

BILLIONS SAID IN ENDING OF WAR

S. Estimates for Next Year Show Decrease of \$17,000,000,000

ARMY NEEDS FALL OFF

Navy Budget, However, Takes Billion-Dollar Jump—Shipping Cut in Two

By the Associated Press

Washington, Dec. 2.—Cessation of war will result in a reduction of Government expenses for the fiscal year 1920, starting next July 1, to \$1,442,412,833 from the \$2,595,000,000 appropriated for the current year, according to tentative estimates submitted to Congress today by the War Department.

The principal reduction was for the military establishment, which estimates the need at \$1,039,000,000 in 1920 as compared with the \$1,274,000,000 appropriated for this year. Before the signing of the armistice, the army alone would need more than \$19,999,000,000 for 1920.

The navy's estimates for 1920 are \$2,595,000,000 as compared with \$1,941,000,000 appropriated for the current year, an increase of a billion dollars despite the closing of the war. There is nothing, however, that indicates the navy would have needed had the war continued.

These estimates may be pared down considerably later when the actual needs of the Government in closing out war contracts become clearer. It is pointed out, also, that actual expenditures for the year have exceeded the estimates.

Alplane Power to Go On

Including \$274,227,000 estimated for certifications, the total contemplated outlay on the army amounts to \$2,475,000,000. A striking feature of the estimates is the \$1,842,000,000 for aircraft production. The appropriations last year under this head were \$700,000,000. It is evident that in reducing the estimates, the War Department is proposing not to lose all that has been gained in aircraft development during the war, but plans to continue production and manufacture on a fairly large scale.

The largest single reduction from the appropriations for this year is for the navy, which is reduced by \$687,000,000, the new estimate for next year being \$2,278,000,000, as against \$2,965,000,000 appropriated for this year. The quarterly estimates for supplies, clothing, quarters, including canteen and similar expenses, the new figure is \$1,749,000,000, as compared with \$2,421,000,000 appropriated for this year.

All Navy Items Increased

Virtually all estimates for various navy purposes show substantial increases over appropriations for the current year. In pay, travel and other expenses, the new estimate for next year is \$279,946,000 from \$271,372,000; expenditures on ships already authorized goes to \$238,888,000 from \$193,397,000; this year and an additional \$100,000,000 is asked as the first increment of the new three-year program which has been proposed. Submarine and supplies is given \$202,242,000, as compared with \$123,200,000 this year and an addition needs \$20,000,000, as compared with \$125,000,000 this year.

For new postoffice, customs houses and other buildings, the new estimate is \$1,587,000,000 is asked, but this is in addition to existing appropriations for these purposes not spent during the war. The estimate for the year 1919 amounts to \$19,870,000, barely enough to continue existing projects.

The shipping board but its requirements at \$277,000,000, already appropriated. The \$1,505,000,000 already appropriated.

J. G. JOHNSON LEFT \$6,297,317

Executor's Report Appraises Art Collection at \$4,417,800

The estate of the late J. G. Johnson, lawyer and art patron, totaled \$6,297,317, according to a report of the executor, filed with the Orphans' Court today. Judge Henderson fixed December 19 as the date for the audit of the executor's account.

Disbursements amounting to \$273,409.58 had been made by the executor to obtain settlement of all claims against the estate. About \$621,000 is left for distribution among the heirs.

FIRE BOARD JAPANESE VESSEL

Third Mishap in Three Days

Alarms Superstitious Sailors

Fire believed to have started from spontaneous combustion, caused the forward hold of the Japanese steamship Indo Maria this afternoon did slight damage to the cargo. The fire caused the conviction of the crew that evil spirits are at work.

The blaze was extinguished by the Brooks, Stuart, Kirk and Ashbridge. Indo Maria is at the foot of Queen street.

FIRE IN WALNUT STREET

Early Morning Blaze in Home of Mrs. E. Bowman Lear

A fire in the home of Mrs. E. Bowman Lear, 2027 Walnut street, caused the fashionable section of the city to stir earlier than usual this morning.

The flames were extinguished by the fire department. The cause of the fire is being investigated.

KROONLAND BRINGS MORE MEN

Troops From France With 1349

Washington, Dec. 2.—(By A. P.)—The War Department announced today that the steamer Kroonland had sailed from French port on November 19, 1918, bringing 1349 soldiers, including the headquarters detachment of the Seventy-third Division, to this country.

PRESIDENT WILSON'S ADDRESS TO CONGRESS

Continued from Page One

Our spirited business men and self-reliant laborers to accept with due pliancy and obedience.

Harnessed Nation's Energy

While the war lasted we set up many agencies by which to direct the industries of the country in the services it was necessary for them to render, by which to make sure of an abundant supply of the materials needed, by which to check undertakings that could for the time be dispensed with and stimulate those that were most serviceable in war, by which to gain for the purchasing departments of the Government a certain control over the prices of essential articles and materials, by which to restrain trade with alien enemies, make the most of the available shipping and systematic financial transactions, both public and private, so that there would be no unnecessary conflict or confusion—by which, in short, to put every material energy of the country in harness to draw the common load and make of us one team in the accomplishment of a great task.

But the moment we knew the armistice to have been signed we took the harness off. Raw materials upon which the Government had kept its hand for four years should not be held for the industries that supplied the armies. They have been released and put into the general market again. Great industrial plants whose wheels output and machinery had been taken over for the use of the Government have been set free to return to the uses to which they were put before the war.

It has not been possible to remove so quickly the control of foodstuffs and of shipping, because the world is still to be fed from our granaries and the ships are still needed to send supplies to our men overseas and to bring the men back as fast as the disturbed conditions of the other side of the water permit; but even these restraints are being relaxed as much as possible and more and more as the weeks go by.

Never before have there been agencies in existence in this country which know so much of the field of supply, of labor and of industry as the War Industries Board, the war trade board, the Labor Department, the food administration and the fuel administration have known since their labors began. They have not been isolated agencies; they have been directed by men which represented the permanent departments of the Government, and so have been the centers of unified and co-operative action. It has been the policy of the Executive, therefore, since the armistice was assured (which is in effect a complete submission of the enemy) to put the knowledge of these bodies at the disposal of the business men of the country, and to offer their intelligent mediation at every point and in every matter where it was desired.

It is surprising how fast the process of return to a peace footing has moved in the three weeks since the fighting stopped. It promises to outrun any inquiry that may be instituted and any aid that may be offered. It will not be slow to direct it any better than it will direct itself. The American business man is of quick initiative.

Must Keep Army Abroad

The maintenance of our forces on the other side of the sea is still necessary. A considerable proportion of those forces must remain in Europe during the period of occupation, and those which are brought home will be transported and demobilized at heavy expense for months to come. The interest on our war debt must, of course, be paid, and provision made for the retirement of the obligations of the Government which represent it. But these demands will, of course, fall much below what a continuous state of military operations would have entailed and six billions should suffice to supply a sound foundation for the normal operations of the year.

Employment for Soldiers

The ordinary and normal processes of private initiative will not, however, provide immediate employment for all of the men of our returning armies. Those who are of trained capacity, those who are skilled workmen, those who have acquired familiarity with established businesses, those who are ready and willing to go to the farms, all those whose aptitudes are known or will be sought by employers will find no difficulty, it is safe to say, in finding place and employment.

Redeem Waste Land

I particularly direct your attention to the very practical plan which the Secretary of the Interior has developed in his annual report and before your committee in the reclamation of arid, swamp and cut-over lands which might, if the States were willing and able to co-operate, redeem some 300,000,000 acres of land for cultivation. There are said to be 15,000,000 or 20,000,000 acres of land in the West, at present arid, for whose reclamation water is available, if properly conserved. There are about 220,000,000 acres from which the forests have been cut, but which have never yet been cleared for the plow, and which will waste and desolate.

Develop Transportation

The one conclusion that I am ready to state with confidence is that it would be a disservice alike to the country and to the owners of the railroads to return to the old conditions unmodified. Those are conditions of restraint without development. There is nothing affirmative or helpful about them. What the country chiefly needs is that all its means of transportation should be developed, its railways, its waterways, its highways and its countrywide roads, its new element of policy, therefore, is absolutely necessary—necessary for the release of the public, necessary for the protection of their security holders.

Carry Out Naval Plans

I take it for granted that the Congress will carry out the naval program which was undertaken before we entered the war. The Secretary of the Navy has submitted to your committee for authorization that part of the program which covers the building plans of the next three years.

Alternative Courses

I believe that it will be serviceable for me to set forth explicitly as possible the alternative courses that lie open to our choice. We can simply release the roads and go back to the old conditions of private management, unrestricted competition and multiform regulation by both State and Federal authorities; or we can go to the opposite extreme and establish complete Government control, accompanied, if necessary, by actual Government ownership; or we can adopt an intermediate course of modified private control, under a more unified and affirmative regulation and under such alterations of the law as will permit wasteful competition to be avoided and a considerable degree of unification and administration to be effected, as, for example, by regional corporations under which the railroads of definable areas would be in effect combined in single systems.

What Is Right?

Every approach to this difficult subject-matter of decision brings us face to face, therefore, with this unanswered question: What is it right that we should do with the railroads, in the interest of the public and in fairness to their owners? Let me say at once that I have no answer ready. The only thing that is perfectly clear to me is that it is not fair either to the public or to the owners of the railroads to leave the question unanswered and that it will presently become my duty to relinquish control of the roads, even before the expiration of the statutory period, unless there should appear some clear prospect in the meantime of a legislative solution. Their release would at least produce one element of a solution, namely certainty and a quick stimulation of private initiative.

What Is Best for Carriers?

But all these necessities have now been served, and the question is, what is best for the railroads and for the public in the future. Exceptional circumstances and exceptional methods of administration were not needed to convince us that the railroads were not equal to the immense task of transportation imposed upon them by the rapid and continuous development of the industries of the country. We know that already. And we know that they were unequal to it partly because their full co-operation was rendered impossible by law and their competition made obligatory, so that it has been impossible to assign to them severally the traffic which could best be carried by their respective lines in the interest of expedition and national economy.

What Is Best for the Nation?

We may hope, I believe, for the formal conclusion of the war by treaty by the time spring has come. The twenty-one months to which the present control of the railroads is limited, after formal proclamation of peace shall have been made, will run only to the January of next year. The full equipment of the railroads which the Federal Administration had planned could not be completed within this such period. The present law does not permit the use of the revenues of the several roads for the execution of such plans except the formal consent of their directors, some of whom will consent, while some will not, and therefore does not afford sufficient authority to undertake improvements upon the scale upon which it would be necessary to undertake them.

What Is Best for the Nation?

I shall be in close touch with you and with affairs on this side of the water, and you will know all that I do. At my request, the French and English Governments have absolutely removed the censorship of cable news which until within a fortnight they had maintained, and there is now no censorship whatever exercised at this end except upon attempted trade communications with enemy countries.

What Is Best for the Nation?

It has been necessary to keep an open wire constantly available between Paris and the Department of State and another between France and the Department of War. In order that this might be done with the least possible interference with the other uses of the cables, I have temporarily taken over the control of both cables in order that they may be used as a single system. I did so at the advice of the most experienced cable officials, and I hope that the result will justify my hope that the news of the next few months may pass with the utmost freedom and with the least possible delay from each side of the sea to the other.

It was necessary that the administration of the railroads should be taken over by the Government so long as the war lasted.

It would have been impossible otherwise to establish and carry through under a single direction the necessary priorities of shipment. It would have been impossible otherwise to combine maximum production at the factories and mines and farms with the maximum possible car supply to take the products to the ports and markets; and to route troop shipments and freight shipments without regard to the advantage or disadvantage of the roads employed; impossible to subordinate, when necessary, all questions of convenience to the public necessity; impossible to give the necessary financial support to the roads from the public treasury.

Must Aid Invaded Nations

Something more must be done than merely find the money. If they had money and raw materials in abundance tomorrow they could not resume their place in the industry of the world—the very important place they held before the flame of war swept across them. Many of their factories are razed to the ground. Much of their machinery is destroyed or has been taken away. Their people are scattered and many of their best workmen are dead. Their markets will be taken by others. If they are not in some special way assisted to rebuild their factories and replace their lost instruments of manufacture. They should not be left to the vicissitudes of the sharp competition for materials and for industrial facilities which is not to set in.

I hope, therefore, that the Congress will not be unwilling, if it should become necessary, to grant to some such agency as the war trade board the right to establish priorities of export and supply for the benefit of those people whom we have been so happy to assist in saving from the German terror, and whom we must not now thoughtlessly leave to shift for themselves in a pitiless competitive market.

Must Lighten Taxes

For the speeding and facilitation of our own domestic business readjustments nothing is more important than the immediate determination of the taxes that are to be levied for 1919, 1920 and 1921. As much of the burden of taxation must be lifted from business as sound methods of financing the Government will permit, and those who conduct the great essential industries of the country must be told as exactly as possible what obligations to the Government they will be expected to meet in the years immediately ahead of them. It will be of serious consequence to the country to delay removing all uncertainties in this matter a single day longer than the right of process of debate justify. It is idle to talk of successful and confident business reconstruction before those uncertainties are resolved.

If the war had continued it would have been necessary to raise at least \$8,000,000,000 by taxation, payable in the year 1919, but the war has ended and I agree with the Secretary of the Treasury that it will be safe to reduce the amount to \$6,000,000,000. An immediate rapid decline in the expenses of the Government is not to be looked for. Contracts made for war supplies will, indeed, be rapidly canceled and liquidated, but their immediate liquidation will make heavy drains on the Treasury for the months just ahead of us.

Must Keep Army Abroad

The maintenance of our forces on the other side of the sea is still necessary. A considerable proportion of those forces must remain in Europe during the period of occupation, and those which are brought home will be transported and demobilized at heavy expense for months to come. The interest on our war debt must, of course, be paid, and provision made for the retirement of the obligations of the Government which represent it. But these demands will, of course, fall much below what a continuous state of military operations would have entailed and six billions should suffice to supply a sound foundation for the normal operations of the year.

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conclusive to you as they have seemed to me.

The Allied Governments have accepted the bases of peace which I outlined to the Congress on the 8th of January last, and the Central Empires also have, and very reasonably desire my personal counsel in their interpretation and application, and it is highly desirable that I should give it, in order that the sincere desire of our Government to contribute without selfish purpose of any kind to settlements that will be of common benefit to all the nations concerned may be made fully manifest.

The peace settlements which are now to be agreed upon are of transcendent importance both to us and to the rest of the world, and I know of no business or interest which should take precedence in the gallant men of our armed forces on land and sea have consciously fought for the ideals which they knew to be the ideals of their country; I have sought to express those ideals; they have accepted my statements of them as the substance of their own thought and purpose, as the associated Governments have accepted them; I owe it to them to see to it, so far as in me lies, that no false or mistaken interpretation is put upon them and no possible effort omitted to realize them. It is now my duty to play my full part in making good what they offered their life's blood to obtain.

To Keep Congress Informed

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Send Senators, Cummins's Plan

May I not hope, gentlemen of the Congress, that in the delicate task I shall have to perform on the other side of the sea, in my efforts truly and faithfully to interpret the principles and purposes of the country we love, I may have the encouragement and the added strength of your united support? I realize the magnitude and difficulty of the duty I am undertaking; I am painfully aware of its grave responsibilities. I am the servant of the nation.

President Silent on Peace Program

Continued from Page One

Senator Sherman, of Illinois, Republican, announced today that he would introduce tomorrow a resolution to declare a vacancy in the present position of Mr. Wilson's absence and proposing that the President's powers and duties should immediately devolve upon the Vice President.

Declares Presidency Vacant

Senator Sherman's resolution was given out by the author in similar to one offered by Representative Rodenberg in the House, except that it would declare the office of President vacant and require the Vice President to serve "until such time as the President should be declared to be President."

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Stockholders' Meeting Accepts \$53,603,427 Annual Rental

Stockholders of the Pennsylvania Railroad Company today ratified the Federal control contract with the Government, covering the Pennsylvania Railroad Company and the subsidiaries operated or wholly owned by it east of Pittsburgh.

To Continue Dividend

The compensation fixed is \$53,603,427.58 a year. Samuel Rea, president of the P. R. R. corporation, announced that this sum will be sufficient to continue the 6 per cent dividend upon the capital stock during Federal control.

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