

# SUBMIT ESTIMATES OF EXPENDITURES

## Largest Amount Ever Asked of American Congress, Proposing a Total Outlay of \$1,285,857,808.

WASHINGTON, Dec. 6.—Congress assembled and organized today for the session which is expected to be the greatest within the memory of the people.

Four hours' work in the house saw Speaker Clark returned to the chair; present generation.

Representative Mann returned to the leadership of the republican minority; the introduction of 2,000 bills and resolutions of national defense and many more in opposition; the reappearance of constitutional amendments to enfranchise women and a miniature rules fight that flickered out with the adoption of last year's rules with a few changes.

In the senate practically nothing was done except the election of Senator Clark of Arkansas as president pro tempore. Vice President Marshall was absent because of the illness of his wife.

Both houses then, after sending a joint committee to the White House to give official notice of the opening of congress, adjourned until tomorrow, when the real business of the session begins with President Wilson's address to a joint session in the hall of the house at 12:30 o'clock.

The greatest budget of expenditures ever placed before any American congress in times of peace was brought in from the various branches of the government, the total being some one hundred and seventy million dollars more than was asked last year. The great part of the proposed increased expenditures is for the enlarged army and navy programs and, aside from working out the problem of national defense, it will be the business of congress to raise the revenue to pay for it.

Old-timers, most of them republicans, re-elected after going down with the presidential landslide in the house came for a part in the absorbing business of the next few months.

"Uncle Joe" Cannon sat on a bench in the front row and laughed while the house got into its little row over the rules and hot references to "Cannonism" went back and forth across the dividing aisle.

Even though today was only a field day, one for making new acquaintances and renewing old ones, the congressional air was charged with the seriousness of the business of legislation for a nation at peace in a world aflame with war and surrounded with almost endless possibilities.

In the stream of bills and resolutions that poured into the hopper were not only plans for military preparedness, but other proposals for investigation of the motives of men and organizations who champion national defense. Notice was given that in the senate demands would be made for a showing of what the United States has accomplished against Great Britain's interference with American commerce abroad.

The entire fabric of the American government's delicate relation to the conflict across the seas probably will be brought to the edge of congressional discussion and the administration leaders are not unmindful of their tasks to preserve a united America.

After the president has delivered his address tomorrow, both houses will proceed to perfect legislative plans. Until the working committees are fully formed, no legislation can be undertaken. While the house democrats are organized, the republican assignments will not be made before the end of the week. The senate democratic assignments will be announced later in the week. The republicans began their part of the organizational work today, re-electing Senator Gallagher their floor leader and chairman of their conference. Although some of the principal bills upon which the administration forces will be concentrated will be introduced soon, none of them can be taken up until the committee organizations are completed.

The first roll call in the house today showed 427 members present and eight absences—one of them accounted for by death. The democratic majority, although reduced, put Speaker Clark back in the chair, 221 to 194, and when the brush came on re-adopting the rules of the last house, the democratic leaders showed they still had a majority in hand, beating Republican Leader Mann's proposal for a revision, 299 to 192.

In the senate the newly re-elected members took the oath. The body was leaderless when Secretary Baker rapped for order at noon, and Senator Martin of Virginia was chosen to preside. Thirty senators were sworn in. Senators Brady of Idaho and Smith of South Carolina were absent. After this ceremony, Senator Clarke was elected and the senate recessed.

The cloture fight, as a result of its failure in the democratic caucus, did not come up. When the old rules were re-adopted, however, Senator Walsh of Montana announced that he reserved the right to submit rule revisions at a later time.

const defense and other fortification work. The amounts asked were:

Legislative, \$7,573,372.  
Executive, \$30,807,505.  
Judicial, \$1,368,500.  
Agriculture, \$24,159,083.  
Foreign intercourse, \$5,426,659.  
Military, \$152,354,259.  
Navy, \$211,518,074.  
Indian affairs, \$10,175,035.  
Pensions, \$169,565,000.  
Panama canal, \$27,555,469.  
Public works, \$104,644,689.  
Postal service, \$316,364,879.  
Miscellaneous, \$98,290,563.  
Permanent appropriations, \$135,074,673.

The postal service estimate is deductible from the total because its receipts are turned back to the treasury. That leaves \$969,492,929 as the actual total of appropriations congress is asked to make or \$1,875,857,401 more than last year.

Not a single establishment of the government asked for less than was given last year. Many requests were made for increases because of developments of the war in Europe.

The state department asked for many increases, including \$142,000 for additional clerical force in the department; \$25,000 additional for the salaries of charges d'affaires; \$25,000 for transportation and sustenance; and \$200,000 instead of the \$75,000 asked before to enable the president to meet unforeseen emergencies arising in the diplomatic and consular service.

A large item in the treasury department's increase is \$2,200,000 for collecting the income tax, an increase of \$1,000,000 over last year which, among other things will be used to hire 455 deputy collectors at \$1,600 per year, compared with 127 collectors in 1915.

The department of commerce asked for many increases for gathering information at home and abroad on commerce, industry and manufacture. Among the items included are \$250,000 to promote and develop the commercial interests of the United States, and \$100,000 to be devoted to the same ends with particular reference to South and Central America.

An echo of the Eastland steamship disaster is heard in a request for an increase of \$55,000 for the steamboat inspection service and of \$3,000 for employment of inspectors to prevent overcrowding of passenger vessels.

Labor conciliators, the labor department says, will need \$75,000 this year in place of \$25,000.

The department of agriculture asked for \$2,500,000, the same as last year, for eradication of foot and mouth disease and \$110,250 to enforce the insecticide act.

Postmaster General Burleson again proposes to conduct the rural free delivery service for less than it has cost in previous years. His estimate for the service is put at \$48,500,000 compared with \$53,000,000 appropriated for the year which ends June 30 next.

The interstate commerce commission asked generally for little more than last year, but wants \$3,000,000 more for physical valuation work.

The federal trade commission, which came into being last March, asked for its first full year's work, \$544,566 or about \$190,000 more, most of which is to be expended in the salaries of attorneys, examiners, etc.

The interior department wants \$8,247,000 for the Alaska railroad, compared with \$2,000,000 appropriated in 1915.

Both the secret service and the bureau of investigation of the department of justice, which have been busy with investigations of an unusual character on account of the war, asked for increases. The secret service \$225,000 from \$145,000 and the bureau of investigation to \$550,000 from \$485,000. In the request for an increase for the bureau for the first time appears a statement that part of the fund may be used in work for the state department.

One new feature of the estimates is the incorporation of a proposal for a government monopoly of telephone and telegraph service in Alaska, Porto Rico and the Hawaiian Islands. It is proposed that the wires in these territories be acquired for the post-office department by proper proceedings after appraisal by the interstate commerce commission, so that they may be actually taken over by July 1, 1916.

The postmaster general would be authorized to license private parties to construct and operate lines; but with the reservation that the government might buy them. The sum of \$300,000 is asked for the purpose.

The usual estimates are submitted for the upkeep of western mints and assay offices, which are the subject of attack at each session of congress.

The pension bill apparently is one of the few decreasing items, \$160,565,000 being asked in place of \$164,100,000 last year. For public buildings the estimates are about \$3,000,000 less than last year.

For the Panama canal exclusive of fortifications, etc., the estimate is \$19,301,269 compared with \$16,940,000 last year. For the reclamation service the estimate is \$13,930,000 over \$9,938,000 appropriated in 1915.

FOR RIVERS AND HARBORS.  
Almost \$46,000,000 is asked by the army engineers for maintenance and improvement of rivers and harbors for the 12 months beginning July 1, 1916. Estimates for that work submitted to congress today call for appropriations aggregating \$47,839,519. That amount is \$7,528,308 less than was estimated last December would be required for the year ending July 1 for which, after a filibuster in the senate defeated the

river and harbors appropriation bill, \$30,000,000 was appropriated in a lump sum to be used among projects selected by the secretary of war.

The great commerce-bearing rivers in the new estimates demand the larger portion of the money, the Mississippi leading with a call for almost \$10,000,000, and the Ohio following with \$5,509,500.

The country's greatest port of foreign commerce, New York, asks more than \$2,000,000 for channels, maintenance and improvement over its large area, which includes the water front and river adjoining New Jersey and Long Island.

Estimates for the larger waterways include:

Missouri river from its mouth to Fort Benton, \$2,275,000.  
Hudson river, \$2,670,000.  
Columbia river from Pittsburg Landing, Ore., to the sea, \$2,502,000.  
St. Mary's river, Michigan, \$1,300,000.

Among the estimates for western projects are:

Oregon—Coes Bay, \$70,000; Tillamook Bay and Bar, \$40,000; Clatskanie river, \$1,000; Coquille river, \$5,000; Coos river, \$3,000; Sitoula river, \$3,000; Yaquina river, \$3,000; Columbia and Lower Willamette rivers, below Portland, \$360,000; Columbia river mouth, \$2,104,000; Upper Columbia river and tributaries above Cello Falls to mouth of Snake river, \$38,000; Snake river up to Pittsburg Landing, 25,000; Willamette and Yamhill rivers, \$47,000.

Washington—Cowlitz and Lewis rivers, \$22,500; Gray's Harbor, \$500; Inner portion Gray's Harbor and Chehalis river to Montesano, \$20,000.

**Bills Introduced.**  
When late tonight the last bill and resolution introduced in the house today was filed by the journal clerk's staff, the total was found to exceed two thousand, including about 1,500 private pension bills. All day the documents had poured in, until they overflowed the bill basket and covered the clerk's desk.

There were many national defense bills, setting forth mainly the personal views of representatives. Administration preparedness measures will come later, their introduction awaiting the organization of the military and naval committees.

Representative Gardner of Massachusetts, proposed investigation of the Navy League, Labor's Peace council, the National Security League and the American Defense society. Representative Randall of California, the only prohibitionist in congress, introduced a measure designed to make the liquor traffic a "national outlaw" and barring liquor advertising from the mails.

Several plans for raising revenues were proposed. Representative Longworth of Ohio, submitted a tariff commission bill, and Representative Hill of Connecticut, one to repeal the free sugar provisions in the Underwood tariff law. Representative Adamson of Georgia, chairman of the interstate commerce committee, introduced a series of bills, including a proposal to amend the Panama canal act to permit charging of regular cargo rates for ships loaded with lumber on their decks. Representative Keating of Colorado, put in the Keating-Owen child-labor bill. Representative Mann proposed a bureau of public safety.

Representative Hill also introduced a bill providing for duties on manufactured dyes and dyestuffs designed to protect American industries being built up to produce the dyes for which most of the world has depended upon Germany.

Arrangements are rapidly being perfected for the annual ball to be given by Lewistown Typographical Union, No. 550. It will be held this year on Dec. 27, at the Armory hall, and it is the intention of those in charge to make it the most notable affair of the kind ever given by the printers in this part of the state. The Lewistown Concert orchestra has been engaged to furnish the music for this occasion.

**Proceeds to Charity.**  
The proceeds will be turned over to the Associated Charities of Lewistown and those who attend will have a double satisfaction, first, in having for themselves a most enjoyable evening, and second, in the knowledge that they are at the same time assisting in a noble cause right here at home.

The special committee has met with the broadest encouragement from all sources, and this has justified the development of plans along larger lines than in the past.

Letters of commendation for the project have been received from the Chamber of Commerce, the Associated Charities and other societies and committees and from the mayor of Lewistown, W. D. Symmes, the following communication has reached the committee:

**From the Mayor.**  
"In reply to your committee regarding the interest your organization has taken in making up a fund, to be turned over to the Associated Charities of Lewistown, I have to say that I am very favorably impressed with the idea, as at this time of the year, the Associated Charities are frequently called on to assist people in our community. I can only hope that many things about this benevolent work as it most certainly deserves, but I know well enough that, with the proper efforts on the part of your membership, great good can be accomplished in assisting the worthy poor in Lewistown. Wishing you all success in your efforts, I remain, yours respectfully, W. D. SYMMES, Mayor."

The general committee is composed of W. E. Burnett, ex-officio; F. E. Race, chairman; Clyde Royce, secretary; C. R. Bebb, C. R. Fowler and E. F. McGinnis.

# PRESIDENT'S MESSAGE

(Continued from Page One.)

a whole for the use of independent nations and political freedom.

Of such thoughts grow all our policies. We regard war merely as a means of asserting the rights of a people against aggression. And we are as fiercely jealous of coercive or dictatorial power within our own nation as of aggression from without. We will not maintain a standing army except for uses which are necessary in times of peace as in times of war; and we shall always see to it that our military peace establishment is no larger than is actually and continuously needed for the uses of days in which no enemies move against us, but we do believe in a body of free citizens ready and sufficient to take care of themselves and of the governments which they have set up to serve them. In our constitutions themselves we have commanded that "the right of the people to keep and bear arms shall not be infringed" and our confidence has been that our safety in times of danger would be in the rising of the nation to take care of itself, as the farmers do at Lexington.

**Our Citizens Must Know How to Fight.**  
But war has never been a mere matter of men and guns. It is a thing of disciplined might. If our citizens are ever to fight effectively upon a sudden summons, they must know how modern fighting is done, and how modern fighting is won, and which they must know immediately available and immediately effective. And the government must be their servant in this matter, must supply them with the training they need to take care of themselves and of it.

They will not allow to direct them, they may properly use to serve them and make their independence secure—and not their own independence merely but the rights also of those with whom they have made common cause, should they also be put in jeopardy. They must be fit to play the great role in the world, and particularly in this hemisphere, for which they are qualified by principle and chastened ambition to play.

**For More Adequate National Defense.**  
It is with these ideals in mind that the plans of the department of war for more adequate national defense were conceived which will be laid before you, and which I urge you to sanction and put into effect as soon as they can be properly scrutinized and discussed. They seem to me the essential first steps, and they seem to me for the present sufficient.

They contemplate an increase of the standing force of the regular army from its present strength of five thousand and twenty-three officers and one hundred and two thousand nine hundred and eighty-five enlisted men of all services to a strength of seven thousand one hundred and thirty-six officers and one hundred and thirty-four thousand seven hundred and seventy-seven enlisted men, of which the regular army will be made up of seven thousand one hundred and thirty-six officers and one hundred and thirty-four thousand seven hundred and seventy-seven enlisted men, of which the regular army will be made up of seven thousand one hundred and thirty-six officers and one hundred and thirty-four thousand seven hundred and seventy-seven enlisted men.

By way of making the country ready to assert some part of its real power promptly and upon a larger scale, should occasion arise, the plan also contemplates supplementing the army by a force of four hundred and eighty thousand men, raised in increments of one hundred and thirty thousand a year throughout a period of three years. This is proposed to do by a process of enlistment under which the serviceable men of the country would be asked to bind themselves to serve with the colors for a period of training for short periods throughout three years, and to come to the colors at call at any time throughout an additional "furlough" period of three years. This force of four thousand men would be provided with personal accoutrements as fast as enlisted and their equipment for the field made ready to be supplied at any time. They would be assembled for training at stated intervals at convenient places in association with suitable units of the regular army. Their period of annual training would not necessarily exceed two months in the year.

It would depend upon the patriotic feeling of the younger men of the country whether they made it possible for the younger men in their employ to respond under favorable conditions or not. I, for one, do not doubt the patriotic devotion either of our young men or of those who give them employment—those for whose benefit the plan would be in fact a list. I would look forward to the success of such an experiment with entire confidence.

At least so much by way of preparation for defense seems to me to be absolutely imperative now. We cannot do less.

**Program of the Navy.**  
The program which will be laid before you by the secretary of the navy is similarly conceived. It involves only a shortening of the time within which plans long matured shall be carried out; but it does make definite and explicit a program which has heretofore been only implicit, held in the minds of the committees on naval affairs and disclosed in the debates of the two houses but nowhere formulated or formally adopted. It seems to me very clear that it will be to the advantage of the country for the congress to adopt a comprehensive plan for putting the navy upon a final foot-

ing of strength and efficiency and to press that plan to completion within the next five years. We have always looked to the navy of the country as our first and chief line of defense; we have always seen it to be our manifest course of prudence to be strong on the seas. Year by year we have been creating a navy which now ranks very high indeed among the navies of the maritime nations. We should now definitely determine how we shall complete what we have begun, and how soon.

The program to be laid before you contemplates the construction within five years of ten battleships, six battle cruisers, ten scout cruisers, fifty destroyers, fifteen fleet submarines, eighty-five coast submarines, four gunboats, one hospital ship, two ammunition ships, two fuel oil ships, and one repair ship. It is proposed that of this number we shall the first year provide for the construction of two battleships, two battle cruisers, three scout cruisers, fifteen fleet submarines, twenty-five coast submarines, two gunboats, and one hospital ship; the second year, two battleships, one scout cruiser, ten destroyers, four fleet submarines, fifteen coast submarines, one gunboat, and one fuel oil ship; the third year, two battleships, one battle cruiser, two scout cruisers, five destroyers, two fleet submarines and fifteen coast submarines; the fourth year, two battleships, two battle cruisers, two scout cruisers, ten destroyers, two fleet submarines, fifteen coast submarines, one gunboat, one ammunition ship, and one repair ship.

The secretary of the navy is asking also for the immediate addition to the personnel of the navy of seven thousand five hundred sailors, twenty-five hundred apprentice seamen, and fifteen hundred marines. This increase would be sufficient to care for the ships which are to be completed within the fiscal year 1917 and also for the number of men which must be put in training to man the ships which will be completed early in 1918. It is also necessary that the number of midshipmen at the naval academy at Annapolis should be increased by at least three hundred in order that the force of officers should be more rapidly added to; and authority is asked to appoint, for engineering duties only, approved graduates of engineering colleges, and for service in the aviation corps a certain number of men taken from civil life.

If this full program should be carried out we should have built or building in 1921, according to the estimates of survival and standards of classification followed by the general board of the department, an effective navy consisting of twenty-seven battleships of the first line, six battle cruisers, twenty-five battleships of the second line, ten armored cruisers, thirteen scout cruisers, five first class cruisers, three second class cruisers, ten third class cruisers, one hundred and eight light cruisers, eighteen fleet submarines, one hundred and fifty-seven coast submarines, six monitors, twenty gunboats, four supply ships, fifteen fuel ships, four transports, three tenders to torpedo vessels, eight vessels of special types, and two ammunition ships. This would be a navy fitted to our needs and worthy of our traditions.

**Trade and Shipping.**  
But armies and instruments of war are only part of what has to be considered if we are to consider the supreme matter of national self-sufficiency and security in all its aspects. There are other great matters which will be thrust upon our attention whether we will or not. There is, for example, a very pressing question of trade and shipping involved in this great problem of national adequacy. It is necessary for many weighty reasons of national efficiency and development that we should have a great merchant marine. The great merchant fleet we once used to make us rich, that great body of sturdy sailors who used to carry our flag into every sea, and who were the pride and often the bulwark of the nation, we have almost driven out of existence and by a hopelessly blind and provincial policy of so-called economic protection. It is high time we repaired our mistake and resumed our commercial independence on the seas.

For it is a question of independence. If other nations go to war or seek to hamper each other's commerce, we must be able to do with as they please. We must use their ships, and use them as they determine. We have not ships enough of our own. We cannot hamper our own commerce on the seas.

Our independence is provincial, and is only on land and within our own borders. We are not likely to be permitted to use even the ships of other nations in rivalry of their own trade, and are without means to extend our commerce even where the doors are wide open and our goods desired. Such a situation is not to be endured. It is of capital importance not only that the United States should be its own carrier on the seas and enjoy the economic independence which only an adequate merchant marine would give it, but also that the American hemisphere as a whole should enjoy a like independence and self-sufficiency. It is not to be drawn into the tangle of European affairs. Without such independence the whole question of our political unity and self-determination is very seriously clouded and complicated indeed.

**Must Have Ships of Our Own.**  
Moreover, we can develop no true or effective American policy without ships of our own—not ships of war, but ships of peace, carrying goods and carrying much more: creating friendships and rendering indispensable services to all interests on this side of the water. They must move constantly back and forth between the Americas. They are the only shunt that can weave the delicate fabric of sympathy, comprehension, confidence, and mutual dependence in which we wish to clothe our policy of America for Americans.

The task of building up an adequate merchant marine for American private capital must ultimately undertake and achieve, as it has undertaken and achieved every other like task amongst us in the past, with admirable enterprise, intelligence, and vigor; and it seems to me a manifest dictate of wisdom that we should promptly remove every legal obstacle which may stand in the way of such a task, and should facilitate in every possible way the building, purchase, and American registration of ships. But capital cannot accomplish this great task of a sudden. It must embark upon it by degrees, as the opportunities of trade develop. Something must be done at once. Some of the emergency revenue measure passed by the last congress will not be extended beyond its present limit, the thirty-first of December, 1915, and that the present duty of one cent per pound on sugar will be discontinued after the first of May, 1916, will be \$670,365,500. The balance of June last was an available balance in the general fund of the treasury of \$104,170,105.78. The total estimated receipts for the year 1916, on the assumption that the emergency revenue measure passed by the last congress will not be extended beyond its present limit, the thirty-first of December, 1915, and that the present duty of one cent per pound on sugar will be discontinued after the first of May, 1916, will be \$753,391,000; and to a grand total of \$774,533,605.78. The total estimated disbursements for the present fiscal year, including twenty-five millions for the Panama canal, twelve millions for probable deficiency appropriations, and fifty thousand dollars for miscellaneous debt redemptions, will be \$753,391,000; and the balance in the general fund of the treasury will be reduced to \$20,644,605.78. The emergency revenue act, if continued beyond its present time limitation, would produce, during the half year then remaining, about forty-one millions. The duty of one cent per pound on sugar, if continued, would produce during the two months of the fiscal year remaining after the first of May, about fifteen millions. These two sums, amounting together to fifty-six mil-

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Collar Shell Coat, black melton blended muskrat collar and lining. \$60.00  
Shell Coat, fine black melton, natural muskrat lining, Delaware Otter collar, No. 617 \$85.00

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- Shell Coat, black melton blended muskrat collar and lining ..... \$60.00
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# Charles Lehman & Company

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The program to be laid before you contemplates the construction within five years of ten battleships, six battle cruisers, ten scout cruisers, fifty destroyers, fifteen fleet submarines, eighty-five coast submarines, four gunboats, one hospital ship, two ammunition ships, two fuel oil ships, and one repair ship. It is proposed that of this number we shall the first year provide for the construction of two battleships, two battle cruisers, three scout cruisers, fifteen fleet submarines, twenty-five coast submarines, two gunboats, and one hospital ship; the second year, two battleships, one scout cruiser, ten destroyers, four fleet submarines, fifteen coast submarines, one gunboat, and one fuel oil ship; the third year, two battleships, one battle cruiser, two scout cruisers, five destroyers, two fleet submarines and fifteen coast submarines; the fourth year, two battleships, two battle cruisers, two scout cruisers, ten destroyers, two fleet submarines, fifteen coast submarines, one gunboat, one ammunition ship, and one repair ship.

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The program to be laid before you contemplates the construction within five years of ten battleships, six battle cruisers, ten scout cruisers, fifty destroyers, fifteen fleet submarines, eighty-five coast submarines, four gunboats, one hospital ship, two ammunition ships, two fuel oil ships, and one repair ship. It is proposed that of this number we shall the first year provide for the construction of two battleships, two battle cruisers, three scout cruisers, fifteen fleet submarines, twenty-five coast submarines, two gunboats, and one hospital ship; the second year, two battleships, one scout cruiser, ten destroyers, four fleet submarines, fifteen coast submarines, one gunboat, and one fuel oil ship; the third year, two battleships, one battle cruiser, two scout cruisers, five destroyers, two fleet submarines and fifteen coast submarines; the fourth year, two battleships, two battle cruisers, two scout cruisers, ten destroyers, two fleet submarines, fifteen coast submarines, one gunboat, one ammunition ship, and one repair ship.

If this full program should be carried out we should have built or building in 1921, according to the estimates of survival and standards of classification followed by the general board of the department, an effective navy consisting of twenty-seven battleships of the first line, six battle cruisers, twenty-five battleships of the second line, ten armored cruisers, thirteen scout cruisers, five first class cruisers, three second class cruisers, ten third class cruisers, one hundred and eight light cruisers, eighteen fleet submarines, one hundred and fifty-seven coast submarines, six monitors, twenty gunboats, four supply ships, fifteen fuel ships, four transports, three tenders to torpedo vessels, eight vessels of special types, and two ammunition ships. This would be a navy fitted to our needs and worthy of our traditions.

**Trade and Shipping.**  
But armies and instruments of war are only part of what has to be considered if we are to consider the supreme matter of national self-sufficiency and security in all its aspects. There are other great matters which will be thrust upon our attention whether we will or not. There is, for example, a very pressing question of trade and shipping involved in this great problem of national adequacy. It is necessary for many weighty reasons of national efficiency and development that we should have a great merchant marine. The great merchant fleet we once used to make us rich, that great body of sturdy sailors who used to carry our flag into every sea, and who were the pride and often the bulwark of the nation, we have almost driven out of existence and by a hopelessly blind and provincial policy of so-called economic protection. It is high time we repaired our mistake and resumed our commercial independence on the seas.

For it is a question of independence. If other nations go to war or seek to hamper each other's commerce, we must be able to do with as they please. We must use their ships, and use them as they determine. We have not ships enough of our own. We cannot hamper our own commerce on the seas.

Our independence is provincial, and is only on land and within our own borders. We are not likely to be permitted to use even the ships of other nations in rivalry of their own trade, and are without means to extend our commerce even where the doors are wide open and our goods desired. Such a situation is not to be endured. It is of capital importance not only that the United States should be its own carrier on the seas and enjoy the economic independence which only an adequate merchant marine would give it, but also that the American hemisphere as a whole should enjoy a like independence and self-sufficiency. It is not to be drawn into the tangle of European affairs. Without such independence the whole question of our political unity and self-determination is very seriously clouded and complicated indeed.

**Must Have Ships of Our Own.**  
Moreover, we can develop no true or effective American policy without ships of our own—not ships of war, but ships of peace, carrying goods and carrying much more: creating friendships and rendering indispensable services to all interests on this side of the water. They must move constantly back and forth between the Americas. They are the only shunt that can weave the delicate fabric of sympathy, comprehension, confidence, and mutual dependence in which we wish to clothe our policy of America for Americans.

The task of building up an adequate merchant marine for American private capital must ultimately undertake and achieve, as it has undertaken and achieved every other like task amongst us in the past, with admirable enterprise, intelligence, and vigor; and it seems to me a manifest dictate of wisdom that we should promptly remove every legal obstacle which may stand in the way of such a task, and should facilitate in every possible way the building, purchase, and American registration of ships. But capital cannot accomplish this great task of a sudden. It must embark upon it by degrees, as the opportunities of trade develop. Something must be done at once. Some of the emergency revenue measure passed by the last congress will not be extended beyond its present limit, the thirty-first of December, 1915, and that the present duty of one cent per pound on sugar will be discontinued after the first of May, 1916, will be \$670,365,500. The balance of June last was an available balance in the general fund of the treasury of \$104,170,105.78. The total estimated receipts for the year 1916, on the assumption that the emergency revenue measure passed by the last congress will not be extended beyond its present limit, the thirty-first of December, 1915, and that the present duty of one cent per pound on sugar will be discontinued after the first of May, 1916, will be \$753,391,000; and to a grand total of \$774,533,605.78. The total estimated disbursements for the present fiscal year, including twenty-five millions for the Panama canal, twelve millions for probable deficiency appropriations, and fifty thousand dollars for miscellaneous debt redemptions, will be \$753,391,000; and the balance in the general fund of the treasury will be reduced to \$20,644,605.78. The emergency revenue act, if continued beyond its present time limitation, would produce, during the half year then remaining, about forty-one millions. The duty of one cent per pound on sugar, if continued, would produce during the two months of the fiscal year remaining after the first of May, about fifteen millions. These two sums, amounting together to fifty-six mil-

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