

DECLARES OUR SHIPS FIT FOR COLD STORAGE

Gardner Denounces Naval Policy as "Demented" and Says Fleet Needs Men and Vessels.

WASHINGTON, Dec. 18.—Representative Augustus P. Gardner, of Massachusetts, in a statement before the House Naval Committee today, said: "If you gentlemen had permitted me to present as witness a few recently retired officers, in a single day the country would have learned of our demented policy of building warships for 'cold storage,' because we are too mean to vote them crews. Out of our 30 completed battleships, do you know that 12 of them are unavailable without a long delay on account of our refusal to pay the bill of manning them? But the worst of it is that we can't get these battleships out of 'cold storage' when we want them."

"If we had gone to war with the rest of the first-class Powers early in August, do you realize that no less than nine of our battleships would not yet be ready to fight? Assistant Secretary of the Navy Roosevelt testified Wednesday that it takes three months to get a ship in 'reserve' ready to fight, and that it takes six months for a ship 'in ordinary' and one year for a ship 'out of commission' to be got ready. These of our battleships are in reserve, three are 'in ordinary' and three are 'out of commission.' Furthermore, we have 15 cruisers, 22 destroyers, 18 torpedo boats, five submarines, and perhaps a dozen miscellaneous fighting ships kept in 'cold storage' with the battleships."

"Eighty fighting vessels of our modest navy are not available for battle in an emergency. Think of it, and yet you talk about being prepared for war."

NAVY SHORT OF MEN. "I charge that our navy is 18,000 enlisted men short and a further shortage of 40,000 men is in sight. In support of my charge I call to witness the evidence of Assistant Secretary Roosevelt given at your hearing and the evidence of Rear Admiral Charles J. Badger, 18,000 men short, not counting the sailors needed for ships now building. Your witness, Rear Admiral Victor Blue, estimates our navy to be short for any war 338 enlisted men. Yet the general board, which has actually made our war plans, estimates the enlisted force of the navy as between 20,000 and 50,000 men short for war."

"If any attention has been paid to the general board's emphatic appeal for an enlarged navy, instead of only 27 battleships, built and building and authorized, we should now have 47 battleships, built, building and authorized; instead of 12 destroyers we should have 137 destroyers. But listen to this: "Battleships are sent across the great ocean highways to intercept the enemy's fleet. How are they to know where the enemy's fleet is bound? Canada is to the north of us, Mexico to the south. From the St. Croix River to the Rio Grande our coast is 2,000 miles long. The enemy will surely elude us unless we have fast scouts to forwarn our battle fleet. If we had heeded the advice of the general board we should have a fleet of fast scouts today. How many do you think we actually have got? Just three, and those were authorized over ten years ago. The general board asks us to build five more. The Secretary has refused to recommend a single one."

"You know that we have 56 submarines in all, but an enquiring reporter, in an indifferent, Admiral Badger, in his testimony, quotes the General Board as saying that we need 100 submarines. Last year Admiral Fremont told us that we needed 100 submarines for harbor defense alone. "The fact is that we have been dawdling and new come country details in a few soothing words, recommending submarines to the paltry number of eight or so."

AIR FLEET INADEQUATE. "Other nations have been developing air craft. Before this war broke out, France had 1400 aeroplanes; Germany, 1000, and other nations close behind. Six months ago, little Serbia had three times as many aeroplanes as we. Altogether, Uncle Sam has 25 aeroplanes, half in the air and half in the shop, and they are armored and many of them unable to get out of their own way. As to Zeppelins and the like, we have not a single solitary specimen in our possession. "The general naval board in its current report says that we must spend \$5,000,000 on air craft. Captain Bristol says that we need 100 aeroplanes for our fleet now and 100 more in reserve. "Secretary Daniels recommends no regular specific appropriation at all, but he tells us about a volunteer air craft force. Captain Bristol says that volunteer

MAN HELD FOR EMERGENCY. Accused Says New Machinery Drove Him Out of Business. Modern appliances and machinery which he said killed his business are named by George Swartz, 48, a wood engraver of 182 North 15th street. His downfall, White was held under \$2000 bail for court by Magistrate Reschke today, accused of conspiring upward of \$2000 from the Cheswood Building Loan Association, 12th and Arch streets, of which he was treasurer. He was arrested on Monday upon a warrant issued by Magistrate Reschke, charging Swartz with conspiracy and with the charge of stealing \$2000 from the Cheswood Building Loan Association, 12th and Arch streets, of which he was treasurer. He was arrested on Monday upon a warrant issued by Magistrate Reschke, charging Swartz with conspiracy and with the charge of stealing \$2000 from the Cheswood Building Loan Association, 12th and Arch streets, of which he was treasurer.

THE WEATHER Official Forecast. WASHINGTON, Dec. 18. For eastern Pennsylvania and New Jersey—Fair tonight followed by increasing clouds Saturday; rising temperature; moderate variable winds becoming south. Fair and cold weather continues in the Atlantic States, while in the great central valleys and the plains States there has been a decided and general reaction to warmer weather during the last 24 hours. The rise has been about 25 per cent. in the Ohio basin, about 15 per cent. in the Missouri and upper Mississippi valleys, and about 5 per cent. or 10 per cent. in the Southern States. The crest of high barometer is over New Jersey this morning. The area is moving eastward and is being followed by increasing cloudiness and high scattered rain and snow.

U. S. Weather Bureau Bulletin. Observations made at a. s. Eastern time. Station. No. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000.

ter forces do not amount to Hannah Cook. "Rear Admiral Straus tells us that all battleships which are in commission now or which will be in commission before the Nevada arrives in commission are completed 'are equipped with a short-range torpedo which may be considered obsolete for the battle fleet. However, the admiral cheers us up with the statement that in two years we shall find the situation much relieved."

OBsolete WAR VESSELS. "Two months since I could get information pretty freely down in the Navy Department. Before this pestilence of mine developed I learned that a very widespread belief exists among well-informed officers to the effect that after 15 years' service, rather than after 20 years' service, many types of war vessels are as obsolete as a Roman legion. The same story was told this committee by Assistant Secretary Roosevelt. If such is the case, a considerable number of our ships which still honor the ghosts upon the navy list have in reality been gathered to their fathers in their last long sleep. "I don't believe that any well-informed man believes our fleet to be superior to that of Germany. A year ago, Rear Admiral C. E. Vreeland testified that we were third in the race, and moreover, that we are a pretty bad third, for he said that we should either be third in 1920, even if we adopted the building program of the general board. "I am here in ask you to appropriate for the full number of new ships recommended by the general naval board for this year's construction. Don't be penny wise and pound foolish. The country for change is going to watch us, so don't reveal our building program. As you know, the general naval board from 1908 down to the present time has a pretty definite policy, but we have paid it no attention."

HAS "WAKED UP" AT LAST. Representative Gardner was subjected to a sharp grilling by Representatives Hendon, Williams, of Illinois; Witherspoon and Chairman Padgett, of the Naval Committee. In reply to a question by Representative Hendon, Gardner declared he was not a partisan as far as this investigation is concerned, and the reason he had not brought up the subject before was because, "I have been a coward like the balance of us, but now I have waked up and have some sense at last."

Gardner said the testimony of Assistant Secretary of the Navy Roosevelt, Admiral Williams and Chairman Padgett, at the beginning of the end of the terrific silence, he said, "has rattled from the White House and spread over this committee."

Gardner said that he believed the nation would be perpetually unprepared for war if it continued to allow "musty old hatters" to determine what should be done. "Do you think we ought to be in a continual state of preparedness for war? What is your position?" asked Representative Williams. "I believe that the beginning of the end of the terrific silence, he said, "has rattled from the White House and spread over this committee."

LABOR UNIONS CONDEMN \$50,000 "SOP" FOR IDLE Unemployed Want Work, Not Charity, Official Declares. The appropriation of \$50,000 for the relief of the unemployed was condemned by labor unions at meetings last night. The appropriation is regarded as a sop of insignificant value to the unemployed workers of the city. The unions have inaugurated a movement to compel the city to provide work for the unemployed.

"We do not want soup kitchens or charity," said Joseph B. Allen, of the Iron Workers' Union. "The city should provide the unemployed with employment. More than \$7,000,000 is lying idle, money which the city borrowed and for which it is paying interest. Why does not the city use this money in starting public improvements, of which, everybody knows, there is great necessity? "What is \$50,000? It is but a drop in the bucket, as far as being of any consequence to the needy workers and their families is concerned. "We are going to unite organized labor in this one united demand, and we will be continued. "If the people of the city are generous enough to send these relief ships to Belgium and contribute \$50,000 to the relief of the unemployed, they should get together and discuss ways and means of providing work for the unemployed. Charity begins at home. We, the workers, have all the work in the world for the poor, starving and war-ridden Belgium. Let us about our own people? Let Councils keep their charity. We want employment and we want it now. The Councils and the people of Philadelphia prove that they sympathize for us to the best of their ability and in accordance with the opportunities at hand."

TWO WOMEN HOLD UP MAN Unusual Highway Robbery in West Philadelphia. Patrick Flood, of 569 Spruce street, was held up by two women on 8th and Chestnut streets, shortly after 11 o'clock last night, and robbed of a satchel and other belongings. On the description furnished by Walton Clements, of 564 Pemberton street, who witnessed the hold-up, the police of the 8th and Pine streets station later arrested Carrie Dennis and Lela Smith, both Negroes, at 1711 Locust street. They were held without bail by Magistrate Harris in the 25th street and Woodland avenue station, on a charge of highway robbery from the Cheswood Building Loan Association, 12th and Arch streets, of which he was treasurer. He was arrested on Monday upon a warrant issued by Magistrate Reschke, charging Swartz with conspiracy and with the charge of stealing \$2000 from the Cheswood Building Loan Association, 12th and Arch streets, of which he was treasurer.

MAN HELD FOR EMERGENCY. Accused Says New Machinery Drove Him Out of Business. Modern appliances and machinery which he said killed his business are named by George Swartz, 48, a wood engraver of 182 North 15th street. His downfall, White was held under \$2000 bail for court by Magistrate Reschke today, accused of conspiring upward of \$2000 from the Cheswood Building Loan Association, 12th and Arch streets, of which he was treasurer. He was arrested on Monday upon a warrant issued by Magistrate Reschke, charging Swartz with conspiracy and with the charge of stealing \$2000 from the Cheswood Building Loan Association, 12th and Arch streets, of which he was treasurer.

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PROSPERITY AHEAD BY RATE DECISION

Continued from Page One. Being fighting against the increase in passenger rates, declared the decision would mean a reopening of the entire passenger rate case. The additional revenue which will come from the freight increase, he said, would destroy the argument of the railroads for the passenger increase. The address and Reading Railway Company. Railroad officials, however, were not inclined to grant the commuters any basis for hope that the increases would be affected in only a limited way. It was generally claimed that the railroads now intend to operate the two departments independently, and that the increase, therefore, cannot be considered as related.

NO HOPE FOR COMMUTERS. "The granting of the 5 per cent. freight increase will have absolutely no effect upon the passenger increase," declared George W. Boyd, general passenger traffic manager of the Pennsylvania Railroad Company. "We want to establish an independent basis, and to do so we need the passenger increase as much as the freight increase."

INDUSTRIES WILL PROFIT. Pennsylvania industries will profit more than those of any other State by the 5 per cent. increase, in the opinion of Director George W. Norris, of the Department of Wharves, Docks and Ferries. The Director, who was a banker before his municipal appointment, expressed the opinion that the consumer will never see the increase and that it will not mean advance in prices. "The industries that have been most depressed," said the director, "are those whose customers are largely the railroad companies, and this increase therefore will help those industries that sell to the railroads. The increase will probably do more good to Pennsylvania than any other State, because this State is the leader in such goods as rails, cars, engines, bolts and iron castings. A 5 per cent. increase, the railroads will have more money to buy these commodities."

"The freight rate increase allowed by the Interstate Commerce Commission will have a beneficial effect on the business interests of the country," said N. B. Kelly, secretary of the Chamber of Commerce. "The Interstate Commerce Commission will result in a much more comfortable feeling in all lines of business," he said. "It will be an inducement to do business, because business men and manufacturers realize that the railroads will place orders for supplies and new equipment that they have been holding up for some time. The effect of the rate increase will not be limited to the railroads. I think we can look for a general improvement in business conditions throughout the country."

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circle. The value to business of the rate increase is limited to the railroads. "Next to agriculture, the railroad business is the biggest industry of the country. The rate increase is due to the recognition on the part of the Commission of a demand for higher rates, which included even shippers. If the Commission had not listened to the universal demand the future would have been at stake."

"I have no doubt the allowing of increased rates will be of some benefit to the railroads. "To the first place, there has been such an interminable delay and such a vacillating course taken by the Interstate Commerce Commission that the time has been wasted in the past which has contributed to a substantial improvement in conditions. "Moreover, the basic reasons for the present hard times and the army of unemployed are not in any way affected by the increase in freight rates. The industrial depression is due primarily to the Underwood tariff law."

"The commission's exception of anthracite and bituminous coal, coke and ores seriously affects the gains made by the Pennsylvania Railroad by the decision. The commission's report for 1913 shows that the total of shipments carried was 132,000,000 tons. Of this amount more than 50 per cent. would have come under the exception of anthracite and coke. The total tonnage of coal, coke and ores was \$2,455,443 tons."

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