision of two great departments, banking and railroads.

Became a Lawyer at 21.

William Gibbs McAdoo is 55 years old. He was born near Marietta, Ga. His father, also named William Gibbs McAdoo, served in the Mexican and civil wars, was a judge, and, late in life, became professor of English literature and history in the University of Tennessee. His mother, "one of the Floyds of Virginia," wrote several novels.

When the younger McAdoo left the University of Tennessee he was made deputy clerk of the Federal Court at Chattanooga. He studied law and was admitted to the bar in his twenty-first year.

While practicing law in Chattanooga Mr. McAdoo, as counsel for two local railroad companies, acquired knowledge that was to lead him to be an important factor in the transit systems of New York city and ultimately to the war time control of all the railroads of the country.

Mr. McAdoo undertook in 1892 to give Knoxville, Tenn., its first street railway line. He was opposed by a rival company that had the favor of the city administration. The officials sent the firemen to disperse his workmen with hose lines. There was a riot. A workman was killed and many persons were hurt. McAdoo closed his business affairs there and came to New York. He did not again see Knoxville until 1912, when he spoke there for the candidacy of Woodrow Wilson for President. When he did go back, the city gave itself for a day and a night to demonstrations in his honor.

It was when he was 29 years old that Mr. McAdoo came to New York and started to practise law in an office in the back of a Wall street building. He had a wife and several children as responsibilities and no assets of much value except a winning manner in presenting matters in which he felt an interest. In 1898 he formed a law partnership with Chief Magistrate William McAdoo, who had been Representative in Congress, Assistant Secretary of the Navy and Police Commissioner. There was no blood relationship between them.

Starts Hudson River Tunnel.

It was in the spring of 1903 that New York began to hear of a plan that appeared to have substance to give the city and its Jersey suburbs railroad connection by tunnel under the North River. In March of that year the Hudson and Manhattan Railroad Company was incorporated at Albany with capital stock of $3,000,000 and William G. McAdoo as president.

Mr. McAdoo's original project was for a tunnel of two miles and an expenditure of $4,000,000. Ultimately he built eighteen miles of tunnel under land and water and spent $70,000,000. He met with many obstacles, but he had men like Frederic B. Jennings, E. H. Gary, E. C. Converse and Walter G. Oakman with him, and in 1908 success and public recognition were accorded to him in emphatic fashion with the opening of traffic in the tubes between the Hudson Terminal Building and Jersey City.

Mr. McAdoo's sons chose Princeton as their university. While visiting them the father met Woodrow Wilson, then president of the university. A friendship began which was strengthened by meetings that took place when Wilson became Governor of New Jersey and Mr. McAdoo was a business man with important interests in that State. He was one of the original boosters of Mr. Wilson for the Democratic nomination for President and was a delegate to the Baltimore convention of 1912.

During the campaign Mr. McAdoo, though vice-chairman of the Democratic national committee, was in active charge of affairs because of the illness of William F. McCombs, chairman.

Mr. McAdoo assumed control of the Treasury Department on March 4, 1913. He devoted himself to the reorganization of the nation's banking system with the Federal Reserve Bank as the foundation for the new structure. The system had been hardly more than established with the Federal Reserve Board at Washington as the central supervising agency when the outbreak of the European war confronted the nation with serious financial problems.

The interim before the war began was not without trials for the Secretary of the Treasury. He circled South America on the battleship Tennessee in the spring of 1916 with the International High Commission on Uniformity of Laws. At Callao, word was received that the bubonic plague had appeared at Lima and a scheduled visit to the capital of Peru was called off. The Government at Lima took no pains to disguise its resentment and Peruvian newspapers urged their officials to demand an apology from the United States. The State Department issued a statement that Secretary McAdoo and his party meant no discourtesy.

The country reacted from the depression that followed the outbreak of the war without any great harm having been done, and Secretary McAdoo was not backward in presenting statistics to prove that this had been due to the efficient workings of his Federal reserve system. Also he talked of resigning. In December, 1916, he told his friends that he would not be Secretary after the following March 4.

War Tasks Prove Enormous.

He did not resign, however, and when the United States became a belligerent on April 6, 1917, it was his task to meet problems of a magnitude before unknown. Taxation to meet the costs of war, loans to the Allies, Liberty Loans and war insurance were but the most important of innumerable matters that had to be worked out on a basis of staggering totals.

On December 27 President Wilson issued a proclamation for the taking over of the railroads and the placing of Secretary McAdoo in charge of them as Director-General. The Government took possession on January 1.

Director-General McAdoo appointed regional directors, cut the salaries of executives, gave trainmen a general increase, raised freight and passenger rates and cut off passenger trains. He pooled the facilities of all the roads to make a war machine that took no thought whatever of public convenience.

Secretary McAdoo married Miss Eleanor Wilson, youngest daughter of the President, at the White House on May 7, 1914. His first wife was Miss Sarah Hazlehurst Fleming of Chattanooga. They were married in Chattanooga in 1885. Six children were born. The first Mrs. McAdoo died in 1912.

Secretary McAdoo is the fourth member of the Cabinet President Wilson appointed at the beginning of his first term to resign. William Jennings Bryan, Lindley M. Garrison and James C. McReynolds were the others. It was not until Bryan and Garrison quit that McAdoo began to be looked upon as the strong figure of the Cabinet. It has been a source of pride to the President that few of his original Cabinet have left it, and it is his habit to refer to the members as a team.

Mr. McAdoo has spoken frequently of the small salaries paid to Government officials, though never in a personal way. He received $12,000 a year as Secretary of the Treasury, and nothing as Director-General of Railroads. He fixed the salaries of heads of divisions in the Railroad Administration at $25,000 a year.

$909,000,000 RAILROAD BUDGET ANNOUNCED

Programme for Improvements Is Outlined.

WASHINGTON, Nov. 22.—A programme of $909,000,000 of expenditures for railroad additions and betterments and equipment already ordered but not delivered for the remainder of this year and next year was announced to-day by the Railroad Administration. This does not include cars and locomotives which may be ordered next year.

The announcement, issued in view of recent recommendations of steel interests, that the railroads place large advance orders for equipment to keep mills busy, presented an estimate that there remains $293,000,000 to be spent out of this year's budget for additions and betterments already authorized; $366,000,000 for equipment ordered but not yet delivered, and $250,000,000 for additions and betterments to way and structures in 1919.

This is the first statement indicating what the railroads propose to spend next year for improvements to tracks and building operations. About 1,415 locomotives and 100,000 freight cars of this year's orders have not yet been delivered.

D. R. FRANCIS IS IN HOSPITAL.

Ambassador Rests in Scotland—Condition Not Critical.

LONDON, Nov. 22.—David R. Francis, United States Ambassador to Russia, is in American Naval Base Hospital No. 2 at Strathpeffer, Scotland, where he will rest for several days before coming to London to be operated upon.

Earl Johnson, Mr. Francis's secretary, arrived in London to-day. He said the Ambassador's condition was not critical and that he had suffered no setback because of his trip from Archangel to Scotland on the steamship Olympia, although rough weather had been encountered.

WILSON HAS TRIP DETAILS SETTLED

Continued from First Page.

tom of the seas, another taking up territorial adjustments, &c. The conference having to do with freedom of the seas might take months, and the problem of working out territorial questions might well take the remainder of 1919.

Each decision reached with respect to these broad gauge questions would have to be indorsed by all the nations involved, it is explained. In other words, it will not be a question of the various nations having voting power and the majority ruling. The decisions must be unanimous and the agreements indorsed by all concerned.

It may well be that the number of American delegates will have to be increased after the formal conferences begin. According to present plans there may be seven American delegates, and if the work branches out, as some here expect to see it, a larger number may be necessary.

It was intimated strongly to-day that the preliminary sessions will begin early in December. These sessions would be formal sessions, but would not take up questions of detail regarding any of the broader international questions.

The question of whether German propaganda will make its influence felt during the conference is still very much before officials and diplomats here. Reports received here to-day indicate that German propaganda is still very active in Mexico, for example. A report is now being spread there that Great Britain and France are on the verge of revolution and that President Wilson has despatched two very humiliating notes to First Chief Carranza, which will compel the latter to move his capital into the interior.

PARIS EXPECTS WILSON DEC. 12

"La Verite" Proposes Address From French Democracy.

PARIS, Nov. 22.—An address from the French democracy to President Wilson to be signed and presented to the President as a monster memorial is proposed to its readers to-day by *La Verite*. The address, it is suggested, would say:

"The undersigned French democrats present to President Wilson testimony of their entire adhesion to his messages of January 8 and November 11 which fix the basis of a universal society of nations and the eternal guarantee of peace in the world."

President Wilson is expected to arrive in Paris about December 12, according to information here to-day. Plans are being made for the entertainment of the American President as well as the allied rulers who will visit Paris in November and December.

The visits will begin with the arrival of King George and Queen Mary of Great Britain November 29, King Albert and Queen Elizabeth of Belgium will come on December 5, to be followed by President Wilson.

It is understood that President Wilson will occupy a private mansion in the residential section of the capital. No plans for his entertainment had been announced except that there will be a reception by the Municipal Council. A commemorative medal will be presented to the President then.

The arrival of the President is expected to be coincident with the resumption of the activities of the Interallied Conference. The peace congress then will begin to take definite form.

THREATEN TO BLOCK WAR REVENUE BILL

Continued from First Page.

On photographic films and plates, 5 per cent. instead of 10 per cent.

On candy, 5 per cent. instead of 10 per cent.

On firearms, shells and cartridges, 10 per cent. instead of 25 per cent.

On hunting knives and bowie knives, 10 per cent. (This tax was written into the bill after bowie knives were removed from the paragraph imposing a tax of 100 per cent. on certain dangerous weapons.)

On electric fans, 5 per cent. instead of 10 per cent. (The provision was made that the tax should apply only to portable fans.)

On thermos bottles and similar articles, 5 per cent. instead of 10 per cent.

On slot machines, 5 per cent. instead of 10 per cent.

The tax on photographs and bathing suits was eliminated. The tax on a variety of fur and hair articles was amended so as to impose a 10 per cent. tax on articles made wholly or in part of fur or whose main component was fur.

On toilet soaps and soap powders, 5 per cent. instead of 10 per cent.

On sculpture, paintings and statuary, 5 per cent. instead of 10 per cent.

On the price paid for the purchase or leasing of moving picture films, 5 per cent. instead of 10 per cent.

The committee considered reducing the admissions taxes, but voted against it. It will return to it again before completing revision of the measure.

DUTCH OFFER PLEA FOR FORMER KAISER

Allies Urged to Allow William to Remain.

PARIS, Nov. 22.—The Dutch Legation to-day published a note containing a declaration by the President of the Netherlands Council of Ministers to the Chamber of Deputies, saying the former German Emperor entered Dutch territory after his abdication as a private personage. The note says the kind of refuge granted to him is similar to that given to all foreign refugees and that the Government could not make any exception on account of his former position when he asked to be admitted to Dutch territory.

This does not prevent the Government, says the note, from carrying out the duty of watching that the former Emperor does not commit any abuse of asylum which would render hospitality detrimental to the interests of the country, the note adds that the Netherlands Government does not believe that foreign Governments, whose subjects so often have had the benefit of Dutch refuge, will refuse to respect national tradition or to remember instances when they themselves gave hospitality to dethroned monarchs.

In addition the note says that the former Emperor has not in a single instance left the park of the Amerongen castle, where he is interned.

KAISER IN PERIL IF HE VISITS BERLIN

Continued from First Page.

or the ex-Crown Prince, but who can say when this danger might not be realized if the 'guests' do not depart speedily.

"History teaches that kings in exile like to seize a favorable opportunity to reenact their former roles. We desire to express our frank opinion that not we but the allied Governments have the right to decide whether the residence on Dutch territory of individuals who are considered by them to personify the powers against which they have been fighting, is dangerous to them or not.

"If the Dutch Government has another opinion on the subject then it will have to bear the consequences, and the Dutch nation, if things come to a serious pass, will be involved in war or have to starve, forsooth, on behalf of former German royalties."

NEW HONOR FOR CASTELNAU

Hinted That General Will Receive Distinction at Strasbourg.

PARIS, Nov. 22.—Gen. Edouard de Curieres de Castelnau, who will enter Strasbourg Sunday with the French army, according to the *Echo de Paris*, will probably at that time "assume a new dignity."

It has been intimated he will be made a Marshal of France.

Gen. Castelnau entered Colmar, Alsace, to-day at the head of his troops. He was received with enthusiasm.

Paris newspapers reported earlier in the week that three new Marshals of France probably would be appointed soon and that one General would be promoted when Strasbourg was entered. Apparently one of the Generals to be elevated will be Gen. de Castelnau.

HUNDREDS KILLED IN MUNITION EXPLOSION

German Trains on Way to Rear Blow Up at Station in Belgium.

LONDON, Nov. 22.—An explosion of munition trains at the station of Hamont, Belgium, Thursday, caused many casualties, some estimates ranging up to 1,500 and 2,000. One hundred and fifty dead already have been counted according to a Central News despatch from Amsterdam. The injured were taken to Budel, Holland.

It is reported that the cause of the disaster was a bonfire built by children, which spread to two German munition trains nearby.

The destruction in the vicinity was enormous. Assistance is being sent to the stricken region from all directions. Dutch military aid has been sent across the border.

The trains were standing at the station when the explosion occurred and the entire region was soon a sea of fire. Neighboring houses collapsed burying their occupants. Three German ambulance trains caught fire and one was destroyed, eighteen of the occupants being burned to death.

Most of the victims were German soldiers who had been plundering the grain. A few Dutch soldiers also were killed.

Hamont is in northeastern Belgium, directly east of Antwerp, and is a customs station on the Dutch-Belgian border. The main railway line from Antwerp to Dusseldorf runs through the town.

U. S. RANKS SECOND AMONG SEA POWERS

Great Britain Still a Long Way in Lead, Navy Figures Show.

FLEETS OF SMALL CRAFT

Administration Eager to Push Naval Plans Before Armament Ban Is Placed.

Special Despatch to THE SUN.

WASHINGTON, Nov. 22.—The ban on news of the progress the navy has made in building fighting ships during the war was lifted to-day. Rear Admiral David Taylor, chief of the bureau of construction and repair of the Navy Department, disclosed in detail to the House Naval Affairs Committee just where the American Navy stands to-day in relation to the other navies of the world and the present status of the building programme. Instead of being in fourth place the United States now stands second in strength among the world's sea Powers, but is still a long way behind Great Britain.

The great acquisition of ships by the American Navy has not been in superdreadnoughts and battle cruisers—the backbone of the navy—but in destroyers and smaller fighting vessels and auxiliary ships such as mine sweepers. Admiral Taylor confirmed the statement that not one of the sixteen capital ships authorized in the three year building programme has yet been completed, although the Idaho is almost ready for commissioning and the Tennessee and California, all superdreadnoughts, are nearing completion. The battle cruisers are not yet under construction, but work on them is about to begin, the committee was informed.

Scores of Destroyers.

A hundred destroyers have been built, the Admiral said, and 240 others will be completed within two years. About 350 submarine chasers have been put in commission, but they will be taken out of active service or disposed of to other nations as fast as possible. The Ford "eagle" boats, numbering 100, will be kept, the Admiral said. He defended their usefulness to the navy in the future for gunboat duty and duty as scouts in waters where vessels of deeper draught could not venture.

Comparison with the British Navy crept into the hearing again, Admiral Taylor pointing out to the committee that England had in the neighborhood of 400 destroyers, possibly more, but that the American plans contemplated reaching this figure within a reasonably short time.

At the time the actual fighting with Germany was halted by the armistice Admiral Taylor declared, the American Navy, including many converted vessels which will soon be discarded and turned into other pursuits, numbered about one thousand fighting vessels. The navy had so many airplanes during the last few months of the war that some of them had to be stored away. This condition enabled the Navy Department to cancel all contracts for flying machines the moment the armistice was signed.

At Odds Over Policy.

The committee and the Secretary of the Navy are still at loggerheads on the question of policy, however. The committee was given to understand to-day that the Secretary agrees with the Republican attitude that the American Navy should equal that of Great Britain, not with any idea that there ever will be a clash between the two nations, but on account of the identical interests which the United States must now guard and because of her place among the nations.

However, the Secretary cannot understand the Republican demand that the action of the peace conference be awaited before starting on any ambitious building programme. The possibility that the peace conference may limit armaments by forbidding any fighting ships to any nation except those built, building and authorized, it was learned, is at the bottom of the desire of the Administration to have Congress go ahead with the naval programme regardless of the possible action of the peace conference.

JAPAN HONORS BLISS, MARCH AND PERSHING

Decorations Bestowed on Them by Emperor.

WASHINGTON, Nov. 22.—The Emperor of Japan has conferred decorations upon several American army officers, including Gens. March, Bliss and Pershing. Secretary Lansing was informed to-day by the Japanese Ambassador. The decoration to be received by Gens. March and Bliss is the Grand Cordon of the Order of the Rising Sun. Gen. Pershing is to be decorated with the Grand Cordon of Paulownia.

The Order of the Second Class of the Sacred Treasure was conferred upon Brig.-Gen. Frank T. Hines, Chief of Embarkation, and the third class of the Order of the Rising Sun upon Cols. Constant Cordier and Harry H. Pattison, officers of the army General Staff.

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