

Also, petition of W. H. Reynold's Post, No. 36, Grand Army of the Republic, in regard to Senate bill No. 1477, relating to pensions, as amended—to the Committee on the Judiciary.

Also, petitions of Camden Grange, No. 354, and citizens of Verona and Louisville Landing, N. Y., in favor of the passage of House bill No. 3717, amending the oleomargarine law—to the Committee on Agriculture.

By Mr. SHOWALTER: Petition of the United Presbyterian Church and Free Methodist Church of Rochester, Pa., favoring the passage of the Bowersock bill and the abolition of the Army canteen, etc.—to the Committee on Military Affairs.

By Mr. STARK: Affidavits to accompany House bill granting an increase of pension to Seth H. Craig, of Beatrice, Nebr.—to the Committee on Invalid Pensions.

By Mr. THOMAS of Iowa: Petition of 26 citizens of Hull, Sioux County, Iowa, favoring the passage of Senate bill No. 1439, to amend the act to regulate commerce—to the Committee on Interstate and Foreign Commerce.

SENATE.

MONDAY, April 16, 1900.

Prayer by the Chaplain, Rev. W. H. MILBURN, D. D.

The Secretary proceeded to read the Journal of the proceedings of Saturday last, and was interrupted by—

Mr. GALLINGER. I ask unanimous consent that the further reading of the Journal be dispensed with.

The PRESIDENT pro tempore. Is there objection?

Mr. JONES of Arkansas. Mr. President, I object.

The PRESIDENT pro tempore. The Secretary will resume the reading of the Journal.

The Secretary resumed the reading of the Journal, and was interrupted by—

Mr. S. OTT. I ask unanimous consent that the further reading of the Journal be dispensed with.

The PRESIDENT pro tempore. That request has been made, and there was objection to dispensing with the reading. The Journal will be read.

The reading of the Journal having been concluded, it was approved.

FIELD OPERATIONS OF THE DIVISION OF SOILS.

The PRESIDENT pro tempore laid before the Senate the following concurrent resolution of the House of Representatives; which was referred to the Committee on Printing:

Resolved by the House of Representatives (the Senate concurring). That there be printed from the stereotype plates now in the Government Printing Office an extra edition of 13,000 copies of Report No. 64 of the Department of Agriculture, entitled "Field Operations of the Division of Soils in 1899," 2,000 copies for distribution by Members and Delegates of the House of Representatives; 1,000 copies for distribution by Senators, and 10,000 copies for distribution by the Secretary of Agriculture.

REPORT ON INDIAN SCHOOLS.

The PRESIDENT pro tempore laid before the Senate the following concurrent resolution of the House of Representatives; which was referred to the Committee on Printing:

Resolved by the House of Representatives (the Senate concurring). That there be printed for the use of the Department of the Interior, 1,000 extra copies of the Report of the Superintendent of Indian Schools for the year 1899.

ELECTION OF SENATORS BY DIRECT VOTE.

The joint resolution (H. J. Res. 28) proposing an amendment to the Constitution providing for the election of Senators of the United States was read the first time by its title.

Mr. BUTLER. I ask that the joint resolution be read at length.

The joint resolution was read the second time at length, as follows:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled (two-thirds of each House concurring therein). That in lieu of the first paragraph of section 3 of Article I of the Constitution of the United States, and in lieu of so much of paragraph 2 of the same section as relates to the filling of vacancies, the following be proposed as an amendment to the Constitution, which shall be valid to all intents and purposes as a part of the Constitution when ratified by the legislatures of three-fourths of the States:

"The Senate of the United States shall be composed of two Senators from each State, who shall be elected by a direct vote of the people thereof for a term of six years, and each Senator shall have one vote. A plurality of the votes cast for candidates for Senator shall be sufficient to elect. The electors in each State shall have the qualifications requisite for electors of the most numerous branch of the State legislatures, respectively.

"When a vacancy happens, by death, resignation, or otherwise, in the representation of any State in the Senate, the same shall be filled for the unexpired term thereof in the same manner as is provided for the election of Senators in paragraph 1: *Provided*, That the executive thereof may make temporary appointment until the next general or special election, in accordance with the statutes or constitution of such State.

"This amendment shall not be so construed as to affect the election or term of any Senator chosen before it becomes valid as a part of the Constitution.

Mr. BUTLER. Mr. President, this proposed amendment to the Constitution, passed by the House on Friday last, is, I think, in the exact language of a similar proposition that has passed the House three or four times and at least once unanimously. It is practically or in the exact words of similar propositions that have been

introduced in this body and referred to the Committee on Privileges and Elections for many years in succession. I myself every year since I have been a member of this body have introduced a similar joint resolution, and it has gone to the Committee on Privileges and Elections, but no report has been made. There is such a proposition now before that committee, and I think half a dozen or a dozen other Senators have introduced similar measures.

Now, Mr. President, it is the purpose of a committee and its function to examine legislation and to report to the Senate its judgment as to its form, to amend it if it sees fit, or to make a favorable or unfavorable report, but not to smother legislation.

When a measure has been considered as long and as carefully as this has been, and public sentiment, as we understand it and have reason to believe is true, is so crystallized in its favor, and especially in view of the recent history of this country, giving most striking and eloquent object lessons and examples why such legislation should be adopted, I see but little need for committee consideration, because the form of this proposed amendment has been carefully considered for many years by the ablest men in this and the other House. A very able report has been prepared on the other side of the Chamber, and similar reports have been made for many sessions of Congress preceding.

Therefore, Mr. President, it is only a matter of form or habit to send such a measure to the committee. It could only go as a matter of courtesy, if the committee require it or desire it. Unless the committee desire to have this measure go before it for consideration, I wish to make a motion that it shall go on the Calendar. If the committee desire to have the joint resolution go before it for consideration, then the committee could desire it but for one purpose fairly, and that would be to consider it and report it. If it will be the purpose of the committee to let it lie and die, and not consider it and report it, then the committee should not ask or desire that it shall go before it at all.

Mr. SEWELL. Mr. President, will the Senator allow me? I wish to make an inquiry as to the parliamentary status of the joint resolution at the present time. Is it subject to objection?

The PRESIDENT pro tempore. The joint resolution has been laid before the Senate by the Presiding Officer, and it can be read but once if an objection is made. Objection being made, debate would not be in order.

Mr. SEWELL. But it goes to the committee to which it properly belongs unless by a vote the Senate should order otherwise.

The PRESIDENT pro tempore. Not if an objection is made. If an objection is made, it lies over one day upon its first reading.

Mr. SEWELL. I do not object, then.

Mr. CHANDLER. I should like, if the Senator from North Carolina will allow me, to interrupt him. He seems to be disposed to make imputations upon the committee somewhat prematurely, I think. He says that the committee could not want to consider this proposed amendment to the Constitution except for the purpose of determining whether or not it should be reported to the Senate; that it ought not to want to consider it for the purpose of smothering it. If the Senator means to suggest that there is or has been any such intention on the part of the committee, I should like to tell him right now that he is mistaken.

Mr. BUTLER. I state a fact and I will show.

Mr. CHANDLER. It is a fact that I want to speak of.

Mr. BUTLER. If it is not the fact, I would like to be informed.

Mr. CHANDLER. Will the Senator restate his fact?

Mr. BUTLER. The fact is that during this session of Congress similar propositions have gone to that committee; not only propositions introduced in this body, but House propositions, having passed the House unanimously, with no objection at least, have gone to the committee and slept and died and the committee made no report to this body.

Mr. CHANDLER. There has been a report made to the Senate in one Congress upon a joint resolution of this kind. There may have been a Congress in which no report was made upon the proposition, as the Senator says; but be that as it may, in the present Congress, I think, there has been nothing before the committee except the joint resolution introduced by the Senator from Arkansas [Mr. BERRY], on which he made a speech, and the joint resolution went to the committee. There has been no motion, no suggestion, made in the committee by any member of the committee that that joint resolution should be taken up and acted upon. This joint resolution having passed the House, as I said a few days ago, reinforced the joint resolution introduced by the Senator from Arkansas, and if it goes to the committee it will be considered by the committee in due time. There is no purpose, as far as I know, on the part of the present committee, whether any previous committee has been delinquent or not, not to consider and report upon this measure.

I think, therefore, the Senator had better withhold any imputation upon the committee and allow the joint resolution to go in the usual form to the committee, and if it is not reported within a reasonable time the Senator has a perfect remedy. I do not quite like to have him attack us in advance.

Mr. BUTLER. Mr. President, I do not know that my remarks

can be called an imputation on the committee. I did not intend that. But there has grown up a custom here that I think is unwarranted of committees holding matters that they do not themselves approve, and smothering them, if the term is not offensive, at least letting them die and not reporting them. Whether that is ever justifiable or not it surely is not in the case of a proposition of this nature, when thirty-four States through their legislatures have passed resolutions petitioning Congress to submit to them such a proposition. When the House has repeatedly passed the measure and there is so much public sentiment for it, it deserves the consideration of a committee. It is immaterial with me whether that report is favorable or unfavorable. I hope it will be favorable; but to get it before the Senate where it can be discussed and where the members of this body can vote on it is what I desire.

Mr. STEWART. Mr. President, with the permission of the Senator from North Carolina, I should like to make a request of the committee. I want to have them take into consideration and report, if this amendment should be adopted, what provision they can make for preventing political conventions from taking the place of the legislatures. Will not turning it from the legislature into a political convention create a greater danger of extraneous influence than now exists? I want the committee to report how this amendment, or any that they may report, will avoid the control of the election of Senators by political conventions, and whether the control by political conventions will be much of an improvement on legislatures. I want to have that point investigated and to have a parallel drawn in the report, so that we can form some idea as to whether we are not jumping out of the frying pan into the fire. I want to be informed on that point before I vote on the measure.

Mr. HOAR. Mr. President—

The PRESIDENT pro tempore. In the opinion of the Chair, this debate is not in order, and it is proceeding by unanimous consent.

Mr. HOAR. I should like to be permitted to say a word, as other Senators have been permitted, if there be no objection.

The PRESIDENT pro tempore. Does the Senator from North Carolina yield to the Senator from Massachusetts?

Mr. BUTLER. Yes, sir.

The PRESIDENT pro tempore. Is there objection?

Mr. HALE. After the Senator from Massachusetts has spoken I shall object to further debate.

Mr. HOAR. Mr. President, I think it is proper, after what the Senator from North Carolina has said, to point out the great gravity of the question to which he has spoken. This is the first proposition in our history seriously—

Mr. TELLER. Will the Senator allow me a moment? I think if the merits of this subject are to be debated, the Senator from Maine ought to withdraw his objection. I do not think it is quite fair to have it debated on one side without anybody else having an opportunity to be heard. I do not mean to object to the Senator speaking.

Mr. HOAR. It was debated on one side, and I thought I ought to say one or two words on the other.

Mr. TELLER. I have no objection to the Senator speaking.

Mr. HALE. I had that in my mind, and I shall object. I do not think this matter should be brought up now for serious consideration and debate, because the Senate is not ready for it. Whenever the Senator from Massachusetts concludes his remarks I shall object to its further consideration.

Mr. HOAR. I rose to address myself to the question whether the joint resolution shall be considered without reference to a committee.

Mr. TELLER. Mr. President, with the Senator's permission, I should like to say just one word. I think this is a very important question. I think perhaps it ought to go to the committee. I am personally very much in favor of the joint resolution. If the committee should attempt, as is suggested, to smother it, I think we might have the strength here to take it out of the committee. However, I do not think the committee will attempt to smother this House resolution. That is all I will say now about it.

Mr. HOAR. Mr. President, this is the first attempt in our history seriously pressed to destroy the principles of the old Constitution of the United States. The amendments so far have been either amendments further securing personal rights, or, in the case of the machinery for electing a President, an amendment to the provision requiring the voting for two persons in the electoral college, which would frequently, of course, bring about a tie vote.

But this is a proposition which if carried out with legitimate consequences will, in my opinion, very soon destroy the equality of the States in the Senate and give us two legislative bodies, both the result of popular elections, the only difference between them being that the Senator is voted for by a larger constituency than the Representative.

I am surprised that the eagerness for dealing with this matter promptly and without the ordinary consideration comes from a

representative of the State of North Carolina, a State now one of the smaller States in the Union and certain, as far as anything in our history can be certain, to remain in the great growth of the future stationary as compared with the great States, both in the East and in the West.

Now, in the character of the Senate, a body removed from popular election, chosen by a legislative and not a popular body, those great States will not submit long to an equality between Delaware and New York or between North Carolina and New York in that body, and you will have your unmixed and unchecked democracy instead of our plainer confederacy of republics and the National Government that we have now.

My honorable friend, with all respect, is contending against the dearest interest that the State of North Carolina can have if she is to preserve her equality in this Union in the future. From whatever other source pressure should come I am astonished that it comes from that source.

Now, Mr. President, with haste, without consideration, without debate, without, in my judgment, serious reflection, this popular cry has been taken up in another place, which is to result in the substitution of a new Constitution for our old one.

Of course the matter will come from the committee as it goes to the committee. Of course it will be considered. If the United States Senate has anything in its history of which the American people shall be proud, if it is worth defending, it should defend itself, and the defense should come upon the Senate floor.

Of course I am bound to submit now, as always, my judgment to the judgment of a majority, if there be a majority; but I think this is one of those things which is entitled to deliberation, to full reflection, to a study of history, and a comparison of the advantage of the new scheme with the old scheme.

Mr. BUTLER. If the Senator from Massachusetts will pardon me a moment—

Mr. HOAR. For that reason I hope the joint resolution will go to the committee, and I hope that it will be considered in the committee and in the Senate when there is time, when the thoughts of the Senate are open so that it can be dealt with as we deal with other great subjects, and that it is not to be crowded in at the end of a session when other vast new subjects are engrossing all our time and thought.

Mr. BUTLER. Mr. President, I did not yield to the Senator from Massachusetts to argue the merits of this question, for I think I could have ample argument to answer what he has said, but the observation of the Senator from Nevada—

Mr. HOAR. I only argued so much of it as to show that it should go to the committee; that it is a question of sufficient gravity for that purpose; that is all. I did not make any other argument.

Mr. BUTLER. Mr. President, I do not think argument is necessary when you have such object lessons more eloquent than words as we have in Pennsylvania and in some sagebrush States, and others to-day that speak to the country in thunder tones that outweigh all the scruples of possible danger that might come in the future when we have them here alive and present.

Mr. HOAR. If my honorable friend will pardon me, that is just what I addressed myself to. He says he does not think in any question of this kind argument is necessary. Now, I think it is.

Mr. BUTLER. Mr. President, I am ready to argue it; I am anxious to do it, and my only complaint is that so far I have been deprived of an opportunity to discuss it when the question was before the Senate to be acted upon. That is the only complaint I rose to make, and that is why I attempted to make a motion to place the joint resolution on the Calendar and not let it go to the committee.

But I have been assured since I rose by members of the committee that this question would probably have had consideration before had it not been for other matters that we are all familiar with which have engrossed all the time of the committee, and that at an early day the committee will take up this House joint resolution and report it to the Senate. In fact, I am assured that possibly a majority of the committee are now for it. At any rate, whether the report is favorable or unfavorable, I am assured that we will soon have it before the Senate in a shape for discussion and for action. With that assurance I am content, for I would rather that it should go before the committee and have a report made upon it in due season, so that we may possibly get action upon it at the present session.

The PRESIDENT pro tempore. The joint resolution will be referred to the Committee on Privileges and Elections.

Mr. PETTUS. Mr. President, I wanted to say one word before this subject passed from the Senate.

The PRESIDENT pro tempore. Is there objection? The Chair hears none. The Senator from Alabama will proceed.

Mr. PETTUS. I am sorry that the Senator from North Carolina chose to make these reflections on the committee; but so far as I am concerned, I leave that subject to the chairman. Individually I say that no committee of the Senate ought to be driven

by any hard words that any man chooses to utter against it from considering a subject maturely and carefully, especially when you come because of a certain clamor to pull down one of the corner stones of the Republic. It ought not to be done in haste.

The PRESIDENT pro tempore. The Chair lays before the Senate a communication from the Secretary of the Treasury.

Mr. HOAR. Has the joint resolution gone to the committee?

The PRESIDENT pro tempore. It was referred to the Committee on Privileges and Elections.

STATIONERY FOR TREASURY DEPARTMENT.

The PRESIDENT pro tempore laid before the Senate a communication from the Secretary of the Treasury, transmitting a letter from the chief of division of stationery, printing, and blanks, Treasury Department, in regard to the necessity for an additional appropriation of \$7,000 for stationery for the Department for the remainder of the current fiscal year; which, with the accompanying papers, was referred to the Committee on Appropriations, and ordered to be printed.

DOCUMENTARY HISTORY OF SMITHSONIAN INSTITUTION.

The PRESIDENT pro tempore laid before the Senate a communication from the secretary of the Smithsonian Institution, transmitting a compilation of the acts, resolutions, and proceedings of Congress from its Forty-fifth session to its Fifty-fifth session, inclusive, relating to the Smithsonian Institution and the work intrusted to its care by the Government; which, with the accompanying papers, was referred to the Committee on Printing.

Mr. CULLOM. I hope the Committee on Printing will look at that document and have it printed if they deem it worthy.

VESSEL SNOW ISABELLA.

The PRESIDENT pro tempore laid before the Senate a communication from the assistant clerk of the Court of Claims, transmitting the conclusions of fact and of law filed under the act of January 20, 1885, in the French spoliation claims set out in the annexed findings by the court relating to the vessel snow *Isabella*, James Helm, master; which, with the accompanying papers, was referred to the Committee on Claims, and ordered to be printed.

MESSAGE FROM THE HOUSE.

A message from the House of Representatives, by Mr. H. L. OVERSTREET, one of its clerks, announced that the House had passed with amendments the following bills and joint resolution; in which it requested the concurrence of the Senate:

A bill (S. 1905) granting an increase of pension to Lillian Capron;

A bill (S. 1906) granting an increase of pension to Agnes K. Capron;

A bill (S. 2942) granting an increase of pension to William Padgett; and

A joint resolution (S. R. 10) providing for the printing of 3,000 copies of House Document No. 141, relating to the preliminary examination of reservoir sites in Wyoming and Colorado.

The message also announced that the House had passed the following bills and joint resolution; in which it requested the concurrence of the Senate:

A bill (H. R. 1381) granting an increase of pension to J. J. Angel;

A bill (H. R. 1737) granting a pension to Cora I. Cromwell;

A bill (H. R. 1801) granting an increase of pension to Elijah Biddle;

A bill (H. R. 1943) granting an increase of pension to Simon Price;

A bill (H. R. 2331) granting an increase of pension to Festus Dickinson;

A bill (H. R. 3224) granting an increase of pension to Jeremiah B. Moore;

A bill (H. R. 3655) granting a pension to Margaret Burns;

A bill (H. R. 4368) granting a pension to Flora B. Hinds;

A bill (H. R. 4520) granting an increase of pension to George H. French;

A bill (H. R. 7624) granting an increase of pension to Pleasant H. McBride;

A bill (H. R. 8830) granting an increase of pension to William F. Boyakin;

A bill (H. R. 9574) granting an increase of pension to Catharine A. Brown;

A bill (H. R. 10665) to provide for the use of timber and stone for domestic and industrial purposes in the Indian Territory; and

A joint resolution (H. J. Res. 198) providing for the printing and distribution of the general report of the expedition of the steamer *Fishhawk* to Porto Rico, including the chapter relating to the fish and fisheries of Porto Rico as contained in the Fish Commission Bulletin for 1900.

ENROLLED BILLS SIGNED.

The message further announced that the Speaker of the House had signed the following enrolled bills; and they were thereupon signed by the President pro tempore:

A bill (H. R. 4696) granting an increase of pension to Ruthrer W. Houton; and

A bill (H. R. 8347) making appropriations for the legislative, executive, and judicial expenses of the Government for the fiscal year ending June 30, 1901, and for other purposes.

PETITIONS AND MEMORIALS.

The PRESIDENT pro tempore presented a petition of the Woman's Christian Temperance Union of New Brighton, Pa., praying for the enactment of legislation to prohibit the sale of beer, wine, or other intoxicating liquors in any post exchange, canteen, or transport, or upon any premises used for military purposes by the United States; which was referred to the Committee on Military Affairs.

He also presented a petition of the Woman's Christian Temperance Union of Worcester, Mass., praying for the enactment of legislation to prohibit the sale of intoxicating liquors in Hawaii; which was ordered to lie on the table.

He also presented a petition of Local Union No. 420, Carpenters and Joiners, of Webb City, Mo., praying that all the remaining public lands be held for the benefit of the whole people and that no grants of the title to any of these lands be made to any but actual settlers and home builders thereon; which was referred to the Committee on Public Lands.

Mr. FOSTER presented a petition of sundry druggists of Ritzville, Wash., praying for the repeal of the stamp tax upon proprietary medicines, perfumeries, and cosmetics; which was referred to the Committee on Finance.

He also presented a memorial of sundry citizens of Chehalis, Wash., remonstrating against the enactment of legislation increasing the number of hours in which cattle may be kept in transportation from one State to another; which was referred to the Committee on Interstate Commerce.

Mr. WARREN presented a memorial of the Central Labor Council of Cincinnati, Ohio, and a memorial of the Burlington Trades Council of Cincinnati, Ohio, remonstrating against the enactment of legislation placing a tax upon oleomargarine and other kindred dairy products; which were referred to the Committee on Agriculture and Forestry.

Mr. TALIAFERRO presented memorials of the Orange County Bar Association, the Valusia County Bar Association, the Hamilton County Bar Association, and the St. Johns County Bar Association, all in the State of Florida, remonstrating against the enactment of legislation to change the United States judicial districts in that State; which were referred to the Committee on the Judiciary.

Mr. McMILLAN presented a petition of the Luce & Skinner Company, of Kalamazoo, Mich., praying for the construction of a new fireproof Patent Office building; which was referred to the Committee on Public Buildings and Grounds.

Mr. NELSON presented a petition of the Epworth League of the First Methodist Episcopal Church of Minneapolis, Minn., praying for the enactment of legislation to prohibit the sale of intoxicating liquors in Army canteens, etc.; which was referred to the Committee on Military Affairs.

Mr. HOAR presented memorials of Christine H. Lee and 27 other citizens of Boston, Mass.; Margaret L. Thacher and 5 other citizens of Cambridge, Mass.; C. L. Challenger and 9 other citizens of Colorado; J. K. P. Holt and 9 other citizens of Texas; Maria Freeman Gray and 59 other citizens of California, and of Dr. A. C. Whitman and 50 other citizens of Maine, remonstrating against any extension of the sovereignty of the United States over the Philippine Islands in any event, and over any other foreign territory without the free consent of the people thereof; which were referred to the Committee on the Philippines.

Mr. CLARK of Wyoming presented a petition of sundry conductors on the Union Pacific Railroad in Wyoming, praying for the passage of the so-called initiative and referendum bill; which was referred to the Committee on the Judiciary.

Mr. THURSTON presented a petition of 90 citizens of Hansen, Nebr., praying for the enactment of legislation to prohibit the sale of intoxicating liquors in Army canteens and in all Government buildings; which was referred to the Committee on Military Affairs.

He also presented petitions of the Woman's Christian Temperance Union of Hastings; the congregation of the First Baptist Church of Hastings; the Presbyterian Woman's Missionary Society of Hastings, and of the congregation of the First Congregational Church of Hastings, all in the State of Nebraska, praying for the enactment of legislation to prohibit the importation, manufacture, and sale of intoxicating liquors and opium in Hawaii; which were ordered to lie on the table.

Mr. DANIEL presented a petition of the Young Woman's Christian Temperance Union of Wrights Chapel, Caroline County, Va., and a petition of the Rehobeth Young Woman's Christian Temperance Union, of Caroline County, Va., praying for the enactment of legislation to prohibit the sale of intoxicating liquors in Army canteens, etc.; which were referred to the Committee on Military Affairs.

URGENT DEFICIENCY APPROPRIATIONS.

Mr. HALE. I am directed by the Committee on Appropriations, to whom was referred the bill (H. R. 10449) making appropriations to supply additional urgent deficiencies in the appropriations for the fiscal year ending June 30, 1900, and for other purposes, to report it with amendments, and I ask for its present consideration.

There being no objection, the Senate, as in Committee of the Whole, proceeded to consider the bill.

Mr. HALE. I ask that the customary order take place, that the formal reading of the bill be dispensed with and that the amendments of the committee be considered as they are reached in the reading.

The PRESIDENT pro tempore. The Senator from Maine asks unanimous consent that the formal reading of the bill be dispensed with and that the committee amendments be first considered. Is there objection? The Chair hears none.

The Secretary proceeded to read the bill. The first amendment of the Committee on Appropriations was to insert, after line 4, on page 3:

TREASURY DEPARTMENT.

For stationery for the Treasury Department and its several bureaus, \$7,000.

The next amendment was to insert after the preceding amendment:

ENGRAVING AND PRINTING.

For labor and expenses of engraving and printing: For salaries of all necessary clerks and employees, other than plate printers and plate printers' assistants, \$60,942.90, to be expended under the direction of the Secretary of the Treasury: *Provided*, That no portion of this sum shall be expended for printing United States notes or Treasury notes of larger denomination than those that may be canceled or retired.

For wages of plate printers, at piece rates to be fixed by the Secretary of the Treasury, not to exceed the rates usually paid for such work, including the wages of printers' assistants at \$1.25 a day each when employed, \$91,391.25, to be expended under the direction of the Secretary of the Treasury: *Provided*, That no portion of this sum shall be expended for printing United States notes or Treasury notes of larger denomination than those that may be canceled or retired.

For engravers' and printers' materials and other materials, except distinctive paper, and for miscellaneous expenses, \$61,233.

The amendment was agreed to.

The next amendment was to insert at the top of page 4:

PUBLIC PRINTING AND BINDING.

For printing and binding for the Treasury Department, \$60,000.

The amendment was agreed to.

The next amendment was to insert on page 4, after line 3:

For printing and binding for the Department of the Interior, \$43,000.

The amendment was agreed to.

The bill was reported to the Senate as amended, and the amendments were concurred in.

The amendments were ordered to be engrossed and the bill to be read a third time.

The bill was read the third time, and passed.

REPORTS OF COMMITTEES.

Mr. GALLINGER, from the Committee on the District of Columbia, to whom was referred the bill (S. 3937) to amend an act entitled "An act to regulate in the District of Columbia the disposal of certain refuse, and for other purposes," approved January 25, 1898, reported it without amendment, and submitted a report thereon.

He also, from the Committee on Pensions, to whom were referred the following bills, reported them severally without amendment, and submitted reports thereon:

A bill (H. R. 2076) granting an increase of pension to Horace N. Brackett; and

A bill (H. R. 7535) granting an increase of pension to Clare H. Burleigh.

Mr. GALLINGER, from the Committee on Pensions, to whom was referred the bill (H. R. 8079) granting a pension to Bertha M. Jordan, reported it with an amendment, and submitted a report thereon.

Mr. HAWLEY, from the Committee on Military Affairs, to whom was referred the bill (H. R. 8582) making appropriation for the support of the Regular and Volunteer Army for the fiscal year ending June 30, 1901, reported it with amendments.

Mr. SCOTT, from the Committee on Public Buildings and Grounds, to whom was referred the bill (S. 2337) setting apart certain public grounds in the city of Washington for the use of the National Society of the Daughters of the American Revolution for the erection of a memorial building, reported it without amendment, and submitted a report thereon.

Mr. FAIRBANKS, from the Committee on Public Buildings and Grounds, to whom was referred the bill (S. 1290) to provide for the erection of a public building at San Francisco, in the State of California, reported it with amendments, and submitted a report thereon.

Mr. SULLIVAN, from the Committee on the District of Columbia, to whom was referred the bill (S. 3918) providing for the erection of engine house and the purchase of a chemical engine at

Congress Heights, D. C., reported it with amendments, and submitted a report thereon.

Mr. McMILLAN, from the Committee on Commerce, reported an amendment proposing to appropriate \$15,000 for the construction, maintenance, and operation of telegraph and telephone lines between Glen Haven, Mich., and Manitou Island, Lake Michigan, and for the establishment and maintenance of wind-signal display stations at those points, intended to be proposed to the Agricultural appropriation bill, and moved that it be referred to the Committee on Agriculture and Forestry and, with the accompanying papers, printed; which was agreed to.

Mr. WARREN, from the Committee on Public Buildings and Grounds, to whom was referred the bill (S. 2610) to authorize the purchase of the property known as the Corcoran Art Gallery in the city of Washington, D. C., reported it with amendments, and submitted a report thereon.

GARFIELD HOSPITAL.

Mr. McMILLAN. I am directed by the Committee on the District of Columbia, to whom the subject was referred, to report a joint resolution for the relief of Garfield Hospital, and I ask unanimous consent for its immediate consideration.

The joint resolution (S. R. 114) for relief of Garfield Hospital was read the first time by its title and the second time at length, as follows:

Resolved, etc., That \$1,000 is hereby appropriated, out of any moneys in the Treasury of the United States not otherwise appropriated and out of the revenues of the District of Columbia, in equal parts, for the maintenance of the isolating ward for minor contagious diseases at Garfield Memorial Hospital for the remainder of the fiscal year ending June 30, 1900.

The PRESIDENT pro tempore. Is there objection to the present consideration of the joint resolution.

There being no objection, the Senate, as in Committee of the Whole, proceeded to consider the joint resolution.

The joint resolution was reported to the Senate without amendment, ordered to be engrossed for a third reading, read the third time, and passed.

TRIAL OF OFFENSES AGAINST THE UNITED STATES.

Mr. HOAR. I am directed by the Committee on Judiciary, to whom was referred the bill (S. 4190) to provide for the removal to the proper district for trial of persons indicted for offenses against the United States, to report it favorably with amendments. I ask unanimous consent for its immediate consideration.

The PRESIDENT pro tempore. Is there objection to the present consideration of the bill?

There being no objection, the Senate, as in Committee of the Whole, proceeded to consider the bill.

The amendments reported by the Committee on the Judiciary were: In line 4, after the word "any," to insert "judicial;" in the same line, after the word "district," to insert "or in any Territory or the District of Columbia;" in line 5, after the word "other," to insert "judicial;" in the same line, after the word "district," to insert "or in any Territory or the District of Columbia;" in line 6, after the word "district," to insert "or Territory or the District of Columbia;" in line 9, after the word "of," to strike out "the" and insert "a;" in the same line, after the words "United States," to strike out "or a United States commissioner" and insert "court;" in line 10, after the word "the," to insert "judicial;" in the same line, after the word "district," to insert "or to a judge or justice of the highest court of the Territory or of the District of Columbia;" in line 12, after the word "judge," to insert "or;" in the same line, after the word "justice," to strike out "or commissioner;" in line 13, after the word "the" where it first occurs, to insert "judicial;" in the same line, after the word "district," to insert "or Territory or District of Columbia;" on page 2, line 2, after the word "judge," to insert "or;" in the same line, after the word "justice," to strike out "or commissioner;" in line 4, after the word "the" where it occurs the third time, to insert "judicial;" in line 5, after the word "district," to insert "or Territory or the District of Columbia;" in line 7, after the word "judge," to insert "or," and in the same line, after the word "justice," to strike out "or commissioner;" so as to make the bill read:

Be it enacted, etc., That where any person indicted for any crime or offense against the United States in any judicial district, or in any Territory or the District of Columbia, shall be or be found in any other judicial district or in any Territory or the District of Columbia, it shall be lawful, and it is hereby made the duty of the district attorney of the district or Territory or the District of Columbia in which such indictment is found, to deliver, or cause to be delivered, a copy of such indictment, certified by the clerk of the court in which the same is pending, to a judge or justice of a United States court in the judicial district or to a judge or justice of the highest court of the Territory or of the District of Columbia where such indicted person is or may be found; and thereupon it shall be the duty of such judge or justice to issue to the United States marshal of the judicial district or Territory or District of Columbia a warrant for the arrest of the person named in the indictment, and upon the return of the warrant with the body of the person so named, the judge or justice shall, upon being satisfied that the person arrested is the person indicted, make an order to the marshal directing the removal of such person to the judicial district or Territory or the District of Columbia wherein the indictment is pending, and it shall be the duty of the marshal to execute such order. In bailable cases the judge or justice before

whom such proceedings are had may admit the defendant to bail for his appearance at the court to which he is held to answer the indictment.

The amendments were agreed to.

The bill was reported to the Senate as amended, and the amendments were concurred in.

The bill was ordered to be engrossed for a third reading, read the third time, and passed.

EDWARD GOTTFRIED.

Mr. DAVIS. I am instructed by the Committee on Foreign Relations, to whom was referred the resolution submitted by the Senator from Pennsylvania [Mr. PENROSE] on the 4th instant, to report it favorably with an amendment. I ask unanimous consent for its present consideration.

There being no objection, the Senate proceeded to consider the resolution. The amendment reported by the Committee on Foreign Relations was, in line 7, after the word "memorial," to insert "and also copies of all correspondence between this Government and that of Peru and of any opinions or decisions of the Department of State."

Mr. COCKRELL. Now let the resolutions be read as proposed to be amended.

The PRESIDENT pro tempore. The resolution as proposed to be amended will be read.

The Secretary read as follows:

Resolved, That the Secretary of State be directed to send to the Senate a copy of the memorial of Edward Gottfried, a citizen of Wilkesbarre, Luzerne County, Pa., and late a consular agent of the United States of America at Trujillo, Peru, sworn to March 21, 1900, now on file in the State Department, together with all papers, letters, and exhibits attached to said memorial, and also copies of all correspondence between this Government and that of Peru, and of any opinions or decisions of the Department of State in connection with the action of a party of Peruvian revolutionists against the constitutional Government of Peru on and after August 23, 1898, the memorialist at the time being consular agent of the United States in Peru, the wrongdoers perpetrating, it is alleged, deprivations on his property and injuries and indignities upon his person in violation of treaty rights.

The amendment was agreed to.

The resolution as amended was agreed to.

SAMUEL DORNON.

Mr. GALLINGER. I move that the bill (S. 3342) granting an increase of pension to Samuel Dornon be recommitted to the Committee on Pensions.

The motion was agreed to.

BILLS INTRODUCED.

Mr. SEWELL introduced a bill (S. 4208) for the relief of George K. Bowen; which was read twice by its title, and, with the accompanying papers, referred to the Committee on Military Affairs.

He also introduced a bill (S. 4209) granting a pension to Mary Sanders; which was read twice by its title, and, with the accompanying paper, referred to the Committee on Pensions.

Mr. BAKER introduced a bill (S. 4210) for the relief of John S. Crites; which was read twice by its title, and, with the accompanying paper, referred to the Committee on Military Affairs.

He also introduced a bill (S. 4211) for the relief of C. B. E. Hawkins, alias Charles Haken; which was read twice by its title, and referred to the Committee on Military Affairs.

He also introduced a bill (S. 4212) granting a pension to James M. Muck; which was read twice by its title, and referred to the Committee on Pensions.

He also introduced a bill (S. 4213) granting an increase of pension to Samuel G. H. Whitley; which was read twice by its title, and referred to the Committee on Pensions.

Mr. GALLINGER introduced a bill (S. 4214) granting an appropriation to the trustees of the Woman's National Industrial Exhibit, of the city of Washington, D. C.; which was read twice by its title, and referred to the Committee on the District of Columbia.

He also introduced a bill (S. 4215) granting a pension to Belle Bean; which was read twice by its title, and referred to the Committee on Pensions.

Mr. MASON introduced a bill (S. 4216) granting an increase of pension to Francis M. Porter; which was read twice by its title, and referred to the Committee on Pensions.

He also introduced a bill (S. 4217) for the relief of J. C. Brooks; which was read twice by its title, and, with the accompanying papers, referred to the Committee on Claims.

Mr. SCOTT introduced a bill (S. 4218) for the relief of Capt. Sidney F. Shaw; which was read twice by its title, and referred to the Committee on Military Affairs.

Mr. WOLCOTT introduced a bill (S. 4219) for the relief of Lewis B. Brasher; which was read twice by its title, and referred to the Committee on Claims.

He also introduced the following bills; which were severally read twice by their titles, and referred to the Committee on Pensions:

A bill (S. 4220) granting an increase of pension to Edward J. Palmer;

A bill (S. 4221) granting a pension to John K. Clark (with accompanying papers);

A bill (S. 4222) granting an increase of pension to Charles A. Wyeth;

A bill (S. 4223) granting a pension to Henry Knodt (with accompanying paper); and

A bill (S. 4224) granting an increase of pension to William H. Morgan (with accompanying papers).

Mr. SHOUP introduced a bill (S. 4225) for increasing the efficiency of the Signal Corps of the Army of the United States, which was read twice by its title, and, with the accompanying paper, referred to the Committee on Military Affairs.

Mr. CARTER introduced a bill (S. 4226) to amend an act entitled "An act to authorize the construction of a bridge across the Yellowstone River, in the county of Dawson, State of Montana; which was read twice by its title, and referred to the Committee on Commerce.

Mr. FAIRBANKS introduced a bill (S. 4227) for the purchase of a site for a hall of records; which was read twice by its title, and referred to the Committee on Public Buildings and Grounds.

He also introduced a bill (S. 4228) granting a pension to Mary E. Reynolds; which was read twice by its title, and referred to the Committee on Pensions.

Mr. PERKINS introduced a bill (S. 4229) to amend an act entitled "An act to amend an act to prohibit the passage of local or special laws in the Territories, to limit Territorial indebtedness, and so forth;" which was read twice by its title, and referred to the Committee on Territories.

Mr. MONEY introduced a bill (S. 4230) for the relief of the estate of Thomas J. Gibson, deceased; which was read twice by its title, and referred to the Committee on Claims.

Mr. LINDSAY introduced a bill (S. 4231) granting a pension to Elizabeth King; which was read twice by its title, and, with the accompanying papers, referred to the Committee on Pensions.

Mr. LODGE introduced a bill (S. 4232) to invest the Washington Humane Society with the care, control, and management of the pound in and for the District of Columbia, and for other purposes; which was read twice by its title, and referred to the Committee on the District of Columbia.

Mr. THURSTON introduced a bill (S. 4233) to limit the meaning of the word "conspiracy" and also the use of "restraining orders and injunctions" as applied to disputes between employers and employees in the District of Columbia and Territories, or engaged in commerce between the several States, District of Columbia, and Territories, and with foreign nations; which was read twice by its title, and referred to the Committee on the Judiciary.

He also introduced a bill (S. 4234) granting an increase of pension to George W. Howard; which was read twice by its title, and referred to the Committee on Pensions.

Mr. DANIEL introduced a bill (S. 4235) for the relief of B. D. M. Jones; which was read twice by its title, and, with the accompanying paper, referred to the Committee on Claims.

He also (by request) introduced a bill (S. 4236) for the relief of the trustees of Braddock Street Methodist Episcopal Church, of Winchester, Va.; which was read twice by its title, and referred to the Committee on Claims.

AMENDMENT TO ARMY APPROPRIATION BILL.

Mr. FORAKER submitted an amendment proposing to appropriate \$276,880 for clerical help and messenger service in the War Department, intended to be proposed by him to the Army appropriation bill; which was referred to the Committee on Military Affairs, and ordered to be printed.

COMPLAINTS BEFORE INTERSTATE COMMERCE COMMISSION.

Mr. ELKINS submitted the following resolution; which was considered by unanimous consent, and agreed to:

Resolved, That the Interstate Commerce Commission be, and hereby is, directed to furnish to the Senate, as soon as practicable, the following facts and information:

First. The number of complaints of every sort and description which have been made to it against railroad companies each year during the last three years, the number of such complaints which have been disposed of informally by the commission without any formal hearing and determination each year during the last three years, and the number of such complaints which have come to a formal hearing and determination by the commission each year during the last three years.

Second. The total number of cases heard and determined by the commission during the last ten years, the number of such cases which have been appealed to the courts, the number of such cases in which the decisions of the commission have been sustained, the number of such cases in which the decisions of the commission have been reversed, and the number of such cases which have not been adjudicated.

EXPENSES OF THE PHILIPPINE COMMISSION.

The PRESIDENT pro tempore laid before the Senate the following message from the President of the United States; which was read, and, with the accompanying papers, referred to the Committee on the Philippines, and ordered to be printed.

To the Senate:

In response to a resolution of the Senate of March 23, 1900, reading as follows: "Resolved, That the President be, and he is hereby, requested, if not incompatible with the public interest, to send to the Senate an itemized statement of the expenses of the Philippine Commission, together with a statement of the amount paid to each commissioner for his services and individual expenses."

I transmit herewith a report of the Secretary of State, with an accompanying statement, and have the honor to invite the attention of the Congress to the recommendation therein made as to the payment of the naval and military commissioners.

EXECUTIVE MANSION, April 16, 1900.

WILLIAM MCKINLEY.

PRESIDENTIAL APPROVAL.

A message from the President of the United States, by Mr. O. L. PRUDEN, one of his secretaries, announced that the President had on the 12th instant approved and signed the act (S. 2679) declaring certain trestles of the Washington County Railroad Company to be lawful structures.

INTERNATIONAL UNION OF AMERICAN REPUBLICS.

The PRESIDENT pro tempore laid before the Senate the following message from the President of the United States; which was read, and referred to the Committee on Foreign Relations, and ordered to be printed:

To the Senate and House of Representatives:

In my message to Congress of December 5, 1899, referring to the insured maintenance for another period of ten years of the International Union of American Republics, I stated that "in view of this fact and of the numerous questions of general interest and common benefit to all of the Republics of America, some of which were considered by the first International American Conference, but not finally settled, and others which have since then grown to importance, it would seem expedient that the various Republics constituting the Union should be invited to hold at an early date another conference in the capital of one of the countries other than the United States, which has already enjoyed this honor."

Since then the Secretary of State has informed the governments of the various republics of this continent of our wish to see another conference convened, and has received formal favorable replies from some of them in response to my suggestion, and an expression of their willingness to send delegates to a second conference. From a majority of the other republics this Government has received oral assurances of a similar tenor, so that at the present time the recommendation made in my message is assured of the approval of the American republics.

In view of these facts and of the desirability that should the conference be called at an early date the expenses of the delegation to be sent by the United States may be provided for, I recommend to the urgent consideration of the Congress that it appropriate from any funds in the public Treasury not otherwise appropriated, to be made immediately available, the sum of \$25,000, or so much thereof as may be necessary, to meet the actual and necessary expenses of the delegates to the conference and of their salaried clerical assistants, said fund to be at the discretion of the Secretary of State.

WILLIAM MCKINLEY.

EXECUTIVE MANSION, April 16, 1900.

LILLIAN CAPRON.

The PRESIDENT pro tempore laid before the Senate the amendment of the House of Representatives to the bill (S. 1905) granting an increase of pension to Lillian Capron, which was, in line 8, to strike out "forty" and insert "thirty."

Mr. GALLINGER. I move that the Senate nonconcur in the amendment of the House of Representatives and request a conference with the House on the bill and amendment.

The motion was agreed to.

By unanimous consent, the President pro tempore was authorized to appoint the conferees on the part of the Senate; and Mr. GALLINGER, Mr. SHOUP, and Mr. LINDSAY were appointed.

AGNES K. CAPRON.

The PRESIDENT pro tempore laid before the Senate the amendment of the House of Representatives to the bill (S. 1906) granting an increase of pension to Agnes K. Capron, which was, in line 8, to strike out "forty" and insert "twenty-five."

Mr. GALLINGER. I move that the Senate disagree to the amendment made by the House of Representatives and request a conference with the House on the bill and amendment.

The motion was agreed to.

By unanimous consent, the President pro tempore was authorized to appoint the conferees on the part of the Senate; and Mr. GALLINGER, Mr. SHOUP, and Mr. LINDSAY were appointed.

WILLIAM PADGETT.

The PRESIDENT pro tempore laid before the Senate the amendment of the House of Representatives to the bill (S. 2942) granting an increase of pension to William Padgett, which was, in line 8, to strike out "thirty" and insert "twenty."

Mr. GALLINGER. I move that the Senate concur in the amendment made by the House of Representatives.

The motion was agreed to.

HOUSE BILLS REFERRED.

The following bills were severally read twice by their titles, and referred to the Committee on Pensions:

A bill (H. R. 1381) granting an increase of pension to J. J. Angel;

A bill (H. R. 1737) granting a pension to Cora I. Cromwell;

A bill (H. R. 1801) granting an increase of pension to Elijah Biddle;

A bill (H. R. 1943) granting an increase of pension to Simon Price;

A bill (H. R. 2331) granting an increase of pension to Festus Dickinson;

A bill (H. R. 3224) granting an increase of pension to Jeremiah B. Moore;

A bill (H. R. 3655) granting a pension to Margaret Burns;

A bill (H. R. 4368) granting a pension to Flora B. Hinds;

A bill (H. R. 4520) granting an increase of pension to George H. French;

A bill (H. R. 7624) granting an increase of pension to Pleasant H. McBride;

A bill (H. R. 8830) granting an increase of pension to William F. Boyakin; and

A bill (H. R. 9574) granting an increase of pension to Catharine A. Brown.

The bill (H. R. 10665) to provide for the use of timber and stone for domestic and industrial purposes in the Indian Territory was read twice by its title, and referred to the Committee on Indian Affairs.

The joint resolution (H. J. Res. 198) providing for the printing and distribution of the general report of the expedition of the steamer *Fishhawk* to Porto Rico, including the chapter relating to the fish and fisheries of Porto Rico, as contained in the Fish Commission Bulletin for 1900, was read twice by its title, and referred to the Committee on Printing.

CIVIL GOVERNMENT FOR ALASKA.

The PRESIDENT pro tempore. If there be no further concurrent or other resolutions, the morning business is closed, and the Chair lays before the Senate the resolution reported by the Senator from Tennessee [Mr. TURLEY] from the Committee on Privileges and Elections January 23, 1900, which will be read.

The Secretary read as follows:

Resolved, That the Hon. Matthew S. Quay is not entitled to take his seat in this body as a Senator from the State of Pennsylvania.

Mr. CARTER. I ask that that resolution be informally laid aside, and that the Senate proceed to the consideration of Senate bill 3419, known as the Alaskan bill.

The PRESIDENT pro tempore. The Senator from Montana asks unanimous consent that the resolution which has been read be informally laid aside, and that the Senate proceed to the consideration of the Alaskan bill. Is there objection?

There being no objection, the Senate, as in Committee of the Whole, resumed the consideration of the bill (S. 3419) making further provision for a civil government for Alaska, and for other purposes.

Mr. CARTER. Mr. President, during the consideration of this bill on Saturday I gave notice that, if a full attendance of the Senate was present this morning, I would ask unanimous consent to fix the time for a final vote on this bill and all amendments pending at the time agreed upon.

Mr. STEWART. I object for the present. We can not fix the time until we get a little further along with some of the amendments.

Mr. CARTER. Very well.

The PRESIDENT pro tempore. The pending question is on the amendment of the Senator from Nevada [Mr. STEWART] to the amendment previously offered by the Senator from Montana [Mr. CARTER].

Mr. PLATT of Connecticut. Let it be read.

The PRESIDENT pro tempore. The amendment offered by the Senator from Nevada [Mr. STEWART] as a substitute for the amendment of the Senator from Montana [Mr. CARTER] will be read.

Mr. CARTER. Mr. President, the amendment which had been previously agreed to has been formally reconsidered for the purpose of permitting the Senator from Nevada to present his amendment; and I presume that, if his amendment is defeated, the other will be reinstated in its former position.

Mr. WOLCOTT. I should like to have the amendment read, Mr. President.

The PRESIDENT pro tempore. The amendment of the Senator from Nevada [Mr. STEWART] will be stated:

The SECRETARY. At the end of section 26, on page 23, it is proposed to insert:

Provided further, That, subject only to such general limitations as may be necessary to exempt navigation from artificial obstructions, all land and shoal water above low tide on the shores, bays, and inlets of Bering Sea, within the jurisdiction of the United States, shall be subject to exploration for gold and other precious metals by citizens of the United States, or persons who have legally declared their intentions to become such, under such reasonable rules and regulations as the miners in organized districts may have heretofore made or may hereafter make governing the temporary possession thereof for exploration and mining purposes until otherwise provided by law: Provided further, That the rules and regulations established by the miners shall be in conformity with the mining laws of the United States, and all permits heretofore or hereafter granted authorizing any person or persons, corporation or company to excavate or mine under any of said waters are limited to lands below low tide: And provided further, That the reservation of a roadway 60 feet wide, under the tenth section of the act of May 14, 1888, entitled "An act extending the homestead laws and providing for right of way for railroads in the district of Alaska, and for other purposes," shall not apply to mineral lands or town sites.

The PRESIDENT pro tempore. The question is on the amendment to the amendment.

Mr. PLATT of Connecticut. I should like to hear the provision for which this is proposed as a substitute read.

The PRESIDENT pro tempore. The Secretary will state the

amendment submitted by the Senator from Montana [Mr. CARTER], which was previously adopted and then reconsidered so that the Senator from Nevada [Mr. STEWART] might offer his amendment to it.

The SECRETARY. On page 23, at the end of section 26, insert the following:

Provided further, That, subject only to such general limitations as may be necessary to exempt navigation from artificial obstructions, all land and shoal water below mean high tide on the shores, bays, and inlets of Bering Sea, within the jurisdiction of the United States, shall be subject to exploration for gold and other precious metals by citizens of the United States, or persons who have legally declared their intentions to become such, under such reasonable rules and regulations as the miners in organized mining districts may have heretofore made or may hereafter make governing the temporary possession thereof for exploration and mining purposes until otherwise provided by law: *Provided further*, That the rules and regulations established by the miners shall not be in conflict with the mining laws of the United States; and all permits heretofore granted authorizing any person or persons, corporation, or company to excavate or mine under any of said waters are hereby revoked and declared null and void.

BIG SANDY RIVER BRIDGE.

Mr. ELKINS. I ask the Senator from Montana in charge of the pending bill to permit me to call up a bill which has been unanimously reported by the Committee on Commerce. It is Senate bill 4051, a short bill; and it is approved by the War Department.

The PRESIDENT pro tempore. Does the Senator from Montana yield to the Senator from West Virginia?

Mr. CARTER. I will yield providing the bill does not lead to debate.

Mr. ELKINS. I think it will not lead to debate.

The PRESIDENT pro tempore. The Senator from West Virginia asks unanimous consent for the present consideration of a bill, which will be read for the information of the Senate, subject to objection.

The bill (S. 4051) to authorize the Ohio Valley Electric Railway Company to construct a bridge over the Big Sandy River from Kenova, W. Va., to Catlettsburg, Ky., was read; and, by unanimous consent, the Senate, as in Committee of the Whole, proceeded to its consideration.

The bill was reported from the Committee on Commerce with an amendment, in line 11, section 7, page 4, before the word "railway," to strike out "street;" so as to read:

SEC. 7. That all railway companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains or cars over the same and over the approaches thereto, upon payment of a reasonable compensation for such use.

The amendment was agreed to.

The bill was reported to the Senate as amended, and the amendment was concurred in.

The bill was ordered to be engrossed for a third reading, read the third time, and passed.

CIVIL GOVERNMENT FOR ALASKA.

The Senate, as in Committee of the Whole, resumed the consideration of the bill (S. 3419) making further provision for a civil government for Alaska, and for other purposes.

The PRESIDENT pro tempore. The question is on agreeing to the amendment offered by the Senator from Nevada.

Mr. BACON. As I understand, the last amendment read is the one that was previously adopted by the Senate.

The PRESIDENT pro tempore. It is the one previously adopted.

Mr. BACON. It was offered by the Senator from Montana.

The PRESIDENT pro tempore. The question is on agreeing to the amendment offered by the Senator from Nevada.

Mr. WOLCOTT. Mr. President, of course the Senate understands that the effect of this amendment is to give the Secretary of War exclusive jurisdiction to grant all permits outside low-water mark at Cape Nome, of such dimensions and extent of privilege as he may see fit, so that he may grant miles square, if he desires, to anybody, and may refuse one and grant another. We should understand that it will be something pretty anomalous in our laws if such an amendment is to be adopted, and I hope we may have some discussion upon it before it is adopted.

Mr. DANIEL. Permits for what purpose?

Mr. WOLCOTT. For mining. The Senator from Virginia understands that the Secretary of War has no more authority to grant a permit for mining than has the Senator from Virginia as an individual—not the slightest—but because the law charges the War Department with the duty of protecting the harbors of the United States from being filled up or injured by improvident dredging or by other acts calculated to destroy the navigable channels or otherwise to interfere with navigation, this right is to be given him. All these permits from the War Department were simply to avoid the appearance of violation of the law. Although this is not a roadstead where navigation is in the slightest degree affected by the acts of miners, yet it was deemed wise, and properly so, that the Secretary of War should say to each comer, "Yes, you may dredge there, and you will not be prosecuted, because you are not interfering with the roadstead or with a navigable stream." Thereupon these permits were given—as to size,

some being so many hundred feet and some so many miles. The Secretary of War made a very admirable report, in which he said every responsible man was given a permit to mine; but now, under this amendment, it could be claimed with propriety, because it will be sanctioned by legislative action, that the right exists in the Secretary of War to grant permits of varying sizes, dimensions, and terms of tenure for mining outside of the low-water mark. It is either open to the whole world, or else it should be put in some Department of this Government that deals with the question of the extraction of precious metals from soil over which we have any control. I merely want the Senate to understand it; that is all.

Mr. BACON. Mr. President, I quite agree with the Senator from Colorado. Either the amendment offered by himself or that offered by the Senator from Montana on a previous occasion ought to be the law and not the amendment which is now offered by the Senator from Nevada.

The Senator from Colorado, the Senate will remember, offered an amendment which provided for the Interior Department having jurisdiction of this matter, and the Senator from Montana offered an amendment which left it practically in the control of such regulations as might be made by miners upon the ground. Either one of those would have been a fair and practical and judicious method by which the matter could have been regulated by the Government. The Senate saw fit to choose the amendment offered by the Senator from Montana. I do not think it would have gone very far astray if it had taken either the one or the other. Each was a well-matured plan and each would have been a plan under which there could have been an impartial enjoyment of these mining rights by the public in general.

Mr. President, I was present Saturday when the unanimous consent was given for the reconsideration of the amendment of the Senator from Montana, which had been adopted after a very full discussion and a very full understanding by the Senate. I desire to repeat what I said then after the unanimous consent had been given, that if I had understood what was the particular amendment for which application was then made for unanimous consent for reconsideration, I should certainly have objected. The amendment having been adopted, it ought not to have been reconsidered without further consideration, in which the Senate should have been advised of the reasons.

As I understand the purpose of the amendment offered by the Senator from Nevada, it is this, that so far as concerns lands above low mean tide the amendment offered by the Senator from Montana would have been practically in force, but that as to all below mean low tide there shall be this arbitrary and absolute power on the part of the Secretary of War to say who shall mine and who shall not. I can not conceive that there can be any possible defense for such a proposition. The only argument I understood the Senator from Nevada on Saturday to advance why there should be this regulation by the miners above low water and why they should not have the power to regulate below low water was, as stated by him, that below low water they could not set up monuments which would show where the different lines of demarcation were. If that argument applies to the lines set up by miners, it would certainly also apply to the lines which might be prescribed by the Secretary of War, and I can not see why there should be the reason in the one case which would not apply in the other.

Mr. STEWART. Will the Senator from Georgia allow me to interrupt him?

Mr. BACON. I yield with pleasure.

Mr. STEWART. I wish to modify my amendment.

Mr. BACON. I yield to the Senator from Nevada.

Mr. STEWART. After the word "tide," in line 4 on page 2 of my amendment, I propose to insert the following:

No such permits shall exceed the area of placer claims under the mining laws.

Mr. BACON. I do not desire to detain the Senate. What I was particularly anxious to accomplish was simply that the Senate might be reminded of the fact that the amendment which it is sought to displace is the one which was adopted the other day after full debate, and I wish further to say that if that amendment is to be displaced at all I should very much prefer that it should be displaced by the amendment which had previously been offered by the Senator from Colorado rather than by the one which is offered by the Senator from Nevada.

Mr. WOLCOTT. I can say to the Senator from Georgia that the differences between the Senator from Montana and myself upon the amendment which we discussed at some length the other day were such differences as might naturally arise upon a view of the question by men accustomed to deal with mining litigation. It was the opinion of the Senator from Montana, borne out by the history of the early mining districts in the United States, that, subject to existing law as to the size of claims and as to the annual work necessary to be done before claims could be patented, the intelligent miners upon the ground were the people best fitted

to determine the rules and regulations as to the tenure of their claims.

Perhaps there are members of the Senate who may not fully understand to what extent this is done by the miners. For instance, the law as to lode claims now existing in the United States makes no provision as to the amount of development that shall be done within an area authorized by law to expose the lode, and the rules and customs of miners in the absence of State legislation prevails. In Colorado, for instance, a lode must be developed by a shaft 10 feet deep, which shall disclose the ore in rock in place. The law authorizes mining claims to be 1,500 feet in length by 600 feet in width, but permits the local laws and customs and the legislature of the State, within that provision, to limit them. Whereupon the State of Colorado limits in certain counties of the State mining claims to 1,500 feet in length by 300 feet in width, and in three of the counties of the State it limits the width of a mining claim to 50 feet of surface ground. So whatever is done by local laws and miners' customs is in limitation and not in enlargement of the Federal statute.

Therefore it seemed to me, in view of the fact that this is a new industry, involving a great outlay, requiring skilled knowledge, perhaps requiring aquatic knowledge as against land knowledge on the part of those who enter upon the waters of the sea to mine, and in view of the certainty of great litigation that must eventually ensue in any event if these fields shall prove to be rich, that it was wiser for the interests of those in this country who might send machinery and plants to that western country that before they went they should know that there were certain general rules and regulations which the Interior Department would apply to this anomalous and new sort of mining that would extend to the whole of Cape Nome.

It seemed to me it would be more conservative and would give miners and investors a better knowledge of what they might encounter, because it is true that along Cape Nome, which extends many miles, there may be twenty different mining districts, and one may say, "You must work your claim so constantly or expend so much money upon it, or you forfeit it; you must observe certain rules and regulations." And a mining district 10 miles beyond, and also upon the cape, may say, "The miners in this district need not do this," or must submit to other rules and regulations. The man here who one or two years before he does any mining has to buy perhaps from five to fifty thousand dollars' worth of machinery to take out there ought to have some general knowledge. This differs absolutely from the mining districts in the United States, where miners can make reasonable rules and regulations based upon long practice and experience. So it was thought wisest in the first instance for the Secretary to declare such rules and regulations.

The Senator from Montana and I differed as to that. It was a difference that any two mining lawyers might well encounter in consideration of the question. The Senator from Montana now informs me that he will accept, as an amendment to his amendment as adopted, something which to my mind covers the ground entirely. I am not dissatisfied with his amendment as it stands, except that I think it will work hardship upon people who start from here and need plants before they can enter upon the work. He offers to accept an amendment to this amendment. The amendment as adopted the other day is as follows:

That the rules and regulations established by the miners shall not be in conflict with the mining laws of the United States; and all permits heretofore granted authorizing any person or persons, corporation, or company to excavate or mine under any of said waters are hereby revoked and declared null and void.

The Senator from Montana suggests an amendment which seems to me to cover even the objection I made, which may or may not have been hypercritical, to add certain words at the end of line 13, so that it will read:

Provided further, That the rules and regulations established by the miners shall—

Then insert—

be subject to such general rules as the Secretary may prescribe and shall not be in conflict with the mining laws of the United States.

That gives the Secretary of the Interior a general supervision over the whole district, so that the miners' rules and regulations shall not hamper unduly or be applicable to one district and not to another, and so people who go there, 8,000 miles, to do their mining may have some general idea in advance of what general rules and regulations they may be required to encounter. That is the amendment which the Senator from Montana suggests to me he is willing to accept if it shall be the sense of the Senate to adopt it.

Mr. RAWLINS. Mr. President, this is an interesting and important subject, especially to the miners. I was not present last week when this matter was under consideration. The sole difference, substantially, between the Senator from Montana and the Senator from Colorado seems to be whether these rules ought to be promulgated by the Secretary of the Interior or left entirely to

the adoption and promulgation of the miners who may go to Alaska.

Mr. President, the rules which the miners make or the rules which the Secretary of the Interior may make, provided the view of the Senator from Colorado is adopted, it seems to me can not very much affect the interests of people who may desire here in this country to invest in machinery for the purpose of taking it to Alaska to engage in mining, for this reason: For instance, if it is a placer claim, the dimensions of that claim, say 20 acres, are defined by law. The rules that the miners may prescribe, which must not be inconsistent with the mining laws of the United States, relate only to the amount of work which shall be done, possibly to the marking of the claims by the posting of notices, filing of plats, or the erection of monuments, as the case may be.

Now, none of these things which will be prescribed by the miners, although they may differ in detail, one set of miners' regulations in one district differing from those in another, can affect one way or another any company or any person desiring to make an investment or to engage in mining in Alaska, for this reason: For instance, a claim is initiated by the filing and recording of a notice, and requiring so much work to be done within a certain time after the claim is initiated; and the marking of boundaries in one way or another. Any company proposing to invest will not do so until it has first established a right to the ground.

Mr. WOLCOTT. May I interrupt the Senator to enlarge, perhaps, a little that he may understand me as to the suggestion I made?

Mr. RAWLINS. Yes.

Mr. WOLCOTT. There is no trouble at all about the rules and regulations above high-water mark. That is all right. That shall be exactly as the mining law is. Below high-water mark, and upon so much of the soil as is twice a day covered by water, there are different discoveries and appliances and inventions intended to extract the gold from these places. They include boats, shallow boats, which shall dredge, take the soil in the boat itself, land it, and wash it upon shore. There are other inventions, which provide an endless chain in connection with some floating apparatus which shall raise the earth and send it to the mainland, where it shall be washed. There are also schemes now being carried out, where from the surface tunnels are driven under the waters of the sea along the auriferous bearing stratum that is supposed to have the pay dirt in largest quantity.

We are all arguing 8,000 miles away, but it may be that between those mining upon the land and those mining upon the water friction will arise as to the rights of the soil, as to easements which those mining at sea might have upon the land. I can well understand, and so can the Senator from Utah, that differences might arise between the two classes of mining, which are more radically different than lode and placer mining, because new and anomalous conditions arise. Under these circumstances it might help, not the investor so much as the miner himself, to have known rules, as if the Senator or I were to go to Cape Nome and take our kit and outfit with us. If we had ideas as to how we could mine under water, on lands covered by water part of the time, it would be to our advantage if there could be some general rules and regulations prescribed by the Interior Department. That is the whole reason for the amendment which the Senator from Montana says he will accept, and which I think important, but not vital.

Mr. RAWLINS. If I understand the point which is suggested by the Senator from Colorado, it is that mining in Alaska under water may differ somewhat from the ordinary conditions of mining as it exists upon land in this and other countries and that there ought to be rules, general in character, prescribed here in advance relating to certain easements, perhaps, pertaining to the shore. Of course, already we have in our mining laws means by which miners can acquire rights or easements for transportation of water and things of that kind. I suppose that under the code which is being adopted and under the laws in force and which have been extended or which will be extended to Alaska similar rights will apply to that country.

I do not know and I am not prepared to say whether those laws will be sufficient to secure all of the rights that the miner may need, operating under water, below high tide, for access to the shore. But, Mr. President, the only point I desire to make in this connection is not in antagonism to some reasonable rules in that regard. They ought to be provided, undoubtedly, by the miners or by legislation of Congress, or by the authority of the Secretary of the Interior, so that there shall be no conflict. Ordinarily the miners themselves, recognizing their common interest, the general interest, have been reasonable enough. They have been intelligent, educated men. They desire to promote the general interest of miners. That is their general interest, and they appreciate it. Ordinarily they adapt themselves to actual conditions. The miners upon the ground, mining engineers who go there, the advice of the attorneys who devote attention to that special condition will for the time being, in my judgment, provide rules which will better subserve all the interests of all the miners

under all conditions there than will be adopted here by the Secretary of the Interior or could be adopted by us, even those who are here familiar with mining, now in advance of the actual necessities as they may develop in that country. So it seems to me that at present the safe and proper thing to do is to leave this to the miners. By and by we will hear from them. If difficulties arise, they will make suggestions for the solutions of those difficulties.

Mr. President, as to the amendment of the Senator from Nevada, proposing to grant unrestricted authority to the Secretary of War to grant rights over mining ground below low tide in the ocean, I think that is a reversal and a departure from the entire policy of this Government in relation to mining rights. It is a step which ought not to be taken. The ground for it, as I understand it to be stated by the Senator from Nevada, is that the miners could not mark upon the ground the boundaries of their claims in making their locations; that is, where the land was below mean low tide. The miners will make regulations just as conducive to an accurate ascertainment of the boundaries of their claims as the Secretary of War can in granting any license or permit to mine. Undoubtedly when they frame their regulations they will prescribe that certain notices describing the boundaries of their claims shall be recorded, perhaps that monuments shall be placed upon shore in such way as to indicate fairly the boundaries of the claim located by the miner under the ocean.

Indeed, in this country, upon land, the Supreme Court of the United States has held, while the statute requires actual marking of the boundaries upon the land, that wherever there are physical difficulties rendering it impossible to designate the corners by actual monuments, it may be dispensed with. There is nothing in the mining laws of the United States, according to the decision of the Supreme Court of the United States, which precludes the doing of that thing which the Senator from Nevada, as I understand him, says renders the granting of this extraordinary authority to the Secretary of War necessary. For instance, in many cases in this country mining claims extend into the water or across rivers or upon an inaccessible mountain in such a way that it is impossible to designate or mark the boundaries actually upon the ground. Then the rule is that such reasonable designation of the boundaries as is possible under the physical circumstances will be allowed.

Mr. SCOTT. May I ask the Senator from Utah whether he is in favor of the amendment of the Senator from Montana or is opposing it?

Mr. RAWLINS. I am in favor of the adoption of the amendment of the Senator from Montana and am opposed to the adoption of the amendment offered by the Senator from Nevada.

Mr. QUARLES. Mr. President, I should like to call the attention of the Senator from Utah to certain facts which may not be within his knowledge. I suppose, sir, that everyone is anxious to have the bottom of that ocean explored if it be true that there are auriferous deposits there, and no one would wish to throw any obstacle in the way of its proper exploration. It is in the interest of everybody that it should be made.

The fact exists that a considerable number of miners who are familiar with the situation up there have interested capital and have started in the preparation of very expensive experimental machinery for the purpose of making this exploration. Some of them have progressed to the extent of having already invested a considerable sum of money. They propose to go up there this summer with that machinery and explore that bottom and determine what there is there and make a practical examination of the whole field. They naturally, before they risk this amount of money in the machinery and in the great cost of getting it there, desire to know whether they are to have any concession or any right to use their machinery. Therefore it was that application was made to the Secretary of War to give them, not a permit to mine, but to exempt them from the penalty that they might incur under the statute of the United States which was referred to here the other day. They looked upon that simply as indicating to them that when their machinery got there they would have some place to put it.

Now, since the amendment of my friend from Montana was adopted these people have abandoned their plans entirely, because they can see no rights that they have, no concession, no place. They have abandoned this entire scheme, and it will stop right here, if you insist upon putting the territory below low-water mark in the hands of miners to make new regulations over a new subject and await their sweet pleasure to do it. Of course common sagacity would dictate that course.

Therefore, Mr. President, it is to be desired that this machinery should have an opportunity to make these explorations there. I suggest it is a matter of very great importance that this legislation should be shaped in such a way as to give those men some assurance that when they get there with their machinery, they are going to be recognized and not be left to the fancy or whim of the miners on land, who have had no experience with this matter

and whose interests may be thought hostile to the people who are operating the machinery.

For instance, it has come to the attention of some of the gentlemen who are building these machines that there will be a theory entertained by the beach workers there that the operation of machinery farther out in the water may destroy the supply of gold-bearing sand and gravel that they are working on upon the shore. If that idea should take possession of the minds of the land workers, they would be hostile to the exploration out in deep water. The Senator can see that. These people who are investing their money say, "If you leave us to the tender mercy of those people on shore, they will be hostile to us. We will take our machinery there, and it will simply have to go into the scrap heap, or we shall be obliged to submit to such terms as the miners on shore may impose upon us, which may be unreasonable; and we will not build any machinery upon that uncertainty."

Now, I do not understand that this amendment confers any new power upon the Secretary of War. It does not give him any additional power. It simply by inference recognizes what we all recognize, that he has general control of any possible obstruction to navigation in any roadstead, bay, harbor, river, etc. So we are not conferring any new power upon him at all; but his concession is deemed sufficient by the gentlemen who are preparing this machinery to warrant them in going up there, in feeling that they will be recognized and have an opportunity to use their machinery.

Mr. RAWLINS. Mr. President, the amendment proposed by the Senator from Nevada—

Mr. CARTER. If the Senator from Utah will permit an interruption, I will state at this point that I understand the Senator from Nevada is prepared to withdraw his amendment and accept the amendment as it stood in the bill at the time he presented his amendment, with a slight change, to which, I think, all Senators will readily give assent; and if he will now withdraw his amendment, I will offer it.

Mr. STEWART. Let the Senator read what he has to suggest. Mr. TELLER. I should like to inquire of the Senator from Montana what he proposes to amend. Does he propose to amend his amendment?

Mr. STEWART. He proposes to amend the original amendment. Mr. CARTER. I propose to amend the original amendment, at the end of line 13 of the amendment.

Mr. SPOONER. Which amendment? Mr. STEWART. The amendment of the Senator from Montana. Mr. CARTER. I propose to insert at the end of line 13:

Be subject to such general rules as the Secretary of the Interior may prescribe for mining below high tide, and shall.

So as to read:

And shall not be in conflict with the mining laws of the United States.

Mr. STEWART. My object was to make some provision so that we would have some certainty about it that they could mine below low tide. If the regulations of the Secretary of the Interior are confined to the beach and do not go generally to making laws, I have no objection to that amendment. It is necessary that there should be regulations in order to enable anybody to mine where the mining laws do not apply. I will withdraw my amendment if the Senator from Montana will amend his amendment as he has suggested. I ask leave to withdraw my amendment, if there is no objection.

The PRESIDING OFFICER (Mr. PERKINS in the chair). The Senator from Nevada asks permission to withdraw the amendment, which is now under consideration, proposed by him. The Chair hears no objection, and the amendment is withdrawn.

Mr. CARTER. In lieu of that amendment I offer what I send to the desk.

Mr. RAWLINS. Let the amendment be read.

The PRESIDING OFFICER. The Senator from Montana offers an amendment which will be read for the information of the Senate.

Mr. TELLER. Just read the amendment now proposed. I suppose it will not be necessary to read it all.

Mr. BATE. Read it all.

The SECRETARY. Insert at the end of line 13, after the word "shall," the words:

Be subject to such general rules as the Secretary of the Interior may prescribe for mining below high tide, and shall.

Mr. RAWLINS. Now read that part of it beginning with the proviso?

The Secretary read as follows:

Provided further, That the rules and regulations established by the miners shall be subject to such general rules as the Secretary of the Interior may prescribe for mining below high tide, and shall not be in conflict with the mining laws of the United States.

Mr. CARTER. There is likewise added to the amendment as previously offered that portion of the amendment of the Senator from Nevada which provides that the 60-foot road strip provided by another act shall not apply to mineral lands or town sites.

Mr. TELLER. You want to modify your amendment by adding that?

Mr. CARTER. By adding that.

The PRESIDING OFFICER. The modification will be stated.

The SECRETARY. Add the last proviso of the amendment presented by Mr. STEWART.

Mr. BERRY. To that part of it, when it is in order, I have an amendment to offer—to the provision relating to the reservation of the roadway.

Mr. TELLER. I wish the Senator from Montana would complete his amendment if he has not done so.

Mr. CARTER. The amendment is now completed.

Mr. TELLER. That is, it is now completed by adding the proviso which formed a part of the amendment of the Senator from Nevada [Mr. STEWART].

Mr. BERRY. Then my amendment to that would be in order.

The PRESIDING OFFICER. The amendment proposed by the Senator from Montana has been read, to which the Senator from Arkansas offers an amendment to the amendment.

Mr. BERRY. At the end of that part relating to the reservation of the roadway I move to insert what I send to the desk.

The PRESIDING OFFICER. The Secretary will read the amendment to the amendment.

The SECRETARY. It is proposed to insert the following:

It being the intention hereof that locations upon or claims to land within said reservation shall have originated only after the passage and taking effect of this act.

Mr. WOLCOTT. I should like to have it read again.

Mr. TELLER. In what line does that come?

Mr. SCOTT. Where does that come in?

Mr. BERRY. Immediately following that part of the amendment of the Senator from Nevada which relates to the reservation of the roadway.

Mr. WOLCOTT. I should like to have it read.

The PRESIDING OFFICER. The Secretary will again read the proposed amendment.

Mr. PETTUS. Where does the amendment come in?

The SECRETARY. The amendment of the Senator from Nevada attached to the amendment of the Senator from Montana reads:

That the reservation of a roadway 60 feet wide, under the tenth section of the act of May 14, 1898, entitled "An act extending the homestead laws and providing for right of way for railroads in the district of Alaska, and for other purposes," shall not apply to mineral lands or town sites.

Then comes the amendment of the Senator from Arkansas:

It being the intention hereof that locations upon or claims to land within said reservation shall have originated only after the passage and taking effect of this act.

Mr. TELLER. Mr. President, I was not present when this bill was discussed, having been absent from the Senate for some days, and I am somewhat embarrassed by not knowing exactly in what condition the bill has been placed.

Mr. CARTER. With reference to this particular amendment, to relieve the Senator's embarrassment somewhat, I will explain it. The Senator from Nevada, desiring to secure consideration for his amendment, which would permit the Secretary of War to continue the issuance of permits for shallow-water mining below high tide, asked unanimous consent that the amendment previously adopted should be formally reconsidered.

Mr. TELLER. That was your amendment?

Mr. CARTER. That my amendment should be formally reconsidered. That action was taken. Thereupon the Senator's amendment was considered until such time as an agreement was reached on the amendment now pending, whereupon the Senator from Nevada withdrew his amendment, and the amendment now pending is the one originally offered by me, with the suggestion of the Senator from Indiana [Mr. FAIRBANKS] and the suggestion of the Senator from Colorado [Mr. WOLCOTT] embodied in the amendment, providing that the Secretary of the Interior might prescribe general rules and regulations, and the further addition of an amendment providing that the 60-foot roadway should not apply to mineral lands or town sites.

Mr. SCOTT. And the further amendment by the Senator from Nevada.

Mr. TELLER. It seems to be the sentiment of the Senate that land under the water is not capable of being taken under the existing law. I do not know what examination has been made and what authority there is for that position, but that does not strike me as a very sure thing. I do not know but that I may be mistaken about it, but it strikes me that these shallow waters—and they are shallow, many of them not being over 15 or 18 inches deep—are just as appropriate under the existing mining laws as the country above, provided they are not in the harbor or roadstead or a place excepted in the statute where there can be no such thing as excavation and filling.

Now, I think we have got to go a little slow with this legislation. I understand that two classes are laying claims to this ground. One class lay claim under what they insist is a permit

from the Secretary of War, which does not seem to be much of a permit. I think it is as much a permit as it is possible for the Secretary to justify himself in granting, and perhaps even more. Others claim to have taken it up under existing law. If a miner has gone and staked out 1,500 feet by 600 feet, which is a placer claim, and staked it, which he can do without any great inconvenience, either with a boat or with a pair of waders, I think he has got a title to it, provided he follows it up by actual possession as required. In the absence of any law up there he is not obliged to sink a shaft or do any considerable amount of work on it. All he has got to do is to signify his intention to work it and follow it with the proper appropriation.

Mr. WOLCOTT. I should like to have my colleague go a little further, if he will. As I understand the contention practically arising here, there was a little doubt as to the ground between high and low water.

Mr. TELLER. That is the 60-foot strip?

Mr. WOLCOTT. No, the difference between high water and low water. Now, this amendment removes the uncertainty and gives you the area. But where the Secretary of War has assumed to interfere has been outside of low-water mark.

Mr. TELLER. I understand.

Mr. WOLCOTT. And as to that, I should like to understand whether my colleague thinks that by any possibility the existing mining law could be held to be applicable to the soil under the waters of the ocean after the 3-mile limit, outside of low-water mark? That is the question.

Mr. TELLER. It could not absolutely. It is not public land, I know, in the sense that we use the term public land, because it is not surveyed except down to the water edge. But there is a general permission to mine anywhere on the lands of the United States, surveyed or unsurveyed.

Mr. WOLCOTT. That is right.

Mr. TELLER. They are not confined to land that is surveyed.

Mr. WOLCOTT. I agree to that entirely.

Mr. DAVIS. It is territorial sovereignty.

Mr. TELLER. There is just as much sovereignty over those 3 miles as over 3 miles the other way.

Mr. SCOTT. And they can stake it?

Mr. TELLER. If it is of such character that they can comply with the law by staking it, indicating where the claim is, I can not understand why they can not take it; and I believe that will be held by the courts. I do not see why they can not take it, because all these laws are made for the purpose of encouraging the extraction of gold from the earth. At one time it was silver and gold, but now it is gold.

Mr. CARTER. If the Senator will permit an interruption at that point I will make a suggestion for his consideration. It has been held by the Supreme Court of the United States, and I think it may be accepted as the settled law, that what we understand to be the tide land is held in trust by the Government of the United States for the future State, and that these tide lands are not subject to disposition by the United States Government as a part of the public domain. That was held very distinctly in the Seattle tide-land cases. Now, many of the land laws providing that the public domain shall be opened to exploration and location under the law relating to mines and mining, would the term "public domain" extend to the tide lands not owned by the Government, but held in trust by it for the State?

The PRESIDING OFFICER. The Senator will suspend a moment while the Chair lays before the Senate the unfinished business, which will be stated.

The SECRETARY. A bill (S. 2355) in relation to the suppression of insurrection in, and to the government of, the Philippine Islands, ceded by Spain to the United States by the treaty concluded at Paris on the 10th day of December, 1898.

Mr. LODGE. I ask that the unfinished business may be temporarily laid aside in order that the pending bill may be further considered.

The PRESIDING OFFICER. If there be no objection, such will be taken as the sense of the Senate. The Chair hears no objection.

Mr. TELLER. If the Government of the United States is holding these lands in trust, which I understand to some extent they are, by a general law, as well as by a special law, we can cover them and grant permits that they may be mined.

Mr. WOLCOTT. That is what this amendment does.

Mr. STEWART. That is what the amendment does.

Mr. TELLER. This amendment does that?

Mr. STEWART. Yes.

Mr. TELLER. Now, if they are in trust and the general law can not take effect on them because they are held in trust, you can not legislate for them by special act either.

Mr. WOLCOTT. I do not understand that the Supreme Court's decision was to the effect that general legislation would not take them out of that trust.

Mr. TELLER. It has been the policy of the Government of the

United States to hold the tide lands for the States. There is no obligation whatever on the Government to give them to the States, and general legislation which in its terms will include them will be perfectly legal and perfectly proper, in my judgment. The general statute concerning miners and mining in the Territories covers that ground, it seems to me, unless there is an exception.

Mr. CARTER. The right to locate a piece of land under the mining laws of the United States presupposes the right to perfect a title under the location.

Mr. TELLER. Very good, Mr. President.

Mr. CARTER. The location being the initiatory step, if, as held by the Supreme Court, the tide lands are held in trust by the Government, can the United States in the interim, holding the fee in trust for a future State, grant a fee-simple title under a mining location to any citizen?

Mr. TELLER. If they can not do it by the general law, they can not do it now as proposed. There is the trouble the Senator is met with.

Mr. STEWART. But they do not propose to give them. They propose to give them the right of occupancy temporarily.

Mr. TELLER. You do not propose to give them a fee simple under any circumstances. A mining claim does not carry with it a fee simple.

Mr. STEWART. With the right to perfect it.

Mr. TELLER. With the right to perfect it at some time, it may be; but the title is in the Government in the great majority of claims to-day in many sections of the country and not in the holder. You can find claims in this country that have been occupied for fifty years by men who never got a patent. In 1865 the Government of the United States by statute—and that was the first mining statute ever enacted that applied to our Western country (there was in the early day one that was intended to apply to lead mines, but this was the first that applied to our Western country)—provided that it should be no defense, when two parties got into a controversy about a claim, that the title was in the United States. That statute was passed in February, 1865. Then came the statute of 1866, which was general in its terms.

I do not think there is any question about our right to grant a fee here if we see fit. In the first place, there is an assumption that this country is to be a State. There is no such assumption as that to be indulged in. It probably will not be a State for the next hundred years; certainly not unless this mining condition should be a permanent one, which nobody expects, for up to the present time they have found nothing but placer mines, and it is quite uncertain whether they will find any permanent mining there.

Mr. President, I want to get down to this question, which is a pretty important one. This amendment revokes the permit that the Secretary of War has granted. I suppose that is on the theory that he had not any right to grant the permit. I can not find any authority in his report. I have his report here before me. It is under this provision of the law and I want to read it:

Whereas by section 10 of an act of Congress, approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public work on rivers and harbors, and for other purposes"—

Now, this is the provision of the statute—

it is provided that it shall not be lawful to build or commence the building of any wharf, pier, dolphin, boom, weir, breakwater, bulkhead, jetty, or other structures in any port, roadstead, haven, harbor, canal, navigable river, or other water of the United States outside established harbor lines or where no harbor lines have been established, except on plans recommended by the Chief of Engineers and authorized by the Secretary of War; and "it shall not be lawful to excavate or fill, or in any manner to alter or modify the course, location, condition, or capacity of any port, roadstead, haven, harbor, canal, lake, harbor of refuge, or inclosure within the limits of any breakwater or of the channel of any navigable water of the United States, unless the work has been recommended by the Chief of Engineers and authorized by the Secretary of War prior to beginning the same."

Now, Mr. President, it is very apparent that that provision was never intended and contemplated by anybody to apply to a case out on the coast and away from the harbor—absolutely away—miles away. There is no harbor there; no pretense of a harbor; no pretense of a roadstead; no pretense of a haven. It is a shallow sea with a shore there that is probably 100 miles long—and more, too. I think—without a harbor in it. I am speaking now from general knowledge. That can not possibly have given any control or jurisdiction of the Secretary of War over it whatever, in my opinion.

The miner who goes there will be met with this permit, which I want to read. One has been granted and I will read it:

And whereas Mr. George Max Esterly, of Seattle, Wash., has applied to the Secretary of War for permission to excavate or fill within the following-described area in Bering Sea, near the mouth of Snake River, Alaska, commencing at a point 200 feet east of the junction of mean low-tide water on Bering Sea and the mean low water at the mouth and on the east bank of Snake River, which latter empties into Bering Sea about 12 miles a little north of west of Cape Nome, in Alaska; then extending along on the said mean low-tide line in a general westerly direction for a distance of 2 miles, and extending out 500 feet from the mean low-tide line, which work has been recommended by the Chief of Engineers:

Now, therefore, this is to certify that the Secretary of War hereby gives permission to said George Max Esterly and assigns to excavate or fill within

the area described above in Bering Sea, near the mouth of Snake River, Alaska, upon the following condition:

That the work herein permitted to be done shall not interfere with navigation or the rights of riparian owners, and shall be subject to the supervision and approval of the commanding general, Department of Alaska.

Witness my hand this 1st day of March, 1900.

[SEAL.]

ELIHU ROOT,
Secretary of War.

I submit that there is nothing there which authorizes the Secretary of War to give this man 2 miles on the coast, which is 100 acres and upward, with the right to mine at all, and if he gets a right he must get it under some other provision of law or he must get it under the miners' regulations, which are competent to give it.

Mr. PLATT of Connecticut. Is that a right to mine under water?

Mr. TELLER. This is to mine under water.

Mr. WOLCOTT. Below low water.

Mr. PLATT of Connecticut. Beyond where the tide ebbs?

Mr. TELLER. Beyond where the tide ebbs.

Mr. WOLCOTT. I call the attention of my colleague to the fact that the amendment of the Senator from Montana directly and in terms revokes every possible permit.

Mr. TELLER. That is one of the merits of the amendment. Now, in justice to the Secretary of War—

Mr. PLATT of Connecticut. May I inquire still further, has the Secretary of War issued any permit to mine upon the beach where the tide goes out and leaves the beach open? He does not pretend to do that?

Mr. TELLER. I think not. I have not heard of him doing that.

Mr. WOLCOTT. No; he has not.

Mr. TELLER. He has not. Now, the Secretary of War sends us what he calls "Form No. 5." After reciting the statute, and then after reciting that somebody else wants 500 feet, covering a space of 1 mile by 500 feet, he says:

This is to certify that the Secretary of War hereby gives unto said F. S. Wood and assigns permission to excavate and fill within the area described above, it being understood that this instrument is simply a permission to excavate and fill under said act, and is not exclusive within said area, and that it may be withdrawn as to future work at the discretion of the Secretary of War.

This permission is given subject to the following condition:

That the work herein permitted to be done shall not interfere with navigation or the rights of riparian owners, and shall be subject to the supervision and approval of the commanding general, Department of Alaska.

Mr. President, there were no riparian owners up there. I think undoubtedly the Secretary of War undertook to exercise a doubtful authority here for the purpose of encouraging the development of that region. But it will turn out whenever anybody attempts to mine that one of the people holding this permit will claim that he has an exclusive permission to mine; and whether he has or whether he has not, whether that is intended to be exclusive or not, the effect will be the same—to exclude all others.

I think, Mr. President, the amendment proposes a very correct thing, and that is, to dispense with that difficulty by declaring that the permits shall be ultimately revoked. If I understand the proposed amendment of the Senator from Montana, it is that there shall be the right of miners to establish the size of the claims and what shall be done on the claims below high tide or low tide.

Mr. CARTER. It ought to be mean high tide.

Mr. TELLER. Mean high tide on the shores.

Mr. CARTER. I suggest that addition to the amendment in a side note. Instead of saying "high tide" it should be "mean high tide."

Mr. TELLER. It does say mean high tide here.

Mr. CARTER. That is the change proposed on the margin of the amendment.

The PRESIDING OFFICER. It will be agreed to, if there be no objection.

Mr. TELLER. I believe it is perfectly safe to leave all these questions to the miners. I should myself very much prefer to leave it to the miners without any restriction whatever on the part of the Secretary. I should very much prefer the amendment as drawn by the Senator from Montana. It is possible that that is not objectionable when it is confined only to high-tide lands. I have had some experience with this question. I have seen the miners in their assemblies making their laws and regulations as to this business; and I am one of those who believe that on the ground they are better qualified to judge of what should be the condition than we are, and there need be no fear whatever but that they will do the right and proper thing. I am not going to contend very strenuously that that amendment should not be adopted, although I should have preferred it very much if the Senator had not modified it in that way.

I do not know what an active clerk down in the Interior Department, to whom this may be referred, may want to do. He may conclude that he will make up an entire new set of mining laws; and the less he knows about the subject the more certain he will be to insist upon making them. In the twenty-odd years I have been in public life I have found that when we came to deal with

the question of mining, Senators and Members of the House of Representatives who knew least about the subject, who had the least possible information upon it, were always the most active and the most certain that they knew exactly what to do, though having no practical idea whatever of what ought to be done. We have been compelled for many years to refrain from attempting to secure fairly good amendments and what we wanted, because every time we attempted it we were met with such a general revision of the mining laws that we felt it would be better to—

Bear those ills we have
Than fly to others that we know not of.

Mr. PLATT of Connecticut. Mr. President, the trouble with the Senators who do not know anything about this matter is that they have to vote; and when Senators who do not know about it disagree, how shall we know what vote we ought to cast?

Mr. TELLER. We have not very often disagreed. The present situation in the Senate is an exhibition of what we have had to encounter. Here is a question involving the interests of a great class of men, hardy men, miners, men who take their lives into their own hands, and who go out and develop that country with infinitely greater danger than any man incurs who goes to Manila or than men incurred who went to Santiago; and there is not the quarter of a quorum in this Chamber half the time when these questions are discussed. I do not say what there is now, but half the time when these questions are discussed there is not a quarter of a quorum present. When we come to vote every Senator is, of course, duty bound to vote; he votes as his general impression impels him to; and in nine cases out of ten he votes in a way that would inflict great hardship and great disaster upon the hardy class of people as to whose interests he votes.

I want to say just a few words about the hardy miner. The Senator from Nevada [Mr. STEWART] the other day read a letter which is worth reading. I am sorry to say it, but I do not think there were more than five or six Senators who paid any attention to the reading of that letter, which he wrote some thirty-five years ago. In that letter he describes the people who go out and settle these new countries, and who create for themselves a system of mining laws which have grown up until courts have spoken of that system as the common law of mines.

When California was discovered there was nobody in the United States who knew anything about mining; there was no mining law in this country, common or uncommon, at that time. There was a mining law existing in Mexico. Our people went to California, and not finding the law just exactly to suit them, they made laws of their own. They ignored the Mexican law. They determined the size of claims, the conditions under which they should be appropriated, how they should be worked, and all that; and I venture to say that no legislative body in the world was as competent to deal with that question as those hardy miners in California.

Then when the discovery of gold occurred in Colorado in 1859, we had some of the original miners from California, but we had thousands of men who had never seen a mine, who did not know anything about a gold stratum, who had never seen any virgin gold except, perhaps, in a little vial that somebody might have brought from California; men unaccustomed to mining, unaccustomed to the hardships of such a country. They went to work, and with that common sense which always characterizes the American people they evolved a system of mining laws which exists practically to-day. They organized themselves into communities, perhaps not numerous in some instances, four or five hundred or a thousand; sometimes not so many and sometimes more. Having no law, being outside of an organized Territory, these people organized a government of their own; and from the fall of 1858, when the first settlement was made in Colorado, until the fall of 1861 a population consisting sometimes of fifty or sixty thousand governed themselves absolutely as a democracy in those communities.

They elected their judges; they elected their sheriffs; they elected their recorders; they elected their treasurers; they did everything that an organized community would do to maintain peace and order. They held their courts; they inflicted punishment, even the death penalty, if it was necessary. This was the result of proceedings regularly established and created by the people in their general assembly—I do not mean a regular legislative assembly, but by a pure democratic system, the people getting together in their miners' meetings and enacting laws providing what crimes should be punished and how they should be punished. Those courts, not self-constituted, but created by the community without any reference to the General Government or to any State government whatever, carried these laws into execution from the fall of 1858 to the fall of 1861, a period of three years.

Mr. President, it was my fortune to go to that country at that time, and my good fortune, too, for I think any man who has had the privilege of going into those new communities in the early days will, when he comes to look back at it, call it good fortune that he was there to see the American people exemplify their

ability for self-government. There was not a State in the Union that did not have its representative there; there was not an isle of the sea nor any country on the face of the earth that did not have its representative there in harmonious community, dominated and controlled largely by what were called American citizens. They brought order out of confusion; they established everywhere a government that discharged all the duties of a government; that punished offenses; that protected life and property with as much certainty and with as much safety, Mr. President, as has been done in any State in the Union under a State government.

Mr. President, there has never been such an exemplification of American strength, American courage, and American good horse sense, if I may use the term, as was exhibited in those Western Territories. What they did in Colorado they did in Idaho, and what they did in Colorado they did in Montana, and in other sections of the great West.

I am willing to leave the determination of these matters to that class of people. The Senator from Montana and I feel alike when we come to that class of people. We know their capacity; we know their honesty; we know their conservative spirit.

I know it has grown to be the opinion of a great many people that the West contains a rough element. So it does, Mr. President. We had some rough people; and if we had not, the problem would not have been as difficult as it was, nor would our success have been as marked. We had men from all sections; we had men there who went to better their condition; who went there as American citizens ought to go anywhere; we had those who had escaped from the strong hand of the law and got out there, and yet we molded those people into a community that for decency and order and for obedience to law has no peer in any section of the country and never has had.

Mr. President, the State of Colorado, settled, as I say, by people from every portion of the Union—North, South, East, and West—from every isle of the sea, and from every nation of the world, when its first legislature met—I see the Senator from Idaho [Mr. SHOUP] looking at me, and he will bear witness to what I say—that when the first Territorial legislature met there was as much order then in the community as there was after it had enacted laws and put them in force.

Before there had been a surveyor's chain put upon the State of Colorado or any foot of it, when it was public land, the legislature of Colorado in its first session enacted a school law which made the schoolhouse free to all the children within its borders, then, I suppose, not sufficiently numerous to have filled half a dozen schools; but the members of that legislature knew that in time the hardy miner would bring his wife and his children, and so they provided early that all who came should have the benefit of free schools.

We have grown in strength; we have been represented on this floor for many years, as we have been in the other body; we have now a community composed of old settlers, their children, and those who have come since; but, Mr. President, no New England State, no State anywhere can show more order, greater stability, greater progress than can the State of Colorado and our adjoining mining States. Standing the lowest in illiteracy in the list of all the States is the State of Wyoming on our northern border, and we in Colorado would perhaps be still lower if it had not been that we have been blessed with a few of our Mexican brethren in the southern part of the State. Our towns are filled with the very flower of New England, of the Middle and also of the Southern States.

But, Mr. President, that has not much to do with this question. I have been led off into that line of thought because I know the proposition to submit to the miner the making of regulations to govern property not only for himself, but for the capital that goes into the mining country will be by some considered dangerous. I want to say that there need be no fear of that. The people who go there will be of the class who settled Colorado, Montana, Idaho, California, Utah, and Wyoming.

Before I conclude I want to call the attention of the Senator from Montana to section 26, where it is provided that—

The laws of the United States relating to mining claims, mineral locations, and rights incident thereto are hereby extended to the district of Alaska.

Mr. President, that is an absolutely unnecessary provision. The laws of the United States extend there now, and have extended there for some time. Therefore, referring to what I said about the right of the miners to take the land that is under water, I say, if any right could be conferred upon the citizens of that country or upon the occupants of it by the statutes of the United States, it was conferred some time ago and exists now. I suggest to the Senator that he does not need section 26 in the bill, and it ought to go out. I will not, however, go into that subject, as the Senator from Wisconsin [Mr. SPOONER] is prepared to discuss the question at length. I know his views upon the subject, and I will leave that question for him to present; but it is important, considering the amendment offered by the Senator from North Dakota [Mr. HANSBROUGH], for that would, in my opinion, be a repeal of the existing law, and so will section 26 to some extent.

Mr. CARTER. Mr. President, in that behalf, if the Senator will permit me a moment, the purpose of section 26 is to put the laws relating to mining in force in Alaska without any reservation, as they are in other Territories of the United States. I call the Senator's attention to the fact that the act providing a civil government for Alaska, found in 23 Statutes at Large, page 24—

Mr. TELLER. In what year was that passed?

Mr. CARTER. In 1884. That law provides, and I read all there is of it:

And the laws of the United States relating to mining claims, and the rights incident thereto, shall, from and after the passage of this act, be in full force and effect in said district, under the administration thereof herein provided for, subject to such regulations as may be made by the Secretary of the Interior, approved by the President.

Upon reading that section extending the mining laws, it occurred to me that it was not entirely clear that the mining laws were extended to Alaska without reservation, because the act referred to, in the language I have just quoted, provides that they shall be in force under the administration provided for in that act, which would be a limited enforcement of the laws in that country. Further still, that they should be subject to such regulations as the Secretary of the Interior, with the approval of the President, might prescribe. In view of this unique section extending the mining laws, with qualifications vague, indefinite, and uncertain, it seemed proper that we should extend them without any reservation whatever.

Mr. TELLER. I should like to ask the Senator whether the Secretary of the Interior ever made any regulations?

Mr. CARTER. I do not know of any regulations, nor are there any regulations worth speaking of in the act of which this is a part.

Mr. TELLER. I will not deal with that subject, but I will leave it to the Senator from Wisconsin, who will deal with it, and so I shall not undertake to answer the Senator now.

Mr. NELSON. Mr. President—

Mr. TELLER. I yield to the Senator.

Mr. NELSON. I do not care to speak, but I simply call the attention of the Senator from Colorado to the fact that all the proviso of section 26 is retroactive legislation in its legal effect.

Mr. TELLER. The Senator is right in the suggestion, but I am going to leave that question to be discussed by the Senator from Wisconsin. Perhaps I may have something to say about it when he gets through.

Mr. CARTER. Mr. President, in view of the observations of the Senator from Colorado, I beg to call his attention to the case of *Shively vs. Bowlby*, reported at the October term, 1893, found in 152 United States, page 1. That construction of the law led to certain care in framing the amendment which was proposed to this bill. The syllabus of the case announces the principle as follows:

The United States, upon acquiring a Territory, whether by cession from one of the States or by treaty with a foreign country or by discovery and settlement, take the title and the dominion of lands below high-water mark of tide waters for the benefit of the whole people, and in trust for the future States to be created out of the Territory.

The opinion does not go to the extent of holding that the Government may not dispose of the land notwithstanding this trust. The statement is made on page 48 of the volume in the opinion to which reference has been made:

By the Constitution, as is now well settled, the United States, having rightfully acquired the Territories, and being the only Government which can impose laws upon them, have the entire dominion and sovereignty, national and municipal, Federal and State, over all the Territories, so long as they remain in a Territorial condition. * * *

We can not doubt, therefore, that Congress has the power to make grants of lands below high-water mark of navigable waters in any Territory of the United States, whenever it becomes necessary to do so in order to perform international obligations, or to effect the improvement of such lands for the promotion and convenience of commerce with foreign nations and among the several States, or to carry out other public purposes appropriate to the objects for which the United States hold the Territory. * * *

The Congress of the United States, in disposing of the public lands, has constantly acted upon the theory that those lands, whether in the interior or on the coast, above high-water mark, may be taken up by actual occupants in order to encourage the settlement of the country, but that the navigable waters and the soils under them, whether within or above the ebb and flow of the tide, shall be and remain public highways, and, being chiefly valuable for the public purposes of commerce, navigation, and fishery, and for the improvements necessary to secure and promote those purposes, shall not be granted away during the period of Territorial government, but, unless in case of some international duty or public exigency, shall be held by the United States, in trust for the future States, and shall vest in the several States, when organized and admitted into the Union, with all the powers and prerogatives appertaining to the older States in regard to such waters and soils within their respective jurisdiction; in short, shall not be disposed of piecemeal to individuals as private property, but shall be held as a whole for the purpose of being ultimately administered and dealt with for the public benefit by the State after it shall have become a completely organized community.

By referring to section 2319 of the Revised Statutes, it will be observed that mining claims may be located and purchased. I will read the section. It is as follows:

SEC. 2319. All valuable mineral deposits in lands belonging to the United States, both surveyed and unsurveyed, are hereby declared to be free and open to exploration and purchase, and the lands in which they are found to occupation and purchase by citizens of the United States and those who have

declared their intention to become such, under regulations prescribed by law and according to the local customs or rules of miners in the several mining districts, so far as the same are applicable and not inconsistent with the laws of the United States.

It occurred to me in framing the amendment that we could not extend the mining laws to all of the shoal waters and tide lands in Alaska without a plain violation of the trust, the United States holding these lands for the future State. With that thought in mind, the amendment before the Senate was framed; and it will be perceived that it does not propose to grant anything more than a temporary easement. I will read the amendment at the place which illustrates the point:

That, subject only to such general limitations as may be necessary to exempt navigation from artificial obstructions, all land and shoal water below mean high tide on the shores, bays, and inlets of Bering Sea, within the jurisdiction of the United States, shall be subject to exploration for gold and other precious metals by citizens of the United States, or persons who have legally declared their intentions to become such, under such reasonable rules and regulations as the miners in organized mining districts may have heretofore made or may hereafter make governing the temporary possession thereof for exploration and mining purposes until otherwise provided by law.

It was assumed that this temporary possession might continue until Congress withdrew the privilege without giving a fee simple title or a permanent property right to any of the miners in the particular lands over which this amendment would extend.

Mr. TELLER. I am not contesting the right of Congress to enact this legislation. I do not think there is any question about it. What I contended was that if we could not do it by special legislation, we might cover it by general legislation.

I want to say to the Senator that when I stated that these waters are not navigable waters of the United States, I said, if I recollect aright, that they were in depth from 15 inches upward, but they are none of them, as I understand, what might be called in navigable waters. A ship must lie out several miles, more than 3 miles, and discharge her cargo and passengers by lighters; which is quite a different thing from navigable waters. They are more like swamp lands. Perhaps at some places it may be deeper, but I have been told that within 3 miles a man can wade anywhere when the tide is out. I do not know how much tide there is there; there may be a large tide and there may not be; but it is utterly impossible, I am told, for any ship, even in high tide, to get up anywhere near the shore, and these sands which have been in controversy are only 500 feet out. Consequently they are in the shallow waters, nonnavigable waters, as I understand.

I had occasion, Mr. President, some years ago to examine the question of the right of a State to tide waters from a very notable case, the decision in which has been followed by the people of California for a great many years; and I have some general idea of what the rights of the States are. It was there contended that the Mexican Government could not have given away, or sold, or donated such lands because the State was entitled to them, and the Supreme Court of the United States held that they had an unquestioned right to do so.

Mr. PETTUS. Mr. President, I was very much pleased to hear the Senator from Colorado vindicate the men for whom he spoke, and I regret very much that after the Senator from Montana and the Senator from Nevada, with all their skill, had framed a bill which met the justice of the case and provided for the men who opened up the frontier, they have substantially abandoned their own wise work and destroyed it by making it subject to rules and regulations to be prescribed by the Secretary of the Interior. Of course, I want all men to be governed by the law as enacted by Congress, and that bill provides that they shall be; that all the rules and regulations the miners make shall be subject to the laws of the United States. That is right.

Mr. President, if you want to put any restrictions on these miners, I beseech you to put them on yourself. As I understand the last amendments that have been mixed and mingled, we come out of the amendment business with saying nothing about the grants that the Secretary of War has made. They are grants in every proper sense of the word. Some people call them permits, but they are grants for the time being. They do not purport to be a grant of the fee simple, but they are grants.

Mr. CARTER. If the Senator will permit me, he will observe at the top of page 2 of the amendment offered by me that all permits heretofore granted are expressly revoked.

Mr. PETTUS. You still hold on to that much of the amendment?

Mr. CARTER. We cling to that very tenaciously.

Mr. PETTUS. I am delighted that you do.

Senators ought to look at the law in reference to that subject. Here is a statute—I took the trouble to look it up—enacted at the last session, in which the words mines, silver, gold, copper, lead are not mentioned, or they were not thought of or dreamed of by the men who were writing the bill. It is the river and harbor act, and that is all it is, and that is all it intended to provide for.

Some Senators are entirely too sensitive when we come to speak of the head of one of these great Departments. Far be it from me to attribute any improper motive to the Secretary of War. I do

not think of such a thing. I believe he is conducting his great office according to his best judgment; but he has made a great mistake. There can be no doubt of that. He tells us that in the river and harbor act, on page 1151 of the statutes of the last session of Congress, he finds his authority for making these grants.

There was nothing further from the intention of Congress than to legislate about mining. There is not one word in this act about mining—not a syllable. The lawmakers were talking about rivers and harbors and wharves and such things that went to the improvement of harbors and the like, and never once about mines at all. The very wording of the act does not allow any such construction as to authorize the Secretary of War to make a grant or give a permit. When you are talking about rivers and harbors you might as well construe an expression of that sort into the building of a house on dry land as to talk about mining. Section 10, from which all this authority is drawn as contended for by the Senator from Colorado, has been wrenched away from the purposes for which it was enacted to an entirely different purpose. Here it is, sir. I will ask the Secretary, if he pleases, to read section 10, so that Senators may hear it.

The Secretary read as follows:

SEC. 10. That the creation of any obstruction not affirmatively authorized by Congress to the navigable capacity of any of the waters of the United States is hereby prohibited; and it shall not be lawful to build or commence the building of any wharf, pier, dolphin, boom, weir, breakwater, bulkhead, jetty, or other structures in any port, roadstead, haven, harbor, canal, navigable river, or other water of the United States, outside established harbor lines, or where no harbor lines have been established, except on plans recommended by the Chief of Engineers and authorized by the Secretary of War; and it shall not be lawful to excavate or fill, or in any manner to alter or modify the course, location, condition, or capacity of any port, roadstead, haven, harbor, canal, lake, harbor of refuge, or inclosure within the limits of any breakwater, or of the channel of any navigable water of the United States, unless the work has been recommended by the Chief of Engineers and authorized by the Secretary of War prior to beginning the same.

Mr. PETTUS. In all those words can you by any possible torture conceive that they were talking about mining? No lawyer, it seems to me, could possibly understand that that related to mining. But as the Senator from Montana assures me that he has adhered to that part of his amendment which relates to these permits, I will pass it by, only saying this:

Mr. President, it is a dangerous thing to permit any one man to grant any such a right as is talked of in these permits. It ought not to be done. If a bridge is to be built across a navigable stream, Congress has always exercised that jurisdiction itself properly, and it ought never to be permitted to go into the power of any one man to grant such permits as these. It leads directly to the prostitution of the Government to bad purposes. I am not accusing the Secretary of War of any such thing; I have no idea that such a thought crossed his mind; but if you indulge in granting that one-man power you will prostitute the Government to bad purposes.

Now, as to the other branch of the question, it seems to me the Senator from Montana has yielded against his conviction as to what ought to be done. I am amazed that the Senator from Nevada, after what he said about these miners, after what he said about their capacity for self-government, should insist that the Secretary of War ought to make rules and regulations for their government. It is impossible that he should do so wisely. He can not do it, because he can not understand the subject, and no man can understand the subject unless he is on the ground and sees the necessities of the case.

If the Senator from Nevada, who associated with these men in his boyhood days as I did, thinks they are so wise, so just, and have so much capacity to enforce the law, as they have, why put them under rules and regulations made by a man who can not possibly understand the subject? I hope the Senator from Montana will reconsider what he has done and go back to the wise provision he himself wrote.

Mr. SHOUP. Mr. President, I desire to ask the Senator from Montana if he can not amend his proposition so as to provide that all mining lands above low tide shall be regulated in one way, and submarine mining, which is a class of mining entirely different, the manner of work being entirely different, regulated in another way? In one instance ordinary mining tools are employed; in the other it requires a very large investment for machinery. I ask the Senator if he can not amend his proposition so as to divide the method of applying rules to the government of these two classes of mining? I would also ask the Senator if it would not be well to consider the suggestion of striking out "Cape Nome" and have it apply to all the shore lines of Alaska?

Mr. CARTER. The suggestions of the Senator from Idaho are very wise. I call his attention to the fact, as he was out of the Chamber at the time, that the amendment recently presented by me practically covers the points he has in mind. This amendment extends to "all land and shoal water below mean high tide on the shores, bays, and inlets of Bering Sea, within the jurisdiction of the United States," as the Senator will observe. It further provides, as finally amended, and that is the particular part to which the Senator from Alabama objects, that the Secretary of

the Interior may make general rules and regulations which would, I assume, apply to the land constantly submerged by water; that is, the land below low water. The miners unquestionably would enforce their own regulations above the low-tide line. This combination, allowing the Secretary of the Interior to prescribe general rules and the miners permitted to legislate within those rules, when not in conflict with the laws of the United States, seems to be all in all the best general line of provisions we can make at this time for this unique situation.

Mr. SCOTT. Will the Senator from Montana allow me to ask him a question?

Mr. CARTER. Certainly, with pleasure.

Mr. SCOTT. Do I understand that the rule to govern the mining claims shall be that a miner is entitled to stake out a claim extending out so far as the low tide? For instance, on the coast or on the beach when the tide is out could a miner put up his monuments or his stakes and claim out to the extent of the low tide?

Mr. CARTER. In reply to the Senator, I will say that we give to the miners the right of temporary possession for the purposes of exploration and mining below mean high tide on the shores, bays, and inlets of Bering Sea, subject to such rules and regulations as they may themselves prescribe not in conflict with the laws of the United States or the general rules prescribed by the Interior Department. I assume, put into practical operation, that the miners will prescribe rules whereby claims can be staked or the outlines in some manner fairly determined so that a person passing can ascertain where the location is.

Below the low-tide line another condition will exist. As it is suggested by the Senator from Nevada, it will be impossible to maintain stakes on that tempestuous coast beyond the low-tide line. I am told that breakers come over that shoal water occasionally 4 or 5 or 6 or 8 feet in height, and that it will be impossible to moor a dredge or anchor it out a hundred feet from the shore and accomplish anything in the way of dredging at that point; that the eternal and violent motion of the water would prevent such operations.

Now, the manner in which the Secretary of the Interior can prescribe rules and regulations for everybody who has a dredge coming in there anywhere to go in and get gold out of the sands as best he may remains for the Secretary of the Interior to solve. It is a problem we relegate to him. We make the rule which he prescribes a general rule, however; and in that I believe we do better than to allow the Secretary of War to grant special permits. There may not be many dredging machines brought there; there may be a great many; but all hands will operate under the same general rules. No special favors will be granted to anyone; and before persons invest in machinery with a view of going to those shoal waters for the purpose of mining they will undoubtedly be advised of the general rule which the Secretary intends to prescribe to govern their action.

Mr. SPOONER. Mr. President, will the Senator from Montana allow me to ask him a question?

Mr. CARTER. I will be glad to answer the question.

Mr. SPOONER. As I understand his amendment, the primary rules are made by the miners, and his amendment gives to the Secretary of the Interior only power to review and modify those rules from time to time. Am I wrong about that?

Mr. CARTER. I think the Senator is in error in that respect.

Mr. SPOONER. I mean below low water.

Mr. CARTER. I think the Senator is in error in that respect. The local rules and regulations of the miners will be subject to two governing forces—one the general rules prescribed by the Secretary of the Interior; the other the mining laws of the United States.

Mr. SPOONER. Will the Senator permit his amendment to be read from the desk?

Mr. CARTER. I should be glad to have it read.

The SECRETARY. At end of section 23 insert the following:

Provided further. That, subject only to such general limitations as may be necessary to exempt navigation from artificial obstructions, all land and shoal water below mean high tide on the shores, bays, and inlets of Bering Sea, within the jurisdiction of the United States, shall be subject to exploration for gold and other precious metals by citizens of the United States, or persons who have legally declared their intentions to become such, under such reasonable rules and regulations as the miners in organized mining districts may have heretofore made or may hereafter make governing the temporary possession thereof for exploration and mining purposes until otherwise provided by law: *Provided further.* That the rules and regulations established by the miners shall be subject to such general rules as the Secretary of the Interior may prescribe for mining below mean high tide, and shall not be in conflict with the mining laws of the United States; and all permits heretofore granted authorizing any person or persons, corporation, or company to excavate or mine under any of said waters are hereby revoked and declared null and void. And the reservation of a roadway 60 feet wide, under the tenth section of the act of May 14, 1898, entitled "An act extending the homestead laws and providing for right of way for railroads in the district of Alaska, and for other purposes," shall not apply to mineral lands or town sites.

Mr. SPOONER. Mr. President, practically, it seems to me, this leaves the matter of regulating mining operations below low tide

to the miners. I agree with the tributes which have been paid by Senators who are familiar with the administration of rules made by miners to their justice, but I doubt very much the wisdom of this amendment for this reason: The great body of miners who make the mining rules will be miners upon land. There will be, I suppose, comparatively few of them mining below the tide line. That will be done by machinery. It will be done by a class of men who will not participate much, probably, in making the mining rules. At any rate, the vast majority of men who make the mining rules will be men who mine upon land.

The amendment in itself grants authority, authority granted by Congress, to explore for gold and precious metals in the waters below the tide line; but it places the regulations entirely in the hands of the miners on the land. I can understand very well how miners regulating matters of that sort amongst themselves, where they have a mutual interest, may well be trusted to take care of the common interest, but this is a proposition to intrust to them the regulation of a power granted by the United States for exploration in a field which they do not enter. I have heard no answer made to the suggestion presented a little time ago by my colleague, in which I think there is very great force, that the miners upon the land might conceive it to be detrimental to their interest that explorations should be made below the tide line. As he stated, they mine upon the shore during the day. The next morning the excavations which have been made the day before are filled, and filled with gold-bearing sand, constantly replenished; and it does not require much imagination to conceive that the miners might not be willing that large operations should be conducted out in the water, which would interfere somewhat, or possibly might interfere, with this constant replenishing of a fresh supply from under the water for their mining operations.

I think we ought to give, if we are to grant at all the power to mine under water, to some Government authority here the regulation thereof; I think it would be well enough to give it to the Secretary of the Interior. But I believe as this amendment is drawn it will practically prevent in an efficient way explorations under the water. The Secretary of the Interior, in the very nature of things, can not at the outset make rules unless they are so general as to be incapable of efficient enforcement, and he certainly can not, in a single season, be expected to revise the rules made by the miners, because it is so remote that it will be impossible for him in a season—and the seasons there are very short—to be communicated with, to have the rules communicated to him and the objections presented to him, with an opportunity to review them and pass upon them and put in force such regulations as he sees fit.

I think the amendment offered by the Senator from Nevada is the fair and proper amendment. It leaves to the miners, as it should be left to them, to make regulations governing the mining operations upon the land where they mine, leaving it to the Secretary of the Interior, or, if it should be deemed wiser, to the Secretary of War, to make the regulations under which this power granted by Congress to explore in the waters for gold shall be exercised.

Mr. TILLMAN. I should like to ask the Senator from Wisconsin if it has occurred to him—and if not, I will present it and ask his opinion of it—as to whether or not there might not be more equity and justice to the miners on the land in putting a limitation on the depth of the water rather than putting it at the line of low tide? For instance, if there is a constant replenishing of the excavations that the land miner is making, with new crops of gold coming in at night with the tide, I can very readily see that he would object very strenuously to some fellow who had a boat—a large dredge—taking this crop of dollars, so to speak, and leaving him no share in it. That is very different from the right of the land miner, who might get a yawl or little boat but who might not be able to get a large dredge or a steam pump or something of that sort, to go out to certain depths in front of his claim and drop down a trawl—like you are pulling for oysters, for instance—and wind it up by a windlass and bring some of the auriferous earth within his reach.

I think there is a right that ought to be reserved to the land miner as against the capitalist; in other words, that anybody who risks his life in that climate, seeking gold, ought to have an opportunity, as far as this Government can allow, to get as much as his individual effort would permit him to get. I think a limitation as to the depth of water beyond which the Secretary of the War or the Secretary of the Interior shall govern and control, not to the edge of low tide, but to go a little farther, 10 feet or 8 feet, somewhere beyond the usual depth that a land miner could ever reach, would better divide the thing and give both a chance.

Mr. SPOONER. There is some force in what the Senator suggests, but my understanding is that the character of the surf there is such that it is impossible to mine in yawls and small boats.

Mr. TILLMAN. I am not talking about mining, but I am talking about getting the dirt to the shore to wash it out. I speak of getting the auriferous earth to the shore.

There is another phase of this subject about which I happen to know a little by reason of the fact that we in our State mine phosphate with dredges. The wash boat is alongside of the dredge, and after the deposit of phosphate, mixed with earth, in the percentage of 1 to 10 or 1 to 5, varying as they happen to strike the strata, a big dipper full is thrown into the machine and the earth washed right back to cover up the excavation. You can very readily see that if this washing of the auriferous earth by dredging and by pumping out in the water permits the earth to go immediately back, it covers up and to that extent dilutes the auriferous earth and makes mining ever less and less remunerative.

On the other hand, if all the earth were carried to the shore and the debris or the sand with no gold in it were washed and deposited there, you would by a proper system of demarcation wash the whole surface as far as you could reach by means of steam pumps or by dredges, whereas under any promiscuous system, turning loose a lot of greedy fellows in there with dredges to go about and get all sorts of potholes and other places, where they would wash the sand, unless there is some system, there would be a great deal of gold lost. I think, with some limitation as to the depth beyond which a land miner or rather inside which a water miner shall not go, you will have reached possibly the best solution as to the equities of this business and leave the individual a fair opportunity to get his share of the gold, or not shut him out from competition with the capitalist who goes there with dredges and steam pumps.

Mr. SPOONER. I have supposed that could be wisely left to the executive officer who might be selected by law to make the regulations. I have not thought that exclusive rights were to be given under this law anyway to mine under the water. I supposed that the land miner, if he chose to do it, would be permitted as anyone else to mine under the water or to explore the harbor for auriferous earth.

Mr. TILLMAN. But if you put the land miner to the edge of the water, at least do not allow him to go into the water or to use appliances under the water without a permit, you put him at a disadvantage.

Mr. SPOONER. Possibly so.

Mr. TILLMAN. I think a limitation as to the depth where the jurisdiction of the Secretary of War or the Secretary of the Interior shall begin to control and leave the land miners to govern the balance within reasonable limitations would be the most equitable way of settling this.

Mr. SPOONER. I think there is value in the suggestion. I do think that some officer of the Government should be charged with the duty of regulating the exploration under the water for gold-bearing earth, for gravel.

Mr. TILLMAN. I have no objection to the general scheme. The only danger I see that might possibly come to pass, and I do not know that I ought even to hint at such a thing, is that there might be favoritism exercised by that officer, unless the regulations were general and of such a character as would permit the smaller capitalist to compete on the same terms of equality with one who had half a million dollars' worth of dredges and a machine there with steam pumps or other appliances which would reach this earth under the water as against the particular individual with his little boat and whatever other appliances he might be enabled to obtain.

Mr. SPOONER. I have never supposed that it was in contemplation with the Senate to authorize any officer to grant exclusive permits at all to miners.

Mr. TILLMAN. Then you can readily see that unless there is some systematic mining done there under governmental control the loss that I have just spoken of will occur by the detritus or sand from which gold is extracted being poured right back into the water to cover up that which has not been mined, and therefore it looks to me that in order to save this gold for the uses of civilization, because it is becoming a very important matter in our day and time, there ought to be some legislation which will prohibit the destruction of this auriferous bearing sand by pouring it back on top of it by dredgers who will rush in there to get all the gold they can, without caring anything about what is left or whether they have got half of it or not, as you can readily understand.

Mr. SCOTT. Will the Senator allow me a moment?

Mr. SPOONER. Go on.

Mr. SCOTT. If the Senator will leave that to the miners I am sure that they will take care of the small interest to the exclusion of the capitalists.

Mr. TILLMAN. I was trying in my feeble way to help the individual miner against the capitalist who will go there with a great steam dredge and a steam pump, and ruin the mines of the poor people who have gone up there, and who have received frozen noses, frozen toes, and frozen limbs, and have risked their life and everything else in the search for gold.

Mr. SPOONER. I have not the slightest objection to the limit suggested by the Senator from South Carolina. That was not the

point of my suggestion. I suppose the capitalist can have his nose frozen as well as a man who is not a capitalist. I think if men invest money in machinery, and go up there for the purpose of exploring under the water for gold, they should have some reasonable assurance—

Mr. TILLMAN. I want reasonable protection given.

Mr. SPOONER. They should have some reasonable assurance from Congress that, when they have reached there with their machinery, expensive in itself and very expensive in the matter of transportation, they may utilize it. The suggestion made by the Senator from West Virginia that the miners will take care of the little interests is the very thought which led me to make the suggestion that they ought not to be left entirely to the regulation of the miners who control the operations upon the land and who will be in a large majority. Granting that this amendment, if adopted, will aid to explore under the water for gold, I think we should give to some executive officer of the Government power to regulate the operations under the water and not leave these gentlemen entirely subject to the control of the mining rules and regulations which will prevail upon the land. I have no objection at all to the limitation suggested by the Senator from South Carolina. I think it may be a wise one and a just one. I believe these operations will be conducted some way out from the shore—I mean by dredges and suction machinery and all that—because they must go out very far in order to be able to work at all, as I understand it, on account of the character of the surf.

Mr. TILLMAN. Would the Senator suggest some limit as to the depth within which the land miner would have absolute control and beyond which the rules and regulations of the Secretary of the Interior should govern?

Mr. SPOONER. I am not sufficiently familiar with the beach there and I am not a miner. I am not able to make a suggestion that I would regard as of value.

Mr. TILLMAN. Neither am I, but just as a matter of common sense I would suppose that any dredge of sufficient power to accomplish much could not come much within a depth of 10 feet at low tide. I do not know what the rise of the tide is. Does anyone else know? Does the Senator from Montana know what the rise of the tide is?

Mr. CARTER. I suppose at times the tide at that point of Bering Sea is 20 feet.

Mr. TILLMAN. Is that a matter of the wind driving it up, or is it a matter of the rise of the tide proper?

Mr. CARTER. It is said to be a very boisterous sea of water, so rough that it is difficult to get lighters through to land the goods from the ships at anchor a mile from the shore. It is said by those who have been there that no dredge boat can live in that surf.

This is a simple proposition. The Senator from Wisconsin suggests that these gentlemen will go up there with dredging machines. So they may, but they will be compelled to settle with the miner on the shore and acquire from him a right to plant their machines, precisely as the capitalist would be compelled, if desirous of conducting a manufacturing enterprise in Washington, to buy a lot from somebody who owned it. It is not in the line of possibility for men to go up and anchor boats out in that water and dredge for gold. Anyone familiar with the seashore anywhere, even in the placid waters of Cape May or Atlantic City, can readily tell that no one can go out and anchor a boat and go to dredging sand and trying to save gold out there.

It is my own judgment that most of these dredgers will come back. The dredgers will return and the dredges will be left up there as ordinary wrecks along the shore if they expect to go out and anchor their boats in the surf and do the dredging in that way. They will be compelled to go along the shore and purchase from the miners who have located claims there sufficient ground upon which to erect their machinery, and then endeavor to suck the sand from under the sea at as great distance as they can possibly reach.

The whole matter is experimental. We can not provide rules or regulations as to where the nozzle of the dredge may extend, as to where the jurisdiction of one officer shall begin and another terminate. I think we have in this amendment fairly provided for all that can be expected. Let the Secretary of the Interior promulgate general rules providing that the dredgers, as between themselves and the miners on the shore, must make an equitable adjustment in some manner or other. That will be done in the absence of a rule. The way it will be operated in a practical sense will be that the man with the dredge going from Wisconsin or Montana or elsewhere will find some miner who has a claim on the shore, and either give an interest in the dredge and take an interest in the claim or buy him out and take possession and go to work as he would start a new factory in New York or Washington or any other city, first buying a site upon which to put his plant.

This matter will settle itself. The amendment here provides all the rules and regulations necessary. We allow them to go in and temporarily occupy the ground. The Secretary of the In-

terior can make general rules, the miners to make rules not in conflict with those general rules. The whole matter will work itself out in very nice form, and I think those who do not invest in the dredging business will be more happy next winter than those who will invest in it.

Mr. SCOTT. Will the Senator from Montana allow me to ask him a question?

Mr. CARTER. Certainly.

Mr. SCOTT. Is it not true that in a mining district a miner may take a water claim as well as a placer claim or he may take a lead claim, making three distinct locations? Just as the Senator from Montana has said, these gentlemen from Wisconsin will go up there with their appliances for dredging out in the ocean. They first would have to get permission of the miner who had the water claim or the water right before they could use the appliances for mining or taking up the sand in the ocean.

Mr. President, the only thing that I want to do in regard to this bill is to perfect it in such a way that the prospector, the man who goes in that country with a sack over his shoulder or a piece of fitch and a few hard tack, may be protected in his rights. I have been interested in mining for forty years. That is the man whom I want to see protected in this bill. I do not think that the man with money or the man with appliances for sucking up the sand should in any way take his right from the miner who has gone up there and located his claim, either water, placer, or otherwise. That is the only object that I have in this measure.

Mr. CARTER. In reply to the Senator from South Carolina I made the statement that the tides at times were 20 feet in height at that point. Of course that statement is to be qualified. I presume the average tide there is the average tide of Bering Sea, which is from 3 to 7 feet.

Mr. SCOTT. An average of about 4.

Mr. CARTER. An average of 4 feet; possibly an average of 3; but the open sea, being in no sense chained or broken in its force, drives water in there in enormous banks at times and would, I assume, wreck any sort of craft that happened to be anchored in the shoal water.

Mr. PERKINS. There is no holding ground.

Mr. CARTER. There is no holding ground, as the Senator from California suggests.

Mr. TILLMAN. I should like to direct the attention of the Senator from Montana to this phase of it: We will suppose the provision in regard to the present low tide to continue as a limitation of the rights of the land miners. Now, it is not necessary to anchor your dredge, or your wash boat, or your steam pump, because you can simply run right up while the tide is high and put it at low-tide mark and leave it there, fastening it there, banking it there, and it then becomes a fixture on that coast that could only be displaced by a very severe storm. The water might break over it.

Mr. PERKINS. The Senator coming from the seacoast is aware that the surf rolls in, especially in shallow water, breaking perhaps at several hundred feet, and there being no holding ground for an anchor, to use a nautical term.

Mr. TILLMAN. I was not speaking about anchoring. I was talking about getting the dredge or boat ashore, so to speak; of getting it fastened on the shore by running it aground at low-water mark; in other words, just beyond the jurisdiction of the land miner. Then he has a base from which to begin his operations out in the water with his steam nozzle or pump, not going out, but pumping sand in and pumping gold along with it, and washing it right there on the edge.

I only know, as I said, a little about this question of mining by the phosphate miners in our State. I have seen them mine there in 27 feet of water. There was a dredge company which sent over a dredge with an endless chain of buckets that scooped down and brought up a ton or a ton and a half, and each bucket coming back up the ladder would drop its contents over into a washing apparatus that sent all the dirt back into the ocean or into the bay in which they were mining and left the phosphate rock as the result of the operation. Of course this was in an estuary some 10 miles broad, an inlet of the sea that was an average of 18 to 20 feet in depth.

All the phosphate we have ever gotten there, over a million tons, was brought up either by the dipper dredge or this dredge of which I speak. I do not see why, except for the safety of the anchorage, similar boats can not go beyond; but if the open ocean is there, as I know it is, with the danger to such machinery or such vessels from the storms that would come, then the only appliance that would appear to me to be safe would be something that would anchor this machinery on the shore and then send off and draw in the earth with the gold in it to the edge of the ocean and there wash the dirt out and get the gold, or else have it located on the shore entirely, and put out your steam pump with the nozzles and bring it back.

It is something about which I know nothing. I am only interested, as the Senator from West Virginia states, in the poor devil who has gone up there with a pick and shovel and his pan and his

few pounds of bacon. I do not want to see him hedged in by a limitation that will allow some fellow to come up and get right out there just below low tide and take all the gold and leave him nothing but the hardship.

Mr. BERRY. I believe the question is on the amendment offered by myself.

The PRESIDENT pro tempore. It is.

Mr. BERRY. That amendment refers entirely to the road reservation of 60 feet. If I understand correctly, in 1898 there was an act of Congress which reserved 60 feet for a roadway. The Secretary of the Interior held that that 60 feet was not subject to mining claims location, thereby preventing a great many parties who otherwise would have located claims from doing so. But I am told by a member of the House that some company did locate a claim there, and probably a valuable one, contrary to the order of the Secretary of the Interior and contrary to what the Secretary ruled the law to be. In other words, while he was keeping all the world back by this ruling a particular company went there and made a location.

Now, it is proposed by the amendment offered by the Senator from Montana to open up that roadway to the location of mining claims. The object and purpose of my amendment is simply to provide that the location shall be made after the passage of the law. I do not want to ratify or confirm the location made by particular parties while all the balance of the world was kept back.

I am told by the Senator from Montana, to use not exactly his language, but to the effect, that the Secretary of the Interior has taken back his ruling very recently and said he will hold the matter open as to whether the roadway was subject to the location of these mineral claims. But he had so ruled. He had thereby kept the world out in making a location. This company, contrary to his ruling, went in there and got some kind of a claim, and now they seek to have it confirmed by the amendment offered by the Senator from Montana.

My amendment simply provides that locations on this roadway shall be made after the passage of this law. That gives all the world an even chance and gives no special advantage to men who went there contrary to what the Secretary of the Interior held to be the law and got some kind of a claim. I do not want to legislate for anybody, but I want the law to bear equally upon everybody; and when the law passes opening the roadway, I desire every American citizen to have an equal chance and no one to have a better chance by reason of having made a location contrary to the law or the ruling of the Secretary of the Interior. That is the object of my amendment.

Mr. CARTER. Mr. President, the statement of the Senator from Arkansas is a very remarkable one in view of the record. In the first place, the Secretary of the Interior did not make the ruling to which he refers, nor anything that bears the color of such a ruling, until the 3d of January last. No mining has been done in Alaska since that date. The ruling was in the nature of a dictum or suggestion. There was no case for consideration; it was a mere letter. The ruling was manifestly erroneous, if made.

In 1898 we passed an act of Congress entitled "An act extending the homestead laws and providing for right of way for railroads in the district of Alaska, and for other purposes," and the act was approved on the 14th of May, 1898. The tenth section of the act provides for the taking up of pieces of land for purposes of manufacture and productive industry. The purpose of that section was to give the persons engaged in the canning business in Alaska an opportunity to purchase patches of land upon which they could erect their works. It limited the amount of land they could acquire title for to 80 rods along the water front of navigable water. It provided that each alternate 80 rods of shore front should be reserved by the United States from entry and be subject to common use. It provided further that through each one of the tracts for which title should be given under the law a roadway 60 feet in width should be reserved parallel with the coast, not upon the edge of the tide, but parallel with the shore line. It might be 200 feet or a quarter of a mile inland, but the right of way for a road was reserved parallel to the shore line. This 60 feet of land was reserved only as to lands which should be patented under the particular act, and it is not susceptible of any other construction. Permit me to read the language:

That there shall be reserved by the United States a space of 80 rods in width between tracts sold or entered under the provisions of this act on lands abutting on any navigable stream, inlet, gulf, bay, or seashore.

Then it provides for rules by the Secretary of the Interior, and proceeding says:

And a roadway 60 feet in width, parallel to the shore line as near as may be practicable, shall be reserved for the use of the public as a highway.

The two portions of this section taken together show that we reserved every alternate 80 rods, and we reserved a roadway 60 feet in width in lands disposed of under that particular act. Now, the Senator from Arkansas contends that we went beyond the lands disposed of under the act and provided that there should be a 60-foot strip reserved along the entire coast of Alaska, extend-

ing in the aggregate over probably eight to ten thousand miles of territory. No such thought existed.

Mr. BERRY. If the Senator will permit me—

Mr. CARTER. And the Secretary of the Interior—

Mr. BERRY. I made no such statement.

Mr. CARTER. Well, then, the Senator—

Mr. BERRY. I said that the Secretary of the Interior held that this roadway, whether it be shorter or longer, whatever roadway you refer to in your amendment, was not subject to the location of mining claims, and having so held, my amendment simply provides that in opening it we shall have relation to future transactions and not to the past. I want to avoid, if the Senator will permit me, the confirming of the title of this company that went there when the whole world did not have the right to go.

Mr. CARTER. Mr. President, the Senator from Arkansas must then admit that if the Secretary construed the law, as he contends he construed it, erroneously, and if anybody located a claim up there on this 60-foot reserve, he had a perfect right to do so; and the Senator from Arkansas, upon his own construction, desires to deprive him of that right.

Now, the Secretary of the Interior has made no such decision as the Senator refers to. On the 5th of February the Secretary wrote the following letter to the Commissioner of the General Land Office:

FEBRUARY 5, 1900.

SIR: Referring to departmental letter of the 3d ultimo relating to the application of the mining laws of the United States to mineral lands in Alaska lying above and below the line of ordinary high tide, I now recall that paragraph of said letter relating to lands lying upon the beach above the line of ordinary high tide, and hereby substitute instead the following:

As to that part of Mr. Logan's communication which relates to lands lying on the beach above the line of ordinary high tide there would be no doubt that such lands are public lands of the United States, and if mineral in character can be located, occupied, and held under the mining laws as extended to Alaska, the same as any other public mineral lands in said district, if it were not for the provision in section 10 of the act of May 14, 1898 (30 Stat., 409, 413)—

Which I have read—

which declares that a "roadway 60 feet in width parallel to the shore line as near as may be practicable shall be reserved for the use of the public as a highway." The effect of this provision has not yet been sufficiently considered by the Department to justify the expression of any opinion thereon at this time.

You will notify Mr. Logan hereof.

Very respectfully,

E. A. HITCHCOCK,
Secretary.

The COMMISSIONER OF THE GENERAL LAND OFFICE.

Mr. President, the amendment which has been presented as part of the amendment accepted by the Senator from Nevada [Mr. STEWART] was presented because some one questioned the proper construction of the act of 1898. It never was intended that a roadway should extend over mineral lands. There is no reason for the rule. The lands to be conveyed under section 10 of the act of 1898 were intended to be conveyed to canning establishments. Those canning establishments would construct buildings upon the land and inclose them with fences; and to the end that we might prevent such fences and structures from preventing free access to and from one point to another on the shore, we provided that this open roadway should be retained parallel with the shore.

No such reason exists with reference to mining claims. Those claims are never inclosed. Inclosure is contrary to and in conflict with the general purpose for which mining claims are taken up. They sluice off the entire surface of those mining claims, wash the gravel and driveway into the sea, or the shore, or where-soever they can lodge it. There is no pasture land; no desire to put up structures for habitations, or for any other purpose. Therefore, the whole country is an open roadway.

Now, to say that this road must be continued indefinitely around the coast of Alaska is to contend for a construction that seems to me utterly absurd and wholly at variance with the language and intent of the act which we undertake to construe in the light of the question that has been raised. In so far as the alleged company is concerned, it is said that somebody at some time last year or the year before, having this law in mind, perhaps giving a rational interpretation to it, located a mining claim which did not stop 60 feet above the shore line, but went down to the high-tide line: some one else located an adjoining claim, and thus they continued possibly 200 miles along that coast.

Now, the Senator from Arkansas by his amendment proposes to cut off the end line of each of those claims and move them back 60 feet, so that A, B, C, D, E, F, or anybody else can go in there next year and locate that 60-foot strip, taking it off the other lands claimed. I do not think the amendment ought to be entertained.

Mr. BERRY. Mr. President, I think it a little unfortunate that the Secretary of the Interior should have made a ruling which the Senator from Montana [Mr. CARTER] says is without foundation in law; that it is absolutely absurd and can not be sustained by any argument. If the Senator is correct, I think it unfortunate that we did not have a Secretary of the Interior who knew a little more about the law when he made that first ruling. I think

it unfortunate that he must come in now and modify and change and take back that ruling, and say that he will hold the question open.

The Senator says that my amendment proposes to continue this roadway. The Senator well knows that my amendment does not propose to continue the roadway. There is not one word in it about continuing the roadway. His amendment says that the roadway shall be opened up to location. If it is already open, what is the necessity of the Senator offering the amendment that he proposes to open it? I say by my amendment that when you do open it you must not confirm a title located contrary to the ruling of the Secretary of the Interior as to what the law was. It is not seeking to cut a man out of his rights; it is to prevent the Congress of the United States giving these parties, this company, an advantage over others who have equal rights and who were cut out by the law. Now, for us to come in and legislate to confirm a title to parties who located contrary to law is manifestly unjust. The only thing in my amendment is that it provides that this legislation authorizing the location of claims shall apply to future claims and shall not ratify a location heretofore made.

I think when we open up this location every man ought to have an equal right, and this company should not have its title confirmed to the exclusion of other people who have equal rights. That is all there is in the amendment.

Mr. SCOTT. Will the Senator allow me?

Mr. BERRY. Certainly.

Mr. SCOTT. Do I understand that the Senator's amendment would not interfere with locations already made?

Mr. BERRY. I understand that the object of the amendment is to prevent the confirmation of locations already made. My amendment was intended to confine its operation to the future. That is the purpose of the amendment. I do not want the parties who made locations contrary to all law to have their titles confirmed by this legislation; and therefore my amendment says that in locating these claims on that roadway this law shall apply to the locations to be made. That is what it does; that is, when the law passes that every man shall have an equal show, and that those men who are there now contrary to law shall not have an advantage over others.

Mr. STEWART. Suppose that the Senator from Montana [Mr. CARTER] is right in his construction—and I am very confident he is—that this law did not apply to mineral lands and never was intended to apply to them. The Senator from Arkansas [Mr. BERRY] always means to be a fair man.

Mr. BERRY. I try to be.

Mr. STEWART. I am very confident—and I have looked over the law—that it does not apply and was not intended to apply except to those pieces of ground granted for fishing and such purposes.

Here is land that was open to exploration and to location. Suppose people located it as mining ground innocently. I should have located it in that way if I had been there, and I was astonished when I heard a question had been raised in the Department that this applied to mineral lands. I have no doubt that all this ground, where it is in the mining region, has already been located, and located under the mining law as other mining ground. I do not think you will find a foot of vacant ground. The mining laws limit them to a certain amount; and if they have done that, would it be fair to say that their titles should not be good? If persons who located now could have a good title, I would not disturb the titles that exist.

Mr. BERRY. I say, if it was contrary to the law of location, and the Secretary of the Interior has ruled that it was, then it is unfair that a man who violates the law, or, as the Secretary has said, was violating the law—if you want to put it in that way—should be allowed to go in there and take advantage over other people, and then for Congress to confirm his location, that is not fair.

Mr. STEWART. But suppose he was there and made the location in good faith, and the Secretary made a mistake in what he said—I think he did—nobody up there knows anything about it, and this occurred down here—would it be fair to invalidate his title?

Mr. BERRY. I am not invalidating his title. I propose to let him law that out with the courts and the Secretary of the Interior.

Mr. STEWART. He would have no chance.

Mr. BERRY. But I do not desire to validate the title where there is a dispute as to whether it is legal or not.

If the Senator desires me to answer, I will say that what I object to is a ruling of the Secretary of the Interior by which one particular company can go there and make locations and the ordinary miner is kept away by reason of the law, and then we step in and confirm the title to that individual or to that company, to the exclusion of everybody else. I want them all to have a fair chance when this law passes, and to take equal chances under it.

Mr. STEWART. The difficulty will be when this law passes

that those who have the information are here, and they will get up into that country as quickly as they can and take the ground before the others who are up there find out about it. The difficulty will be that a man who has been there for two years working this ground will find another man owning the ground if you invalidate his title. They all knew what the law was when they went there.

Mr. BERRY. The Senator can rest easy on that point. I assure him that the company has lawyers employed in this city now looking after the confirmation of their title, and they will be advised.

Mr. STEWART. I never heard of it.

Mr. BERRY. What I object to is giving them an advantage. I hope when the law passes for the opening of that roadway that all the world will have an equal chance. I do not seek to invalidate any valid title, but I seek to prevent the confirmation of a title which the Secretary of the Interior says is invalid.

Mr. STEWART. The Senator refers to a company. I have not heard of any company locating there. I have not heard anything about that.

Mr. BERRY. I was so told by a member of the House of Representatives.

Mr. CARTER. The Senator from Arkansas is the only one who knows anything about such a company.

Mr. BERRY. I will state to the Senator from Montana, since he makes this personal to me and wants to know what I have heard, I can tell him the whole story; but probably I had best not.

Mr. CARTER. I would tell the whole story.

Mr. BERRY. A member of the other House, the chairman of the Committee on Public Lands, has already secured the passage of a bill through the House of Representatives providing for the opening of this roadway, which he says does not confirm any past location. I have had information from other members of the House of Representatives that there was a company; and I say that the attorneys appeared here; and there are attorneys who object, they say, to interfering with the title that they claim they have already secured. That is what I have heard; and when the Senator says that I am the only man who has heard that there has been any such location, he is misinformed. There are others who have heard it.

Of course if the Senate of the United States want to confirm this title, they have the power to do it; but it seems to me it would be better to adopt my amendment and let these parties take their chance before the Interior Department and before the courts. If it shall be decided that they are entitled to the property, then they can not be kept out of it; but when you legislate to confirm their title, you give them an advantage over other men, who are kept out by reason of the fact that the Secretary of the Interior has held that they were not entitled to go there. I do not wish to confirm any title, but I wish to leave it to the courts to determine.

Mr. CARTER. The Senator from Arkansas must admit that the letter of the Secretary of the Interior in the Logan case was written after all of the people had concluded mining in the year 1899. The letter was written on the 3d of January, 1900. What mining location has been made in Alaska of which the Senator has knowledge, or the gentleman to whom he refers, since the 3d day of last January? Not a human being could get out from Cape Nome since January that I know of. It was certainly impossible under all the depths of snow that rest along that shore to have made any mining location since January.

Now, the Senator thinks it is outrageous when the Secretary of the Interior had advised these people of the law that they should go on and make locations. It can not be possible that any locations have been made since the Secretary's letter was written.

The necessary effect of the amendment proposed by the Senator from Arkansas is to disturb every title along the shore line of Bering Sea; not alone at Cape Nome, but along the whole shore line of Bering Sea throughout its length, by saying that hereafter the law of 1898, which by no distortion can be made to apply, shall not be hereafter applied. The sum and substance of it, the necessary inference will be, that every man who went there and in good faith made a location up to this date or prior to the date of the letter of January 3 shall be deprived of title and driven out. I do not think that is fair. I do not think it is just. I should like to see, in so far as litigants are concerned, people left in statu quo. It is not the part of Congress to place a retroactive construction on any law.

Mr. BERRY. That is precisely what the Senator from Montana is seeking to do by his amendment—to confirm these titles—and that is the thing to which I object. The confirmation of an illegal location made there, if it turns out to be illegal, thereby gives that party an advantage. I am not seeking to disturb title; I am saying by my amendment that this law opening that strip shall apply to future transactions, not to past transactions.

Mr. CARTER. But, Mr. President, the law has continuously applied to lands that were taken up under the act, and to none

others. Now, the Senator from Arkansas by his amendment would have an inference created that the act of 1898 was susceptible to a construction which does not apply, and I do not believe the Senator would say on his own responsibility that it does apply.

Mr. BERRY. Will the Senator permit me to ask him a question?

Mr. CARTER. Certainly.

Mr. BERRY. When the Senator by his amendment says that this shall be open to the location of mineral claims, is there not an inference there that that was the law? Otherwise, why put it in the bill at all?

Mr. CARTER. The Senator is right, except that he does not state what is correct.

Mr. BERRY. In what way did I state what was incorrect?

Mr. CARTER. There is nothing in the amendment saying a word about a location. It is merely provided that the act of 1898 shall not be construed as applying to mineral lands or town sites.

Mr. BERRY. Precisely, and is not that an inference that it does apply? Otherwise why legislate about it? Does not the inference follow that, if the Senator did not think it did apply, it would be unnecessary for him to legislate and say that it shall not apply? Why, then, does he speak of inferences, when he is seeking by an amendment of his own to open up that strip, and thereby he admits without legislation that it is not open?

Mr. CARTER. Mr. President, what the Secretary of the Interior in a formal letter declares to have been an inconsiderate expression raised the question of this law applying to mineral lands, thus making of that a debatable question.

The Senator from Nevada [Mr. STEWART] presented an amendment providing that this act should not apply to mineral lands or town sites. I do not know whence the Senator procured the draft of that amendment, but I do know that some days ago the Attorney-General for the Interior Department, claiming that this question was somewhat ambiguous, presented to me to be adopted here an amendment almost identical with the amendment to-day presented by the Senator from Nevada—an amendment written by the Assistant Attorney-General to cure what he thought was a defect in the law, in that it did not make clear the point at which this road was to terminate. The amendment is in these words:

Provided, That the 60-foot roadway provided for in section 10 of the act of May 14, 1898, shall not apply to mineral lands or to lands entered under the town-site law.

That comes from the Department. They did not see any reason for the application of this 60-foot roadway, but they think that possibly the law ought to be thus construed, and the reason the Secretary assigns is, as I understand it, that they did not provide that the 60-foot roadway should extend all around the coast, but it will stop short when it comes to the mineral lands, and therefore it ought to be extended to the mineral lands, running indefinitely after the reason for its existence has ceased to be.

The PRESIDENT pro tempore. The question is on the amendment of the Senator from Arkansas [Mr. BERRY] to the amendment of the Senator from Montana [Mr. CARTER]. [Putting the question.] By the sound the "noes" have it.

Mr. BERRY. I ask for the yeas and nays on the adoption of the amendment to the amendment.

The yeas and nays were ordered; and the Secretary proceeded to call the roll.

Mr. CULBERSON (when Mr. CHILTON's name was called). My colleague [Mr. CHILTON] is necessarily absent. He is paired on this question with the Senator from West Virginia [Mr. ELKINS].

Mr. HEITFELD (when his name was called). I have a general pair with the senior Senator from New York [Mr. PLATT], and therefore withhold my vote.

Mr. McMILLAN (when his name was called). I am paired with the Senator from Kentucky [Mr. LINDSAY].

Mr. STEWART. I suggest to the Senator from Michigan that he transfer his pair to my colleague [Mr. JONES of Nevada], who is absent.

Mr. McMILLAN. I transfer my pair with the Senator from Kentucky [Mr. LINDSAY] to the Senator from Nevada [Mr. JONES] and vote "nay."

Mr. PETTUS (when his name was called). I have a general pair with the Senator from Massachusetts [Mr. HOAR]. If he were present, I should vote "yea."

Mr. RAWLINS (when his name was called). I have a general pair with the Senator from Ohio [Mr. HANNA].

Mr. TURLEY (when his name was called). I am paired with the Senator from Wisconsin [Mr. SPOONER]. I do not know how he would vote if present; but if I were at liberty to vote, I should vote "yea."

Mr. WELLINGTON (when his name was called). I have a general pair with the Senator from North Carolina [Mr. BUTLER]. As he is not present, I withhold my vote.

The roll call was concluded.

Mr. BURROWS. I am paired with the senior Senator from Louisiana [Mr. CAFFERY], and therefore withhold my vote.

Mr. WELLINGTON. I understand that the Senator from Tennessee [Mr. TURLEY] who is paired with the Senator from Wisconsin [Mr. SPOONER] is willing that he and I may transfer pairs, I being paired with the Senator from North Carolina [Mr. BURLER], which will enable us both to vote.

Mr. TURLEY. That is satisfactory to me.

Mr. WELLINGTON. I vote "nay."

Mr. TURLEY. Under that arrangement I am at liberty to vote, and I vote "yea."

The result was announced—yeas 17, nays 27; as follows:

YEAS—17.

Bacon,	Cockrell,	Nelson,	Turley,
Bard,	Culberson,	Quarles,	Vest.
Bate,	Daniel,	Taliaferro,	
Berry,	Harris,	Teller,	
Clay,	Jones, Ark.	Tillman,	

NAYS—27.

Carter,	Frye,	McMillan,	Simon,
Clark, Wyo.	Gallinger,	Perkins,	Stewart,
Cullom,	Hansbrough,	Platt, Conn.	Thurston,
Davis,	Hawley,	Ross,	Warren,
Deboe,	Kean,	Scott,	Wellington,
Fairbanks,	Lodge,	Sewell,	Wetmore.
Foraker,	McCumber,	Shoup,	

NOT VOTING—43.

Aldrich,	Depew,	Lindsay,	Pettigrew,
Allen,	Elkins,	McBride,	Pettus,
Allison,	Foster,	McComas,	Platt, N. Y.
Baker,	Gear,	McEnery,	Pritchard,
Beveridge,	Hale,	McLaurin,	Proctor,
Burrows,	Hanna,	Mallory,	Rawlins,
Butler,	Heitfeld,	Martin,	Spooner,
Caffery,	Hoar,	Mason,	Sullivan,
Chandler,	Jones, Nev.	Money,	Turner,
Chilton,	Kennedy,	Morgan,	Wolcott.
Clark, Mont.	Kyle,	Penrose,	

So the amendment of Mr. BERRY to the amendment of Mr. CARTER was rejected.

The PRESIDENT pro tempore. The question is on agreeing to the amendment offered by the Senator from Montana.

Mr. PETTUS. I desire to have the amendment divided. I move to amend the amendment by striking out the words added by the Senator from Nevada. Will the President pro tempore kindly allow me to look at the amendment? It has not been printed at all.

The PRESIDENT pro tempore. The Senator from Alabama demands a division of the amendment. In the opinion of the Chair it is capable of division.

Mr. PETTUS. I move to amend by striking out the words that are written on the side of the amendment, the words proposed by the Senator from Nevada and accepted, as I understood, by the Senator in charge of the bill. I want it distinctly voted on whether the Secretary of the Interior here in Washington is to be allowed to enact laws for the Pacific coast in reference to these miners. I do not think it ought to be done, and I want the Senate to say whether or not it shall be done separately from all other questions.

While I am on my feet I wish, in obedience to a promise I made to the Senator from Connecticut, to ask the Senator from Montana a question.

Mr. CARTER. I will be glad to respond if I can.

Mr. PETTUS. I would be very happy, and so would the Senator from Connecticut, if the Senator from Montana would inform us what he means by shoal water, when he gets outside of the land, and how far shoal water will go.

Mr. CARTER. I will utilize the Standard Dictionary of the English language as a part of my answer.

Mr. PETTUS. I want the Senator to answer. I do not want any of his dictionary definitions. That is a mere subterfuge. I do not want it, and the Senator ought not to practice such things on the Senate. What does he mean by it?

Mr. CARTER. I accept the compliment as well bestowed. I think the authority is quite as good as the dictionary. Shoal water is regarded as the water between the blue line and the shore on the edge of navigable water of the sea, and is defined by the dictionaries and is well understood in the nautical parlance of the age to be inside of the blue line of the sea. In the present case we have another qualification, the Senator will observe, which may be calculated to limit the extension of this shoal water; that is, the water within the jurisdiction of the United States. That jurisdiction does not extend beyond the 3-mile limit, I believe. If the Senator will indulge me for a moment, I will read from the dictionary, which I recognize as supplemental authority and of some little weight. It is defined:

To grow shallow; as, the change from blue to green shows that the water shoals.

Then it is also used in reference to shoals—

To throng in schools or shoals; assemble in multitudes.

Further—

Of little depth; shallow; as, shoal water.
The anchorage is shoal but safe, and easy of access.
A shallow place in any body of water; a shallow. A sand bank or bar, especially one seen at low water; as, stranded on a shoal, etc.

Mr. PETTUS. I suppose, then, the Senator would have the shoal water extend out 10 or 15 miles if it were actually shoal water out that far?

Mr. CARTER. I think the other clause in the amendment would limit the extension to our jurisdiction, which is 3 miles.

Mr. TELLER. Would there be any objection to extending it 15 miles if we could get gold?

Mr. CARTER. I think not.

The PRESIDENT pro tempore. The Senator from Alabama moves to strike out certain words, which will be stated.

The SECRETARY. After the word "shall," in line 13 of the amendment, it is proposed to strike out "be subject to such general rules as the Secretary of the Interior may prescribe for mining below high tides, and shall."

Mr. STEWART. When the junior Senator from Colorado had a similar provision in his amendment, it applied generally to the mines, and I opposed it. I do not want the Secretary of the Interior or any other tribunal authorized to change the general mining laws which have been established always since the people have inhabited the country. But on conversation with him I saw his purpose was to provide regulations for the lands that are below high-water mark, and I suggested this amendment to the Senator having charge of the bill. I think it would be very well. I am not tenacious about it. I do not think any harm would come, and I think good might come, from allowing the Secretary to make general rules and regulations applying to the mines in this anomalous condition. They may extend out to the 3-mile limit under water. It would be inconvenient to stake them, etc. There ought to be some power which should make general rules for marking the claims, stating how it should be done. It is not done in detail.

I think something of the kind is necessary in addition to such rules as the miners may make. They may supply the whole of it; but inasmuch as it goes out beyond what has been their jurisdiction, into the water, I thought it would be very well to allow a Government officer to make general rules as to that. I am not tenacious about it; and if it is voted down, I shall not feel myself rebuked, because it is somewhat doubtful with me whether it ought to be done. But still my belief is that it would be better to let some Government officer have general supervision of this anomalous condition, not in conflict with miners' laws and not in conflict with the existing law. It is not to give an undue area; he can not do that; but he might make some regulations as to how they should proceed, for they can not go upon the ground and mark it as they are required to do under the mining laws. I am quite indifferent as to this. Let the mining men work it out if you have that much confidence in them. They have done a great many extraordinary and difficult things. If the words are stricken out, I shall not object.

The PRESIDENT pro tempore. The question is on agreeing to the amendment proposed by the Senator from Alabama [Mr. PETTUS] to strike out the words which have been read.

The amendment to the amendment was agreed to.

The PRESIDENT pro tempore. The question is on agreeing to the amendment of the Senator from Montana [Mr. CARTER] as amended.

The amendment as amended was agreed to.

Mr. CARTER. I now request that at 4 o'clock on Thursday next a vote be taken on the bill and all amendments then pending. I suggested that that agreement be entered earlier in the day, but the Senator from Nevada—

Mr. STEWART. I can not make any agreement until the amendment offered by the Senator from North Dakota [Mr. HANSBROUGH] has been disposed of, because otherwise I may not be in such a position to debate it. I want that amendment disposed of, because it will lead to a good deal of discussion, and other matters may come up and there may not be a clear opportunity for discussion if an agreement is now made. So I can not make any agreement until that is disposed of. I think when that is voted on it will dispose of the bill pretty much.

Mr. CARTER. Would it not suit the Senator's convenience to vote on Saturday?

Mr. STEWART. I will not make any agreement until the amendment of the Senator from North Dakota is disposed of.

The PRESIDENT pro tempore. Objection is made.

Mr. WARREN. I offer the amendment I send to the desk.

The SECRETARY. It is proposed to amend section 4 by striking out, in lines 7 and 8, on page 4, after the word "President," the words:

And no person over the age of 50 years shall be eligible to appointment as a judge of the district court.

The amendment was agreed to.

Mr. WARREN. I have another amendment which I wish to

offer. I observe that there is in the bill no provision for anyone to act as chief executive officer in the absence of the governor. The executive officer is necessarily absent at times in a Commonwealth or Territory, and hence I offer the amendment I send to the desk.

The SECRETARY. It is proposed to strike out section 3 and substitute in lieu thereof the following:

SEC. 3. That there shall be appointed for the district a secretary, who shall reside therein during his term of office, whose duty it shall be, under the direction of the governor, to record and preserve all the papers and proceedings of the executive, and transmit one copy of the executive proceedings and correspondence semiannually, on the 1st days of January and July in each year, to the President of the United States. And in case of the death, removal, resignation, or absence of the governor from the district the secretary shall be, and he is hereby, authorized and required to execute and perform all the powers and duties of the governor during such vacancy or absence, or until another governor shall be duly appointed and qualified to fill such vacancy.

The amendment was rejected.

Mr. WARREN. In that case I offer the amendment I send to the desk, which covers the same point in another way.

The SECRETARY. It is proposed to add to section 10 the following:

In case of the death, removal, resignation, or other necessary absence of the governor from the district, the surveyor-general and ex officio secretary of the district shall have, and he is hereby authorized and required to execute and perform, all the powers and duties of the governor during such vacancy or absence or until another governor shall be appointed to fill such vacancy.

Mr. BATE. Is that transferring the power of the governor to another man? I should like to have it explained.

Mr. WARREN. In the absence of the governor it merely authorizes the secretary to act for him just as is done in every other Territory and as it always has been done.

Mr. CARTER. I am inclined to think the Senator's amendment should be added to section 3 instead of section 10.

Mr. SHOUP. I think the word "qualified" should be added.

Mr. WARREN. What is the Senator's suggestion?

Mr. CARTER. I suggest that the Senator add his amendment to section 3 rather than to section 10.

The PRESIDENT pro tempore. On page 4.

Mr. WARREN. I do not think it matters where it comes in, except that section 10 is the one which refers to the duties of the surveyor-general.

Mr. CARTER. It is a mere matter of form.

Mr. WARREN. I am not particular where it is placed.

Mr. JONES of Arkansas. Let the amendment be stated.

The PRESIDENT pro tempore. The amendment will again be stated.

The Secretary again read the amendment.

Mr. CARTER. There is no objection to the amendment.

Mr. BATE. The word "removal" seems to be very broad, and I do not know whether it is proper or not. If he should be removed or impeached, or anything else should happen, I understand his successor takes his place, as indicated in the amendment. The Senator had better look at the word "removal."

Mr. WARREN. I will do so.

The PRESIDENT pro tempore. The Senator from Wyoming modifies his amendment.

Mr. CARTER. Let the amendment as modified be stated.

The Secretary read as follows:

In case of death, removal, resignation, or other necessary absence of the governor from the district, the surveyor-general, as ex officio secretary of the district, shall have, and is hereby authorized and required to execute and perform, all the powers and duties of the governor during such vacancy or absence or until another governor shall be appointed to fill such vacancy.

The PRESIDENT pro tempore. The question is on agreeing to the amendment proposed by the Senator from Wyoming.

The amendment was agreed to.

The PRESIDENT pro tempore. Are there further amendments as in Committee of the Whole? If not, the bill will be reported to the Senate.

Mr. BATE. There are other amendments, but it is very late. I know of three or four. One is on hand now. I refer to the amendment of the Senator from North Dakota [Mr. HANSBROUGH].

Mr. STEWART. Let us take that up now.

Mr. BATE. It can be taken up to-morrow or at any other time. Senators will see it is now getting on toward 5 o'clock. It is hardly worth while to take it up now. We spent an hour on it the other day.

Mr. CARTER. The amendment of the Senator from North Dakota will lead to considerable debate, and, in order to facilitate the progress of the bill, I suggest to the Senator from Tennessee that he present his amendments at this time.

Mr. BATE. I have some amendments which I think will lead to perhaps more debate than the amendment of the Senator from North Dakota. That is one reason why I wanted to get his amendment out of the way. Then I will bring mine forward.

The PRESIDENT pro tempore. If there are no further amendments as in Committee of the Whole, the bill will be reported to the Senate.

Mr. JONES of Arkansas. There are certain amendments to be offered which it will take time to consider. The Senate seems reluctant to proceed with the consideration of those amendments this afternoon, and I move to proceed to the consideration of executive business.

The motion was agreed to; and the Senate proceeded to the consideration of executive business. After five minutes spent in executive session the doors were reopened, and (at 4 o'clock and 45 minutes p. m.) the Senate adjourned until to-morrow, Tuesday, April 17, 1900, at 12 o'clock m.

NOMINATION.

Executive nomination received by the Senate April 16, 1900.

GOVERNOR OF PORTO RICO.

Charles H. Allen, of Massachusetts, to be the governor of Porto Rico, an original appointment, as provided for by an act of Congress entitled "An act temporarily to provide revenues and a civil government for Porto Rico, and for other purposes," approved April 12, 1900.

CONFIRMATIONS.

Executive nominations confirmed by the Senate April 16, 1900.

CONSUL.

Charles E. Barnes, of Illinois, to be consul of the United States at Cologne, Germany.

PROMOTION IN THE NAVY.

Capt. Silas W. Terry, to be a rear-admiral in the Navy, from the 29th day of March, 1900.

POSTMASTERS.

Frank G. Pennell, to be postmaster at Mount Joy, in the county of Lancaster and State of Pennsylvania.

William Krause, to be postmaster at Richland Center, in the county of Bucks and State of Pennsylvania.

Henry D. Ruth, to be postmaster at Lansdale, in the county of Montgomery and State of Pennsylvania.

Henry F. Hershey, to be postmaster at Steelton, in the county of Dauphin and State of Pennsylvania.

Daniel G. Engle, to be postmaster at Marietta, in the county of Lancaster and State of Pennsylvania.

HOUSE OF REPRESENTATIVES.

MONDAY, April 16, 1900.

The House met at 12 o'clock m. Prayer by the Chaplain, Rev. HENRY N. COUDEN, D. D.

The Journal of the proceedings of Saturday was read and approved.

POSTAL ECONOMIC BILL.

Mr. MCPHERSON. Mr. Speaker, on behalf of the minority of the Committee on the Post-Office and Post-Roads, six in number, I desire to file a minority report on House bill 9393, and I ask for a reprint of the majority report with the minority report accompanying it. There was an arrangement by which the two were to be filed together, but through forgetfulness the majority report was on file a day before we knew about it.

The SPEAKER. The gentleman from Iowa asks unanimous consent to file a minority report from the Committee on the Post-Office and Post-Roads on the Post-Office appropriation bill, together with the reprint of the majority and minority report.

Mr. MCPHERSON. Not the appropriation bill, Mr. Speaker, but what is called the postal economic bill.

The SPEAKER. Will the gentleman give the number of it?

Mr. MCPHERSON. Nine thousand three hundred and ninety-three.

The SPEAKER. Is there objection to the request of the gentleman from Iowa? [After a pause.] The Chair hears none, and it is so ordered.

NAVAL APPROPRIATION BILL.

Mr. FOSS. Mr. Speaker, I move that the House resolve itself into Committee of the Whole on the state of the Union for the consideration of the naval appropriation bill, and pending that motion, I am instructed by the committee to ask that the general debate be limited to fourteen hours, seven hours upon a side; seven hours to be controlled on that side by the gentleman from New York [Mr. CUMMINGS], or, if he so elects, to be distributed by the minority members of the committee, and the time on this side to be controlled by the acting chairman of the committee. And, furthermore, that upon the expiration of this time, or in case general debate should be exhausted before the expiration of the time agreed upon, it shall then be in order to call for the reading of the bill and debated under the five-minute rule.

The SPEAKER. The gentleman from Illinois moves that the House resolve itself into Committee of the Whole House on the state of the Union for the consideration of the naval appropriation bill; and, pending that, he asks unanimous consent that general debate be continued for fourteen hours, seven hours on a side, and that the gentleman from Illinois, acting chairman of the committee, shall control one half of the time and the gentleman from New York shall control the other half of the time, with the right to yield to other members of the minority; that when general debate expires, or, if it shall be exhausted before the fourteen hours expire, the bill shall then be considered under the five-minute rule.

Mr. FOSS. Mr. Speaker, I will state that under this arrangement I hope that general debate will be through by to-morrow evening at 5 o'clock, because, although this side will have seven hours, I do not see where the speakers are to come from. I think we shall be able to finish it by that time.

Mr. CUMMINGS. Mr. Speaker, I am authorized to say that the proposition is acceptable to the minority, with the understanding that each member of the minority has his hour, and members who desire time, consequently, will get their time from the minority members.

Mr. CANNON. Mr. Speaker, I want to say a word, if I can have the attention of the gentleman from Illinois as well as the gentleman from New York. From glancing at the majority and minority report and the bill itself I can see some very important questions to be determined in Committee of the Whole. Take the coast survey which is proposed by it, for instance, and the question in the minority report of an armor-plate factory, and the question of the utilization of the navy-yards for construction of ships—all very important questions. Now, it seems to me it would be better to have an hour on each side to cover at least these three general questions—an hour on each side of general debate upon the particular measures when they are reached.

Mr. WHEELER of Kentucky. That is what I was going to suggest.

Mr. CANNON. I suggest that we should have an hour on a side, with the assurance that where the debate is in good faith and upon the merits of the proposition it will be a little bit free and easy for time when these measures are reached. I should be glad myself to submit some remarks upon one of these matters, but I should rather not do it to empty benches, and would rather it would be a real debate.

Mr. UNDERWOOD. Mr. Speaker, I desire to say something in the line of what the gentleman from Illinois has just said. The armor-plate question has harassed Congress in this general aspect for four or five years. As the gentleman from Illinois has said, if this question is discussed in general debate, the probabilities are that those who speak on the question will speak to empty benches, because the moment we agree upon fourteen hours of general debate on the bill the members drop out and attend to their business in town. It is a live question, one that ought to be settled now, one that is dealing with the building of the United States Navy. The Naval Committee has never brought a more important question before this House, and it is a matter that ought to be settled and settled right. Therefore, I hope the chairman of the committee will agree now that there shall be a liberal debate.

Mr. WHEELER of Kentucky. Along the line suggested by the gentleman from Illinois and the gentleman from Alabama, I desire to say to the House that the differences in the Naval Committee are merely questions of business judgment; and I think I am warranted in the statement that the discussion on general debate on both sides of the House will be confined entirely, or practically so, to matters of difference between members of the committee. I have no desire myself to give the benefit of what real observation and investigation I have made to empty benches and I sincerely hope that the members of the House will not pay us the compliment, but will feel it incumbent on themselves to listen to this discussion. I am satisfied that no member on the other side desires to bring general politics into this discussion. There are no politics in the Naval Committee; the matters of difference are simply questions of what is best for the American people.

Speaking for myself alone, I have absolutely no pride of opinion in regard to my individual views on this question. If the majority of my colleagues differ with me, I shall acquiesce with great pleasure in their judgment. But this is a matter which concerns the people, and, as suggested by the gentleman from Illinois, there are three matters of difference between us that the House alone can determine; and it would be absolute folly for us to indulge in general debate here for two days unless members of the House propose to remain and listen and take part in the discussion.

Mr. HOPKINS. Then why should not the gentleman in charge of the bill move that the general debate be limited to eight hours and provide that two hours shall be allowed for debate on each

proposition suggested by my colleague from Illinois when the bill is before the Committee of the Whole under the five-minute rule?

Mr. WHEELER of Kentucky. Mr. Speaker, that would be entirely satisfactory to me except for this consideration: I am quite confident that no man can intelligently present under the five-minute rule the objections that we of the minority have to the ideas embodied in this bill, and I should not like to make a speech in sections. I desire to say to the House what I have to say at one time and then quit. I think the other gentlemen of the committee feel the same way; I am quite sure the chairman does. And when the five-minute debate is reached it is my desire that the other members of the House be allowed to present their views fully in this debate. What we of the committee desire to say we want to say now, so that the members of the House may have the benefit of our investigations and of the hearings before the committee. For that reason I sincerely hope that the members of the House will stay here and listen to what we have to say.

Mr. CANNON. I suggest to the gentleman in charge of this bill that when the Coast Survey items are reached he ask unanimous consent that there be general debate of two hours at that time, if desired.

Mr. WHEELER of Kentucky. There is no disagreement in the committee on that question; we are unanimous upon it.

Mr. CANNON. We are not unanimous in the House.

Mr. WHEELER of Kentucky. I say the committee are unanimous.

Mr. FOSS. In view of what I have heard here this morning in reference to limiting general debate, I would suggest that a better arrangement might be made in this form: The general debate to continue for to-day, one-half to be controlled by the other side and one-half by this; that then we enter upon the reading and debating of the bill under the five-minute rule, but with the understanding that when we reach these points of disagreement—for instance, the Coast and Geodetic Survey, the question of the manufacture of armor plate, and the question of building ships in the Government navy-yards—we have debate upon those three propositions for two hours each.

The SPEAKER. The gentleman from Illinois [Mr. Foss] modifies his request for unanimous consent so as to ask that general debate close with this day's session, and that to-morrow the House enter upon the consideration of the bill under the five-minute rule, with the understanding that when the questions of armor-plate manufacture, the building of ships in Government navy-yards, and the Coast and Geodetic Survey are reached there be allowed two hours' debate upon each of those three propositions. Is there objection?

Mr. CUMMINGS. I object. The minority of the committee is instructed to stand by the proposition for seven hours, which they desire for general debate. I have no idea but that when we reach the paragraph to which the gentleman has alluded some understanding can be reached by which debate may be confined to two hours or one hour, or some other definite time satisfactory to the House. But I do think we should stand by the original proposition. I know that members of the minority desire to present their views in general debate in such a way as that they may have ample time, and not have their speeches cut into sections as the bill is when we come to consider it by sections.

The SPEAKER. Objection is made. The question is on the motion of the gentleman from Illinois.

Mr. CANNON. Then I will ask the gentleman to further modify his proposition—

The SPEAKER. There is now no proposition before the House—only the motion to go into Committee of the Whole.

Mr. CANNON. I suggest that the gentleman ask also that when desired general debate for not exceeding two hours each may be had on the three propositions—the Coast Survey, the armor-plate manufacture, and the building of ships in the navy-yards—the debate to take place as each proposition is reached.

Mr. HEPBURN. Does the gentleman from Illinois suggest three hours' debate on each of those propositions?

Mr. CANNON. Only two hours on each, if that much time be desired.

Mr. HEPBURN. That would be sixteen hours of general debate upon this bill, which would occupy four days.

Mr. CANNON. I propose to have six hours of real debate when the bill is considered.

Mr. HEPBURN. I have no objection to that proposition, if it be coupled by unanimous consent with the further provision that there be no political debate.

Mr. WHEELER of Kentucky. Mr. Speaker, I will say that the committee itself requested that no political debate be had and that the debate should be confined to the consideration of the bill as far as practicable—

Mr. CUMMINGS. The committee is unanimous in that.

Mr. WHEELER of Kentucky (continuing). Except, of course, so far as we can not prevent.

Mr. CUMMINGS. And no objection is made to the proposition

of the gentleman from Illinois except to the second one, which limits the general debate to this day.

Mr. FOSS. Mr. Speaker, I desire to state that I submitted the original proposition under the instructions of the Committee on Naval Affairs. The last proposition was simply a suggestion of my own and from hearing the remarks of gentlemen on the other side of the House. I understand, however, that objection is made to that. I will renew, therefore, the first proposition.

The SPEAKER. The request from the gentleman from Illinois is that two days be devoted to the general debate upon the pending bill—

Mr. CUMMINGS. Fourteen hours.

The SPEAKER (continuing). One-half to be controlled by himself and one-half by the gentleman from New York [Mr. CUMMINGS], making, as the Chair understands, fourteen hours altogether.

Mr. CANNON. Well, Mr. Speaker, I suggest, if there is no leeway for the general debate, that the gentleman go on with the consideration of the bill in Committee of the Whole, and he can tell better at the close of the day's session how much more time will be required. Of course he has it in his power, having the majority, to close debate at any time he desires.

The SPEAKER. The gentleman from Illinois objects, and the question is on the motion of the gentleman from Illinois [Mr. Foss], that the House resolve itself into Committee of the Whole House on the state of the Union for the consideration of the naval appropriation bill.

Mr. KITCHIN. I would like to ask a question for information. I want to know whether—

The SPEAKER. Objection has been made to all propositions for unanimous consent, and there is pending now before the House only the motion of the gentleman from Illinois.

Mr. KITCHIN. I ask if the particular proposition was made which was practically agreed to in committee?

The SPEAKER. It was made, and objected to.

The question now is on the motion of the gentleman from Illinois, that the House resolve itself into Committee of the Whole to consider the naval appropriation bill.

The motion was agreed to.

The House accordingly resolved itself into Committee of the Whole House on the state of the Union, Mr. PAYNE in the chair.

The CHAIRMAN. The House is in Committee of the Whole for the consideration of the bill which the Clerk will report.

The Clerk read as follows:

A bill (H. R. 10450) making appropriations for the naval service for the year ending June 30, 1901, and for other purposes.

Mr. FOSS. Mr. Chairman, I desire to state in the beginning of my remarks that I have prepared a careful report on every provision mentioned in this bill, explaining all of the increases in the appropriations and all of the new items embodied in the bill, which I would ask the members of this committee to carefully read.

In presenting this bill to you I realize that I am doing the duty of him whom, unfortunately, illness has now for many weeks prevented from occupying his accustomed place on this floor. No man in Congress to-day has a wider knowledge of the subject of naval affairs than CHARLES ADDISON BOUTELLE. [Applause.] Born with the true naval spirit, his father a shipmaster and himself when but a lad before the mast, he early became conversant with naval affairs and familiar with the seas. Returning from a foreign voyage in the spring of 1862, he volunteered, and was appointed acting master in the United States Navy. He served in the North and South Atlantic and the West Gulf squadrons, took part in the blockade of Charleston and Wilmington, and was conspicuous in other naval engagements.

While an officer on the U. S. S. *Sassacus* he won promotion for gallant conduct in an engagement with the rebel ironclad *Albatross*, and later took part in the capture of Mobile and the surrender of the Confederate fleet. No man fought with greater bravery than he in the memorable conflict from 1861 to 1865; and when he entered Congress, just at that time when this country was beginning to build up its new Navy, it was but natural that he should be assigned to the important Committee on Naval Affairs.

No man in all the years from that time to this has been more active or devoted to the task of building up a navy that would inspire confidence at home and respect abroad than Mr. BOUTELLE. [Applause.] He was chairman of the Committee on Naval Affairs in the Fifty-first, Fifty-fourth, Fifty-fifth, and this Congress, and as such demonstrated his great ability and wise statesmanship in bringing the Navy to that point where it was able successfully to combat the forces of Spain in our recent war. Too much honor and credit can not be given to him. I know that I voice the unanimous expression upon both sides of this Hall when I say that we wish him a speedy recovery and an early return. [Applause.]

Bereft of his counsel and advice, never did men respond better

to the responsibilities suddenly thrust upon them than the members of the Naval Committee, with whom I have the honor to be associated, and to-day, as their representative, I present to you this naval appropriation bill, providing for the maintenance of the naval establishment for the coming fiscal year, the largest naval appropriation bill ever presented to an American Congress since the days of old Jack Barry, who, justly or unjustly I have not now time to discuss, has been called the father of the American Navy. We present it to you as the result of our best work, our best judgment, our best conclusions upon the various questions raised in the bill, and we welcome your most thorough consideration and your most searching scrutiny.

This bill carries a total appropriation of \$61,200,000. The naval appropriation act of last year carried \$48,100,000. This present bill is an increase over the naval appropriation act of last year of \$13,100,000. Our appropriations, all told, from all acts last year for the naval service, amounted to \$53,400,000. It will be seen that this bill, therefore, carries an increase over all acts appropriating money for the naval service this year of nearly \$8,000,000.

The estimates called for by the Department amounted to \$70,000,000. This bill shows a reduction from those estimates of more than \$8,000,000; so that, from whichever standpoint you view it, this bill is unique in this respect, that in it there is comfort for the economist and satisfaction for the enthusiast.

This increase of a little over \$13,100,000 above that appropriated in the last naval appropriation act is attributable to the necessary increase under the headings of "Public works," "Construction and repair," "Steam engineering," and "Increase of the Navy."

Under the head of "Public works" there is an increase over the appropriation of last year of approximately \$2,330,000. The estimates of this Department were nearly \$14,000,000; and your committee, after carefully scanning these items, came to the conclusion that while public works needed some substantial improvements in order to economically preserve and maintain our naval establishment, yet the amount called for was larger than that which could be judiciously expended during the coming year, and consequently they reduced this appropriation, and recommended, in all, about \$8,000,000.

The increase of \$3,000,000 under construction and repair is due to the fact that we have more vessels to repair. There are 42 now assigned to the different navy-yards awaiting repair, and it must necessarily follow that as we are building more ships we will have more ships to repair, and consequently there must be an increase in this appropriation year by year. There is an increase in the Bureau of Steam Engineering of \$1,500,000 for practically the same reason.

Then, under the head of increase in the Navy the item of construction and machinery, which is an appropriation for vessels which we are now building; and I may say that there are already authorized, and most of them under construction, about sixty vessels; and the increase in this appropriation this year over that of last year is \$6,600,000.

So that, taking all these items into consideration, we make up the total increase of this bill over the last naval appropriation act of over \$13,000,000, and every dollar of this increase can be traced, either directly or indirectly, to the one fact that we are building up the American Navy.

Now, while this sum seems to be a large one, \$61,200,000, yet I may say that, from editorial comments which I have received from different newspapers all over the country, from the most conservative newspapers in the land, as well as those which are the most enthusiastic for the Navy, such as, for instance, the New York Journal, which says that this appropriation is only half big enough, on all sides there has been favorable criticism, so far as the amount of appropriations involved in this bill is concerned.

While it is true that it carries an increase of \$13,000,000 over the corresponding bill of last year, and while, as the minority have stated in their views, it is perhaps double what the naval establishment cost three or four years ago, yet it might also be said that it is a great deal more than that which was appropriated twenty-five and fifty years ago.

In fact, one hundred years ago the naval appropriation bill amounted to only about \$3,500,000. But the country has grown since then, and some of its most magnificent strides have been made during the last three or four years; and I believe that the people to-day are in favor of a strong and efficient navy; and not only are the people in favor of it, but they are willing to pay for it.

Mr. CANNON. Will the gentleman allow me, if it is apt at this time, touching the increase of the Navy? I see provision is made on pages 62 and 63 of the naval bill for three battle ships.

Mr. DAYTON. Two battle ships.

Mr. CANNON. Two battle ships, 3 cruisers, 3 cruisers of a smaller size, which, I apprehend, while the armament is not spoken of, would cost in the aggregate from forty to forty-five million dollars—I am not strictly accurate, but in that neighborhood. I believe there is not any appropriation for this work.

Mr. FOSS. There is nothing appropriated for it; we simply authorized it.

Mr. CANNON. And authorized contracts?

Mr. FOSS. Yes; to have them built by private contract, but it takes about a year to get the plans out, and it is not presumed that the contracts will be let under a year, probably.

Mr. CANNON. Now, I notice here, in the gentleman's report, that under the head of "New Navy," I believe it is—I had it a moment ago; I will find it.

Mr. FOSS. Page 20?

Mr. CANNON. Is that the new Navy?

Mr. FOSS. "The cost of our new Navy."

Mr. CANNON. Under the head of "The cost of our new Navy," in the gentleman's report, I find the—

Actual cost of finished vessels	\$98,529,511.85
Estimated final cost of vessels now under construction.....	62,570,610.23

substantially yet remains to be appropriated, and all of it, or most of it, appropriated by bills to follow hereafter and not included in the present bill.

Mr. FOSS. There is an appropriation in this bill of nearly \$13,000,000 for that object.

Mr. CANNON. For that object, which will leave, in round numbers, for these new vessels of the Navy now authorized by contract prior to this Congress, after the thirteen millions is appropriated in this, in round numbers, \$49,000,000, but yet to be provided for by bills following after this session; and then there is the authorization of the additional ships, and against the time they are armed and ready for service, as authorized in this bill, will amount to about how much—fifty millions or more?

Mr. FOSS. Those authorized in this bill, in round numbers, nearly forty millions.

Mr. CANNON. Would that include armor and everything?

Mr. FOSS. The maximum cost of these hulls is put down here at \$28,350,000, exclusive of armor and armament.

Mr. CANNON. Then if this bill passes as it now is, carrying the appropriation that it now does toward the construction of new ships not heretofore ordered, there will be, to complete these new ships, to complete the authorization in this bill, in round numbers, something over \$90,000,000 to be appropriated finally. About forty-nine millions of that has been authorized, and about forty millions is to follow.

Mr. FOSS. I would state that under the head of "Increase of the Navy" in this bill—

Mr. CANNON. Nothing, I will say, is appropriated in this bill for the ships you propose to authorize.

Mr. FOSS. That is true; but under the head of "Increase of the Navy," on page 16, you will find that this bill carries for construction and machinery \$12,740,000.

Mr. CANNON. Yes.

Mr. FOSS. We also recommend \$4,000,000 for armor and armament and \$250,000 for equipment, making a total of \$16,990,000. So that the figure which I mentioned a few moments ago applies purely to construction and machinery for the increase of the Navy, whereas these other figures which appropriate for armament and armor and equipment ought to be included, making \$17,000,000, the appropriation in this bill toward finishing these vessels which already have been authorized and which are now in process of construction.

Mr. CANNON. Now, then, you report \$62,000,000 to finish these vessels, to finish them entirely, and that would leave in round numbers \$44,000,000 to complete the vessels already authorized, and then to that would have to be added, if this bill passes authorizing the additional ships that the bill provides for, in round numbers, \$10,000,000 more, making about \$54,000,000 to complete the Navy that has been previously authorized and will be authorized by this bill, but not heretofore appropriated.

Mr. FOSS. I would say, practically, yes, taking into consideration the vessels which we authorize in this act, that it will require in the neighborhood of \$80,000,000.

Mr. CUMMINGS. That is altogether.

Mr. CANNON. That is altogether, to finish the vessels that have been authorized and which you are authorized to contract for and not carried in this bill—that is \$80,000,000 to be appropriated hereafter.

Mr. LOUDENSLAGER. That would cover a period of some seven or eight years.

Mr. WHEELER of Kentucky. It is an injustice to allow that statement to go against this bill—

Mr. CANNON. I am not making any objection to the bill.

Mr. WHEELER of Kentucky (continuing). If you mean to give the committee the impression that there is an increase of eighty millions in this bill.

Mr. CANNON. Oh, no; I am not criticising the bill at all or speaking against its policy, but I was trying to see what is to be the appropriation hereafter by virtue of the authorization heretofore made and the authorization in this bill.

Mr. CUMMINGS. Did I understand the gentleman from Illinois to say that the authorization in this bill would entail an expense of forty millions?

Mr. CANNON. That is what my colleague informs me.

Mr. CUMMINGS. I do not think that two battle ships and six cruisers will cost \$40,000,000.

Mr. DAYTON. I want to call the attention of the gentleman from Illinois to the fact that if that is true, the total cost of the Navy of the United States, the bulwark of American defense, will only be about forty millions more than the appropriation every year in the annual pension bill.

Mr. CANNON. The gentleman must not misstate me, and I know my colleague, the gentleman occupying the floor, does not misunderstand me. I am in no sense criticising the bill, but I am trying in good faith to ascertain, as far as I can, what is the amount entailed in expense upon the money in the Treasury to be hereafter appropriated, by virtue of this and other legislation, for a new Navy.

Mr. CUMMINGS. A very laudable ambition. [Laughter.]

Mr. FOSS. I want to say to the gentleman from Illinois that I have not the accurate figures here, but that this bill, in authorizing new ships, fixes upon a maximum limit for the cost of construction, and in the figures, which I have presented in this bill for the hull of these vessels, cost, in round numbers, \$28,500,000. I am simply taking the maximum limit, the cost of the different vessels authorized. The actual cost will be much lower than that—take, for instance, the hull of the *Indiana*, which costs \$3,000,000; the hull of the *Kearsarge*, cost \$2,250,000—and so, while we authorize the maximum limit, it does not mean that the limit is the actual cost of the construction of the hull.

Mr. RIDGELY. In this bill have you made any provision for the Government to manufacture armor plate of its own?

Mr. FOSS. I will reach that provision a little later. I will state to the gentleman, however, that we have made no such provision.

Mr. RIDGELY. Do you not think it is time that we should?

Mr. FOSS. I should be pleased to discuss that question a little later on in the debate.

Mr. RIDGELY. I think it is time that we should manufacture our own plate.

Mr. KITCHIN. I would like to ask the gentleman from Illinois, the acting chairman of the committee, a question. The limit of construction in the bill does not include the furniture and a great many other things that will probably enhance the cost. For instance, it does not include the machinery.

Mr. FOSS. We appropriate every year anywhere from \$250,000 to \$400,000 for equipment, and out of that appropriation, I understand, comes the equipment for these vessels—that is, the furniture, and such things as may be necessary in order to put them in condition to live in. Does that answer the gentleman's question?

Mr. KITCHIN. Partially. The point I am getting at is that twenty-eight millions, which is estimated to be the cost of the hulls, does not include the total cost to put them in condition for sea.

Mr. FOSS. No; it does not.

Mr. BROMWELL. On page 16 of the bill is a provision for ocean and lake surveys. I should like to ask the gentleman whether anything in that section is new legislation or whether it follows strictly the provisions in previous bills?

Mr. FOSS. I would state that this is new language, but not new law.

Mr. BROMWELL. Is there not any new law in it at all?

Mr. DAYTON. Not the slightest.

Mr. FOSS. That language, so we were informed by the head of the Bureau, is purely explanatory of what the Navy has been doing all these years.

Mr. BROMWELL. How is it as to the law?

Mr. LOUDENSLAGER. It was only for the purpose of more correctly auditing the account.

Mr. BROMWELL. Has the lake survey been in charge of the Navy heretofore?

Mr. FOSS. Always.

Mr. BROMWELL. And the sounding of channels?

Mr. FOSS. Yes; and the ocean survey.

Mr. BROMWELL. But I am speaking more particularly of the lake survey.

Mr. DAYTON. By law there is an office established for doing the work by the Navy Department.

Mr. FOSS. Now, Mr. Chairman, I desire to call the attention of the committee to a few points in connection with this bill. In the first place, there is a provision here for the abolition of the two years' sea course at the Naval Academy. It is necessary that we should have more officers, and in order to get more officers it is necessary to abolish a part of the course—what is known as the sea course—which will give the naval cadets a four years' course, the same as the war college has at West Point.

Now, this provision of two years' sea course was tacked on the four years' regular course at the Naval Academy at a time when our Navy was going into decay—away back in 1870, when we did not need any officers. The time has now come when we need some officers, and the sensible thing, in our judgment, is to abolish

the two years' sea course, which will give us an additional number of officers. It will bring in, for instance, I think, about 90 or 100 cadets who are now off on their sea courses, and at the same time will allow each member of Congress to appoint a cadet every four years (the same as he does to the war college) instead of every six years, as now.

There is another provision in this bill to which I desire to call the attention of the committee, and that is the question of armor and armament. While I shall go into a more thorough discussion of this question when we reach that particular provision in the bill which applies to it, yet I want now to make a general statement upon this subject. The committee recommends that the Secretary of the Navy be authorized to contract for armor for the three ships, the *Maine*, the *Missouri*, and the *Ohio*, at a cost not to exceed \$545 per ton.

Admiral O'Neil, in a statement which was submitted to the committee, said that this armor was needed now—this year. The ships are already in process of construction, and they will be ready to be supplied with armor before the year is over. And he said that in no case should a Government factory be regarded as a possible source of supply of armor for the *Maine*, the *Ohio*, and the *Missouri*. On page 5 of the hearings before the committee Admiral O'Neil makes this statement:

I am of the opinion that the rational and most economical course to be followed with regard to procuring armor for three battle ships of the *Maine* class now under construction, and for which the aggregate of about 7,360 tons is required, is to purchase the same by contract at a price not to exceed that asked by the American armor manufacturers—namely, \$545 per ton; such armor to be made by the Krupp process, or to be of a quality equal thereto in ballistic and other properties.

Further, he states:

It is absolutely necessary that the armor for the three battle ships of the *Maine* class should be contracted for at an early date, as the contracts for the hulls and machinery of said vessels were executed October, 1898—sixteen months ago. To defer much longer making the armor contracts will undoubtedly delay the completion of these vessels or some of them beyond the contract date of completion, which expires in June, 1901.

Mr. WHEELER of Kentucky. Will my colleague permit me a question right there?

Mr. FOSS. Certainly.

Mr. WHEELER of Kentucky. Does not the gentleman think it would be just to the committee (if he proposes to enter into the discussion of the armor-plate question), to state that so far as concerns the procurement of armor for the three battle ships now on the stocks, there is absolutely no difference of opinion in the committee; that we are all in favor of buying the armor for those three battle ships? It is the question of future supply on which we disagree. I think that statement would be but just.

Mr. FOSS. I will say to the gentleman that in the statement I have made up to this time I have not criticised at all the views of the minority on this proposition.

Mr. WHEELER of Kentucky. I know that; but I think it would be just to make the statement I have indicated.

Mr. FOSS. As the gentleman has stated the matter, I will conform it—that so far as the provision for armor is concerned for these three vessels which need it now, the *Maine*, the *Missouri*, and the *Ohio*, there is no difference of opinion in the committee. Upon the question of the authorization of an armor-plate factory by the Government, I beg to state that the committee saw fit to leave that matter entirely to the House. In view of the statement—

Mr. UNDERWOOD. Will the gentleman allow me a question?

Mr. FOSS. When I get through with this statement.

The committee did not believe it was wise for them to recommend to this House that the Government should undertake the manufacture of armor. Admiral O'Neil, in his statement, says that the cost of a Government armor plant would be \$4,872,285.74. You will find this statement on page 37 of the hearings. He further stated, on page 6 of the hearings:

I do not think it is expedient for the Government to undertake the manufacture of armor for several reasons, which I will state, though I do not regard it as an impracticable undertaking.

Further, on page 7, he says:

It is not likely that armor could or would be more cheaply produced by the Government than it could be bought, unless all consideration of interest on the value of the plant and on working capital is discarded.

Now, I simply want to state just for the time being, because I do not care to enter into the discussion of this question at this time, preferring to discuss it when the provision comes up regularly—but in view of those statements, your committee did not see fit to recommend to Congress a provision authorizing a Government armor-plate factory.

Mr. HOPKINS. Will the gentleman allow me a question?

Mr. FOSS. Certainly.

Mr. HOPKINS. The gentleman has given the estimate made by Admiral O'Neil. Does he remember that when Mr. Herbert was Secretary of the Navy an investigation on this subject was had, and it was reported by the Secretary that a Government armor-plate factory could be constructed for \$1,500,000 in round numbers?

Mr. FOSS. I would say to my colleague that there have been various estimates made, but this is the last estimate.

Mr. HOPKINS. Was not that estimate made by Secretary Herbert, after a thorough investigation had been made, as to the cost of the manufacture of armor plate and the cost of establishing a plant by the Government?

Mr. FOSS. I do not recollect, Mr. Chairman, the exact estimate that was then submitted. But I know this, that this estimate which has been quoted here in the statement of Admiral O'Neil was made by a board of officers, who presented a very voluminous document upon the subject to Congress.

Mr. BARBER. I would like to ask the gentleman a question.

Mr. FOSS. Certainly.

Mr. BARBER. It is not a fact that this estimate, to which the gentleman has referred, was an English estimate as to the cost of the establishment of such a plant; and whether it is not a fact that the armor-factory board, sent out by the Navy Department, found upon an investigation of the facts that the cost would be in the neighborhood of \$3,300,000, instead of that which had been previously reported as to the English cost?

Mr. FOSS. That, I think, is true.

Mr. UNDERWOOD. But the difference, the gentleman will find, as the report of Mr. Herbert will show, contemplated an establishment capable of yielding 3,000 tons, while the statement of the board quoted by the gentleman from Pennsylvania had reference to 6,000 tons.

And I would like to ask the gentleman from Illinois a question. The gentleman, as I understand it, has stated that the committee desired to leave the subject of the establishment of an armor-plate factory or plant for the future. I want to ask if he, as the acting chairman of the Committee on Naval Affairs, is willing to adopt that suggestion and establish such a plant.

Mr. FOSS (interrupting). I would state, Mr. Chairman, to my friend from Alabama that when we reach that point in the bill I shall be moved largely by the considerations of the hour.

Mr. UNDERWOOD. The gentleman recognizes, of course, that he can submit the point of order, and we can not get at the question on such an amendment.

Mr. FOSS. At this time I will not state whether I shall raise the point of order at that time or not. When we reach that point, as I have already said to the gentleman from Alabama, we will consider the question then presented.

Mr. UNDERWOOD. But it would be quite satisfactory for this side of the House to hear the gentleman say that it is desirable that Congress should take the action proposed, and that he would not submit the point of order.

Mr. FOSS. But, Mr. Chairman, there is another branch of Congress where it will not be subject to the point of order.

Mr. UNDERWOOD. I was only hoping that the House might have an opportunity of coming to a direct vote upon that question without the submission of the point of order.

Mr. OLMSTED. If the gentleman from Illinois will allow me, I would ask if it is not true that the cost of labor, the cost of material, and other matters entering into the construction of an armor plant have so increased as to largely increase the question of cost, and whether this increase has not grown up in the question of armor plate and armor manufacture since either or both of the reports to which reference has been made were submitted—that is, the report of Secretary Herbert and the other report to which the gentleman has referred?

Mr. FOSS. I will say to the gentleman from Pennsylvania that the board which was appointed by Secretary Long went into the matter thoroughly of the advisability of the Government constructing a factory for the manufacture of armor plate, and made a careful and thorough report on the subject. They went all over the country, as I know to be a fact, and reported back that the estimate for a factory of that character would involve a cost of about \$3,747,000. Then Admiral O'Neil states that, owing to a marked increase in the cost of structural material, especially of steel, since the dates of the different reports, it was probable that the cost of construction of a plant should be increased to not less than 30 per cent, making a total of \$4,872,000.

Mr. OLMSTED. Then the report of Secretary Herbert to which the gentleman from Illinois—your colleague, Mr. HOPKINS—called attention is not a proper comparison with the present prices of labor and material, both of which have increased largely since that report was made. Is that not a fact?

Mr. FOSS. I think so.

Mr. OLMSTED. I am satisfied from the statements made that the cost of labor and the cost of material have both increased largely since those reports were made.

Mr. FOSS. Mr. Chairman, I desire to call the attention of members of the committee to another matter of importance in connection with the pending bill. We have authorized here, under the head of "Increase in the Navy," 2 battle ships, 3 armored cruisers, and 3 protected cruisers. We believe that in this report we meet the just demands of the public sentiment in that regard. The committee has seen fit to authorize the

building in private yards, by contract, of these vessels, because they do not think it advisable to recommend to Congress that these ships shall be built in the navy-yards of the Government, and without going into a general discussion of the matter, which I shall do when the provision comes up in the ordinary procedure in the consideration of the bill, I desire to say here and now only a word, and in that connection to quote from the testimony of Secretary Long on that proposition to show what moved in the minds of the committee in the preparation of this provision of the bill.

In answer to a question by one of the members of the committee upon this subject as to advisability of building ships in the navy-yards, Secretary Long, on page 11, says:

My general impression is that it is not desirable, as it costs twice as much and takes twice as long. I think the records show that. In the next place, I think it is not desirable to introduce into our navy-yards something which is not permanent and continuous. There is a great desire among the laboring men in our navy-yards that we shall build these ships in them, but that will not increase the general employment of labor at all, because if the labor is not employed in the yards it will be employed outside, etc. I think, too, that there is more danger of a navy-yard becoming a factor in politics if the number of employees is so largely increased as it would be if shipbuilding were added to repairing.

If we build a ship at New York we must build one at Norfolk, and there will be a pressure to build one at Boston, and one at Mare Island, and one at Philadelphia, and one at Port Royal and Key West and Portsmouth. Then will follow a demand for new buildings, machinery, plant, etc. If you start a ship at any one of these places you must employ a great many men, and as soon as it is finished all these must be discharged; and then there is trouble, especially for you. On the other hand, in the business of repairing ships there is regular, steady employment. I really think it is a great deal better in the interest of labor as it is.

Upon the statement of Secretary Long that it would practically cost the Government of the United States twice as much to build ships in Government navy-yards as it does in private yards and take a great deal longer; in view of that testimony, and in view of an abundance of other testimony which I desire to present when this provision comes up, the Naval Committee, charged with the great responsibility of appropriating the people's money and seeing to it that every dollar of that money appropriated should go the farthest, did not see fit to recommend to this House that we build our ships in Government navy-yards.

Now, Mr. Chairman, I desire to call the attention of the committee to a part of this report which relates to the comparative strength of foreign navies with our own. You will see from a perusal of the different charts and maps that every nation in the world to-day is building upon a more gigantic scale than ever known before.

I may say that I have here in my hand a bill which is to-day pending in the Reichstag of Germany, and which is likely to pass, a bill which, if passed, will add to the German navy 422,000 tons of battle ships, armored cruisers, and protected cruisers, a larger tonnage than the German navy has to-day, a larger tonnage than we ourselves have; and if France and Russia and our own country do not keep up the pace, in 1916 the German nation will be the second great naval power upon the face of the globe.

Mr. KITCHIN. May I ask my colleague a question, Mr. Chairman?

Mr. FOSS. Certainly.

Mr. KITCHIN. As I understand, that German plan which you have just referred to covers a period of sixteen years?

Mr. FOSS. Sixteen years.

Mr. KITCHIN. Not a present appropriation.

Mr. FOSS. So far as the navies stand to-day, England is the first, France is the second, Russia is third, and the United States is fourth, by just about 2,720 tons ahead of Germany. Just a cruiser, for instance, the size of the *Atlanta*, one of the first cruisers which we authorized in the building up of the new Navy.

Now, I would like to say a few words in conclusion upon the general question, What are we building the Navy for? In the first place, we are building a navy for peace; not to provoke war, but to conserve international concord. That nation which is the best fitted to fight is the least likely to enter upon fight.

The international peace conference held at The Hague this last summer adopted a resolution that the peace conference is of the opinion that the governments taking into consideration the propositions made in this conference should make a study of the possibility of and agreement concerning the limitation of armed forces on land and sea, and of naval budgets.

It is a singular fact that after the adoption of that resolution the most gigantic naval programmes have been promulgated by some of the leading countries of the world. The German Emperor was not far from right when he said, "The best peace conference is a strong and efficient navy." Sea power is recognized more and more as the strength of a great nation.

And so we are building the Navy for peace. We are building the Navy also to maintain our foreign policy. We are building the Navy to maintain the Monroe doctrine, which a few years ago was resurrected into newness of life and clothed in the vigorous language of Richard Olney.

We are building the Navy to defend the proposed Nicaragua Canal, which, I trust, will never be built unless the American

Navy has the right, as it has the ability, to defend it against all comers. [Loud applause.] We are building the Navy for commerce. For a hundred years all the thought and purpose of this country has been devoted toward the development of our own resources.

Mr. HEPBURN. Mr. Chairman, would the gentleman from Illinois permit me to ask him a question there? When you speak of defending that great enterprise by the Navy, can you tell the committee the relative value of guns of the same caliber, one on land and the other on sea? Is it not true that one on land is said to be six times as effective as one on sea?

Mr. FOSS. I am not informed as to that.

Mr. HEPBURN. One having a permanent, stable platform and the other a constantly moving, oscillating platform.

Mr. WM. ALDEN SMITH. It can not go into so many places to meet the enemy.

Mr. FOSS. There would be some advantage in the one on land, but, as my friend from Michigan suggests, it could not go into so many places to meet the enemy.

Mr. HEPBURN. But if the enemy has an objective point, it might be there.

Mr. FOSS. True.

Mr. CUMMINGS. I would suggest to my friend from Iowa that I have read that it was estimated that a gun under those circumstances on land was three times as effective, but this is the first time I have heard that it was six times.

Mr. HEPBURN. If the gentleman from Illinois will excuse me, I will state that I had a conversation with one of the most distinguished naval officers we have living to-day, and he told me that the relative effectiveness was 1 to 6.

Mr. CUMMINGS. I would rather have the opinion of Admiral Farragut than that of Admiral Dewey.

Several members rose.

Mr. FOSS. I am very sorry that I can not yield to everybody.

Mr. BARTLETT. The court, in the claim of Admiral Dewey for prize money, decided that it was about three times, less than six months ago.

Mr. FOSS. I will say, gentlemen, that the great victories will be won hereafter on the sea.

We are building the Navy for commerce. For a hundred years this country has lived largely within itself and for itself, and all our thought and purpose has been devoted toward the building up of our own resources. Under the wise and beneficial system of protection this country has practically to-day made itself industrially independent of all the countries of the world. Protection has been the watchword of the past century—protection to American labor, to American industry, and to American homes—but I say to you that the watchword of the coming century will be "commerce."

Commerce will mean all that protection has meant and a great deal more. It will mean that we will not only build our own railroads, but at the same time we will send our locomotives to draw trains across the transcontinental roads of Asia and Europe. We will not only build our own bridges, but will build bridges to span the streams of Africa. It will mean that we will not only hold on to this home market of ours, the best in the world, but we will seek the markets of the Orient, and in the development of our commercial supremacy, which, in my mind, is sure to come, the Navy will play an important part.

By the mere logic of circumstances this country is bound in the next few years to be the greatest shipbuilding country on the face of the globe. I have here a statement which goes to prove that fact:

The foundation of steel and iron products is coal and iron ore. The total area of the British coal fields is 9,300 square miles. The total area of the United States coal fields is 197,000 square miles. In 1898 Great Britain consumed, in round figures, 18,000,000 tons of iron ore, of which one-third was imported—nearly 6,000,000 tons. Shipbuilding depends upon the development and expansion of the iron and steel industry. We now make 50 per cent more pig iron than either Great Britain or Germany, or more than one-third of the iron made in the world.

We make half as much steel as all the other nations put together; and when you take into consideration the fact that the raw material for our ships and the ships of the world is iron and coal, I say to you that by reason of our large supply here and the small supply over there, this country is to-day upon the eve of the greatest progress in the shipbuilding industry ever made.

Why, when we think that seventeen years ago we had practically no shipbuilding industry in this country, and find that which we had was discredited, that we had to go abroad for all the materials which enter into their construction and for the forgings, armor, and everything, almost, and that to-day we are not only supplying American ships, fashioned by American hands out of American raw material for ourselves, but at the same time building them for Japan, and building them for Russia and some of the other nations of the world, this country has made tremendous progress in the march of naval construction.

We are building the Navy for peace, for the maintenance of our

foreign policy, for commerce, and then we are building our Navy for civilization. This country embarked in the war with Spain for the purpose of freeing the suffering Cubans from the tyranny of Spanish rule.

Under the rules of war, to fight our enemy where she was the most vulnerable was one of the first principles of successful warfare; and so, forced by the canons of international law to leave the harbor of Hongkong, the fleet of Dewey made for the harbor of Manila, and there in the memorable engagement with the Spanish fleet won the day, and the Spanish sovereignty of the Philippines passed by the rules of war over to ourselves. This was later ratified by the treaty of peace.

Whether it would have been better for Dewey to have sailed away and left these islands and those people to the jarring of domestic tribes, to become eventually the spoils of other nations, it is too late now to discuss. What their future may be I do not know. Perchance we may annex them permanently to ourselves, or we may civilize them until they arrive at that stage of civilization and of progress where they can erect a government of their own, a republic whose influence will penetrate through all the darkened portions of the Orient and start the fires of liberty on every altar. But that I leave to destiny and the future to reveal.

This I know, that our duty now is clear; our duty is to civilize those people, and toward that end there will be ten thousand ministering angels. The American school-teacher with her spelling book may enlighten the mind; the American missionary with his Bible may soften the heart; the American tourist and the American traveler may teach them the rules of living and the laws of trade; but I say to you that in the immediate years, while these people are barbarous as they are to-day and half civilized—when they recognize no virtue that is not accompanied by force—that the American battleship, fashioned by American hands, filled by American seamen, answering to every call and command, with an American flag above it that never waved over any people but to bless and save. [Applause.] I say that the American battle ship, that never bore a commission of duty but what it carried a message of hope, will do more to civilize these people than the ten thousand sweeter and gentler influences which mold the minds of more civilized people. [Applause.] It will teach them that liberty is not license, but that all true liberty is liberty under law, respect for order, and reverence for justice.

The CHAIRMAN. The time of the gentleman from Illinois has expired.

Mr. CUMMINGS. Mr. Chairman, I ask unanimous consent that the gentleman be allowed to conclude his remarks.

There was no objection.

Mr. FOSS. I thank the gentleman. I say, Mr. Chairman, we are building up our Navy, building it up for peace, for the maintenance of our national honor, for commerce, for civilization, these mighty human instrumentalities which to-day are moving in the world and working out "that perfect liberty of mankind," the liberty of enlightened conscience, the liberty of regenerated humanity, the liberty of Christian statesmanship—that liberty, in short, which, under the benign rulings of Almighty God, is the great and peculiar mission of our country to advance. [Applause.]

APPENDIX.

[House Report No. 960, Fifty-sixth Congress, first session.]

NAVAL APPROPRIATION BILL.

Mr. Foss, from the Committee on Naval Affairs, submitted the following report, to accompany H. R. 10450:

The Committee on Naval Affairs, to whom was referred so much of the President's annual message as relates to the naval establishment, together with the annual estimates of the Navy Department, submit herewith a bill (H. R. 10450) making appropriations for the naval service for the fiscal year ending June 30, 1901, with the following statement:

The amount carried by this bill is \$91,200,916.67, the largest ever reported to the House from the Committee on Naval Affairs.

Appropriations for current fiscal year.

Naval appropriation act, March 3, 1899	\$48,000,000.00
Urgent deficiency act, February 9, 1900	4,255,000.00
Urgent deficiency (reappropriated)	350,000.00
Additional urgent deficiency	645,000.00
Total	53,344,900.58

The total estimates of the Department, supplemental and otherwise, amounted to \$99,885,634.67. In the Book of Estimates they appear much larger, but this is due to a clerical error of \$5,992,402, which was made at the Department but afterwards rectified. The committee carefully scrutinized the estimates of the different bureaus, and without curtailing the work or usefulness of any, made such deductions, after hearing the several bureau chiefs, as in its judgment it believed to be in accordance with careful and judicious expenditure of money during the coming fiscal year. These deductions amounted to \$8,675,718.

This bill, therefore, carries a proposed increase of appropriations over the naval appropriation act of last year of \$13,109,947.00, and a total increase over all acts of \$7,864,947.00. This increase, as will be seen from the table of estimates, is due largely to the improvements of our yards and docks, the construction and repair of our vessels, and the increase of the Navy.

This bill, following the custom of years, is divided into general headings, making appropriations for the different bureaus and departments of the naval establishment, as follows.

Comparative statement.

	Supplemental estimates as per H. Doc. 388.	Total Department estimates, 1901.	Proposed appropriations, 1901.	Appropriated, 1900.
Pay of the Navy	\$5,600.00	\$12,810,897.00	\$12,810,897.00	\$13,500,171.00
Pay, miscellaneous		500,000.00	500,000.00	500,000.00
Contingent, including emergency	500,000.00	510,000.00	520,000.00	10,000.00
Bureau of Navigation	9,550.00	461,925.00	560,425.00	505,125.00
Bureau of Ordnance		2,503,124.00	2,388,124.00	3,143,124.00
Bureau of Equipment	321,577.52	3,564,052.52	3,464,052.52	2,705,455.10
Bureau of Yards and Docks	220,000.00	753,322.83	608,439.83	453,442.23
Public works, yards and docks		13,708,074.32	7,797,467.32	5,465,286.50
Public works, Naval Academy and Observatory		2,051,500.00	600,000.00	730,000.00
Bureau of Medicine and Surgery	40,000.00	220,000.00	220,000.00	192,500.00
Bureau of Supplies and Accounts	10,800.00	3,231,232.03	2,731,232.03	3,220,432.03
Bureau of Construction and Repair	500,000.00	6,705,824.25	6,235,824.25	3,273,407.00
Bureau of Steam Engineering		2,774,200.00	2,774,200.00	1,209,200.00
Naval Academy		207,813.45	199,685.45	195,153.45
Marine Corps	25,000.00	2,740,370.27	2,712,870.27	2,544,271.27
Increase of the Navy		16,990,699.00	16,990,699.00	10,392,402.00
Total	1,632,527.52	69,885,634.67	61,209,916.67	48,099,969.58

PAY OF THE NAVY.

The pay of the Navy in this bill is \$12,810,897, which is made up from the following table:

Pay of 1,751 officers on the active list	\$4,104,899
Commutation of quarters for officers	200,000
Pay of 284 naval cadets under instruction	142,000
Pay of 596 officers on the retired list	1,190,801
Pay of Admiral's secretary	2,500
Pay of 140 clerks	184,800
Pay of 17,500 petty officers, seamen, and other enlisted men	6,300,000
Pay of 2,500 apprentice boys at training stations and on board training ships	450,000
Pay of 30 mates (section 1408, Revised Statutes)	18,000
Pay of enlisted men on the retired list	40,210
Extra pay of petty officers and seamen reenlisting under honorable discharge	164,687
To pay interest on deposits by enlisted men (act February 9, 1889)	13,000
Total	12,810,897

This is a decrease of \$889,274 from the last naval appropriation act, by reason of the fact that the appropriation made last year was based upon the hurried estimates prepared in accordance with the personnel act, which was passed on the last day of the session, the same day on which the naval appropriation act was passed, and also for the reason that an additional amount was required last year to pay officers and men who were engaged in temporary service in the Navy during the late war with Spain.

Under "Pay, miscellaneous," the appropriation this year is the same as that of last year, with the exception that there has been an additional appropriation of \$10,000, to enable the Secretary of the Navy to transport home the remains of officers and enlisted men of the Navy and Marine Corps who die or are killed in action outside of the United States. Following this is a provision providing for an emergency fund of \$500,000, which is necessary to meet unforeseen contingencies constantly arising in view of the unsettled condition in our insular possessions. This sum is to be expended in the discretion of the President.

Comparative statement.

	Estimates, 1891.	Carried by bill.	Appropriated, 1900.
For commission, interest, etc.	\$500,000	\$500,000	\$500,000
Contingent	10,000	20,000	10,000
Emergency	500,000	500,000	
Total	1,010,000	1,020,000	510,000

BUREAU OF NAVIGATION.

This Bureau has general jurisdiction over the officers and men of the Navy, their training and assignment; also the movement of vessels in the Navy and their complement of officers and men. It has charge of the compilation of the Naval Register and preparation, revision, and enforcement of all tactics, drill books, signal codes, cipher codes, and the uniform regulations. It also has general supervision of the Naval Academy and technical school for officers (except the War College and Torpedo School).

The following is a statement of the estimates of the Bureau for the fiscal year 1901, with the appropriations carried by this bill and the appropriations for the current fiscal year:

	Estimates for 1901.	Appropriated, 1901.	Appropriated, 1900.
Transportation, recruiting, and contingent	\$80,000	\$80,000	\$90,000
Gunnery exercise	12,000	12,000	12,000
Outfits for naval apprentices	112,500	112,500	112,500
Outfits for landsmen		112,500	
Naval training stations:			
California, maintenance	30,000	30,000	30,000
California, buildings	34,750	34,750	50,000
Rhode Island, maintenance	45,000	45,000	30,000
Rhode Island, buildings	54,500	54,050	125,000
Naval War College, Rhode Island, maintenance	9,200	9,200	9,200
Naval Home, Philadelphia	76,425	76,425	76,425
Supplemental estimate (H. Doc. No. 388)	9,550		
Total	463,925	566,425	505,125

The total increase of appropriations under this Bureau amounts to \$61,300. This increase is more than accounted for by the provision inserted in the bill appropriating for outfits for landsmen training for seamen, which is earnestly recommended by the Secretary of the Navy and the chief of the Bureau. In view of the fact that it has been found difficult to enlist the full quota of men, some encouragement of this character has become necessary. It is believed that this provision will not only provide the full quota of enlisted men, but at the same time will have a tendency to improve the character of the applicants and also induce a larger number of our own citizens to become part of the personnel of the Navy. At the present time 88 per cent of the whole number of our petty officers and enlisted men are citizens of the United States, while 65 per cent of the remainder have declared their intention to become citizens. Of the other enlisted men 75 per cent are citizens and of the remainder 48 per cent have declared their intention to become citizens, while as to apprentices, over 91 per cent are native born.

Provision is made under this Bureau for the maintenance of our two important naval training stations, one at Yerba Buena Island, California, and the other at Coasters Harbor Island, Rhode Island, where our young men are trained in the duties of seamen. The training station in California has been recently established, and provision is made in this bill for a completion of the work. The training station at Newport, R. I., has been established for some years, and during the last year the number of apprentices under instruction was 1,027. Provision has also been made for the maintenance of the War College at Newport.

BUREAU OF ORDNANCE.

This Bureau has general charge of the ordnance of the Navy and the armor and armament of vessels, the torpedo station and magazines on shore, and designs the interior arrangements of all buildings erected for its use at navy-yards, as well as the machinery used for handling ammunition on ship, the interior of the turrets, and the arrangement of guns, and the distribution of armor thereon. All torpedoes, powder, guns, and war explosives of all kinds, and armor plate, are bought and manufactured under its supervision. It has control of all details of its own administration.

The following table gives the estimates for the next fiscal year, the amount carried by this bill, and the amounts appropriated for the current fiscal year:

	Estimates, 1901.	Carried by bill, 1901.	Appropriated, 1900.
Ordnance and ordnance stores	\$1,805,500	\$1,705,500	\$1,875,000
Reserve guns for auxiliary cruisers	250,000	250,000	250,000
Smokeless powder factory			25,000
Torpedo station, Newport, R. I.	65,000	65,000	65,000
Repairs, Bureau of Ordnance	30,000	30,000	30,000
Puget Sound Naval Station, buildings	80,000	80,000	
Arming and equipping naval militia	60,000	60,000	60,000
Contingent, Bureau of Ordnance	30,000	30,000	15,000
Naval magazine, Norfolk, Va.	20,000	20,000	27,500
Naval magazine, Dover, N. H.	100,000	100,000	
Naval magazine, Fort Lafayette, N. Y.	15,000	15,000	5,000
Naval proving ground, Indian Head, Md.	15,000		
Civil establishment	32,624	32,624	32,624
Naval magazine, New York Harbor			600,000
Naval magazine, Fort Mifflin, Pa.			68,000
Machinery for ordnance building, League Island			60,000
Steam lighter, navy-yard, League Island			30,000
Total	2,503,124	2,388,124	3,143,124

It will be seen from the above table that the total appropriations for this Bureau are \$755,000 less than that appropriated for the present fiscal year. There is an increase in the appropriation for the improvement of the gun factory at Washington, made necessary by the expansion of the Department incident to the increase in the Navy, while there is a decrease of the appropriation for the purchase of smokeless powder to \$500,000, which, it is believed, will satisfy the demands of the Department for the coming year. An ordnance shop and two magazine buildings are required at Puget Sound naval station, owing to the fact that there are no facilities at this station for ordnance material, and an appropriation of \$80,000 has been recommended therefor. Also the improvements in connection with the naval magazine at Norfolk are strongly recommended by the Department, and for which an appropriation of \$20,000 is urged.

The naval magazine at Dover, N. J., which is the main depot of supplies, is in need of new storehouse, magazine, light, heat, and power plant, and other improvements, for which the committee recommend an appropriation of \$100,000. The regular appropriations for providing reserve guns for auxiliary cruisers, the torpedo station at Newport, arming and equipping Naval Militia, and the maintenance of the Ordnance Department are the same, while the items carried by the last act, but omitted from this bill, will be seen in the above table.

BUREAU OF EQUIPMENT.

The duties of this Bureau consist in furnishing the coal and general equipment of vessels. It also has charge of the manufacture of rope, anchors, cables, rigging, sails, galleys, and cooking utensils, and a portion of the electrical machinery for ships; also of the Naval Observatory, Nautical Almanac and compass offices, and all details of its own administration. The following table shows the estimates, the amount of appropriations proposed in the bill, and the amounts carried by the last appropriation act:

Comparative statement.

	Estimates, 1901.	Carried by bill.	Appropriated, 1900.
EQUIPMENT.			
Equipment of vessels	\$2,600,000.00	\$2,600,000.00	\$2,225,480.10
Ocean and lake surveys	100,000.00	100,000.00	100,000.00
Contingent Bureau	25,000.00	25,000.00	22,500.00
Depots for coal	500,000.00	700,000.00	400,000.00
Civil establishment	17,475.00	19,052.52	17,475.00
Supplemental estimate (H. Doc. 388):			
Coal wharf, Cavite	300,000.00		
Equipment plant, Cavite	20,000.00	20,000.00	
Civil establishment	1,577.52		
Total	3,564,052.52	3,464,052.52	2,705,455.10

As will be seen from the above table, there is an increase in the appropriations for this Bureau of \$998,697.42, owing to the increase in the number of ships, and also to the necessity of establishing coaling stations in our insular possessions; \$375,000 of this increase is in the item of equipment of vessels. The appropriation for this year was \$375,000 short of what was absolutely necessary, and this amount was appropriated in the urgent deficiency act. There is an increase of \$300,000 over that of the present year for coaling stations. A part of this appropriation, if made, will be spent in establishing coal sheds and a wharf at Cavite, P. I., capable of holding 25,000 tons of coal. This is made necessary by the fact that we have a large number of the ships of the Navy there, and between five and six thousand tons of coal per month are required for them. Coal is now stored in the open, and is consequently liable to rapid deterioration. An appropriation of \$20,000 is strongly urged for the purchase of the necessary tools and appliances for the enlargement and increased facilities of the equipment plant at Cavite, which the committee favorably recommend. This is done in view of the fact that without it our vessels would be obliged to go to Hongkong, some 700 miles away, in case of needed repairs.

The appropriation of \$100,000 for ocean and lake surveys is the same as that in the last naval appropriation act. The Navy Department has been making surveys on the coast of Cuba and Guam, the Philippines, and the Hawaiian Islands, and are in condition to continue this work, which is so important to navigation.

The Navy has done this work ever since its establishment, and it is the peculiar province of the Navy to do it. They are the men who sail the seas and whose duty it is to know every shoal, reef, and rock. They can do it more economically than any other bureau or department of the Government, because their ships carry on board all the instruments for making proper surveys, and in time of peace the Navy can be usefully employed in this important work. The other appropriations under this bureau are practically the same as those for the current year, including the civil establishment.

BUREAU OF YARDS AND DOCKS.

This is the civil engineering bureau of the Department and has charge of the construction of buildings and their maintenance in the several navy-yards, also of all docks and shore structures of all kinds, such as quay walls, wharfs, etc., for which it estimates. It also has charge of all topographical improvements in such yards, Newport, R. I., Annapolis, Md., and the Naval Home, Philadelphia, the magazines and hospitals outside of navy-yards, and the buildings for which it does not estimate being excepted from its jurisdiction. The part of the naval appropriation bill under public works is estimated by this bureau.

The following table shows the estimates for the fiscal year 1901, the proposed appropriations in this bill, and the amounts carried by the last appropriation act:

Comparative statement.

	Estimates, 1901.	Carried by bill.	Appropriated, 1900.
YARDS AND DOCKS.			
Maintenance.....	\$420,000.00	\$475,000.00	\$350,000.00
Contingent.....	30,000.00	50,000.00	20,000.00
Civil establishment.....	83,322.83	83,439.83	83,442.23
House Document No. 398:			
Maintenance.....	100,000.00	-----	-----
Repairs and preservation.....	100,000.00	-----	-----
Contingent.....	20,000.00	-----	-----
Total.....	753,322.83	608,439.83	453,442.23

As will be seen from the above table, the increase this year over that of the last appropriation act is \$154,997.61. Of this increase \$125,000 is for the maintenance of yards and docks, which is made necessary in view of the fact that the Navy Department has taken possession of the naval stations in Havana, Cuba; San Juan, Porto Rico; Manila, Philippine Islands, all of which require to be maintained and kept in a proper state of preservation. There is also an increase under the item of contingent expenses of \$30,000, due partly to the fact that there is a deficiency in the present fiscal year. The other items under this Bureau are substantially the same as the last year.

PUBLIC WORKS.

	Estimates, 1901.	Carried by bill.	Appropriated, 1900.
Portsmouth.....	\$902,000.00	\$361,000.00	\$306,000.00
Boston.....	1,798,300.00	866,300.00	379,000.00
New London, Conn.....	50,000.00	-----	25,000.00
New York.....	1,977,000.00	1,300,200.00	612,062.00
League Island.....	1,963,062.00	939,500.00	800,767.00
Washington.....	875,017.32	414,102.32	205,000.00
Norfolk.....	1,649,000.00	464,500.00	645,687.50
Port Royal.....	882,000.00	227,000.00	145,000.00
Key West.....	117,000.00	97,000.00	112,520.00
San Juan.....	52,000.00	52,000.00	-----
Pensacola.....	29,500.00	9,500.00	-----
Algiers.....	145,000.00	145,000.00	-----
Mare Island.....	1,152,709.00	563,200.00	935,750.00
Puget Sound.....	228,065.00	206,165.00	48,500.00
Dredging, Dry Tortugas.....	200,000.00	100,000.00	-----
Habana, naval station.....	50,000.00	-----	-----
Dry dock, Algiers.....	650,000.00	650,000.00	-----
Four dry docks.....	900,000.00	900,000.00	800,000.00
Repairs and preservation.....	450,000.00	500,000.00	450,000.00
Total.....	13,768,674.32	7,797,467.32	5,465,286.50

The necessity for increased appropriations in this important branch of the naval establishment has been set forth in the able report of the Secretary of the Navy, on page 41, in which he says:

"The operations of the various bureaus at the yards during the war show that in very many respects the public works were not adequately equipped for the prompt and proper conduct of the work of repairing and fitting out vessels of war. Even in such navy-yards as New York, Norfolk, and Mare Island, the best equipped in the country, many deficiencies were found to exist. This was the experience of every bureau, and the importance of modernizing the navy-yard plants, erecting new storehouses and shops, providing adequate docking facilities, and thereby enabling the yards to meet

the great increased requirements of the Navy was strongly impressed upon the Department."

The following table shows the value of the real estate, chattels, and machinery plants at the various yards and stations June 30, 1899:

Statement showing the value of real estate and chattels and machinery plant at the several yards and stations June 30, 1899, as per appraisal under Department's circular No. 9.

Navy-yards and stations.	Real estate and chattels.	Machinery plant.
Navy-yard, Portsmouth, N. H.....	\$2,684,627.32	\$243,063.00
Navy-yard, Boston, Mass.....	12,295,181.10	539,180.28
Naval War College, Newport, R. I.....	100,422.00	-----
Naval training station, Newport, R. I.....	313,005.60	7,315.00
Naval torpedo station, Newport R. I.....	239,576.38	45,060.90
Naval station, New London, Conn.....	131,146.52	900.00
Navy-yard, New York, N. Y.....	19,165,023.79	543,277.68
Navy-yard, League Island, Pa.....	2,523,566.27	129,349.00
Naval Home, Philadelphia, Pa.....	901,944.45	-----
Naval Academy, Annapolis, Md.....	549,263.40	21,432.50
Naval Observatory, Washington, D. C.....	869,948.77	-----
Navy-yard, Washington, D. C.....	4,375,061.61	1,740,562.57
Marine headquarters, Washington, D. C.....	220,203.50	-----
Navy-yard, Norfolk, Va.....	5,649,554.37	560,544.70
Naval proving ground, Md.....	272,064.00	5,300.00
Naval station, Port Royal, S. C.....	906,639.75	55,226.63
Naval station, Key West, Fla.....	497,887.91	37,474.48
Navy-yard, Pensacola, Fla.....	1,710,821.00	51,754.00
Navy-yard, Mare Island, Cal.....	4,127,611.48	435,420.00
Naval training station, Cal.....	573,023.60	-----
Naval station, Puget Sound, Wash.....	788,550.55	-----
Naval station, San Juan, P. R.....	193,143.83	6,000.00
Naval station, Honolulu, H. I.....	595,762.32	-----
Total.....	59,719,004.82	4,425,061.34

The above indicates the magnitude of these yards and stations. It is here that the ships are taken for repair and fully equipped for further service, and as the number of ships increases a corresponding improvement in our yards and stations follows as a necessary sequence in order that they may be able to meet the requirements of a growing navy. The two must go hand in hand. While the committee has not seen fit to recommend what has been asked for to the full extent, yet they have made provision for that amount of public works which can be judiciously carried on during the coming fiscal year. Under the head of public works is that of the completion of the dry docks which are now being built at Portsmouth, Boston, League Island, Mare Island, and the floating dock at Algiers, La., requiring an appropriation of \$1,550,000. There has already been appropriated for these docks \$1,800,000, making a total of \$3,250,000, and \$1,800,000 more will be required to complete them.

This bill also provides for the beginning of construction of two more stone dry docks, one at New York and the other at Norfolk, Va. These are urgently demanded by the Department in view of the importance of these two yards, that of New York being the largest and most important and that of Norfolk next. At the present time we have no docks at either place large enough to take in our largest battle ships with safety.

Under "Public Works" is a provision for barracks for enlisted men at New York and Mare Island, to take the place of receiving ships. The *Vermont* is the receiving ship at New York, and is in extremely bad shape and unfit for the purpose for which it is used. The one at Mare Island, the *Independence*, is but little better. Our Government is the last of the maritime nations to adopt the barracks system for its seamen. Every other nation has them. The British Government has already expended \$7,600,000 for the purpose of properly housing their seamen. France, Germany, Italy, Russia, Austria, Japan, have already constructed barracks for their seamen.

There are many reasons which are urged in support of the establishment of barracks; among others, that of the health of the men, economy of administration, and the proper recreation for the men. Indeed, it has been estimated that there will be an annual saving to the Government of \$150,000 if barracks were substituted in the place of receiving ships at Boston, New York, League Island, Norfolk, and Mare Island.

NAVAL ACADEMY.

The Naval Academy was founded in 1845 by the Hon. George Bancroft, Secretary of the Navy in the Administration of President James K. Polk, and was located at Annapolis, Md., on land occupied by Fort Severn, which was given up by the War Department for the purpose, where it has since remained, except for a short period during the civil war, when it was removed to Newport, R. I.

Reports of the Department and Boards of Visitors have been made from time to time as to the inadequacy and unsafe condition of many of the buildings, some of them being 50 years old, and in the act of May 4, 1898, Congress authorized the Secretary of the Navy to erect a building for an armory at a cost not to exceed \$300,000, a boathouse at a cost not to exceed \$200,000, a power house at a cost not to exceed \$100,000, four double houses for officers' quarters at a cost not more than \$60,000; for grading, electric-light wiring, removing old buildings, and preparing plant at a cost not to exceed \$80,000, and to construct a line of sea wall and for dredging and filling, \$150,000, and appropriated \$500,000 toward the construction of such work. In the last act, for the purpose of continuing such work, Congress appropriated \$720,000 more, making a total of \$1,220,000 already appropriated for new work at the Academy.

Naval Academy.	Estimates, 1901.	Carried by bill.	Appropriated, 1900.
BUILDINGS AND GROUNDS.			
For completion of buildings, and other works.....	-----	-----	\$720,000
Cadets' quarters.....	\$850,000	\$350,000	-----
Power house.....	200,000	-----	-----
Foundations for general storehouse and engine building.....	-----	50,000	-----
General storehouse.....	200,000	-----	-----
Sea wall.....	200,000	200,000	-----
Foundations for gun battery.....	90,000	-----	-----
Subway.....	25,000	-----	-----
Restoration of colonial building.....	40,000	25,000	-----
Relaying walks.....	5,000	2,500	-----

Naval Academy.	Estimates, 1901.	Carried by bill.	Appropriated, 1900.
BUILDINGS AND GROUNDS—continued.			
Sewerage system.....	\$10,000	-----	-----
Temporary warehouse.....	15,000	-----	-----
Additional land.....	80,000	-----	-----
Officers' houses.....	75,000	-----	-----
Additional land.....	181,000	-----	-----
Grading, paving, etc.....	50,000	\$50,000	-----
Total.....	2,021,000	677,500	\$720,000

In this bill the committee recommend an appropriation of \$350,000 to begin the erection of a building suitable for cadets' quarters at a cost not exceeding \$2,500,000. The present cadets' quarters have already been condemned, and the Board of Visitors in their report strongly recommend that new cadets' quarters should be begun as soon as possible. While the Department recommend in their estimate a building to cost not exceeding \$3,535,000, which would accommodate cadets to the number of about 500, yet the committee concluded that a building costing \$2,500,000 could be built sufficiently large for all present and immediate future needs upon a plan which would allow the addition of wings to be built, as any future increased number of cadets might require. They also recommend the appropriation of \$50,000 for foundations for a general storehouse and building for department of steam engineering, which can be made to greater advantage and economy now than later. Two hundred thousand dollars is also recommended for building the sea wall, which is necessary at this time.

The committee also recommend an appropriation of \$25,000 for the restoration of the colonial and historical building now used as a library building, but which shall hereafter be used as a residence for the superintendent of the Academy; and for grading and paving, electric-light wiring, and the erection of a temporary electric-light plant, etc., \$50,000. The estimates of the Department call for an appropriation of \$231,000 toward the purchase of additional lands along the southeasterly line of the Academy grounds, and the Board of Visitors in their report recommend "That, in view of the prospective need of the Academy, it seems to be absolutely necessary that the southeasterly line of the Academy grounds be extended so as to include within the grounds" certain blocks of land, which in their report it is estimated would cost \$461,000, including the removal of buildings, grading, etc.

In view of this recommendation made by the board and the estimates asked for in this connection by the Department the committee have seen fit to recommend that—

"The Secretary of the Navy is hereby authorized and directed to ascertain and report to Congress at its next session what additional grounds, if any, are, in his judgment, needed for the uses of the United States Naval Academy at Annapolis, Md., and to embody in such report a statement showing the estimated actual value of any additional land required in the aggregate, the value, respectively, of the separate parcels into which such lands may be divided, and the prices in detail, at which all additional lands needed, whether acquired as a whole or in separate tracts, can be obtained."

Your committee, while recognizing the importance of rebuilding this institution, have felt constrained to recommend an appropriation somewhat smaller than the estimates, believing that the amount herein recommended is all that can be judiciously expended during the coming fiscal year and that the continuation of the work by degrees from year to year under a careful scrutiny of expenditure will result in the ultimate completion of these new buildings with much more economy than if large appropriations are made.

NAVAL OBSERVATORY.

The appropriation recommended for grounds and roads at the Naval Observatory is the same this year as last, namely, \$10,000. The only new provision is that for a building suitable for a dwelling for the foreman and captain of the watch, \$2,500, which is urgently needed.

Naval Observatory.	Estimates, 1901.	Carried by bill.	Appropriated, 1900.
Grounds and roads.....	\$10,000	\$10,000	\$10,000
New buildings.....	2,500	2,500	-----
Do.....	18,000	-----	-----
Total.....	30,500	12,500	10,000

BUREAU OF MEDICINE AND SURGERY.

The duties of this Bureau are implied in its title, and comprise all that relates to laboratories, naval hospitals, and dispensaries. It designs various buildings erected within the navy-yard for its own purposes, so far as their internal arrangements are concerned, and has control of the same after completion. It designs, builds, and maintains all buildings erected for its own purposes outside of navy-yards, and generally, estimates for and controls all the details of its own organization.

The following table shows the appropriation for last year, the estimates for the fiscal year 1901, and the appropriation recommended by this bill:

Medicine and Surgery.	Estimates, 1901.	Carried by bill.	Appropriated, 1900.
Medical Department.....	\$75,000	\$95,000	\$75,000
Naval hospital fund.....	20,000	40,000	20,000
Contingent.....	30,000	30,000	30,000
Repairs.....	20,000	20,000	20,000
Naval hospital, New York.....	5,000	5,000	-----
Naval hospital, Newport, R. I.....	20,000	20,000	-----
Naval hospital, Mare Island.....	10,000	10,000	-----
H. Doc. 398:			
Medical Department.....	20,000	-----	-----
Naval hospital fund.....	20,000	-----	-----
Cemetery, Chelsea, Mass.....	-----	-----	2,500
Naval hospital, Chelsea, Mass.....	-----	-----	45,000
Total.....	220,000	220,000	192,500

The total increase for this Department amounts to \$27,500. This is due to the fact that the necessities of the Bureau are growing in consequence of the increase in the number of men, and also for the reason that supplies have to be sent to our men abroad.

Improvements and additions to our naval hospitals at Newport, New York, and Mare Island are also herein recommended.

A new provision has been inserted providing for an increased number of surgeons, passed assistant and assistant surgeons in the Navy. The surgeons hereafter shall consist of 55. This will be an increase of 5 as now allowed by law. The number of passed assistant and assistant surgeons shall be 110, who shall have rank with the assistant surgeons in the Army. This will be an increase of 20; and it is provided that the assistant surgeons who have made a creditable record during the war with Spain, now in the volunteer service, may be given permanent commissions without limitation as to age.

In recommending this increase the Surgeon-General in his letter to the Secretary of the Navy states that the increased number asked for is imperatively necessary. "In view of the large addition to the enlisted force of the Navy and the establishment of hospitals and sick quarters in the Philippines, Porto Rico, Guam, and Habana, it is simply impossible with the present force to provide adequate medical attendance. Ships and stations are left without assistant surgeons, and the Medical Department of the Navy can not be conducted in the efficient condition that it is the desire of the Department to maintain."

The committee recommend a provision in the nature of an amendment to section 13 of the personnel act, providing that nothing therein contained shall operate to reduce the pay which but for the passage of such act would be received by any commissioned officer. There was such a provision in the personnel act, but under the construction placed by the Comptroller of the Treasury there are a few officers in the Medical Corps whose pay is very materially cut down, as, for instance, that of Passed Assistant Surgeon Urie, whose pay is cut down \$900 a year and is likely to continue so for some four or five years.

BUREAU OF SUPPLIES AND ACCOUNTS.

Generally speaking, this is the financial Bureau of the Department. Its duties comprise all that relates to requiring for or preparing provisions, clothing, small stores, and contingent stores of the Pay Department; the purchase of all supplies for the naval establishment except medicines and surgical appliances and instruments and supplies for the Marine Corps, and the keeping of a proper system of accounts of the same. Like the other bureaus, it estimates for and controls its own administration.

The following statement shows the estimates, the amount carried by this bill, and the amount appropriated for the current fiscal year:

Supplies and Accounts.	Estimates, 1901.	Carried by bill.	Appropriated, 1900.
Provisions, Navy.....	\$3,000,000.00	\$2,500,000.00	\$3,000,000.00
Contingent.....	150,000.00	150,000.00	150,000.00
Civil establishment.....	70,432.03	81,232.03	70,432.03
H. Doc. 398, civil establishment.....	10,800.00	-----	-----
Total.....	3,231,232.03	2,731,232.03	3,220,432.03

From the above table it will be seen that the amount carried by this bill is decreased \$499,250 from that of the current year. The appropriations carried by the last act were somewhat larger than necessary, and it is likely that a large balance will be left over. Consequently the committee thought it advisable to reduce the appropriation to what is believed to be the actual needs and necessities of the Bureau.

BUREAU OF CONSTRUCTION AND REPAIR.

The duties of this Bureau comprise all that relate to the designing, building, fitting, and repairing the hulls of ships, their turrets, spars, capstans, windlasses, steering gear, and ventilating apparatus, and, in conjunction with the Bureau of Ordnance, designing the construction of ammunition hoists, their shafts, machinery, and appurtenances; placing and securing armor; placing and securing on board ship the armament and its accessories as manufactured and supplied by the Bureau of Ordnance. It has charge of the care and preservation of ships in reserve, the docking of ships, the designing of slips, and the internal arrangement of the various buildings and shops under its control, and estimates for and controls its own administration.

The following table shows the estimates for 1901, the amount carried by this bill, and the amounts appropriated for 1900:

Construction and Repair.	Estimates, 1901.	Carried by bill.	Appropriated, 1900.
Construction and repair of vessels.....	\$6,000,000.00	\$6,000,000.00	\$3,000,000.00
Steel lighters:			
Navy-yard, Portsmouth.....	50,000.00	-----	-----
Navy-yard, Boston.....	10,000.00	-----	-----
Construction plant:			
Portsmouth.....	25,000.00	25,000.00	25,000.00
Boston.....	25,000.00	25,000.00	25,000.00
New York.....	25,000.00	25,000.00	25,000.00
League Island.....	25,000.00	25,000.00	25,000.00
Norfolk.....	25,000.00	25,000.00	25,000.00
Pensacola.....	5,000.00	5,000.00	25,000.00
Mare Island.....	25,000.00	25,000.00	26,000.00
Port Royal.....	5,000.00	5,000.00	25,000.00
Algiers.....	25,000.00	25,000.00	-----
Puget Sound.....	25,000.00	25,000.00	25,000.00
Civil establishment.....	25,824.25	25,824.25	23,407.00
Construction plant, Key West.....	-----	-----	25,000.00
H. Doc. 398, construction and repair.....	500,000.00	-----	-----
Total.....	6,795,824.25	6,235,824.25	3,273,407.00

From the above table it will be seen that there is a large increase in the appropriation proposed for this Bureau, or, in other words, \$2,962,407.25 over that of the current year. This increase is practically in one item, that of construction and repair of vessels. As we are increasing the number of our vessels we must necessarily provide for the preservation and repair. We have also to consider in this connection that our vessels have just come out of a war in need of a larger measure of repair than would be necessary in time of peace.

BUREAU OF STEAM ENGINEERING.

The duties of this Bureau comprise all that relates to designing, building, fitting out, and repairing the steam machinery used for the propulsion of ships, and practically all of the machinery for which steam is the motive power on board ship. Like the other bureaus, it designs the internal arrangement of its various shops at the navy yard and estimates for and controls its own administration.

The following table shows the estimates for the fiscal year 1901, the amount carried by this bill, and the amounts appropriated for the current fiscal year:

Steam Engineering.	Estimates, 1901.	Carried by bill.	Appropriated, 1900.
Completion, repairing, etc.	\$1,585,000	\$1,585,000	\$680,000
Purchasing, handling stores, etc.	900,000	900,000	400,000
Incidental expenses	15,000	15,000	10,000
Contingent	1,000	1,000	1,000
Machinery plant:			
Portsmouth	25,000	25,000	
Boston	50,000	50,000	
Mare Island	50,000	50,000	
Algiers	25,000	25,000	
Honolulu	25,000	25,000	
San Juan	25,000	25,000	
Civil establishment	13,200	13,200	13,200
Machinery plant:			
Norfolk			15,000
Puget Sound			25,000
League Island			15,000
New York			50,000
Total	2,774,200	2,774,200	1,209,200

The above table indicates an increase in the appropriation over that of the current year of \$1,585,200. The same reasons which are urged in support of the increase under the Bureau of Construction and Repair apply to this Bureau as well. Appropriations are also recommended for machinery plants at Portsmouth, N. H., and Boston, Mass., of \$25,000 and \$50,000, respectively; \$50,000 for machinery plant at Mare Island, Cal.; \$25,000 for machinery plant at the naval station, Algiers, La., and \$25,000 each for machinery plants at the naval stations at Honolulu and San Juan, in order to fully equip them for the needs of the service.

NAVAL ACADEMY (CIVIL ESTABLISHMENT).

The following table shows the estimates for 1901, the amount carried by the bill, and the amount appropriated for the fiscal year 1900:

Naval Academy.	Estimates, 1901.	Carried by bill.	Appropriated, 1900.
Pay of professors and others	\$57,659.00	\$50,991.00	\$55,459.00
Pay of watchmen, mechanics, and others	45,539.95	44,069.95	44,069.95
Pay of steam employees	7,824.50	7,824.50	7,824.50
Pay of special course	3,000.00	3,000.00	3,000.00
Repairs	25,000.00	21,000.00	21,000.00
Heating and lighting	20,000.00	21,000.00	20,000.00
Contingent	48,800.00	43,800.00	43,800.00
Total	207,813.45	199,685.45	195,153.45

This is the regular appropriation for the civil establishment of the Academy, and the increase over that of the current year will be seen to amount to \$4,532. This is due to the addition of a professor in Spanish, at \$2,200, and increase in the salary of the assistant librarian of \$400; an increase in the pay of 21 first-class musicians from \$340 each to \$420 each, and that of 7 second-class musicians from \$300 to \$360 each.

NAVAL CADETS.

The same provision providing for the restoration of the title of midshipman and the abolishment of the two years' course at sea, as contained in the personnel bill of last year, is herein inserted in this bill. This provision passed the House, but failed to become a law. It restores the time-honored title of midshipman, which was abolished by act of March 5, 1882. Midshipman was a term used to designate the young men who were being trained for naval officers, and is deemed more appropriate than the present appellation.

The discontinuance of the two years' course at sea is something that has been felt by naval officers for many years to be desirable. It gives the cadets their commissions at the end of four years, the same as at West Point, instead of at the end of six years, as now allowed by law, but the abolition of the two years' sea course becomes all the more necessary at this time by reason of the fact that we have to-day a scarcity of officers. In 1872 we added on this two years' sea course for the reason that owing to the decadence of our Navy we did not need officers; but now things have changed. In Senate Document No. 108 in this Congress, the Secretary of the Navy shows in a tabulated statement prepared by the Bureau of Navigation that we need an increase of 697 officers in addition to those we have already on the active list to give a full complement to all ships now in commission and those which could be placed in commission within thirty days in case of urgent necessity. This provision will give a most substantial increase, and in the report of the Chief of the Bureau of Navigation is strongly recommended in these words:

"One of the most important features of the bill (personnel bill) was stricken out, however, before it became a law, and by the omission of this feature—the change from the six-year to the four-year course at the Naval Academy—the number of commissioned officers intended to be provided was so largely reduced that it becomes necessary to ask that some relief be immediately furnished. The Bureau recommends that this serious omission be corrected and that the largely increased demands for officers for important service be met by increasing the number of officers in each grade by 10 per cent and by providing for the four years' course at the Naval Academy."

The Marine Corps is the military branch of the naval service and has made a commendable record.

The following table shows the estimates for 1901, the amounts carried by this bill, and the amounts appropriated for the current fiscal year:

Marine Corps.	Estimates, 1901.	Carried by bill.	Appropriated, 1900.
Pay	\$1,694,054.23	\$1,694,054.23	\$1,597,879.23
Provisions	371,071.50	371,071.50	366,071.50
Clothing	290,199.54	290,199.54	290,199.54
Fuel	30,000.00	30,000.00	25,000.00
Military stores	46,297.00	46,297.00	46,297.00
Transportation and recruiting	35,000.00	35,000.00	25,000.00
Repair of barracks	20,000.00	20,000.00	13,000.00
Provisions, clothing, etc.			20,400.00
Additions to barracks, New York	15,000.00	15,000.00	
Additions to barracks, Portsmouth	5,000.00	5,000.00	
Building for band, Washington	4,500.00	4,500.00	
New barracks, League Island	100,000.00	100,000.00	
Naval prison, Mare Island	15,000.00	15,000.00	
Officers' quarters, Sitka, Alaska	3,500.00	1,000.00	
Rent, building, Philadelphia	3,300.00	3,300.00	3,200.00
Forage	6,000.00	6,000.00	6,000.00
Hire of quarters	14,748.00	14,748.00	12,634.00
Repair of barracks, Annapolis, Md.			9,000.00
Officers' quarters, Annapolis, Md.			8,000.00
Grading, etc., Annapolis, Md.			14,000.00
Officers' quarters, Annapolis, Md.			57,500.00
Contingent	61,700.00	61,700.00	
H. Doc. 398:			
Fuel	1,000.00		
Stores	5,000.00		
Transportation and recruiting	5,000.00		
Repair of barracks	7,000.00		
Hire of quarters	2,000.00		
Contingent	5,000.00		
Total	2,740,370.27	2,712,870.27	2,544,271.27

The above table shows an increase over that of the current year of \$167,509. This is due to the fact that under the personnel law the Marine Corps was increased in the number of officers and men. At the present time the Marine Corps consists of 1 brigadier-general commandant, 1 adjutant and inspector (colonel), 1 assistant adjutant and inspector (major), 1 quartermaster (colonel), 2 assistant quartermasters (majors), 3 assistant quartermasters (captains), 1 paymaster (colonel), 1 assistant paymaster (major), 4 colonels, 5 lieutenant-colonels, 10 majors, 37 captains, 44 first lieutenants, 37 second lieutenants, and noncommissioned officers and musicians and privates aggregating 4,537 as the number comprised in the corps on the 31st day of January, 1900.

An increase of \$7,000 has been made in the appropriation over that of the current year for the renting, leasing, improvement, and erection of barracks in view of the necessities in our foreign stations, where a large number of marines are now doing efficient service. Appropriations are further recommended for additions to barracks at New York, Portsmouth, and Washington, and the erection of new barracks at League Island, and an increase in the size of the prison at Mare Island, and for officers' quarters at Sitka, Alaska, \$1,000, in addition to the unexpended balance of an appropriation made in the act of June 10, 1896; in all, \$140,500.

INCREASE OF THE NAVY.

This is the last general heading of the naval appropriation bill and one which appeals more strongly to the interest and sentiment of the people. It will be observed by an examination of the following table that the committee has recommended an appropriation to the full amount of the estimates asked for by the Department:

	Estimates, 1901.	Carried by bill.	Appropriated, 1900.
Construction and machinery	*\$12,740,699	\$12,740,699	\$5,992,402
Armor and armament	4,000,000	4,000,000	4,000,000
Equipment	250,000	250,000	400,000
Total	16,990,699	16,990,699	10,392,402

*This was originally \$18,733,101, but was corrected by the Department.

We already have under construction, as shown by the Department's report of last December, 61 vessels, as follows:

Vessels authorized and under construction—United States Navy.

Name.	Speed.	Builder, etc.
<i>Battle ships (8).</i>		
No. 5..... Kearsarge	Knots. 17	Newport News.
No. 6..... Kentucky	17	Do.
No. 7..... Illinois	17	Do.
No. 8..... Alabama	17	Cramp & Sons.
No. 9..... Wisconsin	17	Union Iron Works.
No. 10..... Maine	18	Cramp & Sons.
No. 11..... Missouri	18	Newport News.
No. 12..... Ohio	18	Union Iron Works.
<i>Sheathed battle ships (3).</i>		
Pennsylvania	19	Designs in preparation.
New Jersey	19	Do.
Georgia	19	Do.
<i>Sheathed armored cruisers (3).</i>		
West Virginia	22	Designs in preparation.
Nebraska	22	Do.
California	22	Do.

Vessels authorized and under construction—United States Navy—Continued.

	Name.	Speed.	Builder, etc.
<i>Sheathed protected cruisers (7).</i>			
		<i>Knots.</i>	
No. 14	Albany	20	Armstrong's, England.
No. 15	Denver	17	Neafie & Levy.
No. 16	Des Moines	17	Fore River Engine Co.
No. 17	Chattanooga	17	Lewis Nixon.
No. 18	Galveston	17	Wm. R. Trigg Co.
No. 19	Tacoma	17	Union Iron Works.
No. 20	Cleveland	17	Bath Iron Works.
<i>Monitors (4).</i>			
No. 7	Arkansas	12	Newport News.
No. 8	Connecticut	12	Bath Iron Works.
No. 9	Florida	12	Lewis Nixon.
No. 10	Wyoming	12	Union Iron Works.
<i>Gunboat.</i>			
For Great Lakes. Authorized by act of May 4, 1898. Action suspended.			
<i>Training vessel for Naval Academy.</i>			
	Chesapeake	(*)	Navy yard, Boston.
<i>Torpedo-boat destroyers (16).</i>			
No. 1	Bainbridge	29	Neafie & Levy.
No. 2	Barry	29	Do.
No. 3	Chauncey	29	Do.
No. 4	Dale	28	Wm. R. Trigg Co.
No. 5	Decatur	28	Do.
No. 6	Hopkins	29	Harlan & Hollingsworth.
No. 7	Hull	29	Do.
No. 8	Lawrence	30	Fore River Engine Co.
No. 9	Macdonough	30	Do.
No. 10	Paul Jones	29	Union Iron Works.
No. 11	Perry	29	Do.
No. 12	Preble	29	Do.
No. 13	Stewart	29	Gas Engine and Power Co.
No. 14	Truxtun	30	Maryland Steel Co.
No. 15	Whipple	30	Do.
No. 16	Worden	30	Do.
<i>Torpedo boats (17).</i>			
No. 9	Dahlgren	30	Bath Iron Works.
No. 10	T. A. M. Craven	30	Do.
No. 19	Stringham	30	Harlan & Hollingsworth.
No. 30	Goldborough	30	Wolf & Zwicker.
No. 21	Bailey	30	Gas Engine and Power Co.
No. 24	Bagley	28	Bath Iron Works.
No. 25	Barney	28	Do.
No. 26	Biddle	28	Do.
No. 27	Blakely	28	Geo. Lawley & Sons.
No. 28	De Long	26	Do.
No. 29	Nicholson	26	Lewis Nixon.
No. 30	O'Brien	26	Do.
No. 31	Shubrick	26	Wm. R. Trigg Co.
No. 32	Stockton	26	Do.
No. 33	Thornton	26	Do.
No. 34	Tingey	26	Columbian Iron Works.
No. 35	Wilkes	26.5	Gas Engine and Power Co.
<i>Submarine torpedo boat.</i>			
No. 1	Plunger	8	Columbian Iron Works.

*Sailing vessel.

The above accounts for the large increase in the appropriation of \$6,748,297 over that of the last appropriation act under the head of "Construction and machinery," which is used toward the completion of vessels now in process of construction. This work must go on year by year until the vessels are in commission. Since that time the *Kearsarge* has been put in commission. She is regarded as having the most powerful ordnance of any battle ship in the Navy at the present time. The distinctive feature of her armament is that of four 13-inch guns, with four 8-inch guns in superposed turrets. She is probably the most powerful fighting ship afloat, and is the acme of modern naval architecture and mechanism.

ARMOR AND ARMAMENT.

Under the act of May 4, 1898, the battle ships *Maine*, *Ohio*, and *Missouri* were authorized, and the provision was inserted in that act providing that \$400 per ton should be the maximum price to be paid for armor. Harveized armor could have been purchased for the battle ships at that price, but it was the opinion of the Department that the best armor was none too good. The act of March 3, 1899, provided that no armor for the ships above mentioned, as well as for those authorized by that act, should be purchased unless at a price not exceeding \$300 per ton. This is the situation to-day. As regards these ships, it is important that the Secretary of the Navy should have authority to contract for their armor at once, otherwise their construction will be delayed at a great loss to the Government.

The battle ships above mentioned—the *Maine*, *Ohio*, and *Missouri*, now in process of construction—require 7,359.42 tons of armor, or 2,453.14 for each vessel. It is believed by the committee that these battle ships of nearly 13,000 tons displacement, the largest in design which have ever been planned by the Navy Department, should have the best obtainable armor, and accordingly your committee recommend that the Secretary of the Navy be authorized to contract for such armor at a cost not to exceed \$545 per ton. The best obtainable armor at the present time is, according to all naval authorities, the so-called Krupp armor, which is, at least, and has been so proven by ballistic tests, of 25 per cent greater efficiency than that of the harveized armor. Every nation in the world is using the Krupp armor to-day. Your committee believe that it is little short of disloyalty to recommend any other

than the best protection and the best armor for these battle ships to be placed between the bodies of our officers and men and the bullets of the enemy.

Under the last naval appropriation act Congress authorized the construction of the three battle ships *Georgia*, *Pennsylvania*, and *New Jersey*, and three armed cruisers, *West Virginia*, *Nebraska*, and *California*, but inserted a provision therein as follows:

"That no contracts for the armor for any vessels authorized by this act shall be made at an average rate exceeding \$300 per ton of 2,240 pounds, including royalties, and in no case shall a contract be made for the construction of the hull of any vessel authorized by this act until a contract has been made for the armor of such vessel."

Your committee recommend that this restriction be removed and that contracts be authorized so that the construction of the hulls of these vessels may go on without further delay.

NAVAL PROGRAMME.

For the purpose of increasing the naval establishment of the United States the committee recommend that the President be authorized to have built by contract two seagoing coast-line battle ships, carrying the heaviest armor and most powerful ordnance for vessels of their class upon a trial displacement of about 13,500 tons, and to have the highest practicable speed and great radius of action, and to cost, exclusive of armor and armament, not exceeding \$5,000,000 each; three armored cruisers of about 13,000 tons trial displacement, carrying the heaviest armor and most powerful ordnance for vessels of their class, and to have the highest practicable speed and great radius of action, and to cost, exclusive of armor and armament, not exceeding \$4,250,000 each, and three protected cruisers of about 8,000 tons trial displacement, carrying the most powerful ordnance for vessels of their class, and to have the highest speed compatible with good cruising qualities and great radius of action, and to cost, exclusive of armor and armament, not exceeding \$2,800,000 each.

The maximum cost of the ships herein authorized, exclusive of armor and armament, will be \$28,350,000. This is the largest naval programme ever submitted by the Committee on Naval Affairs of the House and is in accord with the wishes and recommendations of the Secretary of the Navy and Admiral Dewey and will, we believe, meet the just demands of public sentiment. The past year in naval construction has been marked by the most liberal naval programmes on the part of all foreign nations. At the present time there is pending in the Reichstag of Germany a naval bill which, if passed, will increase the tonnage of the present German navy 422,000 tons, a larger tonnage than that of her present navy.

In the apt words of our able Secretary of the Navy—
"Not only is the importance of sea power recognized in our own country, but it is recognized abroad. If you are simply going to keep pace with other nations you will recognize the importance of an immense naval increase. * * * The public mind expects that you will do something toward giving us a navy commensurate with the present and increasing needs of the country."

OUR PRESENT NAVY.

Our Navy at the present time, including all ships authorized as well as those under construction, will be seen by the following table:

Summary showing the number of vessels in the United States Navy.

REGULAR NAVY.	
First-class battle ships	15
Second-class battle ship	1
Armored cruisers	5
Armored ram	1
Steel single-turret monitors	4
Double-turreted monitors	6
Iron single-turret monitors	9
Protected cruisers	21
Unprotected cruisers	4
Gunboats	12
Light draft gunboats	3
Composite gunboats	6
Training ship (Naval Academy)	1
Special class	2
Gunboats under 500 tons	19
Torpedo-boat destroyers	16
Steel torpedo boats	36
Submarine torpedo boat	1
Wooden torpedo boat	1
Iron cruising vessels	5
Wooden cruising vessels	7
Sailing vessels, wooden	6
Tugs	17
Wooden steam vessels unfit for sea service	11
Wooden sailing vessels unfit for sea service	6
Total number of vessels in Regular Navy	215

Of these we have recovered and added to the Navy the following vessels, which were sunk during the war with Spain:

Name.	Type.	Name.	Type.
Reina Mercedes	Cruiser.	Isla de Cuba	Gunboat.
Don Juan de Austria	Gunboat.	Isla de Luzon	Do.

AUXILIARY NAVY.

Merchant vessels converted into auxiliary cruisers	7
Converted yachts	25
Converted tugs	27
Steamers converted into colliers	17
Special class	12
Total number of vessels in Auxiliary Navy	88
Grand total	303

The names, types, size, speed, batteries, and armor of the vessels will be more clearly understood by an examination of the table hereinafter annexed: Our Navy to-day ranks fourth among the navies of the world—England first, France second, Russia third, United States fourth, and Germany fifth. We are ahead of Germany to-day only by 2,720 tons—a cruiser about the size of the *Atlanta*.

In view of the fact that seventeen years ago, when we started in to build up a new navy, our rank was that of twentieth, and that to-day we stand fourth, no one will dispute but that in the intervening years we have made magnificent progress.

THE COST OF OUR NEW NAVY.

The cost of our Navy, as shown by table hereinafter annexed, from the time we authorized its first vessels—the *Atlanta*, *Boston*, *Chicago*, and *Dolphin*—on March 3, 1883, including vessels authorized and under construction, is as follows:

Actual cost of finished vessels	\$98,529,511.85
Estimated final cost of vessels now in course of construction	62,570,610.23
Total	161,100,122.08

The Secretary of the Navy in his report says: "The total for finished vessels of \$98,529,511.85 and the estimated total for unfinished vessels of \$62,570,610.23 make not a large amount comparatively in view of the result, which is a new navy of efficient and powerful vessels prepared for the emergencies of national defense. It is hardly more than the sum paid in a single year for pensions to the soldiers and sailors who served a generation ago in the late civil war."

OUR NAVAL POLICY.

It will be seen from an investigation of the following table, showing the amounts carried by the annual naval appropriation acts from 1883 down to the present time, that our policy has been to gradually build up the Navy year by year. Each naval appropriation act has usually been marked by a considerable increase in the amount of appropriations over that of the preceding year, and also in the number of new ships. During the last few years the increased number of ships has been larger, owing to the recognized growing importance of sea power the world over.

Amounts carried by the naval appropriation bills since 1883.

Year	Appropriation
1883	\$14,819,970.80
1884	15,894,434.23
1885	14,890,472.59
1886	15,070,837.95
1887	16,489,907.20
1888	25,767,348.19
1889	19,942,835.25
1890	21,692,510.27
1891	24,136,065.53
1892	32,541,654.78
1893	23,543,385.00
1894	22,104,061.38
1895	25,327,126.72
1896	29,416,245.31
1897	30,562,600.95
1898	33,003,234.19
1899	56,098,783.68
1900	48,069,969.58

It may be said that the country has been fortunate in having men at the head of the naval administration who have given direction and made wise recommendations in building up the new navy. The first authorization for new ships was during the administration of Secretary Chandler. Under Whitney the first battle ships, the *Maine* and *Texas*, called second-class battle ships, also some of the large cruisers and monitors, were authorized. Under Tracy we commenced to build first-class battle ships, the *Indiana*, *Massachusetts*, *Iowa*, and *Oregon*, as well as cruisers.

Under Herbert there was authorized a number of torpedo boats and gunboats, as well as the construction of more battle ships. Under Long we have authorized and are building battle ships, cruisers, monitors, gunboats, torpedo boats, and torpedo-boat destroyers, as well as building dry docks and making improvements in the navy yards necessary to the proper maintenance of our naval establishment. We have a navy to-day which includes a considerable number of vessels of every class, and ship for ship it will equal that of any navy in the world.

Seventeen years ago we had practically no facilities for building ships, and what we had were discredited. We were obliged to buy our armament and armor, and even in one case our plans, from foreign countries. To-day we are not only building ships in American shipyards, of American material, by American labor, on American plans for ourselves, but also for some of the leading nations of the world. Such has been the advance which has been made in naval progress in our own country.

The question may be asked, What shall be our future naval policy? Let us build as we have been building—gradually, on broad lines and upon the most advanced ideas of naval construction; not so fast that we will be ahead of the advance of naval progress, but slow enough to secure all the benefits of new improvements and new inventions; or, better still, to do as the American Navy has always done, when given an opportunity, to lead the march of the best naval construction, which it demonstrated its ability to do on at least one memorable occasion in American history—when the little "cheese box of Ericsson" in that great contest with the *Merrimac* blazed the pathway for the mighty battle ship of to-day.

THE PRINCIPAL NAVIES.

The following data are taken from a British parliamentary paper entitled "Return, showing the fleets of Great Britain, France, Russia, Germany, Italy, United States of America, and Japan, distinguishing: Battle ships, built and building; cruisers, built and building; coast-defense vessels, built and building; torpedo vessels, torpedo-boat destroyers, and torpedo boats, built and building," which, as therein stated, is compiled from the "official list of each navy," and has been supplemented by some fuller and later data on hand in the Office of Naval Intelligence (United States). It is therefore correct.

It must be clearly borne in mind that there are in every navy certain classes of vessels which appear in the official navy list, but which can not be considered as forming part of that navy's fighting force.

These are:

- (a) Obsolete ships;
- (b) Receiving ships;
- (c) Sailing and training ships, brigs, etc.;
- (d) Tugs and miscellaneous.

All these classes are omitted from the tonnage given below. Neither are there included in these data any auxiliary vessels, such as yachts or merchant vessels, for it would mean practically the addition of the merchant marine of the several countries, all of which is available.

The table and diagram give tonnage, then, only of vessels actually constructed for war purposes.

Fig. I. Table I.

This second table (construction since 1890) was felt necessary for two reasons:

- (1) It eliminates all obsolete vessels and makes a comparison of modern construction possible;
- (2) It also gives the construction of the several countries from a date which marks the intense revival of naval construction everywhere.

From these tables the position occupied by the United States is fourth, with Germany a very close fifth. But this close relative position is not likely

to be long occupied by these two countries, because there is included in the tonnage of the United States 23,000 tons of old monitors, which should be removed as useless.

Also, Germany has incalculable advantage of a definite building programme, which is given on page 29. From this it is seen that Germany will certainly construct as new tonnage the following:

13 battle ships of 11,000 tons	Tons, 143,000
9 battle ships of 11,000 tons to replace old	99,000
8 battle ships of 11,000 tons to replace old	88,000
9 large cruisers of 5,500 tons, new tonnage	49,500
16 small cruisers of 2,000 tons, new tonnage	32,000
30 torpedo-boat destroyers of 350 tons, new tonnage	10,500
Total	422,000

This construction is only such as is to be provided for by the naval programme of this year. Should any excitement or threat of war arise, the additions to this programme can not be estimated. And the advantage in time and efficiency of ship construction that will result from such a programme must always be kept in mind. Every ship built improves the facilities for the construction of the next one.

The average tonnage is obtained by dividing the total tonnage by the number of vessels. In the case of England and the United States the large average is due to the relatively small number of torpedo vessels.

The position of Italy is sixth, with Japan a pressing rival; for, on carefully examining the table of construction since 1890, we find that Japan is much ahead of Italy, and the construction in the last ten years is practically the available force in case of emergency. This is a good illustration of the fact that "tonnage" is, by no means a definite measure of strength, as out of 148,588 tons of Italian B. S., 108,189 tons were constructed between 1863 and 1888, the older vessels are obsolete, and the later so nearly so that they are being tinkered with and remodeled, at enormous expense and with entirely unsatisfactory results. The compact, homogeneous Japanese fleet of battle ships would doubtless be superior.

FIG. II.

This figure gives the construction for each year from 1890 to 1900, inclusive. It is almost impossible to obtain the data for ships "laid down" each year, for in so many cases, especially France and Italy, the delay in actually laying the keel after the order has been given frequently amounts to several years. The data concerning "vessels launched" are more definite, and Table II has been constructed accordingly from the data on vessels launched.

In the case of the year 1900 the data mean vessels building and not yet launched, a portion of which will be launched in 1900 and others laid down. For purposes of comparison the plan adopted is believed to be the better.

Table I gives in tabular form the tonnage of vessels of each class: (a) built, (b) building, and (c) built since 1890. This table is but Fig. II amplified.

The German navy in 1916 will be about as given on page 27. All these vessels are to be vessels available for "active service." Now, rule 2 of the German shipbuilding law of 1898 provides for substitute vessels as follows:

Battle ships and armored coast-defense vessels must be replaced after twenty-five years. Large cruisers after fifteen years.

Small cruisers after fifteen years. Small periods run from the year in which the first installment of the displaced vessel is paid to the time of the first payment of the substitute vessel. Germany has four vessels of the *Sachsen* class, built in 1877 and 1878 and remodeled in 1894-95; the *Odenburg*, a very old vessel; six of the *Stegfried* class, 1889-1892; two of the *Odin* class; the *Kaiser* and *Deutschland* of 1875; all of which are to be replaced by first-class battle ships, and the four vessels of the *Wörth* class of 1891-92, which also will have to be replaced. In the cruiser class there are a number of vessels built between 1889 and 1897 which will similarly be replaced. Hence, to complete the programme of 1916 more vessels will be constructed than appears by a mere examination of the table.

	England.	France.	Russia.	United States.	Germany.	Italy.	Japan.
Built:							
B. S.	584,855	295,834	117,240	48,519	112,239	148,588	31,970
Ar. Cr.	131,660	44,080	68,216	17,415	24,713	17,303	21,950
Pr. Cr.	484,165	125,888	11,977	61,659	53,389	42,112	51,602
Unpr. Cr.	38,510	44,063	8,400	14,397	43,590	2,279	23,776
C. D.	50,080	43,328	44,200	51,884	12,001	None.	10,280
Spec.	15,060	5,994	5,160	929	4,023	11,542	4,120
Torp. Ves.	27,790	8,898	14,391	None.	1,832	11,672	850
T. B. D.	23,375	590	240	273	300	None.	2,300
T. B.	7,650	15,222	11,456	1,891	12,993	8,218	2,109
Subs.	None.	436	None.	None.	None.	None.	None.
Total	1,363,745	584,393	281,280	193,947	265,113	241,614	148,957
Building:							
B. S.	238,750	43,765	145,672	135,625	102,620	44,516	60,450
Ar. Cr.	167,600	111,207	19,964	36,000	19,342	21,882	38,534
Pr. Cr.	44,005	18,311	44,516	25,200	19,180	5,082	5,500
Unpr. Cr.	None.	None.	None.	None.	None.	None.	None.
C. D.	None.	None.	4,126	12,940	None.	None.	None.
Spec.	None.	None.	5,000	None.	None.	None.	6,740
Torp. Ves.	None.	None.	None.	None.	None.	None.	None.
T. B. D.	10,830	3,022	6,970	7,607	4,550	3,673	1,300
T. B.	None.	3,945	1,000	2,180	None.	1,360	3,054
Subs.	None.	936	None.	None.	None.	None.	None.
Total	461,175	181,186	227,248	219,558	146,692	76,513	115,478
Grand total	1,824,920	765,579	508,528	413,505	411,805	318,127	264,435
Built since 1890:							
B. S.	532,350	173,083	205,822	134,144	177,169	71,223	85,200
Ar. Cr.	167,600	136,814	43,197	53,415	19,342	39,085	60,484
Pr. Cr.	429,750	97,196	48,344	59,794	61,449	19,285	40,408
Unpr. Cr.	None.	None.	None.	9,687	9,549	None.	1,800
C. D.	None.	8,534	18,346	19,179	None.	None.	None.
Spec.	None.	5,994	8,605	None.	2,322	None.	None.
Torp. Ves. of all classes	52,425	21,319	15,070	11,926	10,882	15,739	8,504
Total	1,182,125	437,940	339,384	338,145	289,713	145,332	196,396

B. S.—Battle ships, i. e., vessels usually of large tonnage (the present practice giving between 10,500 and 15,000 tons), with maximum offense and defense; protection to hull by vertical side armor; protective deck; coal bunkers

and cellulose; guns protected by barbettes, turrets, casemates, and shields.

Ar. Cr. = Armored cruisers, i. e., vessels of moderate to large tonnage, with protection to hull and battery similar to that of battle ships, except that the thickness of metal in all cases is much less, which with the weight saved by carrying lighter guns gives opportunity to make the speed and steaming radius of the armored cruiser much greater than the battle ship.

Pr. Cr. = Protected cruisers, i. e., vessels usually of small to moderate tonnage, with protection to hull by protective deck, coal bunkers, and cellulose. No side armor. No turrets or barbettes or casemates; guns protected by gun shields.

Unpr. Cr. = Unprotected cruisers, i. e., vessels without any of the protection of the above classes. It will be noticed that no country has constructed a vessel of this class for many years.

C. D. = Coast defense, i. e., vessels with many of the characteristics of B. S. in having thick armor for hull and battery protection; large guns; small speed; limited coal supply, which means small steaming radius. Usually these vessels have low free-board and are not good sea-going vessels.

Especial attention is invited to the fact that no country, except the United States and Russia, has constructed such a vessel for many years. This point is regarded as very important in estimating the naval strength of the several powers.

The expression "coast defense" as applied to ships is almost unknown abroad. It appears in the United States in the construction of the monitor class and in France in the furor with which the construction of submarine boats is undertaken.

A study of the policy of the real maritime nations—England and Germany—shows that the defense is always to be offense. Both these countries are building only sea-going battle ships, large cruisers, and all torpedo boat construction has been abandoned for the construction of torpedo boat destroyers.

Torp. Ves. = Torpedo vessels, a class, 700 to 1,000 tons, which experience has shown to have neither the merits of gunboats nor of sufficient speed to catch torpedo boats; and therefore construction of this class has ceased.

T. B. D. = Torpedo-boat destroyers, vessels of 200 to 400 tons, strong construction good sea-going qualities, very high speed, and large steaming radius.

T. B. = Torpedo boats, vessels from 30 to 200 tons, no longer being built in England or Germany, which, as above stated, are building only the destroyer.

The above explanation is considered necessary to an understanding of naval strength.

MEMORANDUM OF INFORMATION FOR HON. GEORGE EDMUND FOSS, ACTING CHAIRMAN OF NAVAL COMMITTEE, HOUSE OF REPRESENTATIVES.

The accompanying memorandum, prepared for transmittal to Hon. GEORGE EDMUND FOSS, acting chairman of the Naval Committee, House of Representatives, is in response to a request addressed by him to the Chief Intelligence Officer on February 23, 1900.

The present statement of the comparative strength of the principal navies supplements one of February 17, 1899 (O. N. I., 1172). The earlier statement was based upon tonnage; the present one is based upon the number of ships of the various types in the principal navies.

C. D. SIGSBEE,
Captain, U. S. Navy, Chief Intelligence Officer.

FEBRUARY 27, 1900.

Comparative strength of the principal navies.

[Statement based on the numerical strength in ships.]

Nation.	Battle ships.		Armored cruisers.		Protected cruisers.		Unprotected cruisers.		Coast defense and special service.	
	No.	Total displacement.	No.	Total displacement.	No.	Total displacement.	No.	Total displacement.	No.	Total displacement.
England	70	823,605	31	299,290	116	528,170	15	38,510	16	65,740
France	35	339,599	20	155,287	40	144,199	14	44,063	15	51,316
Russia	24	262,912	12	88,180	11	55,493	3	8,400	23	58,486
United States	16	184,149	5	53,145	21	86,859	6	11,397	24	65,753
Germany	27	214,859	5	44,055	23	53,389	21	43,590	14	16,026
Italy	19	193,104	7	39,085	18	47,194	1	2,279	2	11,542
Japan	7	92,420	7	60,484	17	57,102	24	23,776	6	21,180

Nation.	Torpedo vessels.		Torpedo-boat destroyers.		Torpedo boats.		Submarines.		Grand total.	
	No.	Total displacement.	No.	Total displacement.	No.	Total displacement.	No.	Total displacement.	No.	Total displacement.
England	35	27,790	108	34,185	95	7,650	0	0	488	1,824,920
France	15	8,698	12	3,612	267	19,167	12	1,872	429	765,519
Russia	17	14,391	36	7,210	190	12,436	0	0	306	508,538
United States	0	0	20	7,890	30	3,977	0	0	122	413,525
Germany	2	1,862	15	4,850	112	12,893	0	0	229	410,815
Italy	15	15,945	11	3,673	154	9,578	0	0	227	318,127
Japan	1	850	12	3,500	58	5,163	0	0	132	264,435

The diagram which follows shows graphically the number of vessels of the several classes for seven countries; the armored cruisers, protected cruisers, unprotected cruisers, and torpedo vessels are grouped into two general classes, called cruisers and gunboats, all above 2,000 tons being cruisers, and from 2,000 to 400 tons gunboats.

The tabular statement gives vessels built and actually under construction; the diagram presents the same information graphically.

FOREIGN NAVAL PROGRAMMES.

ENGLAND.

A yearly programme in accordance with a carefully devised plan for the construction of a homogeneous fleet. Parliament and the nation have long accepted the principle that her naval strength must be equal in numbers and superior in power to that of the two strongest navies in the world, and the British estimates, which include the naval programme, are framed on this principle.

- During the present fiscal year it was proposed to lay down—
- Two battle ships (design not decided).
- Two armored cruisers, 9,800 tons each.
- Three small cruisers (design not decided).
- Two gunboats.
- Two first class torpedo boats.

FRANCE.

A shipbuilding programme drawn up in 1891, modified in 1896, covering a period extending to 1907, provided for the construction of 204 ships. Owing to recent events and the disorganized state of French finances, this programme has been practically abandoned after being about half carried out.

France is at present without a definite policy beyond finishing the ships already in hand. The minister of marine proposes a building programme which will supply the number of vessels necessary to make the French navy a homogeneous force. This programme comprises the laying down, beginning this year, of the following vessels:

- Six battle ships of 14,865 tons each.
- Five armored cruisers of 12,000 tons each.
- Twenty-eight torpedo destroyers.
- One hundred and twelve torpedo boats.
- Twenty-six submarine boats.
- These 177 units will cost 476,000,000 francs, and are to be completed by 1907.
- A further sum of 235,000,000 francs is to be added to complete the ships now building, which will be finished by 1903, so that, up to 1907, France proposes to spend 711,000,000 francs in the construction of her fleet.

GERMANY.

In 1896 a shipbuilding programme, known as the "Sexennate law," provided for a definite yearly increase of the German navy up to 1904. The Emperor, is actively agitating the subject of a further increase, and a new programme, which practically doubles the fleet, is now before the Reichstag, which will probably be adopted.

According to this programme the following table shows the present strength and as projected in 1916:

	1900.	1916.
Battle ships	17	40
Armored ships	8	8
Large cruisers	11	20
Small cruisers	27	48
Gunboats	5	5
Torpedo boats	84	114
Total	152	230

ITALY.

Programme of 1899-1904. The purpose of the Government is to expedite the ships in hand in such a way that they may be completed within four years, together with two new battle ships to be laid down. Under existing conditions a period of six years will be required to complete the seven ships now building, and to augment the credits in the present financial state of the country is declared to be impossible. In order that the work may go on it is proposed that the treasury shall advance money to the navy, to be repaid in installments out of the money voted for naval purposes up to the year 1905. In this way the Italian fleet would possess in July, 1904, 21 battle ships fully completed.

JAPAN.

The naval programme of 1895 of new construction is to be completed by April 1, 1906. By 1901 there are to be 54 ships in readiness; by 1906, 63 more; or a total of 117 war ships. These are divided as follows:

- Four battle ships.
- Four first-class armored cruisers.
- Three second-class armored cruisers.
- Two third-class armored cruisers.
- Fifteen torpedo cruisers.
- Eighty-nine torpedo boats.
- All these vessels are at present either completed or in process of construction.

RUSSIA.

According to the Russian programme the expenditure for new construction for the seven years 1898-1904 is placed at 157,000,000 roubles (about \$81,000,000).

UNITED STATES.

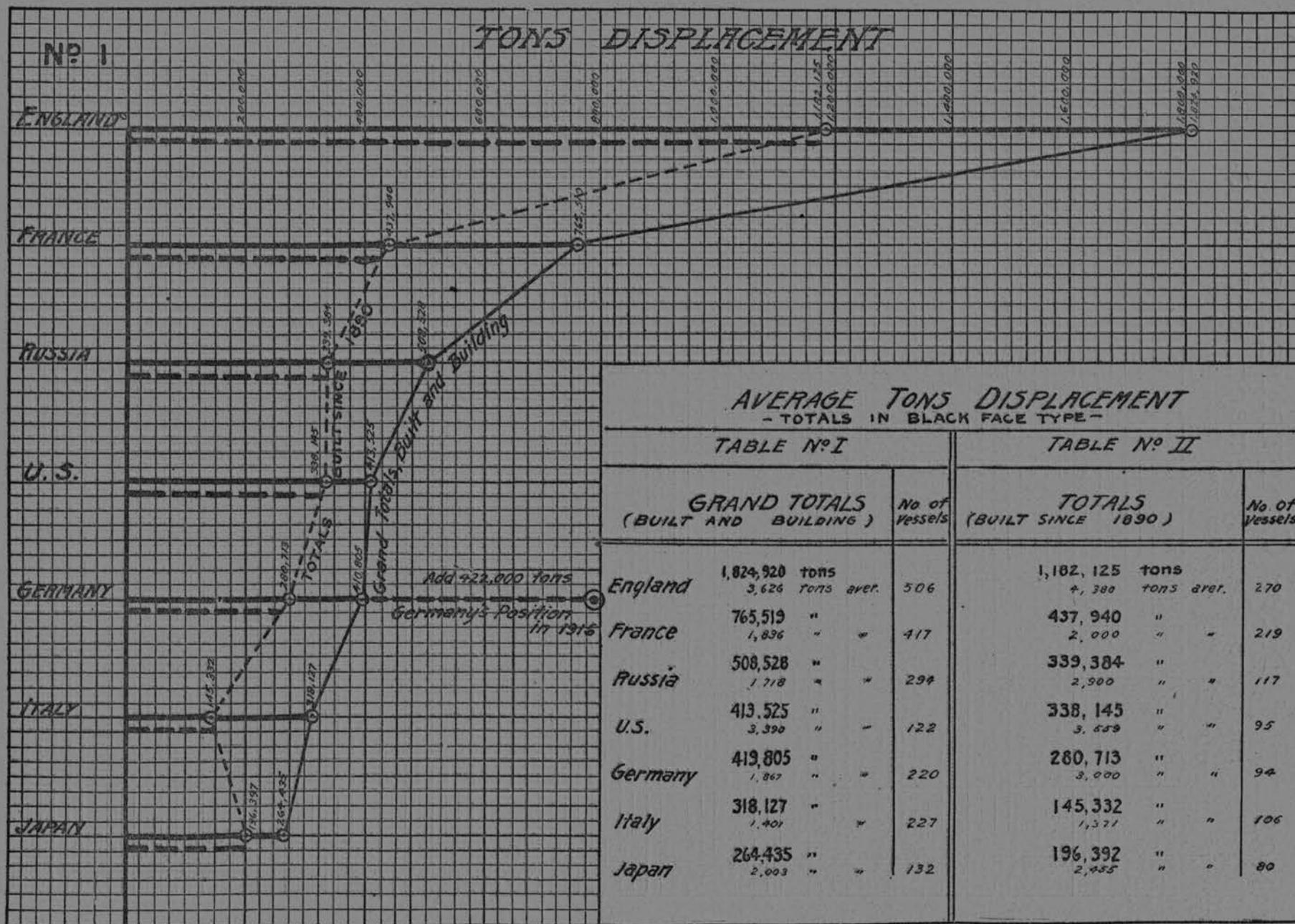
The act of Congress making appropriation for increase of the Navy for the fiscal year ending June 30, 1901, provided for the construction of three sea-going coast-line battle ships, sheathed and coppered; three armored cruisers, sheathed and coppered, and six protected cruisers, sheathed and coppered.

Expenditure on new construction for five years.

[In million dollars.]

Nation.	1895-96.	1896-97.	1897-98.	1898-99.	1900.	Total.	Remarks.
England	27.9	37.8	36.8	39.2	45.0	186.7	Includes repairs.
France	16.9	17.4	20.2	19.8	21.0	95.3	
Russia	10.3	9.3	7.7	9.8	17.3	54.4	
United States	8.1	11.2	6.4	13.6	6.0	45.3	
Germany	3.9	4.7	9.0	9.7	10.6	37.9	
Italy	4.4	4.3	3.5	4.2	4.1	20.5	
Total	71.5	84.7	83.6	95.3	104.0		

FEBRUARY 17, 1900.



No 2 NEW CONSTRUCTIONS

In Tons Displacement, 1890-1900

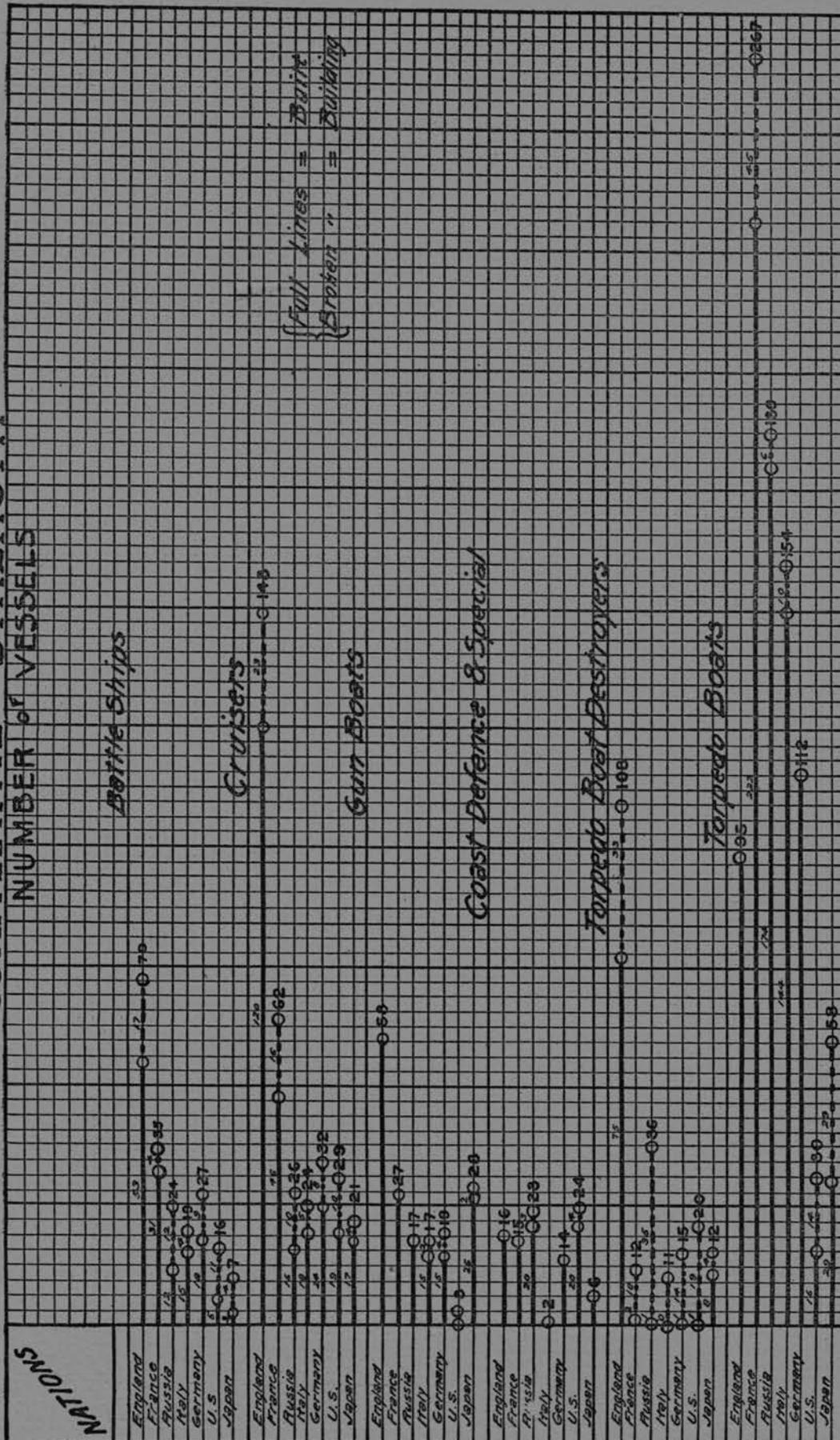
(Including Torp. Ves. and T.B.D., but not T.B.)

		1890	
England			69,955 Tons
France	19,123		
Russia	1,422		
U.S.	7,518		
Germany	9,803		
Italy	16,898		
Japan	6,660		
		1891	
England			107,620
France	19,666		
Russia	2,720		
U.S.	16,462		
Germany		33,062	
Italy		20,174	
Japan	6,210		
		1892	
England			141,200
France	29,344		
Russia	13,225		
U.S.		20,075	
Germany		26,033	
Italy	5,344		
Japan	3,250		
		1893	
England		34,245	
France		48,473	
Russia	5,226		
U.S.		40,394	
Germany	7,400		
Italy	5,757		
Japan	None		
		1894	
England		20,335	
France		26,596	
Russia	15,004		
U.S.	None		
Germany	5,071		
Italy	3,261		
Japan	830		
		1895	
England			130,345
France		52,023	
Russia	12,692		
U.S.	9,215		
Germany	6,445		
Italy	6,396		
Japan	2,700		
		1896	
England			116,950
France		56,965	
Russia	26,328		
U.S.	16,790		
Germany	10,905		
Italy	6,394		
Japan	24,750		
		1897	
England			64,615
France	13,721		
Russia	None		
U.S.	None		
Germany		43,543	
Italy	19,250		
Japan	5,960		
		1898	
England			137,420
France	29,530		
Russia	25,910		
U.S.		67,890	
Germany	10,222		
Italy	3,816		
Japan		44,768	
		1899	
England		59,120	
France		50,160	
Russia	19,510		
U.S.	4,560		
Germany		29,300	
Italy	14,610		
Japan		41,237	
		1900	
England			720,000
France		53,340	
Russia		140,140	
U.S.		157,207	
Germany		92,365	
Italy	34,451		
Japan	31,000		

}

New Building
Not Completed

COMPARATIVE STRENGTH
NUMBER OF VESSELS



FIRST-CLASS BATTLE SHIPS.

Name.	Type.	Ship fully equipped ready for sea, all stores on board. Normal coal supply.				Speed per hour on trial.	Batteries.			Armor.		
		Length on load water line.	Extreme breadth.	Mean draft.	Displacement.		Main.	Secondary.	Torpedo tubes.	Sides.	Turrets.	Barbettes.
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>				<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>
Alabama	Seagoing coast-line battle ship. 2 13" barbette turrets.	368 0	72 2	23 6	11,565	16	4 13" B.L.R. 14 6" R.F.guns	16 6-pdr. R.F. 6 1-pdr. R.F. 4 Colts	4 long Whitehead.	Top 16 1/2 Bottom 9 1/2 Water line 13 1/2	14	15 10
Illinois	Seagoing coast-line battle ship. 2 13" barbette turrets.	368 0	72 2	23 6	11,565	16	4 13" B.L.R. 14 6" R.F.guns	16 6-pdr. R.F. 6 1-pdr. R.F. 4 Colts	4 long Whitehead.	Top 16 1/2 Bottom 9 1/2 Water line 13 1/2	14	15 10
Indiana	Seagoing coast-line battle ship. 2 13" barbette turrets. 4 8" barbette turrets.	348 0	69 3	25 1 1/2	10,810	15.547	4 13" B.L.R. 8 8" B.L.R. 4 6" R.F.guns	20 6-pdr. R.F. 7 1-pdr. R.F. 2 3" R.F.field	2 Whitehead.		18	15 8 7 6
Iowa	Seagoing coast-line battle ship. 2 12" barbette turrets. 4 8" barbette turrets.	360 0	72 2	24 0	11,340	17.087	4 12" B.L.R. 8 8" B.L.R. 6 4" R.F.guns	20 6-pdr. R.F. 4 1-pdr. R.F. 4 Colts	4 Howell.		14	15 8 7 6
Kearsarge	Seagoing coast-line battle ship. 2 13" barbette turrets. 2 8" turrets superposed.	368 0	72 2	23 6	11,525	16.816	4 13" B.L.R. 4 8" B.L.R. 14 5" R.F.guns	20 6-pdr. R.F. 6 1-pdr. R.F. 4 Colts	4 long Whitehead.	Top 16 1/2 Bottom 9 1/2 Water line 13 1/2	14	15 15 12 1/2
Kentucky	Seagoing coast-line battle ship. 2 13" barbette turrets. 2 8" turrets superposed.	368 0	72 2	23 6	11,525	16	4 13" B.L.R. 4 8" B.L.R. 14 5" R.F.guns	20 6-pdr. R.F. 6 1-pdr. R.F. 4 Colts	4 long Whitehead.	Top 16 1/2 Bottom 9 1/2 Water line 13 1/2	14	15 15 12 1/2
Maine	Seagoing coast-line battle ship. 2 12" barbette turrets.	388 0	72 2	23 6	12,300	18	4 12" B.L.R. 16 6" R.F.guns	4 1-pdr. automatic 2 1-pdr. R.F.guns 2 3" R.F.field 2 Colt automatic.	2 submerged.	Top 11 Bottom 7 1/2	12	12 8
Massachusetts	Seagoing coast-line battle ship. 2 13" barbette turrets. 4 8" barbette turrets.	348 0	69 3	25 1 1/2	10,810	16.21	4 13" B.L.R. 8 8" B.L.R. 4 6" R.F.guns	20 6-pdr. R.F. 8 1-pdr. R.F. 2 Colts	2 Whitehead.		18	15 6 6
Missouri	Seagoing coast-line battle ship. 2 12" barbette turrets.	368 0	72 2	23 6	12,230	18	4 12" B.L.R. 16 6" R.F.guns	4 1-pdr. automatic 2 1-pdr. R.F.guns 2 3" R.F.field 2 Colt automatic.	2 submerged.	Top 11 Bottom 7 1/2	12	12 8
Ohio	Seagoing coast-line battle ship. 2 12" barbette turrets.	388 0	72 2	23 6	12,440	18	4 12" B.L.R. 16 6" R.F.guns	4 1-pdr. automatic 2 1-pdr. R.F.guns 2 3" R.F.field 2 Colt automatic.	2 submerged.	Top 11 Bottom 7 1/2	12	12 8
Oregon	Seagoing coast-line battle ship. 2 13" barbette turrets. 4 8" barbette turrets.	348 0	69 3	25 4 1/2	11,000	16.79	4 13" B.L.R. 8 8" B.L.R. 4 6" R.F.guns	20 6-pdr. R.F. 2 1-pdr. R.F. 2 Colts	2 Whitehead.		18	15 6 6
Wisconsin	Seagoing coast-line battle ship. 2 13" barbette turrets.	368 0	72 2	23 6	11,565	16	4 13" B.L.R. 14 6" R.F.guns	16 6-pdr. R.F. 6 1-pdr. R.F. 4 Colts	4 long Whitehead.	Top 16 1/2 Bottom 9 1/2 Water line 13 1/2	14	15 10
Georgia	Authorized, but not contracted for.				13,500							
New Jersey	do				13,500							
Pennsylvania	do				13,500							

SECOND-CLASS BATTLE SHIPS.

Texas	Armored battle ship. 2 12" turrets.	301 4	64 1	22 6	6,315	17.8	9 12" B.L.R. 12 6" B.L.R.	12 6-pdr. R.F. 6 1-pdr. R.F. 4 37" H. R. C. 2 Colts 1 field gun	2 Whitehead.		12	12
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ARMORED CRUISERS.

Brooklyn	Armored cruiser. 4 8" barbette turrets.	400 6	64 8 1/2	24 0	9,215	21.91	8 8" B.L.R. 12 5" R.F.guns	12 6-pdr. R.F. 4 1-pdr. R.F. 4 Colts 2 3" R.F.field	4 Whitehead.		3	5 1/2 and 4
New York	Armored cruiser. 2 8" barbette turrets.	380 6 1/2	64 10	23 8 1/2	8,200	21	6 8" B.L.R. 12 4" R.F.guns	8 6-pdr. R.F. 2 1-pdr. R.F. 2 Colts 2 3" R.F.field	2 Whitehead.		4	5 1/2 10
California	Authorized but not contracted for.				12,000							
Nebraska	do				12,000							
West Virginia	do				12,000							

* With two-thirds of ammunition and two-thirds of stores.

† Estimated.

§ Above main belt.

ARMORED STEEL VESSELS—SINGLE-TURRET HARBOR-DEFENSE MONITORS.

Name.	Ship fully equipped, ready for sea, all stores on board. Normal coal supply.				Speed per hour on trial.	Batteries.			Armor.			Protective deck.	
	Length on load water line.	Extreme breadth.	Mean draft.	Displacement.		Main.	Secondary.	Torpedo tubes.	Sides.	Turrets.	Barbettes.	Slopes.	Flat.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>				<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>
Arkansas.....	252 0	50 0	12 6	3,235	* 11½	2 12" B. L. R. 4 4" R. F.	3 6-pdr. R. F. 5 1-pdr. R. F. 2 Colts	None.....	11	10	11	.....	1½
Connecticut.....	252 0	50 0	12 6	3,235	* 11½	2 12" B. L. R. 4 4" R. F.	3 6-pdr. R. F. 5 1-pdr. R. F. 2 Colts	None.....	11	10	11	.....	1½
Florida.....	252 0	50 0	12 6	3,235	* 11½	2 12" B. L. R. 4 4" R. F.	3 6-pdr. R. F. 5 1-pdr. R. F. 2 Colts	None.....	11	10	11	.....	1½
Wyoming.....	252 0	50 0	12 6	3,235	* 11½	2 12" B. L. R. 4 4" R. F.	3 6-pdr. R. F. 5 1-pdr. R. F. 2 Colts	None.....	11	10	11	.....	1½

* Estimated.

ARMORED VESSELS—DOUBLE-TURRETED MONITORS.

Name.	Type.	Ship fully equipped ready for sea, all stores on board. Normal coal supply.				Speed per hour on trial.	Batteries.			Armor.		
		Length on load water line.	Extreme breadth.	Mean draft.	Displacement.		Main.	Secondary.	Torpedo tubes.	Sides.	Turrets.	Barbettes.
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>				<i>Inches.</i>	<i>Inches.</i>	<i>Inches.</i>
Amphitrite.....	Iron low-freeboard coast-defense monitor. 2 steel barbette turrets.....	259 6	55 6	14 6	3,990	10.5	4 10" B. L. R. 2 4" R. F. guns	2 6-pdr. R. F. 2 3-pdr. R. F. 2 37" H. R. C. 5 1-pdr. R. F. G. 1 3" R. F. Field. 1 Colt	{ 9 5 }	7½	11½	
Miantonomoh.....	Iron low-freeboard coast-defense monitor. 2 compound armor turrets.	259 6	55 6	14 6	3,990	10.5	4 10" B. L. R.	2 6-pdr. R. F. G. 2 3-pdr. R. F. G. 6 1-pdr. R. F. G. 1 Gatling	7	11½	.....
Monadnock.....	Iron low-freeboard coast-defense monitor. 2 steel barbette turrets.	259 6	55 6	14 7	4,005	12	4 10" B. L. R. 2 4" R. F. guns	2 6-pdr. R. F. 2 3-pdr. R. F. 2 37" H. R. C. 2 1-pdr. R. F. G. 6 1-pdr. R. F.	{ 9 5 }	7½	11½	
Monterey.....	Steel low-freeboard monitor. 2 steel barbette turrets.....	250 0	59 0	14 10	4,084	13.6	2 12" B. L. R. 2 16" B. L. R.	4 1-pdr. R. F. 2 Gatlings 1 field gun	{ 13 8 6 }	Forward 8 Aft 7½	Forward 13 Aft 11½	
Puritan.....	Iron low-freeboard coast-defense monitor. 2 steel barbette turrets.....	290 3	60 1½	18 0	6,000	12.4	4 12" B. L. R. 6 4" R. F. guns	6 6-pdr. R. F. 2 37" H. R. C. 2 1-pdr. R. F. 2 6-pdr. R. F.	{ 14 10 6 }	8	14	
Terror.....	Iron low-freeboard coast-defense monitor. 2 steel turrets.....	259 6	55 6	14 6	3,980	10.5	4 10" B. L. R.	2 6-pdr. R. F. 2 3-pdr. R. F. 2 37" H. R. C. 2 1-pdr. R. F.	{ 7 4 }	11½	.....

UNARMORED PROTECTED CRUISERS.

Name.	Ship fully equipped ready for sea, all stores on board. Normal coal supply.				Speed per hour on trial.	Batteries.			Protective deck.	
	Length on load water line.	Extreme breadth.	Mean draft.	Displacement.		Main.	Secondary.	Torpedo tubes.	Slopes.	Flat.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>				<i>Inches.</i>	<i>Inches.</i>
Atlanta.....	271 3	42 1½	16 10	3,000	15.60	6 6" R. F. guns 1 8" B. L. R.	6 6-pdr. R. F. 4 1-pdr. R. F. 2 Colts 1 3" R. F. field.	.....	1½	1½
Baltimore.....	327 6	48 7½	20 0	4,570	20.096	4 8" B. L. R. 6 6" B. L. R.	4 6-pdr. R. F. 2 3-pdr. R. F. 2 1-pdr. R. F. 4 37" H. R. C. 2 Colts 1 3" R. F. field	.....	4	2½
Boston.....	271 3	42 1½	17 0	3,035	15.60	6 6" B. L. R. 2 8" B. L. R.	4 1-pdr. R. F. 2 1-pdr. R. F. 2 47" H. R. C. 2 37" H. R. C. 1 Gatling	.....	1½	1½
Charleston.....	312 7	46 2	18 7	3,730	18.20	2 8" B. L. R. 6 6" B. L. R.	4 6-pdr. R. F. 2 3-pdr. R. F. 2 1-pdr. R. F. 2 Colts 4 37" H. R. C. 1 3" R. F. field.	.....	3	2
Chicago.....	335 0	48 2	20 4½	5,000	* 18	4 8" B. L. R. 14 5" R. F. guns	7 6-pdr. R. F. 2 1-pdr. R. F. 2 Colts 1 3" R. F. field.	.....	1½	1½

UNARMORED PROTECTED CRUISERS—continued.

Name.	Ship fully equipped ready for sea, all stores on board. Normal coal supply.				Speed per hour on trial.	Batteries.			Protective deck.	
	Length on load water line.	Extreme breadth.	Mean draft.	Displacement.		Main.	Secondary.	Torpedo tubes.	Slopes.	Flat.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>				<i>Inches.</i>	<i>Inches.</i>
Cincinnati.....	300 0	42 0	18 0	3,213	* 19	11 5" R. F. guns.....	8 6-pdr. R. F. 2 1-pdr. R. F. 2 Colts 1 3" R. F. field		2 1/2	1
Columbia.....	412 0	58 2 1/2	22 0	7,375	22.8	1 8" B. L. R. 2 6" B. L. R. 8 4" R. F. guns.....	12 6-pdr. R. F. 2 1-pdr. R. F. 2 Colts 1 3" R. F. field	4 Whitehead.	4	2 1/2
Minneapolis.....	412 0	58 2 1/2	22 0	7,375	23.073	1 8" B. L. R. 2 6" B. L. R. 8 4" R. F. guns.....	12 6-pdr. R. F. 2 1-pdr. R. F. 2 Colts 1 3" R. F. field	4 Whitehead.	4	2 1/2
Newark.....	311 7	49 2	18 0	4,098	19	12 6" R. F. guns.....	8 6-pdr. R. F. 2 Colts 2 37mm R. C.		3	2
Olympia.....	340 0	53 0 1/2	21 6	5,870	21.086	10 5" R. F. guns..... 4 8" B. L. R. mounted in bar- bette turrets, armor 3 1/2 and 4 1/2 inches.	14 6-pdr. R. F. 7 1-pdr. R. F. 1 Gatling	6 Whitehead.	4 1/2	2
Philadelphia.....	327 6	48 7 1/2	19 6	4,410	19.678	12 6" R. F. guns.....	4 6-pdr. R. F. 4 3-pdr. R. F. 2 1-pdr. R. F. 2 Colts 2 37mm R. C. 1 3" R. F. field		4	2 1/2
Raleigh.....	300 0	42 0	18 0	3,213	† 19	10 5" R. F. guns..... 1 6" B. L. R.	8 6-pdr. R. F. 4 1-pdr. R. F. 1 Colt 1 3" R. F. field		2 1/2	1
San Francisco.....	310 0	49 2	18 9	4,098	19.525	12 6" B. L. R.	12 6-pdr. R. F. 2 1-pdr. R. F. 2 Colts	4 Whitehead.	3	2
Albany.....	346 0	43 9	18 0	3,769	† 20	6 6" R. F. 4 4.7" R. F.	10 6-pdr. R. F. 8 1-pdr. R. F. 2 Colt's	3	3	1 1/2
New Orleans.....	346 0	43 9	18 0	3,769	† 20	6 6" R. F. 4 4.7" R. F.	10 6-pdr. R. F. 8 1-pdr. R. F. 2 Colt's	3	3	1 1/2
Chattanooga.....	292 0	44 0	*† 15 9	*† 3,200	† 16.5	10 5" R. F.	8 6-pdr. R. F. 2 1-pdr. R. F. 2 Colt aut.		2 and 1	†
Cleveland.....	292 0	44 0	*† 15 9	*† 3,200	† 16.5	10 5" R. F.	8 6-pdr. R. F. 2 1-pdr. R. F. 2 Colt aut.		2 and 1	†
Denver.....	292 0	44 0	*† 15 9	*† 3,200	† 16.5	10 5" R. F.	8 6-pdr. R. F. 2 1-pdr. R. F. 2 Colt aut.		2 and 1	†
Des Moines.....	292 0	44 0	*† 15 9	*† 3,200	† 16.5	10 5" R. F.	8 6-pdr. R. F. 2 1-pdr. R. F. 2 Colt aut.		2 and 1	†
Galveston.....	292 0	44 0	*† 15 9	*† 3,200	† 16.5	10 5" R. F.	8 6-pdr. R. F. 2 1-pdr. R. F. 2 Colt aut.		2 and 1	†
Tacoma.....	292 0	44 0	*† 15 9	*† 3,200	† 16.5	10 5" R. F.	8 6-pdr. R. F. 2 1-pdr. R. F. 2 Colt aut.		2 and 1	†

* With two-third stores.

† Estimated.

UNARMORED UNPROTECTED CRUISERS.

Name.	Ship fully equipped ready for sea, all stores on board. Normal coal supply.				Speed per hour on trial.	Batteries.			Water-tight deck.	
	Length on load water line.	Extreme breadth.	Mean draft.	Displacement.		Main.	Secondary.	Torpedo tubes.	Slopes.	Flat.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>				<i>Inch.</i>	<i>Inch.</i>
Detroit.....	257 0	37 0	14 7	2,089	18.71	10 5" R. F. guns.....	6 6-pdr. R. F. 2 1-pdr. R. F. 2 Colts 1 3" R. F. field	2 Whitehead.	7 1/2	7 1/2
Marblehead.....	257 0	37 0	14 7	2,089	18.44	10 5" R. F. guns.....	6 6-pdr. R. F. 2 1-pdr. R. F. 2 Colts	2 Whitehead.	7 1/2	7 1/2
Montgomery.....	257 0	37 0	14 7	2,089	19.05	10 5" R. F. guns.....	6 6-pdr. R. F. 2 1-pdr. R. F. 2 Colts	2 Whitehead.	7 1/2	7 1/2
Reina Mercedes*.....	279 9 1/2	43 3	19 1 1/2	3,090	† 17.05		8 6-pdr. R. F. 2 1-pdr. R. F. 2 Colts			

* Captured during war with Spain.

† Estimated.

UNARMORED GUNBOATS.

Name.	Ship fully equipped ready for sea, all stores on board. Normal coal supply.				Speed per hour on trial.	Batteries.		Torpedo tubes.
	Length on load water line.	Extreme breadth.	Mean draft.	Displacement.		Main.	Secondary.	
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>			
Bancroft.....	187 6	32 0	12 2	830	14.37	4 4" R. F. guns.....	8 3-pdr. R. F. 1 1-pdr. R. F. 1 Colt	1 Whitehead.
Bennington.....	230 0	36 0	14 0	1,710	17.5	6 6" B. L. R.	2 6-pdr. R. F. 2 3-pdr. R. F. 2 37mm H. R. C.	

UNARMORED GUNBOATS—continued.

Name.	Ship fully equipped ready for sea, all stores on board. Normal coal supply.				Speed per hour on trial.	Batteries.		
	Length on load water line.	Extreme breadth.	Mean draft.	Displacement.		Main.	Secondary.	Torpedo tubes.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>			
Castine.....	204 0	32 1½	12 0	1,177	16.03	8 4" R. F. guns.....	4 6-pdr. R. F. 2 1-pdr. R. F. 1 Colt.....	
Concord.....	230 0	36 0	14 0	1,710	16.8	6 6" B. L. R.....	2 6-pdr. R. F. 2 3-pdr. R. F. 2 37 ^{mm} H. R. C. 2 Gatlings.....	
Don Juan de Austria*†	210 0	32 0	12 6	1,130	‡14			
Isla de Cuba*	192 0	30 1½	11 6	1,090	‡14	6 4.7" R. F. guns.....	4 6-pdr. R. F. 4 Nordenfelts.....	
Isla de Luzon*	192 0	30 1½	11 6	1,090	‡14	6 4.7" R. F. guns.....	4 6-pdr. R. F. 4 Nordenfelts.....	
Machias.....	204 0	32 1½	12 0	1,177	15.46	8 4" R. F. guns.....	4 6-pdr. R. F. 2 1-pdr. R. F. 1 Colt.....	
Petrel.....	176 3	31 0	11 7	892	11.79	4 6" B. L. R.....	2 3-pdr. R. F. 1 1-pdr. R. F. 2 37 ^{mm} H. R. C. 2 Gatlings.....	
Topeka§.....	250 0	35 0	15 5	1,814	‡16	6 4" R. F. guns.....	6 3-pdr. R. F. 2 1-pdr. R. F. 1 Colt.....	
Yorktown.....	230 0	36 0	14 0	1,710	16.14	6 6" R. F. guns.....	2 6-pdr. R. F. 2 3-pdr. R. F. 4 1-pdr. R. F. 2 Colts.....	
Gunboat No. 16.....								

UNARMORED COMPOSITE VESSELS—GUNBOATS.

Name.	Length on load water line.	Extreme breadth.	Mean draft.	Displacement.	Speed per hour on trial.	Main.	Secondary.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>		
Annapolis.....	168 0	36 0	12 5	1,090	13.17	6 4" R. F. guns.....	4 6-pdr. R. F. G. 2 1-pdr. R. F. G. 1 Colt.....
Marietta.....	174 0	34 0	12 0	1,000	13.03	6 4" R. F. guns.....	4 6-pdr. R. F. G. 2 1-pdr. R. F. G. 1 Colt.....
Newport.....	168 0	36 0	12 0	1,000	12.29	6 4" R. F. guns.....	1 3" R. F. field. 4 6-pdr. R. F. G. 2 1-pdr. R. F. G. 1 Colt.....
Princeton.....	168 0	36 0	12 9½	1,100	‡12	6 4" R. F. guns.....	4 6-pdr. R. F. G. 2 1-pdr. R. F. G. 1 Colt.....
Vicksburg.....	168 0	36 0	12 0	1,000	12.71	6 4" R. F. guns.....	4 6-pdr. R. F. G. 2 1-pdr. R. F. G. 1 Colt.....
Wheeling.....	174 0	34 0	12 0	1,000	12.88	6 4" R. F. guns.....	4 6-pdr. R. F. G. 2 1-pdr. R. F. G. 1 Colt.....

TRAINING SHIP—NAVAL ACADEMY.

Name.	Length on load water line.	Extreme breadth.	Mean draft.	Displacement.	Speed per hour on trial.	Main.	Secondary.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>		
Chesapeake.....	175 0	37 0	16 6	1,175	10.86	6 4" R. F. guns.....	4 6-pdr. R. F. G. 2 1-pdr. R. F. G.....

* Captured during war with Spain.

† Iron gunboat.

‡ Estimated.

§ Sailing ship.

UNARMORED STEEL VESSELS—SPECIAL CLASS.

Name.	Ship fully equipped ready for sea, all stores on board. Normal coal supply.				Speed per hour on trial.	Batteries.	
	Length on load water line.	Extreme breadth.	Mean draft.	Displacement.		Main.	Secondary.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>		
Dolphin.....	240 0	32 0	14 3	1,486	15.50	3 4" R. F. guns.....	2 14-pdr. R. F. G. 2 6-pdr. R. F. G. 2 3-pdr. R. F. G. 2 Gatlings. 5 3-pdr. R. F. G. 1 Colt.....
Vesuvius.....	252 4	26 6½	10 7½	929	21.42	3 15" dynamite guns.....	

UNARMORED VESSELS—GUNBOATS UNDER 500 TONS.

Name.	Material.	Ship fully equipped ready for sea, all stores on board. Normal coal supply.				Speed per hour.
		Length on load water line.	Extreme breadth.	Mean draft.	Displacement.	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>
Albay*						
Alvarado†	Steel	110 0	15 6½	5 6	106	‡19
Belusan*						
Calamianes*						
Callao†	Steel	119 1	17 7	6 8	208	‡19.7
El Cano†						
Guardoqui*						
Leyte†	Iron	98 5	16 6	7 3	151	‡8
Manilleño*						
Mariveles*						
Mindanao†	Wood	92 2	17 10	5 6	83	‡8

* Purchased by War Department.

† Captured from Spain.

‡ Estimated.

UNARMORED VESSELS—GUNBOATS UNDER 500 TONS—continued.

Name.	Material.	Ship fully equipped ready for sea, all stores on board. Normal coal supply.				Speed per hour.
		Length on load water line.	Extreme breadth.	Mean draft.	Displacement.	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	
Mindoro*						
Pampango*						
Panay*						
Paragua*						
Samar*						
Sandoval†	Steel	110 0	15 6	5 6	106	19
Urdaneta*						
Vasco*						

* Purchased by War Department.

† Captured from Spain.

‡ Estimated.

UNARMORED STEEL VESSELS—TORPEDO-BOAT DESTROYERS.

Name.	Ship fully equipped ready for sea, all stores on board. Normal coal supply.				Speed per hour on trial.	Batteries.	
	Length on load water line.	Extreme breadth.	Mean draft.	Displacement.		Torpedo tubes.	Guns.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>		<i>Knots.</i>	
Bainbridge	245 0	23 7½	6 6	420	* 29	2 long 18" Whitehead	2 14-pdr. R. F. and 5 6-pdr. R. F.
Barry	245 0	23 7½	6 6	420	* 29	2 long 18" Whitehead	2 14-pdr. R. F. and 5 6-pdr. R. F.
Chauncey	245 0	23 7½	6 6	420	* 29	2 long 18" Whitehead	2 14-pdr. R. F. and 5 6-pdr. R. F.
Dale	245 0	23 7½	6 6	420	* 28	2 long 18" Whitehead	2 14-pdr. R. F. and 5 6-pdr. R. F.
Decatur	245 0	23 7½	6 6	420	* 29	2 long 18" Whitehead	2 14-pdr. R. F. and 5 6-pdr. R. F.
Hopkins	244 0	24 6	6 0	408	* 29	2 long 18" Whitehead	2 14-pdr. R. F. and 5 6-pdr. R. F.
Hull	244 0	24 6	6 0	408	* 29	2 long 18" Whitehead	2 14-pdr. R. F. and 5 6-pdr. R. F.
Lawrence	242 3	22 3	6 2½	400	* 30	2 long 18" Whitehead	2 14-pdr. R. F. and 5 6-pdr. R. F.
Macdonough	242 3	22 3	6 2½	400	* 29	2 long 18" Whitehead	2 14-pdr. R. F. and 5 6-pdr. R. F.
Paul Jones	245 0	23 7½	6 6	420	* 29	2 long 18" Whitehead	2 14-pdr. R. F. and 5 6-pdr. R. F.
Perry	245 0	23 7½	6 6	420	* 29	2 long 18" Whitehead	2 14-pdr. R. F. and 5 6-pdr. R. F.
Porry	245 0	23 7½	6 6	420	* 29	2 long 18" Whitehead	2 14-pdr. R. F. and 5 6-pdr. R. F.
Stewart	245 0	23 7½	6 6	420	* 29	2 long 18" Whitehead	2 14-pdr. R. F. and 5 6-pdr. R. F.
Truxtun	248 0	23 3	6 0	433	* 30	2 long 18" Whitehead	2 14-pdr. R. F. and 5 6-pdr. R. F.
Whipple	248 0	23 3	6 0	433	* 30	2 long 18" Whitehead	2 14-pdr. R. F. and 5 6-pdr. R. F.
Worden	248 0	23 3	6 0	433	* 30	2 long 18" Whitehead	2 14-pdr. R. F. and 5 6-pdr. R. F.

* Estimated.

UNARMORED STEEL VESSELS—TORPEDO BOATS.

	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>		
Bagley	157 0	17 0	4 7½	167	* 28	3 18" Whitehead	3 3-pdr. R. F.
Bailey	205 0	19 2½	6 0	235	* 30	2 18" Whitehead	4 6-pdr. R. F.
Barcelo α	124 7	11 0	6 11		* 17		
Barney	157 0	17 0	4 7½	167	* 28	3 18" Whitehead	3 3-pdr. R. F.
Biddle	157 0	17 0	4 7½	167	* 28	3 18" Whitehead	3 3-pdr. R. F.
Blakely	175 0	17 6	4 8	165	* 26	3 18" Whitehead	3 3-pdr. R. F.
Cushing	138 9	14 3	4 10½	105	22.5	3 18" Whitehead	3 1-pdr. R. F.
Davis	146 0	15 4	5 10	154	23.41	3 18" Whitehead, Long	3 1-pdr. R. F.
Dahlgren	147 0	16 4½	4 7½	148.4	* 30.5	2 18" Whitehead, Long	4 1-pdr. R. F.
De Long	175 0	17 6	4 8	165	26	3 18" Whitehead	3 3-pdr. R. F.
Du Pont	175 0	17 8½	4 8	165	28.58	3 18" Whitehead	4 1-pdr. R. F.
Ericsson	149 7	15 6	4 9	120	24	3 18" Whitehead	4 1-pdr. R. F.
Farragut	213 6	20 7½	6 0	279	30.13	2 18" Whitehead	4 6-pdr. R. F.
Fox	146 0	15 4	5 10	154	23.13	3 18" Whitehead, Long	3 1-pdr. R. F.
Foote	160 0	16 0½	5 0	142	24.534	3 18" Whitehead	3 1-pdr. R. F.
Goldsborough	194 8	20 5	5 0	247.5	30	2 18" Whitehead, Long	4 6-pdr. R. F.
Gwin	99 6	12 6	3 3	45.78	20.88	2 18" Whitehead	1 1-pdr. R. F.
Mackenzie	99 3	12 9½	4 3	65	20.11	2 18" Whitehead	1 1-pdr. R. F.
Manly †	60 8	9 5	2 10½				
McKee	99 3	12 9½	4 3	65	19.82	2 18" Whitehead	2 1-pdr. R. F.
Morris	138 3	15 6	4 6½	104.75	24	3 18" Whitehead, Long	3 1-pdr. R. F.
Nicholson	174 6	17 0	4 6	174	* 28	3 18" Whitehead	3 3-pdr. R. F.
O'Brien	174 6	17 0	4 6	174	* 28	3 18" Whitehead	3 3-pdr. R. F.
Porter	175 0	17 8½	4 8	165	28.630	3 18" Whitehead	4 1-pdr. R. F.
Rodgers	169 0	16 0½	5 0	142	* 24.5	3 18" Whitehead	3 1-pdr. R. F.
Rowan	170 0	17 0	5 11	182	27.074	3 18" Whitehead	4 1-pdr. R. F.
Shubrick	175 0	17 6	4 8	165	* 26	3 18" Whitehead	4 3-pdr. R. F.
Somers †	149 3½	17 4½		145	* 23		3 3-pdr. R. F.
Stockton	175 0	17 6	4 8	165	* 26	3 18" Whitehead	3 3-pdr. R. F.
Stringham	225 0	22 0	6 6	340	* 30	2 18" Whitehead, Long	7 6-pdr. R. F.
T. A. M. Craven	147 0	16 4½	4 7½	146.4	* 30.5	2 18" Whitehead, Long	4 1-pdr. R. F.
Talbot	99 6	12 6	3 3½	46.5	21.15	2 18" Whitehead	1 1-pdr. R. F.
Thornton	175 0	17 6	4 8	165	* 26	3 18" Whitehead	3 3-pdr. R. F.
Tingey	175 0	17 6	4 8	165	* 26	3 18" Whitehead	3 3-pdr. R. F.
Wilkes	175 0	17 6	4 8	165	* 26½	3 18" Whitehead	3 3-pdr. R. F.
Winslow	160 0	16 0½	5 0	142	24.82	3 18" Whitehead	3 1-pdr. R. F.

α Captured during war with Spain.

* Estimated.

† Purchased during war with Spain.

UNARMORED STEEL VESSEL—SUBMARINE TORPEDO BOAT.

Name.	Ship fully equipped ready for sea, all stores on board. Normal coal supply.				Speed per hour on trial.
	Length on load water line.	Extreme breadth.	Mean draft from line tangent to bottom of screw and forefoot.	Displacement.	
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	
Plunger	85 3	11 6		168	8

WOOD TORPEDO BOAT.

Stiletto	88 6	11 0	3 0	31	18.22
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SUBMARINE TORPEDO BOAT.

Name.	Water-tight deck.		Batteries.	
	Slopes.	Flat.	Torpedo tubes.	Guns.
Plunger.....			2 Whitehead.....	

WOOD TORPEDO BOAT.				
Stiletto.....			2 Howell.....	

For summary of all vessels in Navy see table on page 19, under "Our present Navy."

Statement showing the amounts authorized for new vessels under "Increase of the Navy," in each act of Congress since and including the act of March 3, 1853 the vessels authorized, the amounts appropriated, the amount expended upon each vessel authorized, the total actual cost of finished vessels, including armament and equipment, to June 30, 1899, and the estimated amount to be expended upon unfinished vessels from that date.

FINISHED VESSELS.

Vessels authorized and dates of acts of Congress.	Amounts authorized for hull and machinery, including hull armor.	Amounts appropriated—		Amounts expended—					Total cost of finished vessels.	
		For hull and machinery.	For armor, armament, and equip-ment.	For hull and machinery, including hull armor.	For armor for gun protection.	For speed premiums, trial-trip expenses, etc.	For arma-ment.	For equip-ment, Bu-reaus of Equipment, Construc-tion and Re- pair, and Steam En- gineering.		
<i>March 3, 1853.</i>										
Chicago.....										
Atlanta.....										
Boston.....	\$4,268,801.80			\$4,268,801.80				Included in total cost.		\$4,268,801.80
Dolphin.....										
For above vessels.....		\$1,300,000.00								
For above vessels, including their armament and equip-ment, by acts of July 7, 1854, Mar. 3, 1855, July 23, 1856, and Mar. 30, 1858.....				2,968,801.80						
<i>March 3, 1855.</i>										
Newark.....	1,300,000.00			1,386,196.86		\$53,185.34	\$265,256.10	\$125,478.81		1,830,117.20
Charleston.....	1,100,000.00			1,161,504.10		21,462.84	290,997.51	122,893.75		1,580,858.20
Yorktown.....	520,000.00			505,880.45		43,028.16	156,732.64	62,401.34		768,080.59
Petrel.....	275,000.00			307,996.55		1,965.10	81,736.08	72,317.70		464,035.63
For above-named vessels.....		1,895,000.00								
<i>August 3, 1856.</i>										
Baltimore.....	1,500,000.00			1,434,129.93		120,354.01	301,194.72	121,050.69		1,978,729.35
Vesuvius.....	350,000.00			357,255.33		2,609.89	11,865.29	8,500.25		380,230.76
Cushing.....	100,000.00			88,066.29			16,641.56	2,738.46		118,106.31
Maine.....	2,500,000.00			3,685,737.27	\$368,369.45		517,397.85	116,224.18		4,677,788.75
Texas.....	2,500,000.00			1,827,085.12	411,139.87		477,459.94	83,406.56		4,202,121.49
Puritan.....				1,820,094.24	274,421.63		251,977.87	76,960.00		2,403,483.74
Monadnock.....				1,752,418.76	174,046.07		130,907.21	67,682.44		2,104,054.48
Amphitrite.....	3,178,046.00			1,213,891.10	100,745.40		143,193.19	57,735.28		1,575,504.97
Terror.....				1,274,244.08	144,064.64		133,853.68	64,489.17		1,617,251.57
For all above-named vessels.....		2,275,000.00								
<i>March 3, 1857.</i>										
Miantonomoh.....	758,517.85			758,517.85			239,211.68	39,506.53		1,057,236.06
For all above-named vessels.....		2,420,000.00								
Philadelphia.....	1,500,000.00			1,443,964.85		117,427.62	295,406.69	101,861.22		1,958,660.38
San Francisco.....	1,500,000.00	1,500,000.00		1,612,811.50		125,446.32	272,876.54	124,168.95		2,135,303.31
Concord.....	550,000.00			557,607.83		8,748.38	126,736.75	72,190.76		765,283.72
Bennington.....	550,000.00			568,455.30		10,351.07	125,938.09	64,613.25		769,317.71
Monterey.....	2,000,000.00	1,000,000.00		2,066,199.95	100,534.38	11,547.42	344,795.13	115,471.18		2,728,548.06
Armament of all vessels author-ized.....			\$2,128,362.00							
Armor and gun steel of all ves-sels authorized.....			4,000,000.00							
<i>September 7, 1858.</i>										
New York.....	3,500,000.00			3,486,118.36	170,299.03	241,422.93	341,626.43	107,175.64		4,346,642.39
Olympia.....	1,800,000.00			1,970,709.97	141,522.62	371,794.95	343,343.84	151,912.00		2,979,283.38
Cincinnati.....	1,100,000.00			1,995,773.30	27,553.61		232,116.93	116,460.68		2,371,904.52
Raleigh.....	1,100,000.00			1,839,965.23	27,969.09		232,465.97	99,329.51		2,199,729.80
Montgomery.....	700,000.00			810,681.65	13,019.67	227,241.22	162,257.26	53,918.91		1,267,109.71
Detroit.....	700,000.00			808,782.64	13,154.14	182,775.47	176,150.44	52,177.81		1,233,069.90
Marblehead.....	700,000.00			900,391.85	11,918.56	149,115.89	172,458.20	57,278.43		1,291,182.93
For all above-named vessels.....		3,500,000.00								
Bancroft.....	260,000.00	260,000.00		308,318.07		54,186.98	47,559.50	21,217.08		431,281.63
Armament of all vessels author-ized.....			2,000,000.00							
<i>March 2, 1859.</i>										
Machias.....	350,000.00			438,702.62		53,799.70	102,278.81	62,879.94		657,661.07
Castine.....	350,000.00			452,763.78		58,114.35	104,975.13	55,610.94		671,464.20
Katahdin.....	1,513,891.31			1,594,404.17		9,287.14	12,661.20	3,474.84		1,529,827.35
For all above named vessels.....		4,055,000.00	2,500,000.00							
<i>June 30, 1899.</i>										
Armor and armament of all above-named vessels.....			2,500,000.00							
Indiana.....	4,000,000.00			4,300,149.62	977,134.02	56,424.41	553,972.48	95,691.45		5,983,871.98

Statement showing the amounts authorized for new vessels under "Increase of the Navy," etc.—Continued.

FINISHED VESSELS—continued.

Vessels authorized and dates of acts of Congress.	Amounts authorized for hull and machinery, including hull armor.	Amounts appropriated—			Amounts expended—				Total cost of finished vessels.
		For hull and machinery.	For armor, armament, and equipment.	For hull and machinery, including hull armor.	For armor for gun protection.	For speed premiums, trial-trip expenses, etc.	For armament.	For equipment, Bureaus of Equipment, Construction and Repair, and Steam Engineering.	
Massachusetts	\$4,000,000.00			\$4,254,910.66	\$1,030,051.58	\$116,882.73	\$564,572.02	\$80,700.06	\$6,047,117.95
Oregon	4,000,000.00			4,617,945.01	1,029,591.42	267,085.47	585,508.77	75,412.09	6,575,032.76
Columbia	2,750,000.00			3,045,164.47	31,735.79	385,000.00	288,506.77	153,544.23	3,909,011.26
Ericsson	125,000.00			123,484.75			14,433.25	6,234.08	144,142.08
For all above-named vessels		\$5,475,000.00							
<i>September 29, 1890.</i>									
Nickel matte for armor of all ships			\$800,000.00						
<i>March 2, 1891.</i>									
Minneapolis	2,750,000.00			2,027,030.82	31,205.27	445,470.98	275,847.35	170,442.02	3,840,996.44
For all above-named vessels		12,107,000.00	4,000,000.00						
For equipment of new vessels (Bureau of Equipment)			400,000.00						
<i>March 3, 1891.</i>									
For all above-named vessels		1,000,000.00							
<i>July 19, 1892.</i>									
Brooklyn	3,500,000.00			3,254,019.37	323,552.21	367,249.15	341,639.32	137,330.04	4,423,790.09
Iowa	4,000,000.00			3,971,502.44	956,460.65	234,624.03	583,859.48	124,759.72	5,871,206.32
For all above-named vessels		7,000,000.00	2,000,000.00						
For equipment of above-named vessels			400,000.00						
<i>March 3, 1893.</i>									
Nashville	400,000.00			419,700.50	11,041.56	45,980.00	58,326.61	51,319.48	586,368.15
Wilmington	400,000.00			374,435.83	8,920.82	41,512.00	58,978.12	53,328.10	537,174.87
Helena	400,000.00			371,892.21	8,834.44	49,942.40	57,707.92	52,689.36	541,066.33
Plunger (see unfinished vessels)	200,000.00								
For all above-named vessels		6,875,000.00							
For equipment of above-named vessels			250,000.00						
<i>July 26, 1894.</i>									
For all above-named vessels		5,955,025.00	4,000,000.00						
Foote	150,000.00			118,710.38		506.36	14,742.30	3,314.24	137,273.28
Rodgers	150,000.00			110,214.26		506.37	15,289.47	2,505.23	128,515.33
Winslow	150,000.00			103,288.39		506.37	15,027.63	2,783.32	121,605.71
Remission of time penalties, Vesuvius		39,700.00							
<i>March 2, 1895.</i>									
Annapolis	230,000.00			277,659.80		471.72	40,837.15	56,448.54	375,417.21
Vicksburg	230,000.00			285,579.20		471.72	46,772.18	55,927.51	388,750.61
Newport	230,000.00			298,143.42		471.72	44,217.10	61,124.09	403,956.33
Princeton	230,000.00			312,704.95		471.73	45,548.07	35,891.63	394,616.38
Wheeling	230,000.00			255,597.46		471.73	47,720.46	44,726.31	348,515.96
Marietta	230,000.00			260,100.29		471.73	46,914.25	43,938.35	351,424.62
Porter	175,000.00			190,036.69		285.04	15,425.98	2,154.67	216,902.38
Du Pont	175,000.00			165,204.39		285.04	13,535.30	2,043.02	181,067.75
Rowan	175,000.00			180,531.36		285.04	13,895.70	1,802.93	196,515.03
Kearsarge (see unfinished vessels)	4,000,000.00								
Kentucky (see unfinished vessels)	4,000,000.00								
For all above-named vessels		8,364,851.80	4,837,670.00						
For equipment of above-named vessels			125,000.00						
Remission of time penalties		40,350.00							
<i>February 26, 1896.</i>									
For equipment of above-named vessels			50,000.00						
<i>June 10, 1896.</i>									
For equipment of above-named vessels			237,000.00						
Illinois (see unfinished vessels)	3,750,000.00								
Alabama (see unfinished vessels)	3,750,000.00								
Wisconsin (see unfinished vessels)	3,750,000.00								
Dahlgren (see unfinished vessels)	800,000.00								
Craven (see unfinished vessels)	800,000.00								
Farragut (see unfinished vessels)	800,000.00								
Mackenzie (see unfinished vessels)	800,000.00								
Fox (see unfinished vessels)	800,000.00								
Morris				94,575.23		348.64	17,069.44	2,717.77	114,711.08
Talbot				41,334.36		348.64	10,392.51	1,950.14	54,025.65
Gwin	500,000.00			41,319.60		348.64	10,263.25	2,088.98	54,000.47
Davis				93,892.30		348.63	17,320.05	2,403.19	113,964.17
McKee				58,139.95		348.69	9,962.73	1,889.44	70,340.81
For all above-named vessels		6,870,600.00	4,371,454.00						
Total	85,954,056.96	74,901,328.10	34,599,486.00	74,556,797.91	6,527,996.92	3,881,061.76	9,949,398.88	3,614,256.38	98,529,511.85

Statement showing the amounts authorized for new vessels under "Increase of the Navy," etc.—Continued.

UNFINISHED VESSELS.

Vessels authorized and dates of acts of Congress.	Amounts authorized for hulls and machinery, including hull armor.	Amounts appropriated—		Expended for hull and machinery to June 30, 1899.	Estimated amounts to be expended for completion in addition to expenditures to June 30, 1899.				Estimated total cost.
		For hull and machinery.	For armor, armament, and equipment.		Bureau of Equipment.	Bureau of Ordnance.	Bureau of Construction and Repair.	Bureau of Steam Engineering.	
Plunger				\$90,238.74	\$1,500.00		\$32,142.00	\$26,100.00	\$159,080.74
Kearsarge				3,730,822.77	35,000.00		237,998.00	310,827.00	5,574,417.77
Kentucky				3,591,275.43	35,000.00		1,263,959.00	293,566.00	5,531,379.43
Illinois				1,947,306.42	34,000.00		2,701,063.00	830,538.00	5,869,238.42
Alabama				2,570,815.90	34,000.00		2,668,343.00	570,213.00	5,994,321.90
Wisconsin				2,272,706.68	34,000.00		2,576,632.00	672,024.00	6,040,726.68
Dahlgren				167,016.28	5,000.00		14,890.00	14,223.00	232,304.28
Craven				166,884.11	5,000.00		14,890.00	14,661.00	232,335.11
Farragut				229,074.24	5,000.00		16,412.00	17,350.00	267,836.24
Mackenzie				42,017.09	3,000.00		19,345.00	8,285.00	72,647.09
Fox				88,055.67	3,000.00		12,983.00	11,415.00	115,453.67
<i>March 3, 1897.</i>									
For equipment of above-named vessels			\$162,628.00						
Stringham	\$800,000.00			183,046.55	3,000.00		25,320.00	24,232.00	282,583.55
Goldsborough				140,130.69	3,000.00		23,630.00	29,244.00	241,585.69
Bailey				139,993.45	3,000.00		25,350.00	31,058.00	252,481.45
For above-named vessels		\$6,425,359.00	7,220,796.00						
Chesapeake	250,000.00	250,000.00		108,235.55	58,144.48		50,000.00	193,620.00	408,000.30
<i>May 4, 1898.</i>									
Maine	3,000,000.00			186,232.81	50,000.00		2,553,000.00	2,050,700.00	5,676,432.81
Missouri	3,000,000.00			9,526.34	50,000.00		2,553,000.00	2,184,467.00	5,673,983.34
Ohio	3,000,000.00			184,291.12	50,000.00		2,553,000.00	2,292,929.00	5,906,350.12
Arkansas	1,250,000.00			3,784.00	30,000.00		584,739.00	759,742.00	1,693,755.00
Connecticut	1,250,000.00			90,062.68	30,000.00		584,739.00	680,890.00	1,690,271.68
Florida	1,250,000.00			45,756.42	30,000.00		584,739.00	689,744.00	1,629,889.42
Wyoming	1,250,000.00			135,239.17	30,000.00		584,739.00	670,436.00	1,681,869.17
Bainbridge				1,561.36	3,500.00		30,000.00	151,890.00	330,451.36
Barry				1,546.26	3,500.00		30,000.00	151,904.00	330,450.26
Chauncey				1,456.71	3,500.00		30,000.00	151,957.00	330,413.71
Dale				24,765.82	3,500.00		30,000.00	159,692.00	307,957.82
Decatur				24,633.48	3,500.00		30,000.00	119,770.00	307,903.48
Hopkins				28,000.51	3,500.00		30,000.00	144,726.00	338,926.51
Hull				27,970.19	3,500.00		30,000.00	144,678.00	338,848.19
Lawrence				27,115.49	3,500.00		30,000.00	114,279.00	302,840.49
McDonough				27,346.01	3,500.00		30,000.00	114,278.00	303,064.01
Paul Jones				52,358.43	3,500.00		30,000.00	135,846.00	333,614.43
Perry				52,301.92	3,500.00		30,000.00	134,118.00	333,629.92
Preble				52,295.67	3,500.00		30,000.00	134,118.00	333,623.67
Stewart				367.30	3,500.00		30,000.00	151,669.00	329,036.30
Truxtun				1,466.49	3,500.00		30,000.00	154,692.00	333,158.49
Whipple	6,900,000.00			1,408.61	3,500.00		30,000.00	154,736.00	333,144.01
Worden				1,366.02	3,500.00		30,000.00	154,772.00	333,138.02
Bagley				574.65	2,500.00		25,350.00	88,589.00	200,013.65
Barney				494.66	2,500.00		25,350.00	88,820.00	200,164.66
Biddle				478.43	2,500.00		25,350.00	88,838.00	200,166.43
Blakeley				30,247.37	2,500.00		25,350.00	72,804.00	199,586.37
De Long				30,199.81	2,500.00		25,350.00	72,200.00	199,344.81
Nicholson				32,087.31	2,500.00		25,350.00	64,681.00	190,068.31
O'Brien				32,171.19	2,500.00		25,350.00	64,592.00	190,063.19
Shubrick				48,842.54	2,500.00		25,350.00	48,271.00	169,488.54
Stockton				48,723.81	2,500.00		25,350.00	48,375.00	169,473.81
Thornton				48,598.29	2,500.00		25,350.00	48,475.00	169,448.29
Tingey				31,933.32	4,000.00		25,350.00	76,918.00	209,105.32
Wilkes				1,511.49	4,000.00		25,350.00	72,681.00	186,542.49
Gunboat No. 16a	280,000.00								
For above-named vessels		13,648,473.00							
For vessels authorized since and including the act of July 26, 1894			7,162,800.00						
For equipment of above-named vessels			415,800.00						
<i>March 3, 1899.</i>									
Georgia	3,600,000.00								
New Jersey	3,600,000.00								
Pennsylvania	3,600,000.00								
California	4,000,000.00								
Nebraska	4,000,000.00								
West Virginia	4,000,000.00								
Chattanooga	1,141,800.00								
Cleveland	1,141,800.00								
Denver	1,141,800.00								
Des Moines	1,141,800.00								
Galveston	1,141,800.00								
Tacoma	1,141,800.00								
For above-named vessels		5,992,402.00							
For vessels authorized since and including the act of July 26, 1894			4,000,000.00						
For equipment of above-named vessels			400,000.00						
Total	51,860,800.00	26,316,234.00	19,361,224.00	16,801,944.75	618,644.48	21,465,263.00	15,253,846.00	8,430,912.00	62,570,610.23

a Contract not yet awarded.

Mr. CUMMINGS. Mr. Chairman, I would be untrue to myself if I did not congratulate the gentleman from Illinois [Mr. Foss] who has just taken his seat upon the masterful showing which he has made in his report, and upon the conclusion of the arduous labors in committee that have accompanied the birth of this bill. That the committee itself did not come to a unanimous agreement

is to me a matter of regret. I myself agree in some things with the minority and agree in others with the majority. But I believed it to be my duty, if I had any fight to make, to make it upon the floor of this House, as I have heretofore done, and I declined to sign the minority report.

Mr. Chairman, the past shows that a powerful navy for the

American nation is a vital necessity. Without it we may become the prey of the robber nations of the earth; without a great navy, I will undertake to say, we to-day might be at war with Great Britain over the Alaska boundary. Her rapacity toward the Boers is due to her greed for gold; and there is as much gold in Alaska as in the Transvaal. It is the fact that we are prepared for war that saves us from trouble with the powers of Europe. From the days of the battle of Salamis down to the present a strong navy has been the safety of a maritime nation. It was the battle of Salamis that drove Xerxes from Greece, not the fight at the pass of Thermopylae. It was the battle in the bay that sent him whirling back across the Hellespont into Asia, where he belonged.

When Hannibal invaded Italy and maintained himself there for seventeen years without reinforcement, it was not the Roman legions that drove him to Africa; it was the Roman ships which conveyed Scipio's army there and forced Hannibal to follow it in a vain effort to defend Carthage. It was the navy that made Venice the supreme mistress of the commerce of the world for centuries. The Mediterranean Sea was practically a Venetian lake, because of the Venetian navy. It was her navy that afterwards made Holland the mistress of the sea. And it was not until the English navy had been built to proper proportions that Von Tromp was compelled to pull down his broom and acknowledge its supremacy. It was our Navy that won the most brilliant victory in the Revolution. Admiral Paul Jones in his fight with the *Scrapis* and the *Countess of Scarborough* gave the Revolution an impetus that put behind our forefathers not only the sympathy of Europe, but substantial aid in the way of dollars and of French battle ships.

Paul Jones, an American admiral, was the only man in either Army or Navy who had invaded England since the days of the battle of Hastings. The whole British coast was in alarm. He landed at different places, and drew in plunder the same as the English themselves drew it in when they sacked the city of Peking.

It was by the aid of the French navy that we achieved the final triumph of the American Revolution—the surrender of Cornwallis at Yorktown. Without the activity of the French fleet under the Count de Grasse, Cornwallis would have escaped. A British fleet was hastening to his succor; but when its commander learned that a French fleet of superior force was already in the Chesapeake, it turned back to New York.

It was Nelson, and not Wellington, who was the leading factor in the downfall of Napoleon. The victories of the British navy at Aboukir, Copenhagen, Cape St. Vincent, and Trafalgar destroyed all his hopes. France was practically cut off from the rest of the world. Her commerce was utterly ruined, and she was compelled to feed upon herself until her resources were exhausted.

It was the American Navy that gave us peace in the treaty of Ghent in the war of 1812. Hull had surrendered an American army at Detroit. Commodore Perry, within 100 miles of that city, demolished a British fleet—the first time that American vessels had met an English fleet—and sent to Washington the immortal dispatch, "We have met the enemy, and they are ours." [Applause.]

Scott had been driven back at Niagara and Lundy's Lane; Wilkinson had made a fiasco on the northern border; but the guns of the American Navy were heard on Lake Champlain, where Commodore McDonough sent the English fleet to the bottom. [Applause.]

Washington, your own proud capital, had been captured by the British, and this building burned, our monuments defaced, the White House destroyed, your President became a fugitive in the forests of Virginia; but the victories of Decatur, of Commodore Stewart, of Bainbridge, and of old Isaac Hull in the *Constitution* were a sufficient recompense for the destruction of the city of Washington. [Applause.] In only one instance in that war did the army achieve a victory, and that was at the Saranac, for the battle of New Orleans, it will be remembered, was fought long after the treaty of peace was signed.

The total destruction of the Turkish navy by the allied fleets at Navarino rescued Greece from the clutches of the followers of the Prophet and restored to her her freedom.

It was the American Navy that gave us the victory in the war with Mexico. Taylor had marched across the Nueces, across the Colorado, across the Rio Grande; he had taken Monterey; he had reached the plains of Buena Vista and wiped out Santa Anna's army; but it was Scott who went to the city of Mexico through the aid of the American Navy, which bombarded the castle of San Juan de Ulloa and gave him a landing place at Vera Cruz. [Applause.]

It was the American Navy that sounded the knell of doom for the Confederacy when gallant old Farragut broke the iron barrier, passed the forts of Jackson and St. Philip, and captured the city of New Orleans. And it was all done before McClellan left the Peninsula. The Confederacy was split in twain when the Mississippi was opened. The fate of the Confederacy was sealed the

instant the ports of the South were declared under blockade by President Lincoln. If the Confederacy had had a navy, and if things had been more equal both on sea and on land, we would have had two nations in existence to-day where there is only one.

It was the Navy, I may add, that won the Spanish war. I believe that if Schley and Sampson had been left to their own inspiration, or had received the orders that Dewey received, they would have gone into Santiago Harbor without sending an army down there to storm San Juan and El Caney.

It was the Navy, under Dewey, that destroyed the Spanish fleet and won the empire in the East; and it was the Navy that finally brought proud Spain to her knees with her hands held upward, acknowledging her subjugation. [Applause.]

So, Mr. Chairman, I say that the Navy is a vital necessity to the United States as well as to all other maritime nations. This vital necessity is recognized by the people of the country—North and South, East and West. The people to-day are clamoring for an increase of the Navy because they know its usefulness, because they know it is a never-failing defender, because they know it is a never-failing aggressor, when war breaks out. In a multiplicity of ships there is safety.

Now, what have we done, and what are we doing, to carry out the wishes of the people? We have three battle ships on the stocks, and no method of procuring armor for them. We have three more battle ships and three armored cruisers authorized, and a string attached to each in the shape of a provision that they shall not be even contracted for unless the best armor manufactured can be obtained at \$300 a ton. We propose to authorize in this bill the building of two more battle ships, three more armored cruisers, and three protected cruisers. Shall there be a string attached to them also? Can men face their constituents after authorizing the construction of these battle ships and cruisers, and then refusing to provide the money for furnishing the armor for them? Why, sir, it seems to me like voting for a declaration of war and refusing the funds necessary to carry on the war. I believe that the people demand to-day not only the prompt construction of the ships already authorized but also the construction of as many more vessels.

For nearly five years have some of these ships remained without armor. I well remember speeches on this floor in which we were told that we could get armor for \$200 a ton. Very well; we tried it. No ships were built. The man wanted a twenty-year contract, with a pledge that a fleet of ships should be built each year, and went back on his promise; he could not furnish armor at \$200 a ton. Then we reached a point where, after authorizing the construction of ships, we attached a string to the authorization in another manner—this was June 10, 1896:

Provided, That the Secretary of the Navy is hereby directed to examine into the actual cost of armor plate and the price for the same which should be equitably paid, and shall report the result of his investigation to Congress at its next session, at a date not later than January 1, 1897; and no contract for armor plate for the vessels authorized by this act shall be made until such report is made to Congress.

That was the condition then, and a similar condition exists to-day. The ships are authorized by you, and then you attach a string and by pulling it get no ships at all. The ships are still unbuilt. We have gone through a war since then, and not one of these ships was built before war was declared, and not one was available during the war. [Applause.]

Mr. RIDGELY. Will the gentleman allow me to ask him a question?

Mr. CUMMINGS. Oh, yes, with pleasure.

Mr. RIDGELY. Did we not at a later date legislate on this matter of the price of the armor plate for our naval increase?

Mr. CUMMINGS. Mr. Chairman, at the next session of Congress you provided that the price should not exceed \$400 per ton for armor inferior to the Krupp armor, but at the last session of Congress you provided that superior armor should not be obtained unless it could be had at \$300 a ton—an impossible price. If you pay \$400 a ton for the old harveyized armor, certainly the new Krupp armor is worth at least as much, and yet you limited the price to \$300 a ton. In other words, you provide that the best armor shall be furnished at \$100 per ton less than the sum you have expressed yourselves willing to pay for inferior armor. You practically determined, as I said before, that you would authorize the ships, but you took special care to prevent the building of them. [Applause.]

Mr. RIDGELY. In view of the statement of the gentleman as to the armor heretofore provided, which has been termed "rotten," is it not about time that the Government should undertake to make its own armor and prevent that abuse to which the gentleman has referred?

Mr. CUMMINGS. Why did you vote to put the price of this "rotten armor" at \$400 a ton—

Mr. RIDGELY (interrupting). It was not done by my vote. The question I have asked the gentleman is, if he does not think it about time that we make our own armor?

Mr. CUMMINGS. I think that it is time, Mr. Chairman, that

this country understood that the lives of its sailors, its marines, and others connected with the naval service have been endangered and menaced when this Government found itself involved in war by the action of Congress in regard to this question of armor plate. [Applause.] I say that the men who fought with Dewey at Manila and with Schley at Santiago are entitled to the best protection the Government can give, by placing the best armor on its battle ships that can be made, by metallic furniture, and by all other life-saving devices.

Mr. RIDGELY. And is not the best protection possible guaranteed by making our own armor at home, by our own Government, and under our own supervision, to the end that no contractor be allowed to impose on us?

Mr. CUMMINGS (continuing). We authorize two battle ships here to-day, and six cruisers, and here is the same old story and the same old string over and over again. We will not contract for them, gentlemen say, until we build an armor-plate factory and can manufacture the armor for them ourselves. We will delay the construction three years more, taking in the three battle ships and three cruisers authorized in the last session, and the three battle ships under contract, authorized in the first session of the Fifty-fifth Congress, thus making a total delay of eight years in the construction of some of these ships. On the score of alleged economy you are opposing expenditure that the world recognizes as an absolute necessity. [Applause.]

Mr. RIDGELY. Does not the gentleman think it will be better to have even some little delay than to authorize the continuous purchase of the rotten armor which endangers the lives of our seamen and officers and adds no credit to our Navy, but squanders the people's money?

Mr. CUMMINGS. Ah, Mr. Chairman, this is not the rotten armor. The gentleman is mistaken in that. It is the Krupp armor to which I have referred. It has been approved by the Navy Department after the most careful tests. It is an armor that is subjected to seven different treatments before its completion, and not heated once or twice, as was the case with the old harveyized armor. It is one-third lighter than the harveyized armor, with an equal power of resistance. The world has moved. There has been some progress in armor-plate making, as the gentleman will learn if he examines the subject carefully. The hardening process in the harveyized plate did not—could not—extend more than an inch below the surface, no matter how thick the plate. In this Krupp armor the hardening process penetrates the plate one-third of its thickness. It is of a fibrous nature where it is not hardened, while the other is granulated. There is as much difference between them as there is between paper and sheet iron.

Mr. RIDGELY. Have we ever had any evidence of fraud demonstrated by turning in armor for our battle ships that was not up to the standard?

Mr. CUMMINGS. Now, Mr. Chairman, it seems to me that the gentleman is circling around in the same groove. [Laughter.] He comes back to the point he started from. I have stated that the armor provided here is not the old harveyized armor which was at one time found to be defective, but an armor of entirely different material.

Mr. RIDGELY. I have been suggesting my inquiries to the gentleman in all courtesy to him. My point is that we are liable to have frauds committed upon us as long as we are willing to accept the armor plate manufactured by outsiders. Their object is simply to swell their profits; my plan is to make the armor ourselves and save this exorbitant cost and enjoy the knowledge that we are doing the very best we can for the Government and for the people.

Mr. CUMMINGS. And I have answered the gentleman in the same spirit. I have answered the point he is making. His suggestion for a Government plant, if carried out, would involve a long delay and the presence of a score of naval inspectors in each factory to watch the progress of this work, after it is constructed.

Mr. RIDGELY. Is that not true now, as far as the inspection is concerned?

Mr. CUMMINGS. Ah, there is an inspection, of course. But there are only one or two inspectors in each factory. It would require a dozen or twenty in a Government manufactory. Now, Mr. Chairman—

Mr. GAINES and Mr. GRIFFITH rose.

Mr. CUMMINGS. Now, Mr. Chairman, I am perfectly willing to stand here by the hour answering questions if they are pat. I will yield to my distinguished friend from Nashville.

Mr. GAINES. The same men who made the rotten armor plate, which you reported should be condemned, are to make the Krupp armor plate, are they not?

Mr. CUMMINGS. I know nothing whatever concerning that; but if it is made, and made cheaper than any nation in Europe pays for it, and the Government inspectors do their duty, we shall have done our duty to the men behind the guns when our battle ships and armored cruisers are engaged with the enemy.

Mr. GAINES. The fact is that the same company that owns the Krupp process and is to make this armor plate is composed of the same men who made the rotten armor plate which you condemned in a report to the Fifty-third Congress.

Mr. CUMMINGS. Oh, no; the Bethlehem Company own the Krupp process as well as the Carnegie Company.

Mr. WM. ALDEN SMITH. And that process has been tested again and again.

Mr. CUMMINGS. Yes. And Congress has been paying willingly \$400 a ton for the inferior armor, and now it is proposed to limit the Krupp armor to \$300 per ton.

Now, Mr. Chairman, I disagreed with the policy of the Naval Committee in some respects, but I propose to stand by it as far as my conscience will allow.

I disagreed with the committee when they refused to provide for the building of gunboats. The Secretary of the Navy had asked for the construction of 13 gunboats. When Admiral Dewey came before the committee he testified that he thought he would rather have battle ships than gunboats. We had captured four Spanish gunboats when Manila was taken—that is, Dewey had raised the wrecks. Since then we have bought a lot of little gunboats—some not as large as canal boats—from the Spanish Government. Admiral Dewey, while before the committee, said he thought we did not want any more gunboats, and he would take two or three battle ships in the place of them. Well, the committee gave him two battle ships, although the Secretary had not asked for them; but while Secretary Long was before the committee he said he would have asked for them if he had thought he could get them.

Now, I believe in gunboats. I think that boats the size of the *Helena* and vessels of that class are the very thing that the nation needs. We must continue a protectorate over Cuba at least until they form a government, and it looks to me now as though they would not be able to form one for the next five years, and we must have ships for service on the coast of Porto Rico and among the islands of Hawaii. There is nothing so useful in such waters as gunboats. We certainly need them for the Philippines. Those bought and captured from the Spaniards may suffice for the present, as Admiral Dewey suggests. I am in favor of keeping these gunboats in the Philippines just as long as there is a rebel in arms in those islands. [Applause.] When the islands are conquered, I am in favor of treating them exactly as we treat Cuba. They were both in rebellion against Spain, and of the two possibly the Filipinos were a little more gallant in fighting the Spaniards—at least fully as gallant as were the Cubans—and they are entitled to the same treatment. Sure it is that Aguinaldo and his Tagals supported Dewey's attack on Manila as heartily as did Garcia the assault of Shafter and Wheeler on Santiago. Gunboats are needed there and are certainly needed elsewhere. I think it unwise to lop them off entirely in view of the recommendation of Secretary Long. We ought at least to split the difference with him, and give him half of what he asked for.

I differed with the committee on the question of sheathed ships. While they took Dewey's word with regard to the battle ships and gunboats, they refused to take his word as to sheathed ships. He said that a sheathed ship would run two years and maintain her speed without docking, whereas an unsheathed ship had to be docked at least once in every nine months. He acknowledged that the *Charleston* was lost on a sunken reef in the Philippine Islands because she was not sheathed. When asked whether, in his opinion, she could have been saved if she had been sheathed, he replied that at that same time a British war vessel ran upon an unknown reef and was pulled off in safety because she was sheathed. That seemed to me conclusive evidence that the battle ships which we were authorizing in this bill should be sheathed.

But I compromised. We agreed to leave the matter to the Secretary of the Navy, and if the Secretary thinks it best to have them in the docks once in nine months instead of once every two years he may sit down upon the project. I am willing to trust John D. Long, and I believe the people are willing to do so.

Mr. CLARK of Missouri. If it was demonstrated to the satisfaction of the committee that the sheathed ships were the best, why did not the committee report that way?

Mr. CUMMINGS. Well, they did not. It was demonstrated to my satisfaction.

Mr. CLARK of Missouri. Why did they not?

Mr. CUMMINGS. Because we did not have the votes to carry it, and some of the gentlemen who signed the minority report did not vote for it.

Mr. CLARK of Missouri. Have you got a proposition in here to have sheathed ships?

Mr. CUMMINGS. No, sir; I have not. I agreed to compromise, and I am man enough to stand by it. It may become an expensive compromise for the nation; but if so, the committee and John D. Long must bear the responsibility. My skirts are clear.

Mr. CLARK of Missouri. It seems to me that while we are spending the money to build ships it is good sense to build the

very best ships that it is possible to build with the light that you have before you now.

Mr. WHEELER of Kentucky. Will my colleague permit me to make a statement?

Mr. CUMMINGS. Certainly.

Mr. WHEELER of Kentucky. The gentleman from New York, inadvertently, no doubt, has failed to state the exact position of the committee on this question. There is a controversy in the Navy Department. The gentleman omitted to state that. There is a difference of opinion in the Department as to whether it is best to sheathe our ships or not.

Mr. CUMMINGS. I will state it now. The Navy Department is peculiarly constructed. One year its board decides it best to have sheathed ships. That was done a year or two ago. Afterwards England built some unsheathed battle ships; ships intended for use on her own coast, and not to be sent to foreign harbors. Of course, our Navy was compelled to follow the example set by England. [Laughter.] Whether the Secretary of State was consulted or not I can not say. [Laughter and applause.]

Mr. HOPKINS. Does the gentleman mean to say that this new board simply followed the example of England?

Mr. CUMMINGS. The new board decided that sheathed ships were not needed. Boards are at times necessary contrivances, but not necessarily useful. Take the case of the *Holland*. Here was a board that were to make a report on the submarine boat *Holland*. Under a bill, passed by Congress two or three years ago, it was provided that so much money should be paid for a submarine boat if she fulfilled specified requirements. Well, the board tested her to see whether she did fulfill the requirements. They came back and reported that she did, but at the same time expressed the opinion that submarine boats were useless—England was not building any of them. [Laughter.] The Navy Department, however, has bought the boat, and I have had the honor of introducing a bill providing for the purchase of 20 more of them. I am strongly of the opinion that the provision ought to have been inserted in this appropriation bill, and I think those who have seen the *Holland's* surprising performances will agree with me. I will answer for Admiral Dewey.

Mr. CLARK of Missouri. Does the evidence before your committee show that sheathed ships are better than unsheathed ships?

Mr. CUMMINGS. In my opinion it does.

Mr. CLARK of Missouri. Then there ought not be any attention paid to the board.

Mr. DAYTON. I know my friend from New York is frank enough to say that there is a vast deal of testimony in regard to that, and there is a difference of opinion on it—some just as sincere in saying that the unsheathed ship is better and a saving of expenditure, and therefore a compromise was reached, leaving it to the Navy Department to decide upon all the evidence as to what should be done.

Mr. HOPKINS and others rose.

Mr. CUMMINGS. Let me reply to my friend from West Virginia. The evidence in my opinion shows that the sheathed ship is far better, but that it does cost much more to build it.

Mr. DAYTON. My friend will allow me. All the evidence, in my judgment, leaves it exceedingly doubtful whether the sheathed ship is not better, but it is clear that it costs hundreds and hundreds of thousands of dollars more to sheath it.

Mr. HOPKINS. Now, if the gentleman from New York will allow me.

Mr. CUMMINGS. Mr. Chairman, how much time have I?

Mr. HOPKINS. We will give you all the time you want.

Mr. CUMMINGS. But I agreed to give some of my time to other gentlemen.

Mr. DAYTON. I want to say, Mr. Chairman, at present, in the absence of the acting chairman, that the gentleman shall be yielded from our side any additional time he needs.

Mr. HOPKINS. Now will the gentleman yield to me for a question?

Mr. CUMMINGS. Yes, sir.

Mr. HOPKINS. As I understand the statement, it is, with this conflict of evidence as to the proper construction of the vessels, the matter is left to the Navy Department?

Mr. CUMMINGS. To the Secretary of the Navy, not the Navy Department.

Mr. HOPKINS. That is what I wanted to get at, because under the statement of the gentleman from New York we would have one class of vessels sheathed, as I understand, one year, and then the other board would decide differently on another class.

Mr. CUMMINGS. That is the difference. It all rests, however, with the Secretary. He may, and probably will, refer it to the board, but is not forced to abide by its decision.

Mr. DAYTON. Permit me to say to the gentleman that it might be a very desirable thing to have some vessels sheathed. For certain purposes, at different parts of the earth, they may be very desirable, and at others unsheathed might be desired.

Mr. CUMMINGS. That is a fact. A sheathed vessel would undoubtedly be far more useful a thousand miles from a dock than one unsheathed.

Mr. THROPP. Can you give us a statement of the cost of a sheathed vessel as against an unsheathed—that is, the increase in percentage?

Mr. WHEELER of Kentucky. A quarter of a million of dollars to sheathe a battle ship.

Mr. CUMMINGS. A quarter of a million of dollars to sheathe a battle ship.

Mr. THROPP. About 5 per cent.

Mr. CUMMINGS. Yes. Now, Mr. Chairman, the committee was unable to agree as to the question of building ships at the navy-yards. Well, there is a great deal to be said on both sides of this question. I thought that with three battleships and three armored cruisers not contracted for, and with two more battle ships and six more cruisers, armored and protected, but not contracted for, we could afford at least to again try the experiment of building them in the navy-yards. It is a favorable time for doing so. The Secretary of the Navy, however, is opposed to it. He says they will cost twice as much as vessels built elsewhere and take twice the time for construction. He also thought the yards would be more or less susceptible to political influences. Possibly he is right. He undoubtedly knows far more about that than I do. I have no doubt that it will cost more to build these ships in the navy-yards than it would to build them under contract, and for this reason: The work of the Government is done under the eight-hour system; the contractors work their men from nine to ten, eleven to twelve hours. So that of necessity it must cost more to build the ships in the navy-yards than it would under contract. But I took occasion to get a statement from Captain Sigsbee concerning the construction of vessels in the English, the French, and the German navy-yards. The period covered is approximately five years for France and Germany, and a little less for England, but in all cases the period for dockyard and private construction is the same. The rate of wages was comparatively the same in both the Government and private yards. It took much longer to construct the vessels in the Government than in the private yards. I will not read the figures but will insert Captain Sigsbee's statement and figures at the close of my remarks as an appendix.

Mr. BELL. Will the gentleman yield to me for a question?

Mr. CUMMINGS. Yes.

Mr. BELL. I want to suggest that all the officers in the Navy Department say that they can build guns much cheaper in the navy-yards than by contract. And they have tested that. Why can not they build ships cheaper?

Mr. CUMMINGS. That does not affect my statement; I am talking about ships, and not guns. I doubt the veracity of my friend's informant, all the same. Of course every constructor in the Navy wants a job, and would be glad to see all the ships built in the navy-yards; and so would I if they could be built as cheaply. But I think some of these vessels ought to be constructed in the navy-yards, as a matter of justice to the men who work eight hours a day in those yards. Why the Government should give these men eight hours for a day's work and then take the work away from them is something I can not understand.

Mr. WM. ALDEN SMITH. Does twelve hours constitute a day's work in the contract yards?

Mr. CUMMINGS. It has been so, and it may be so in some yards to-day. None of these contracting yards work eight hours a day. We passed a bill long ago making eight hours' work imperative on all contract work done for the Government—

Mr. WM. ALDEN SMITH. I am in favor of that now.

Mr. CUMMINGS (continuing). But on a ruling of the Attorney-General, or in some other way, the men failed to obtain the benefit of it. For instance, a stonemason would hire a lot next to the Government plat, and work his men ten or twelve hours, and then take the stone over to the Government building and put it in place on the eight-hour schedule.

Mr. SIMS. Did we not pass a bill at the last Congress, which failed to go through the Senate, to correct that very evil which you refer to?

Mr. CUMMINGS. I am speaking of the one that passed both Houses long before that. I am sorry that the other did not pass the Senate. And right here I may say, Mr. Chairman, that there is an eight-hour bill now pending in the Committee on Labor, intended to correct the defects of the present law. Those opposing it have declared, if it is passed by Congress, that they will not make any bids for Government work. They declare that it would be ruinous for them to accept Government work under its provisions. If this is so, it may be necessary for the Government to have all its ships built in the Government yards.

Now, Mr. Chairman, no man can find any fault with the contract work done for the Government in the way of building ships. The contractors have been amply paid for the work, in the way of

speed premiums, in addition to the contract price. But they have given us the finest ships in the world. No vessel has ever sailed the seas that could surpass the *Oregon*, or the *Indiana*, the *Massachusetts*, and the *Iowa*. If the Government can produce ships equal to them in the navy-yards, under an eight-hour schedule, and complete them as promptly, I am in favor of its doing so, if it does cost from two hundred thousand to five hundred thousand dollars more for each vessel.

Mr. PEARCE of Missouri. Right on that point. Is it not true that the Government has already constructed equally good ships in the navy-yard?

Mr. CUMMINGS. The Government never constructed a battle ship.

Mr. WHEELER of Kentucky. The *Texas*.

Mr. CUMMINGS. She is not a first-class battle ship, but is known as a second-class ship. Her plans were brought from England by Secretary Whitney, and they were altered in every way before she was completed.

Mr. PEARCE of Missouri. She is a battleship according to the testimony of the officers.

Mr. CUMMINGS. She is not a battle ship in the class with the *Indiana*, *Massachusetts*, and *Oregon*.

Mr. PEARCE of Missouri. She has the best gun platform in the Navy to-day.

Mr. CUMMINGS. She ought to have something good about her, as either she or the *Raleigh* sank before she left her dock. Various other disasters happened to her before she became the serviceable vessel she is to-day. She did good work at Santiago.

Mr. RIDGELY. Does the gentleman from New York believe it is best for Congress to legislate so as to provide Government plants for the construction and equipment and finishing of these vessels, and also for the protection of labor?

Mr. CUMMINGS. The Government has plants already. The old *Maine*, the one that was blown up, and the *Cincinnati* were built in Brooklyn; the *Texas* and the *Raleigh* were built in Norfolk.

Mr. RIDGELY. I understood the gentleman to be arguing against the building of battle ships by the Government—

Mr. CUMMINGS. No, sir; you did not understand me correctly.

Mr. RIDGELY (continuing). Because we have to take labor at eight hours a day.

Mr. CUMMINGS. No, sir; I adduced that as an argument why we ought to build some of them in the yards. We have no right to concede our employees eight hours a day and then take the work away from them because firms who exact ten hours a day from their workmen can build them cheaper.

Mr. RIDGELY. That is what I say.

Mr. CUMMINGS. That is what I say. [Laughter.]

Mr. RIDGELY. I am in favor of that and of making armor plate too; that is my position.

Mr. CUMMINGS. Well, when you come to armor plate, we have the *Indiana*, the *Massachusetts*, the *Oregon*, the *Iowa*, the *Kearsarge*, and the *Kentucky* finished. We have the *Illinois*, the *Alabama*, and the *Wisconsin* nearly finished. We have the *Maine*, the *Missouri*, the *Ohio*, the *Pennsylvania*, the *New Jersey*, the *Georgia*, the *West Virginia*, the *Nebraska*, and the *California* unfinished. Why? Because you have refused to pass any law in this House or in the other by which armor plate can be provided for them. Six battle ships and three armored cruisers held up for want of armor, and you propose to throw eight more ships into the same category until an armor-plate factory is established. Seventeen great men-of-war authorized to be built by the vote of the very House that refuses to provide armor for them unless it can get it at half the price paid by England, France, Germany, Russia, and Japan.

Mr. RIDGELY. And because the influence of contractors has been sufficient to defeat the provisions under which we could have done this work ourselves.

Mr. CUMMINGS. And you want to delay the construction of these ships five years more until we can have an armor-plate factory built by the Government. Why, it will take you full two years to select the site alone.

Mr. RIDGELY. No, sir. I want, simultaneously with the provisions for the completion of these vessels, a provision for the construction of a Government armor-plate factory. Let us do both at once.

Mr. CUMMINGS. Why do you not have a Government tin factory, a Government nail factory, a Government ham factory? We get all these things under contract.

Mr. RIDGELY. That is the point I have been trying to get the gentleman to confess—that he is absolutely opposed to the Government building its own armor factory.

Mr. CUMMINGS. Nonsense! I confess nothing. I want these ships completed, and an act in favor of holding them up for the establishment of a Government factory as long as we can get the armor at a less price than European and Asiatic nations pay.

Nine ships are already held up, some of them authorized four years ago, and it is proposed to make the number 17, all because this House will not vote money to get armor for them.

Mr. RIDGELY. And because Congress will not vote to establish a Government armor-plate factory.

Mr. CUMMINGS. I compliment the gentleman from Kentucky [Mr. WHEELER]. He very sensibly agreed to provide armor for three of these ships at any price that the Secretary of the Navy might see fit to pay. But after that he wanted the others reserved for the building of an armor plant. While I sympathize with him in some respects, I believe that we can not construct these ships too soon.

I know—it has been demonstrated before the committee by the naval authorities in a way that cannot be revealed to the House—that if we pay \$545 per ton for this Krupp armor, we are getting it lower than any nation in Europe pays to-day for the same armor. England has on the stocks under contract a vessel for the armor of which she pays \$587 per ton. The Cramps are building a Russian war vessel to-day for which Russia pays \$565 per ton for Krupp armor. They have built a vessel for Japan, the armor of which cost \$575 per ton. The French are building a vessel for which \$605 a ton is being paid. And I have the assurance of one of the officers of the Navy Department, who has had the figures before him, that Japan has paid in one instance \$700 a ton for the same armor. The Krupps take out of the German Government nearly \$600 per ton for their armor. Now, Mr. Chairman, as long as the United States can obtain this Krupp armor cheaper than it can be obtained in Europe, I am in favor of buying it until we even up on the Navy. Then I will talk to you about an armor-plate factory, if desirable.

Mr. WM. ALDEN SMITH. The price has been going up ever since the first discussion of this question.

Mr. CUMMINGS. Yes; it has. And I think it very likely it may reach \$645 a ton if we delay these ships longer.

A MEMBER. And we are getting better armor.

Mr. CUMMINGS. Yes; armor that has no blowholes in it; no harveyized stuff, but the genuine article; something you would not be ashamed to wear yourself if you could. [Laughter.]

Mr. RIDGELY. Mr. Chairman—

The CHAIRMAN. Does the gentleman from New York [Mr. CUMMINGS] yield?

Mr. CUMMINGS. Oh, yes.

Mr. RIDGELY. I understand the gentleman's position to be that after we are fully supplied with battle ships, after we are virtually through with this great stress of construction, he will then take up and consider whether we had not better prepare ourselves for the making of this armor by the Government.

Mr. CUMMINGS. I would either build the ships we have authorized or I would stop authorizing them; one or the other.

Mr. RIDGELY. And I would authorize the building of a plant in connection with the building of the ships.

Mr. CUMMINGS. The market is being bulled all the time by the course we are pursuing.

Now, Mr. Chairman, my friend from West Virginia [Mr. DAYTON] said that the total cost of the entire Navy of the United States as it stands to-day is not more than we pay in one year for pensions. I do not know how that remark struck my friend from South Carolina [Mr. TALBERT], whom I do not see in his seat, but it struck me as a surprising statement. I do not know whether he counted in the vessels authorized or not.

Mr. DAYTON. My friend will pardon me a moment. I did not make my statement quite so broadly as the gentleman puts it. I said, "little more than." The ships authorized would be about \$40,000,000 more than the annual pension bill. I hope he will permit me to say that I meant no disparagement of the pension bill, because I believe that measure to be just and right. I simply referred to it by way of illustration.

Mr. CUMMINGS. Well, if the Navy should cost double that amount and should reach a maximum where it insured the safety of the country, I would say we were getting it pretty cheap.

My friend from Illinois referred to the German navy. That navy is to-day within 2,700 tons of the strength of the American Navy, and that is what made Admiral Diedrich so cocky in the Bay of Manila. [Applause.]

The Emperor of Germany is "some pumpkins;" he "feels his oats." [Laughter.] For two years he has been struggling to surpass this country in the size of its Navy, and to-day in the German Reichstag a bill is pending, which will undoubtedly pass, doubling the size of the German navy—increasing her tonnage over 400,000 tons. I think that is a strong argument in favor of our building the ships we have already authorized as soon as possible, and of authorizing the building of as many others as we can afford to pay for.

I was not unsusceptible to the inquiry made by the chairman of the great Committee on Appropriations [Mr. CANNON] while my friend from Illinois [Mr. FOSS] was occupying the floor. He is

one of the men who hold the purse strings of the nation. He takes account of stock in every session of Congress, and in view of the great volume of appropriations made at each session he wants to cut his cloth according to its length. He wants to know where "he is at," and he received the desired information, and in the same breath told you he was not opposed to your bill. [Applause.]

Nor are the people opposed to it. They will tolerate no more delay in this armor-plate matter. You can not take up a newspaper from the St. Croix to the Rio Grande or from Puget Sound to Key Biscayne Bay without finding paragraphs advocating the prompt increase of the Navy. They recognize the fact that the bombardment of New York by an enemy would entail thrifble the cost of our entire Navy.

I have always advocated its increase. No man in this House rejoiced more than I rejoiced when men from the South dominated the committee, and Mr. Herbert, of Alabama, was made its chairman. Talk about politics! You should have been here in the Fifty-third Congress, when the leader of the minority, the gentleman from Maine [Mr. BOUTELLE], used two hours of the time of the committee in general debate, taking in forty minutes of my time, using it in denunciation of the South, charging you with being inimical to the Navy. In the twenty minutes left I demonstrated the secret of your former enmity, and prophesied a great change.

The Robeson frauds were enough to sicken every honest man of the Navy, and it was not until the advent of Secretaries Chandler and Whitney that full confidence was restored. Under Secretary Herbert's administration the prophecy was fulfilled.

Mr. GAINES. Did not Secretary Herbert recommend a Government armor-plate factory and did he not state the reason why, saying that the manufacture of armor was in the hands of a monopoly that was holding up the Government?

Mr. CUMMINGS. I do not know that he did.

Mr. GAINES. He did.

Mr. CUMMINGS. But he put in figures showing what it would cost to establish an armor-plate factory. He made no recommendation whatever in his report.

Mr. SNODGRASS. What were those figures?

Mr. GAINES. They are in his report. He said it would cost about \$1,700,000.

Mr. CUMMINGS. The figures were from an English firm, and I think he said \$1,700,000 or less than \$2,000,000, and he also said that they could establish it in nine months, but it has since been demonstrated that no man can build an armor-plate factory under two or three years.

Mr. GAINES. But that armor-plate board had Mr. Frick before them as a witness to prove that. Mr. Frick was then a member of the Carnegie firm.

Mr. CUMMINGS. Well, when it comes to the question of proving things, Secretary Herbert proved by the Rohrer board that it cost \$425 a ton, I think, to manufacture the plate of which my friend from Kansas [Mr. RIDGELY] complained so bitterly a while ago.

Mr. WATSON. If my friend will pardon me, I will say that after all his investigation and research along that line he made no recommendation whatever as to the establishment of an armor-plate factory by the Government.

Mr. CUMMINGS. That is my understanding.

Mr. GAINES. He certainly did, and told me so a few days ago personally. He makes the recommendation in his report.

Mr. DAYTON. I beg the gentleman's pardon. He will find that statement is not verified by the facts.

Mr. GAINES. It is verified by the record, and he said it was on account of being in the hands of a monopoly.

Mr. WATSON. I do not know what Mr. Herbert stated to the gentleman personally, but the record shows that no such recommendation was made, and the gentleman can not show any record that discloses any such statement on the part of Secretary Herbert.

Mr. CUMMINGS. I think the gentleman from Indiana is correct.

Mr. GAINES. It is in his report, and if you will get it you will see it.

Mr. WATSON. The gentleman from Tennessee had better get the report. I am familiar with it, and the recommendation which the gentleman speaks of is not there.

Mr. CUMMINGS. As I said before, I do not care what it costs, as long as it does not cost more than \$545 per ton to supply armor for our vessels to-day. We want the vessels completed. We do not want them hung up here where nobody can reach them—hung up over the table like a mackerel in Ireland, where you can point at it, but not eat it.

If we are to have an increased navy, it is time to stop talking and begin work. Authorizing it will not build it; you must provide armor and do it promptly. Either do this or stop the authorization of vessels. Do one thing or the other. I believe that the people of the country, ten to one, demand a decrease in the

Army and an increase in the Navy; and as long as I remain in this House I intend to voice that demand.

Mr. WM. ALDEN SMITH. Foreign powers are doing that, are they not?

Mr. CUMMINGS. Yes; that is what foreign nations are doing. Germany is doing it, England just now is increasing her army, and at the same time utilizing her navy on land; for without the guns that were dragged toward Ladysmith and across the Modder River by English sailors, the Boers probably would have been to-day holding the Britons at bay at both Kimberley and Colenso. So that you see the navy in some cases is equally as efficient on land as on sea. And American sailors are not behind the English in this respect. Such men when on the sea are entitled to the protection of the best armor that the world can produce. To haggle about the price when it is imperatively needed is unmanly; to haggle about the price when it can be procured at a lower rate than that paid by any other nation is more than unmanly; it is little short of treason.

Mr. Chairman, I thank the committee for its kind attention and also the gentlemen of the Committee on Naval Affairs for yielding the increased time. [Applause.]

APPENDIX.

STATEMENT OF CAPTAIN SIGSBEE REGARDING THE CONSTRUCTION OF SHIPS IN FOREIGN NAVY-YARDS.

The following tables give the list and tonnage of Government ships building at Government dockyards and at private shipyards in the three principal shipbuilding countries of Europe.

The total cost is in every case taken from the official reports, and is probably correct so far as it goes. In the case of England and Germany, a ship is laid down, few modifications are made, and the construction is pushed through to completion. In the case of France, the time occupied in completion after the ship leaves the launching ways is often several years, and many changes are made, involving considerable expense; therefore it is probable that French construction costs even more than here represented.

The table of Italian construction shows that in a given time Government shipping to the amount of 353,000,000 lire was built in Government dockyards, and only 41,000,000 lire in private shipyards. It is of importance, however, in this connection to mention the fact that a period of six to ten years has elapsed between the beginning and completion of large vessels in Italian dockyards, and in striking contrast is the work done by the two private firms of Ansaldo & Co. and Orlando Bros.

In 1895 the Italian Government placed an order with the firm of Ansaldo & Co. for an armored cruiser named *Garibaldi*, and before she was launched the Argentine Government wished to purchase her. The Italian Government agreed to the sale on the condition that a second ship be built on the same lines and within the period fixed for the delivery of the first. The new vessel was fitted with water-tube boilers, whereby certain advantages were gained; but when this second vessel was completed the Spanish Government was allowed to purchase, and she became the *Cristobal Colon*. A third was laid down, rapidly completed, and again the Argentine Republic coveted her and got her, the ship being named the *Pueyrredon*. And now Messrs. Ansaldo have launched their fourth vessel of the same type. She continues, so far, an Italian ship, and is named the *Garibaldi*.

All these four vessels, it will be seen, have been floated within about four years from the beginning of the first, which is a splendid performance. In the case of the last—the fourth vessel—the keel was laid on September 21, 1898, while the launch took place on June 29 last, about nine months from the laying of the keel. The vessel was not a mere shell, either, for all the shafting was in place and finished up to the engine room. All the auxiliary engines in the engine and boiler rooms were fitted, and where possible their pipes were coupled up to them. All double-bottom pipes and valves and bilge pipes and valves were fitted in place and finished. Thus, instead of building only one ship leisurely, Messrs. Ansaldo, by arrangement with the Government, have been able to build four in about four years, representing a gross turnover of some 2,680,000 lire instead of 680,000 lire.

The Italian papers mention with considerable interest and pride that there are now five firms in Italy competing for the construction of a class of battleships of 8,000 tons displacement, now offered for bids by the Italian Government.

In the same connection, the German papers mention the fact that now there are in Germany five (formerly four) private yards prepared to build first-class battle ships, and nine (formerly six) firms prepared to build cruisers. It will be noticed that the latest battle ships are principally assigned to private yards.

In the tables the money values are given in the coin of the several countries, except in the last two tables in which, for purposes of comparison, all are reduced to United States gold.

Comparative cost of ships abroad built in government and in private dock-yards.

SHIPS BUILT IN GOVERNMENT DOCKYARDS.					
Name.	Class.	Displacement.	Name of yard or builders.	Cost.	Cost per ton of displacement.
ENGLAND.					
Canopus	B. S.	12,950	Portsmouth	£924,308	£71.50
Ocean	B. S.	12,950	Devonport	936,048	
Goliath	B. S.	12,950	Chatham	915,588	
Formidable	B. S.	15,000	Portsmouth	1,087,701	72.51
Implacable	B. S.	15,000	Devonport	1,077,797	
Irresistible	B. S.	15,000	Chatham	1,067,735	
London	B. S.	15,000	Portsmouth	1,001,641	
Venerable	B. S.	15,000	Chatham	1,078,833	
Bulwark	B. S.	15,000	Devonport	1,086,919	
Albamarle	B. S.	14,000	Chatham		
Montagu	B. S.	14,000	Devonport		
Drake	Cr.	14,100	Pembroke		
Kent	Cr.	9,800	Portsmouth		
Essex	Cr.	9,800	Pembroke		
Andromeda	Cr.	11,000	do	601,356	54.67
Spartiate	Cr.	11,000	do	595,941	
Gladiator	Cr.	5,750	Portsmouth	300,612	52.17
Pomona	Cr.	2,135	Sheerness	154,963	72.58
Pandora	Cr.	2,300	Portsmouth	170,446	77.47
Pioneer	Cr.	2,300	Chatham	154,480	70.02
4 sloops	Unpr. Cr.	3,320	Sheerness	297,688	73.94

BUILT IN PRIVATE SHIPYARDS.					
Name.	Class.	Displacement.	Name of yard or builders.	Cost.	Cost per ton of displacement.
ENGLAND.					
Albion	B. S.	12,950	Thames Iron Works	£854,283	
Glory	B. S.	12,950	Laird Bros.	894,115	
Vengeance	B. S.	12,950	Vickers	869,704	£67.16
Duncan	B. S.	14,000	Thames Iron Works	1,050,817	75.02
Cornwallis	B. S.	14,000	do	1,070,378	
Exmouth	B. S.	14,000	Laird Bros.	1,073,400	
Russell	B. S.	14,000	Palmer's Co	1,074,748	
Leviathan	Cr.	14,100	Brown & Co	1,023,577	
Good Hope	Cr.	14,100	Fairfield Co.	1,000,841	70.98
King Alfred	Cr.	14,100	Vickers	999,432	
Aboukir	Cr.	12,000	Fairfield Co.	771,174	
Cressy	Cr.	12,000	do	771,516	
Hogue	Cr.	12,000	Vickers	776,585	
Sutlej	Cr.	12,000	Brown & Co	779,881	64.99
Euryalus	Cr.	12,000	Vickers	798,580	
Bacchante	Cr.	12,000	Brown & Co	769,294	
Monmouth	Cr.	9,800	London and Glasgow Co.		
Bedford	Cr.	9,800	Fairfield Co.	564,441	51.31
Ariadne	Pr. Cr.	11,000	Brown & Co	575,962	
Amphitrite	Pr. Cr.	11,000	Vickers	304,139	
Hyacinth	Pr. Cr.	5,600	L. & G. Co.	298,863	53.67
Highflyer	Pr. Cr.	5,600	Fairfield Co.	300,598	53.67
Hermes	Pr. Cr.	2,135	do	135,016	64.23
Persus	Pr. Cr.	2,135	Earle's Co.	141,008	
Prometheus	Pr. Cr.	2,135	do	137,824	70.31
Pyramus	Pr. Cr.	2,135	Palmer's Co	53,652	76.64
2 sloops	Unpr. Cr.	1,960	Laird Bros.	53,634	
Bramble	G. B.	700	Potter & Co.	54,369	
Britomart	G. B.	700	do	54,133	
Dwarf	G. B.	700	L. & G. Co.		
Thistle	G. B.	700	do		
42 boats	T. B. D.	14,280	Various		167.00
9 boats	T. B.	350	Thornycroft		

SHIPS BUILT IN GOVERNMENT DOCKYARDS.					
Name.	Class.	Displacement.	Name of yard or builders.	Cost.	Cost per ton of displacement.
FRANCE.					
Charlemagne	B. S.	11,275	Brest	26,405,592	2,341.9
Saint-Louis	B. S.	11,275	Lorient	27,583,857	
Gaulois	B. S.	11,275	Brest	26,231,867	
Henri IV	B. S.	8,943	Cherbourg	20,031,177	2,238.6
Jéna	B. S.	12,052	Brest	27,856,496	2,311.3
Suffren	B. S.	12,728	do	29,839,080	2,348.3
(A 8)	B. S.	14,865	do	35,542,704	2,391.0
(A 10)	B. S.	14,865	Toulon	35,542,704	2,391.0
Jeanne d'Arc	Ar. Cr.	11,270	do	21,415,928	1,900.2
Dupetit-Thouars	Ar. Cr.	9,517	do	20,484,177	2,152.3
Gueydon	Ar. Cr.	9,517	Lorient	20,807,193	
Condé	Ar. Cr.	10,014	do	22,591,519	2,252.9
Gloire	Ar. Cr.	10,014	do	22,591,519	
La Marseillaise	Ar. Cr.	10,014	Brest	22,591,519	
(C 11)	Ar. Cr.	12,416	Cherbourg	28,982,500	2,334.3
Dupleix	Ar. Cr.	7,700	Rochefort	16,308,847	2,118.0
Jurien de la Gravière	Cr.	5,685	Lorient	11,837,439	1,994.3
D'Estrees	Cr.	2,452	Rochefort	5,139,223	2,065.9
Dunois	T. B. D.	896	Cherbourg	3,053,113	3,407.5
La Hire	T. B. D.	896	do	3,038,462	
6 others	T. B. D.	1,819	Rochefort	10,936,050	5,982.2
Décidé	G. B.	645	Lorient	1,443,357	2,237.7
Zélee	G. B.	647	Rochefort	1,579,550	
Vaucluse	Des. B.	1,613	do	2,061,414	
9 boats of Narval Cl.	Sub.	1,350	5 at Cherbourg 1 at Rochefort	5,840,800	
6 boats	T. B.	508	2 at Cherbourg 2 at Toulon 2 at Saigon	1,051,246	

Comparative cost of ships abroad built in government and in private dock-yards—Continued.

BUILT IN PRIVATE SHIPYARDS.					
Name.	Class.	Displacement.	Name of yard or builders.	Cost.	Cost per ton of displacement.
FRANCE.					
Montcalm	B. S.	9,517	La Seyne	Francs. 23,284,000	Francs. 2,341.5
Sully	B. S.	10,014	do	23,733,394	2,370.0
Amiral-Aube	AB. Cr.	10,014	Saint-Nazaire	24,217,550	
Desaix	Ar. Cr.	7,700	do	17,782,047	2,300.2
Kléber	Ar. Cr.	7,700	Bordeaux	17,776,047	
Chateaufort	Cr.	8,277	Saint-Nazaire	15,508,301	1,873.4
Chateaufort	Cr.	8,017	La Seyne	15,467,287	1,929.3
Infernet	Cr.	2,452	Bordeaux	4,816,232	1,976.4
5 boats	T. B. D.	1,529	Le Havre	8,412,281	5,501.8
2 boats	T. B. D.	926	Nantes	3,329,150	
8 boats	T. B. D.	2,428	Normand	13,492,600	
2 river	G. B.	606	Thornycroft	1,121,108	
10 boats	T. B.	1,086	Various	10,297,300	
31 boats	T. B.	1,746	do	13,523,205	
G. H. I.	T. B.	44	Le Creusot	389,300	
Libellule	T. B.	40	Le Havre	343,850	

SHIPS BUILT IN GOVERNMENT DOCKYARDS.					
Name.	Class.	Displacement.	Name of yard or builders.	Cost.	Cost per ton of displacement.
GERMANY.					
Kaiser Friedrich III	B. S.	11,081	Wilhelmshaven	19,830,000	1,789.55
Kaiser Wilhelm II	B. S.	11,081	Wilhelmshaven	19,830,000	1,789.55
"G"	B. S.	11,081	do		
Fürst Bismarck	L. Cr.	10,650	Kiel	17,210,000	1,615.06
"A"	L. Cr.	8,880	do	15,000,000	1,700.43
Freya	L. Cr.	5,628	Danzig	*9,110,000	*1,618.69
Vineta	L. Cr.	5,900	do	*9,250,000	*1,567.79
Ersatz Wolf	G. B.	895	do	1,570,000	1,754.19
Ersatz Habicht	G. B.	895	do	1,570,000	1,754.19

BUILT IN PRIVATE DOCKYARDS.					
Name.	Class.	Displacement.	Name of yard or builders.	Cost.	Cost per ton of displacement.
GERMANY.					
Ersatz König Wilhelm	B. S.	11,081	Germania Works	19,830,000	1,789.55
"A"	B. S.	11,081	Schichau Works	19,960,000	1,801.28
"B"	B. S.	11,081	Blohm & Voss	19,940,000	1,801.28
"D"	B. S.	11,081	Schichau Works	19,960,000	1,801.28
"E"	B. S.	11,081	Germfina Works	19,960,000	1,801.28
"F"	B. S.	11,081	Schichau Works		
"H"	B. S.	11,081	Vulcan Works		
"I"	B. S.	11,081	Germania Works		
Hertha	L. Cr.	5,628	Vulcan Works	*9,110,000	*1,618.69
Victoria Louise	L. Cr.	5,628	Weser Works	*9,110,000	*1,618.69
Hansa	L. Cr.	5,900	Vulcan Works	*9,250,000	*1,567.79
Gazelle	S. Cr.	2,645	Germania Works	4,620,000	1,746.89
"A"	S. Cr.	2,645	do	4,620,000	1,746.89
"B"	S. Cr.	2,645	Weser Works	4,620,000	1,746.89
Itis	G. B.	896	Schichau Works	1,570,000	1,754.19
Jaguar	G. B.	895	do	1,570,000	1,754.19

* These figures are inclusive of the costs of hull and machinery and gun armament; the costs of torpedo armament are not included, as the figures are not available.

Comparative cost per ton of displacement of dockyard-built and contract-built ships; items stated in United States dollars.

Name of ship.	Displacement.	Date of laying keel.	Cost per ton of displacement in United States dollars of ships built in—	
			Government dockyards.	Private Shipyards.
ENGLAND.				
Battle ships, first class:	Tons.			
Canopus	12,950	Jan., 1897	\$347.30	
Vengeance	12,950	Aug., 1897		\$326.80
Cruisers, first class:				
Andromeda	11,000	Dec., 1895	266.10	
Ariadne	11,000	Oct., 1896		249.70
Cruisers, second class:				
Gladiator	5,750	Jan., 1896	253.90	
Hermes	5,600	Apr., 1897		261.20
Cruisers, third class:				
Pomone	2,135	Dec., 1896	333.20	
Persus	2,135	May, 1896		312.80
Sloops:				
Condor class	980	Jan., 1898	352.90	
Mutine class	980	Nov., 1898		342.20
Some other classes:				
Bramble	700	Dec., 1897		373.00
Torpedo-boat destroyers:				
Fawn, as type	324	Dec., 1898		813.10

Comparative cost per ton of displacement of dockyard-built and contract-built ships; items stated in United States dollars—Continued.

Name of ship.	Displacement.	Date of laying keel.	Cost per ton of displacement in United States dollars of ships built in—	
			Government dockyards.	Private Shipyards.
FRANCE.				
Battle ships:	Tons.			
Charlemagne	11,275	July, 1894	\$452.00	-----
Suffren	12,728	-----	453.20	-----
Henri IV	8,948	July, 1897	432.05	-----
Armored cruisers:				
Jeanne d'Arc	11,270	Oct., 1896	366.75	-----
Condé	10,014	-----	434.80	-----
Sully	10,014	-----	-----	\$457.40
Dupetit-Thouars	9,517	-----	417.30	-----
Montcalm	9,517	-----	-----	451.90
Cruiser, first class:				
Guichen	8,277	-----	-----	361.60
Cruisers, second class:				
Chateaurenault	8,017	-----	-----	372.35
Jurien de la Gravière	5,685	Nov., 1897	384.90	-----
Cruisers, third class:				
D'Estrees	2,452	Mar., 1897	404.50	-----
Infernet	2,452	-----	-----	381.45
Armored cruisers:				
Duploix	7,700	-----	403.80	-----
Desaix	7,700	-----	-----	445.70
Some other classes:				
La Hire (torpedo vessel)	896	Dec., 1896	657.60	-----
Torpedo-boat destroyers	303	-----	1,066.60	-----
Do	306	-----	-----	1,061.85
GERMANY.				
Battle ships:	Tons.			
Kaiser Friedrich III.	11,081	1894	\$425.90	-----
Battle ship "A"	11,081	1898	-----	\$438.70
Armored cruisers:				
Fürst Bismarck	10,650	1895	384.60	-----
Cruiser "A"	8,880	1896	404.70	-----
Protected cruisers:				
Freya	5,628	1895	385.25	-----
Gazelle	2,645	1896	-----	415.70
Gunboat:				
Ersatz Wolf	895	1898	-----	417.50
Torpedo-boat destroyers	350	-----	-----	668.05

COMPARISON.
Cost of ships of various classes per ton of displacement.

Nation.	B. S., over 10,000 tons.	Ar. Cr., about 11,000 tons.	Cr., about 5,700 tons.	Cr., about 2,400 tons.	G. B., about 1,000 tons.	G. B., about 700 tons.	T. vessel, about 900 tons.	T. B. D., about 300 tons.
England	\$347.30	\$266.10	\$253.90	\$353.00	\$342.30	\$373.00	-----	\$813.00
France	452.00	366.75 457.40 451.90 361.60 372.30 +401.98	384.90	404.30 381.40 +392.90	-----	431.87	\$657.60	1,066.60 1,061.80 +1,079.20
Germany	425.90	384.60 404.70 +394.65	385.10	415.70	417.50	-----	-----	668.60

* It is necessary to give so much data concerning France, because there seems to be so much variation in the cost of vessels of the same class.
† Average cost for the class.

C. D. SIGSBEE,

Captain, U. S. Navy, Chief Intelligence Officer.

APRIL 14, 1900.

MESSAGE FROM THE PRESIDENT.

The committee informally rose; and Mr. LOUDENSLAGER having taken the chair as Speaker pro tempore, a message in writing from the President of the United States, by Mr. PRUDEN, one of his secretaries, announced that the President had approved and signed bills of the following titles:

On April 7, 1900:

H. R. 153. An act granting a pension to Elizabeth Johns.

On April 9, 1900:

H. R. 7649. An act authorizing the Secretary of the Interior to issue patent to the city of Elreno, Okla., for cemetery purposes;

H. R. 5049. An act to settle the title to real estate in the city of Santa Fe, N. Mex.;

H. R. 8463. An act ratifying an appropriation by the legislature of Oklahoma, out of the Morrill fund, for the use of the university at Langston for colored students; and

H. J. Res. 216. Joint resolution for appointment of members of

Board of Managers of the National Home for Disabled Volunteer Soldiers.

On April 12, 1900:

H. R. 60. An act to create the northwestern division of the Northern district of Georgia for judicial purposes, and to fix the time and place for holding court therein;

H. R. 9284. An act to attach the county of Foard, in the State of Texas, to the Fort Worth division of the northern district of Texas, and providing that all process issued against defendants residing in said county shall be returned to Fort Worth;

H. R. 7939. An act to amend an act approved June 10, 1880, governing the immediate transportation of dutiable merchandise without appraisement;

H. R. 10311. An act to authorize the Shreveport and Red River Valley Railway Company to build and maintain a railway bridge across Red River, at or near the town of Alexandria, in the Parish of Rapides, State of Louisiana;

H. R. 9713. An act permitting the building of a dam between Coon Rapids and the north limits of the city of Minneapolis, Minn., across the Mississippi River; and

H. R. 8245. An act temporarily to provide revenues and a civil government for Porto Rico, and for other purposes.

NAVAL APPROPRIATION BILL.

The committee resumed its session.

Mr. DAYTON. Mr. Chairman, in the absence of the acting chairman [Mr. FOSS] momentarily, I want to call the attention of gentlemen who represent the minority report to the fact that substantially the arguments made by the chairman of the committee and by the ranking member on the other side have been on one side of the disputed questions here, and I submit that it is but fair and right that some one who favors the minority report should express the views of that minority following the gentleman from New York [Mr. CUMMINGS]. I see the gentleman from North Carolina [Mr. KITCHIN] here.

Mr. KITCHIN. Mr. Chairman, though I did not intend to speak to-day, I will proceed on this bill, and if the gentleman from Kentucky [Mr. WHEELER] comes in I shall desire to yield to him.

Mr. Chairman, advocating the views of the minority, I wish to state that if nothing but ordinary matters of appropriation were involved in this bill there would have been no views of the minority presented, but we would have contented ourselves with trying to amend the bill upon the floor. But in it are several features which we think involve matters of important public policy. One is the absence of any requirement that part of the cruisers be built in the navy-yards, and especially that the three 8,000-ton cruisers authorized by this bill be built, one at the navy-yard at Brooklyn, one at the Mare Island Yard, and one at the Norfolk Navy-Yard. We think this largely involves the question whether this Government shall ever build another ship in its own yards. The fight is on. If ever in the history of this country in the building up of its great Navy, that nearly every gentleman seems to want, any ships are to be built in Government yards, now is the time to begin their construction.

Another point of difference between the majority and the minority is on the armor-plate question. I shall discuss this at some length presently. If we are ever to escape the exorbitant prices of what we conceive to be a monopoly in the armor-plate business; if we are ever to be free from charges that vessels are being delayed on account of the lack of armor; if we are ever to allay the suspicion that the country is being grossly overcharged upon armor plate, we ought now to undertake to settle these questions. Year after year we make the fight in this House, and so far, year after year the armor-plate manufacturers have succeeded, and we who believe that the Government should begin an armor-plate factory in order to reduce the price of armor plate have been defeated.

Mr. HAWLEY. Will my colleague permit a question just there?

Mr. KITCHIN. Certainly.

Mr. HAWLEY. You desire to build a plant in order that you may reduce the cost. Suppose you had the experience in the construction of armor plate that the Government has had in so many other lines of construction; that you found it cost you more than it costs to-day to buy it. Would that affect your opinion on the question?

Mr. KITCHIN. In the first place, I do not believe that what the gentleman thinks is true is true.

Mr. HAWLEY. I have not said it is true, but I am asking you whether that would have a relation to the question.

Mr. KITCHIN. I do not feel called upon to debate every hypothetical question that may be submitted. If the gentleman has any reason to think it would cost the Government more than the Government is now paying and can state that as a fact, then I will have no hesitation in expressing my views upon it. I will even now say that if I thought we could buy plate as cheaply as we can make it after an honest and fair trial, I would favor buying it; but this I do not believe, as I shall try to show in a few

moments. I favor cheaper prices for it or building a factory, because I despise extortion. Mr. Chairman, one other difference is based upon items which we consider extravagant and unwise. There are several of these items, and especially one to which I will presently call the attention of the House, and to which I hope the House will give its attention. It is the "emergency fund." For what purpose is it? No one knows; but it is to be at the disposal of the President, giving him \$500,000 to expend as he may see fit in time of peace.

I will take these matters up, not as I have stated them, but in the order, as I believe, of their importance at this time.

I will first consider the armor-plate business. I am sorry I do not see my distinguished friend from New York [Mr. CUMMINGS], the first Democrat on this committee, who has just advocated in an earnestly delivered argument that the Government shall not go into the armor-plate business. This eminent gentleman, however, agrees with the views of the minority as to building some of our ships in our navy-yards.

Mr. Chairman, there have been page upon page of testimony in regard to armor plate. I take it that no man can find from Secretary Herbert's report, the most complete report on the subject ever submitted to the House, or from Admiral O'Neil's testimony before our committee, that armor plate will cost this Government anything like \$545 per ton, the price the manufacturers demand for it. I have not my papers before me, as I did not expect to speak to-day, and would not have undertaken to speak except for the absence of the gentleman from Kentucky, who is rarely out of his seat. But my recollection is that the price of labor in a ton of armor plate in Secretary Herbert's report is placed at \$165 per ton.

Mr. BARBER. Will the gentleman allow me a question there?
 Mr. KITCHIN. I will.
 Mr. BARBER. On the question of labor, was that for the labor and material only, or is that the total cost?
 Mr. KITCHIN. That is not the total cost, according to my recollection.

Mr. BARBER. That is for what kind of armor?
 Mr. KITCHIN. He was discussing the harveyized armor, as I understand.

Mr. BARBER. Was that single or double forging? This is important.
 Mr. KITCHIN. I do not know, but suppose he was discussing the best armor known at that time.

I am giving the facts as I understand them. Admiral O'Neil puts the present price of labor and material at \$250 per ton in some of his various illustrations.

The raw material in it rarely exceeds \$20 per ton. I believe it is more than \$20 per ton at the present time, but the average cost of material in a ton of armor plate is, I think, about \$20 a ton for a number of years.

Mr. BARBER. Will the gentleman allow me a question right there?

Mr. KITCHIN. Yes, sir.
 Mr. BARBER. What do you mean by material?
 Mr. KITCHIN. I mean the steel.
 Mr. BARBER. Is it not a fact that the Rohrer board, in making the estimate which Secretary Herbert made, said the basis of material was \$30 in 1896, at a time when pig iron was worth about one-half of what it is to-day?

Mr. UNDERWOOD. I will state to the gentleman that the Rohrer board placed the price of pig iron at \$20 a ton. I have that fact here.

Mr. BARBER. What page is that?
 Mr. KITCHIN. Now, Mr. Chairman, I read from page 10 of Admiral O'Neil's testimony.

If we discard, therefore, the consideration of interest charges on plant, which ex-Secretary Herbert claimed should not be considered, and on working capital, the charges against the appropriation for making armor, in the first case of 3,000 tons (the cost being on the same basis as in the preceding cases), would become—

10 per cent for deterioration of plant and its maintenance.....	\$500,000
Cost of 3,000 tons of armor, at \$273 per ton.....	819,000
Total.....	1,319,000

So Admiral O'Neil has placed it in this calculation at \$273 a ton, and in that he includes labor and all material.

Now, he says this divided by 3,000 gives \$439.66 per ton. Then if you make 5,000 tons instead of 3,000 tons, he says you would get it at \$374 a ton instead of the \$545 that the other side think a fair price. Then he says:

A more accurate estimate, in my opinion, would perhaps be—

6 per cent on plant valued at \$4,000,000.....	\$240,000
6 per cent interest on working capital of \$600,000.....	36,000
8 per cent for deterioration and for maintenance of plant.....	320,000
Cost of making 3,000 tons of armor, at \$250 per ton.....	750,000
Total.....	1,360,000

One million three hundred and forty-six thousand dollars divided by 3,000 equals \$448.66 per ton, which does not make any allowance for royalty or for profit unless interest charges be so considered.

If 5,000 tons were manufactured, the figures on the same basis would be—

6 per cent interest on plant valued at \$4,000,000.....	\$240,000
6 per cent interest on working capital of \$1,000,000.....	60,000
8 per cent for deterioration and for maintenance of plant.....	320,000
Cost of making 5,000 tons of armor, at \$250 per ton.....	1,250,000
Total.....	1,870,000

One million eight hundred and seventy thousand dollars divided by 5,000 equals \$374 per ton exclusive of royalty or profit as above.

If we discard interest charges on plant and on working capital, the charges for making armor on the above basis would be—

8 per cent on \$4,000,000 for deterioration and maintenance of plant..	\$320,000
Cost of making 3,000 tons of armor, at \$250 per ton.....	750,000
Total.....	1,070,000

One million and seventy thousand dollars divided by 3,000 equals \$356.66 per ton.

And for 5,000 tons—

8 per cent on \$4,000,000 for deterioration and maintenance of plant..	\$320,000
Cost of making 5,000 tons of armor, at \$250.....	1,250,000
Total.....	1,570,000

One million five hundred and seventy thousand dollars divided by 5,000 equals \$314 per ton.

You will notice, Mr. Chairman, that in all these interest charges for this great plant he has placed the rate at 6 per cent, while we know that the Government can get its interest charges for half that.

Mr. BARBER. Were not these estimates made on the basis of 3,000 and 5,000 tons?

Mr. KITCHIN. They are made on estimates of 3,000 and 5,000 tons.

Mr. BARBER. Is it not a fact that up to this time these armor-plate factories never received orders for more than 2,000 tons in any one year, and that they have never manufactured more than 2,000 tons in a year? That is the average up to this time. All the tonnage has been about 35,000 tons, and less than 2,000 tons have been manufactured in one year.

Mr. KITCHIN. I think the gentleman is in error. I think that each of these American factories has made more than 2,000 tons in a year, and that their capacity is much more than that. I admit that it is probably true that in some years they have made less than 2,000 tons.

Now, Mr. Chairman, I say this is the latest testimony that has been before the committee; and if we make 5,000 tons a year, we can make it for \$314 a ton. Of course that would be an immense saving to the Government. That that is a reasonable proposition, I will state that we have in sight to-day, if we pass this bill as is now reported, besides that armor plate for which there is a present necessity for the three battle ships, the *Maine*, the *Ohio*, and the *Missouri*, an additional amount of 31,000 tons, enough to give a factory 5,000 tons a year for the next six years. And in the next six years, if gentlemen determine to increase the Navy at the rate indicated in this bill, we would have not only 5,000 tons for a long time to come, but I make the statement, which I think is true, that we will require ten or twelve thousand tons annually for the next forty years, if we try to keep up with Germany, England and all those countries who stand over the sea, side by side, with daggers drawn upon each other. If the American factories together can not supply annually more than 6,000 tons, then at last will you be driven to a Government factory.

Mr. BARBER. Will the gentleman yield for a question?
 Mr. KITCHIN. I will.

Mr. BARBER. As to the basis of 5,000 tons of Krupp iron in Admiral O'Neil's testimony, does not the gentleman know, assuming the capacity of the plants to be as they are, and the cost upon which he has made the estimate, that they can manufacture, as matter of fact, from their present experience, only 2,000 tons of Krupp armor a year?

Mr. KITCHIN. You mean the Carnegie Works and the Bethlehem Works? My information is that it is 3,000 tons of Krupp armor each.

Mr. BARBER. Two thousand tons from present experience; they are only manufacturing Krupp armor.

Mr. KITCHIN. I remember asking some gentleman when the committee was down at the Bethlehem Works, and he told me that their capacity was 3,000 tons, as I recall it.

Mr. BARBER. Of harveyized iron.

Mr. KITCHIN. I understood it was the best iron. The armor involved in the report of Admiral O'Neil is the Krupp iron. Why, gentlemen, if you would go down and see one of the little armor plates—I will admit that they are both powerful and expensive—you will find here and there a piece of iron plate that will astonish you by its cost and size. It is perhaps 8 or 10 feet wide and 14 or 16 feet long and 9 or 10 or 12 inches thick, and what do you reckon it costs the Government? Twelve or fifteen thousand dollars—enough to buy a good plantation in any State in the Union.

Whenever you look at it the first thing that strikes you will be "What? Does that cost \$12,000?" You can not conceive it; you can not understand it until you go down into the figures of these men who have been selling armor plate to us and other nations of the world. I believe there is a general feeling throughout the country from one end to the other that the Government is being, as it were, held up by the armor-plate factories. A piece about 20 inches each way is sold for \$545.

Mr. LANDIS. May I suggest to the gentleman that diamonds not so large as that would cost more money?

Mr. KITCHIN. Yes; and if the gentleman is as hard put to sustain his side of this matter as to ask that question, I do not think I am called upon to answer him.

Mr. LANDIS. You are judging of value by the size; and I say that you will find diamonds not so large as that more valuable.

Mr. KITCHIN. But we will not find diamonds which men have made from rough material quite so expensive as those you wear, and but little more expensive than Krupp armor plate at present prices. Now, this is what Admiral O'Neil says, and I commend it to the gentleman from Indiana. He says:

In my opinion, the price asked for armor plate has no very direct bearing on the cost of production. It is practically in the hands of a monopoly, which naturally desires to get as high a price for it as it can.

That is in Admiral O'Neil's testimony, showing that it is practically a monopoly. Of course they will hold us up as high as they can. Have you not heard the advocates of buying the plate from private corporations say that these factories will sell to one nation at \$700 a ton, to another at \$600 a ton, to another at \$545 a ton? This shows to common-sense men that there is no way of estimating the true cost of the armor by any prices which they demand. That is my opinion of it.

Mr. WATSON. Will my colleague permit a question?

Mr. KITCHIN. Yes.

Mr. WATSON. How long, in your opinion, would it be, if we should authorize a Government armor-plate factory, before we could manufacture armor plate?

Mr. KITCHIN. I think if the Secretary of the Navy is in thorough accord with the Government armor-plate factory, we could begin work in two years to make armor plate, perhaps earlier; but I am not an engineer of sufficient skill to state exactly. Much will depend upon the spirit of those charged by law with its construction.

Mr. WATSON. Would the gentleman suspend the completion of the three battle ships now ready for armor until that time?

Mr. KITCHIN. No, sir. My friend knows that in the committee (perhaps he was not present at the time) every member of the minority said that we were in favor of the Government going ahead, notwithstanding it was held up, and buying armor plate enough to complete these three ships—the *Maine*, *Ohio*, and *Missouri*—let the cost be whatever it might. But what I would do is to look out for the future, so that we should not be held up again.

Mr. WILLIAMS of Mississippi. The gentleman from Indiana [Mr. WATSON] has an opportunity to provide for the future, and he declines to do it.

Mr. WATSON. No.

Mr. KITCHIN. The same condition will confront you next year that confronts you this.

Mr. WHEELER of Kentucky. The gentleman from North Carolina will understand that the bill originally provided that all the armor plate should be paid for at this price; that the Secretary of the Navy should be authorized to purchase all the armor plate—31,000 tons—at these prices.

Mr. KITCHIN. The gentleman from Kentucky is correct; but this is the point I wish to impress on the gentleman from Indiana: Unless you take steps now to provide for the reduction in the general price of armor plate, year after year you will be put in the same position in which we now find ourselves in regard to these three battle ships—on the dock ready for armor plate. Then the cry will come that we must have the armor plate at once, and all will be compelled to yield to exorbitant prices for armor plate as a specific pressing necessity. That is what we want to provide against. We want to stop the conditions which will annually hold us up on this matter. Congress should act now, so that hereafter no monopoly can dictate extravagant prices upon the taxpayers of our country.

If you are determined that nothing shall ever be done to reduce the high prices of armor plate, that we shall never have a Government armor-plate factory to compete with other factories, then I ask you in the name of common candor to bring the matter to a test here, to raise no technical objections to this amendment when it shall be presented, but to settle this question fairly and squarely, so that the American people may know upon whom rests the responsibility of armor at \$545 per ton.

I will read from the views of the minority, prepared with great care by the distinguished gentleman from Kentucky, to whom I

have referred and who I say deserves large credit for the fight we intend to make in behalf of the people on this important question:

Now, since this statement was made the gentleman's company has furnished the Government armor for \$400 per ton.

This referred to the statement of Mr. Schwab, who was then as now with the Carnegie factory.

Mr. Schwab's testimony was:

I have no hesitancy in saying that if you will give us 3,000 tons a year we will give you a very nice rebate in price for every ton over 3,000.

If the Government undertakes this business, it will make five or six thousand tons a year and perhaps ten or twelve thousand tons annually.

Mr. Schwab continues:

If you will give us 3,500 tons a year we will give you a rebate of \$100 a ton on every ton over 3,500, so important is this item of keeping our works occupied. We could well afford to make that reduction if we had the same quantity of armor to make that other people do.

We understand further that since this statement was made they have taken contracts at \$400 a ton.

Mr. BARBER. For what kind of armor?

Mr. KITCHIN. Probably harveyized.

Mr. BARBER. But not the Krupp.

Mr. KITCHIN. I will come to your distinction presently. I think I will show that there is not all this difference between the cost of making Krupp armor and harveyized armor that the gentleman from Pennsylvania seems to think there is. But however that may be, we have here the statement that if we will give these people a contract for 3,500 tons a year, they will give us a rebate of \$100 a ton on every ton over 3,500; and since that statement was made they have made this harveyized armor for us at \$400 a ton. If we had given them a contract for 3,000 tons over 3,500 tons a year, they would have made it for \$300 a ton, according to that statement, would they not?

Mr. BARBER. Does the gentleman want an answer?

Mr. KITCHIN. No, sir; it carries its answer on its face.

Now, as to the Krupp armor, every gentleman knows that within the last three or four years all the great armor-plate factories have improved their plants by providing labor-saving machinery, etc., and in my opinion they can to-day make Krupp armor as cheaply as they could harveyized armor five years ago.

Mr. WHEELER of Kentucky. The gentleman will allow me to say that I am in possession of information which I am not at liberty to disclose, because the person imparting it declined to give me that privilege, showing that Krupp armor can be made for \$100 a ton cheaper than harveyized.

Mr. BARBER. Let me reply to that statement.

Mr. KITCHIN. I am afraid my time will not allow me.

Mr. BARBER. The Secretary of the Navy does not admit that statement to be correct.

Mr. WHEELER of Kentucky. He does not know anything more about this than the man in the moon.

Mr. BARBER. But he has his experts to give him information.

Mr. GAINES. May I interrupt the gentleman?

Mr. KITCHIN. Yes; for a moment.

Mr. GAINES. As has been stated here, Secretary Herbert recommended the building of an armor-plate factory. I read from page 86 of his report:

I therefore recommend that if Congress shall determine by law upon any limit of price to be paid, it shall also authorize the Department to erect or buy an armor plant and a gun plant, and, if need be, to lease such plant until it can construct its own.

Mr. WATSON. I do not know that I ought to inject this controversy here; but I call attention to the use of the word "until" in the paragraph just read.

Mr. KITCHIN. I can not yield for a controversy between other gentlemen. I call attention to the fact that although gentlemen connected with the armor-plate factories were formally or informally invited to come before our committee and give us further information on these subjects—the information with which the gentleman from Pennsylvania seems to be filled—yet they did not come. They responded that they stood by their former statements, one of which I have read you from Mr. Schwab. They did not come to us and give us openly and fully the information which we desired.

Secretary Herbert believed, like thousands of other good people in this land, some of whom, I suppose, have taken as much pains in this matter as the gentleman from Pennsylvania (with all due respect to him), and the great country believes, that we are being "gouged" in this armor-plate business; and we believe that in the light of past events—events of the recent past—there is no escape from the position in which the Government is placed except by meeting these makers of armor plate boldly like men and telling them that we will no longer submit to the prices demanded by their monopoly (which Admiral O'Neil calls it), but that we will make our own plate.

Mr. WILLIAMS of Mississippi. May I ask the gentleman a question?

Mr. KITCHIN. Certainly.

Mr. WILLIAMS of Mississippi. Taking advantage of your information and committee service, is it not your belief that if this Congress were to pass an amendment to this bill to the effect that the Government should establish an armor-plate factory and appropriate the money for it, unless on or before the last day of the present fiscal year the Secretary of the Navy should have received bids at a rate that we consider reasonable—is it not your opinion that we never would have to erect an armor-plate factory at all?

Mr. KITCHIN. That is my opinion, and I will state that in the views of the minority we say that we believe in buying our armor plate wherever we think we can get it at reasonable prices. We do not believe in the Government creating more offices; we do not believe in giving the Government more business to attend to; but we say that rather than to have extortion practiced upon us, we believe that, in defense of the great masses of the people who are back of us, we should resort to the building of an armor-plate factory, considering it a necessity for fair treatment.

Mr. GAINES. Will my friend yield right on that point?

Mr. KITCHIN. My time is very limited, but I will yield.

Mr. GAINES. On the question of monopoly and combination between the two companies, the Carnegie and the Bethlehem companies, Mr. Herbert says:

Here, then, we have the pregnant facts that the two companies in the United States have had a perfect understanding with each other as to what they should charge their own Government; that the five companies in France seem to have had a like understanding with each other as to what they should charge their Government; that the price of armor in France rose gradually from 1891 to 1894, as improvements were adopted, to about the same price as that which was charged by the Bethlehem and Carnegie companies to Russia in 1895, after the former company had forced its way into the European market. I am informed, upon authority which I believe to be good that about, or perhaps before, the time of the last contract of the Bethlehem Company with Russia there was a meeting in Paris of the representatives of the principal, if not all, of the armor manufacturers of Europe and America.

Mr. KITCHIN. We have in the views of the minority testimony of that character, to which I may refer later. Mr. Chairman, the minority in our views say:

We have been unable to find, after much investigation, where anyone places the labor cost in a ton of armor plate above \$185.50; the decided weight of evidence puts it at \$165, and much evidence entitled to weight as low as \$156; the cost of the steel ingot will seldom exceed \$20, which, together with the royalty (and there is grave doubt in our minds if any royalty whatever is paid; see Admiral O'Neil's testimony), make up the total cost of producing a ton of armor plate. This is, of course, from the standpoint of the purchaser, and does not take into consideration the profit of the company nor interest on the plant or wear and tear of same.

And we came to the conclusion from all we could learn that the armor plate would not cost the Government, after we get our plant in full operation and after a fair trial, more than \$230 a ton. This is exclusive of interest charges and royalties.

Now, it is natural that the gentleman from Pennsylvania [Mr. BARBER], the home of both these American armor-plate factories, should represent his own constituency and do all that he can fairly and squarely, as he is doing, to prevent the Government from coming in competition with his constituents. So I will state candidly that when we appeal to the House of Representatives to authorize the erection of an armor-plate factory, in case we can get no material reduction in prices, we have no good grounds to hope for the support of the gentleman from Pennsylvania or of his colleagues, although we would be glad to have it.

Mr. BARBER. You say that the estimate of the labor cost ranges from \$185 down to \$156 a ton?

Mr. KITCHIN. Yes.

Mr. BARBER. Where do you get that \$156 estimate?

Mr. KITCHIN. As I have stated, my distinguished colleague on this committee [Mr. WHEELER of Kentucky] carefully prepared this report; and no doubt when he comes to address you, if you will listen to him, he will give you all the information you desire.

Now, let us see about the building of ships. The question of building ships, the naval constructors seem to think, is of great importance.

Constructor Bowles, as I understand one of the best naval constructors on the pay list of the Government, is at the New York Yard, Constructor Stahl is another eminent naval constructor, now at the Norfolk Navy-Yard, Constructor Baxter is also in the front list of naval constructors—

Mr. DRIGGS. And Admiral Hitchborn, Chief of the Bureau.

Mr. KITCHIN. These eminent naval constructors all say, without hesitation, that in their opinion the Government ought to have under construction at least one ship in each of the largest and best equipped navy-yards all the time. These navy-yards are designated to be the Mare Island Navy-Yard, on the Pacific coast, and the Brooklyn Navy-Yard, in New York, and the Norfolk Navy-Yard, in Virginia. One of these gentlemen said if they would today give the order for one of the 8,000-ton cruisers included in this bill to be built in the navy-yards, that he could begin the construction of it to-morrow in either the Brooklyn or Norfolk Navy-Yard. The New York or Brooklyn Navy-Yard has cost the

Government and the Government now has invested in that yard more than \$19,000,000. It has invested in the Norfolk Navy-Yard more than \$5,000,000, and it has invested in the Mare Island Navy-Yard over \$4,000,000. This very bill increases the amount for construction and repair of vessels in the navy-yards \$3,000,000 over last year's bill, and yet fails to recommend the construction of a single vessel in those yards. The appropriation for this purpose was last year \$3,000,000. In this bill it is \$6,000,000.

Mr. DENNY. May I ask the gentleman a question?

Mr. KITCHIN. Certainly.

Mr. DENNY. I desire to ask the gentleman whether he proposes any amendment to conform with the recommendations of the constructors?

Mr. KITCHIN. I will state in reply to the gentleman that we shall make the attempt, and we hope no points of order will be made against it, to amend this bill so as to build at least three ships—that is, to authorize the building of three ships, one each in these navy-yards which I have just named—and we shall also offer an amendment providing that if the Government can not get the armor plate that is now required at a certain price—I think, \$400 per ton—in that event the Secretary of the Navy shall proceed to buy at any price the armor plate that is now needed; but if he has to buy it at a higher price than the figure which I have mentioned, or than we think is reasonable, then he shall at once proceed to construct an armor-plate factory.

Now, I have stated the amount invested in these navy-yards, and of course we have our naval officers there; but I believe I can give the House more information by reading some extracts from the testimony taken before the committee, and I take it that no man here can contradict this testimony in any case.

First, Mr. Constructor Bowles, of New York, makes this statement:

Mr. LOUDENSLAGER. I would like to ask a question. In your judgment—you speak of it being wise for the Government to construct ships in some yards for the advantages that will accrue—do you have any hesitancy in stating what you deem those advantages to be?

Mr. BOWLES. I endeavored to go over those advantages in the beginning, and, generally, they are these:

That it provides a means of maintaining the efficiency of the mechanical force and the machinery and plant; it renders repair work economical and rapid; it removes the tendency to increase alterations and repairs to existing vessels; it maintains a standard of workmanship with which we can require the contractors to comply, and it provides training for those who must inspect the contract work. Those are the material things for which you will pay.

I will say a few words now about the general subject of building ships in the navy-yards. I recommend the building of some vessels in the important navy-yards of the United States, because I believe it to be good business; and if I owned those yards and kept them for the purposes they are now kept for, I should say that it would be a sensible thing to do to build one ship in each of the important yards all the time, simply to keep them in order and maintain a sufficient force ready for all emergencies.

Mr. METCALF. I want to ask Mr. Bowles, if he has no objection, to state what navy-yards are now ready to build ships.

Mr. BOWLES. I am familiar with the New York yard and the Norfolk yard, and I believe on this coast those two yards are ready to take up any work you see fit to give them. I do not know about the Mare Island yard of my own knowledge, but Mr. Baxter was the constructor there for a number of years, and he is fully qualified to express an opinion about it. I believe it is capable of taking up the work.

The CHAIRMAN. We are very much obliged to you, gentlemen, for your instructive statements.

I also want to quote from the statement of Constructor Stahl, now of the Norfolk Navy-Yard, and I wish gentlemen would pay attention to this for this reason—

Mr. LOUDENSLAGER. Will it disturb my colleague if I ask him a question?

Mr. KITCHIN. Not a bit.

Mr. LOUDENSLAGER. Did Mr. Bowles also state in that hearing that that same degree of efficiency could be obtained if sufficient repair work was given to the navy-yard?

Mr. KITCHIN. I do not recall it, but I presume he did say that if they had sufficient repair work to occupy them all the time it could be done; and I should think myself that that would be true if you could occupy your navy-yards fully with repair work of all kinds.

Mr. DAYTON. Will the gentleman permit a question?

Mr. KITCHIN. Certainly.

Mr. DAYTON. You will be frank enough to state that Constructor Bowles gave nine reasons for and nine reasons against, and it is a question to be determined by a man's judgment whether the nine reasons for or the nine reasons against are the stronger.

Mr. KITCHIN. The gentleman from West Virginia can bring out the differences and develop those facts when he comes to speak; but whatever he may develop, he can not escape the conclusion that the gentleman, Constructor Bowles, who gave those pros and cons and who weighed those things before coming before our committee was strongly in favor of building some ships in the navy-yards, showing that certainly, to his mind, the reasons for building some ships in our navy-yards were entitled to far more consideration than those against the proposition.

Here is what Constructor Stahl, of the Norfolk Navy-Yard, says.

I hope every gentleman will give this matter attention. When a question is asked what the cost of a ship built by private shipbuilders is, they give you the amount authorized by the bill, say \$3,000,000, and it is rare that they will include in the statement of cost armor and armament, furniture, and other kindred things. None of his evidence has been denied, and I take it none of it can be denied.

Constructor Stahl, of the Norfolk yard, says:

Mr. WHEELER of Kentucky. I would like to ask you a question, going back to the matter that we have had under discussion. You have Mr. Bowles's statement. Summarizing his statement, or answering, what in your judgment would be the wisest thing for the Government to do—construct or not to construct vessels in the navy-yards?

Mr. STAHL. I think there is no doubt whatever about the advisability of constructing a certain proportion of our ships in the principal navy-yards. To me this seems so self-evident a proposition that it hardly needs argument.

Mr. WHEELER of Kentucky. Is that answer predicated upon the same reasons assigned by Mr. Bowles?

Mr. STAHL. Substantially the same. There is one thing I might add. Briefly, I think we can build at some of our principal yards, equipped with modern tools as they are, even more cheaply than Mr. Bowles thinks, and I see no reason why we should not build as cheaply there as can be built at any private yard.

Right here I will say that when we built ships ten or twelve years ago in our navy-yards we were not prepared to build them as we are now. We did not then have the immense strong machinery for lifting and moving large parts of the vessels. We have improvements in the navy-yards now that they have in the private shipyards.

Mr. METCALF. In your judgment would it lessen the cost of repairs if they had one or two vessels on the stocks?

Mr. STAHL. There is no question whatever; it is as certain as anything can be.

Let us assume, for the sake of argument, that the navy-yard and the private yard can build a certain ship at exactly the same cost. Let us further assume that the cost of hull and machinery, say for a ship like the *Indiana*, is \$3,000,000, and that the contractor or the Norfolk yard can either of them build it for this sum. With the contractor you make a contract for \$3,000,000. With the navy-yard you simply give the order to build the ship. The navy-yard spends \$3,000,000 for hull and machinery. The contractor also builds the hull and machinery, for which the Government pays him \$3,000,000. Now, then, in the navy-yard we go on; we make necessary changes the same as in a private yard. We provide armor, we run her speed trial, and do all other necessary work not covered by the contract or original order.

In all these ways we spend, say, another \$3,000,000 before the ship is finally completed in the yard. That work has to be done in the case of the contract-built ship just the same, and the Government has to pay for it just the same. In the case of the *Indiana* the Government paid out for this extra work—I did not just now mean to say \$3,000,000; in the *Oregon* it was nearly \$3,000,000—but in the *Indiana* the Government paid out for this identical work \$2,300,000. In the one case the navy-yard spends \$3,000,000, and then \$2,300,000 more. Then we say, and say truthfully, that the navy-yard ship has cost \$5,300,000 altogether. But you go and ask the price of the corresponding ship that was built at the private yard, and, unless the man you ask is well informed, he will say the contract price was \$3,000,000, leaving you to infer, if you choose, that that was the total cost.

Mr. MUDD. That is what I want to get at.

Mr. STAHL. That is the erroneous comparison. The contract price is not the total cost. It is only a portion of the total cost; and in some cases it has been barely half the price.

Mr. MUDD. From the result of your observations, I would judge that in past times building in navy-yards did not cost any more.

Mr. STAHL. No; I am of the opinion that many of the comparisons made in the newspapers have been very misleading.

One word more about this inspection. You paid \$60,000, plus a good deal more, to inspect the work on the *Kentucky*. If you built that ship at a Government yard, you would have to inspect the work also, but the same men who do the designing and superintending would do the inspecting, and it would not begin to cost you anything like that sum. Furthermore, consider the contract price of the *Kentucky*, \$2,250,000. I tried to get the cost of the changes on her, which I know to be large, though doubtless entirely proper, but I could not get them in time. When you contracted for that ship, you did not include the furniture, or the blocks, or boats, or coepage, and lots of other things in the contract. I built those articles at the Norfolk Navy-Yard. They cost \$50,000. What did the *Kentucky* really cost? That \$50,000 must be added to her contract price. So must also the cost of inspection, cost of authorized changes, and many other items. That sort of thing goes right straight through. There lies the danger of making a wrong comparison. A comparison of the contract price in the one case and the actual cost in the other is utterly misleading.

Now, Constructor Baxter says:

Mr. WHEELER of Kentucky. Do you think it would be wise or unwise for the Government to construct one or more ships at this yard?

Mr. BAXTER. I do consider it would be very wise for the Government to construct a certain number of ships at its yards.

Mr. WHEELER of Kentucky. Do you indorse the view taken by Mr. Bowles and Mr. Stahl in regard to keeping a ship constantly under construction in a yard?

Mr. BAXTER. I think that is a great advantage.

Mr. DAYTON. What is your opinion under present conditions, if we should undertake to do any work in navy-yards; what character of vessels do you recommend should be given to the yards and what given to contract?

Mr. BAXTER. I should give armored cruisers to the navy-yards.

Mr. DAYTON. The great big ones?

Mr. BAXTER. Yes, sir.

Mr. DAYTON. The largest vessels ever undertaken—the new types?

Mr. BAXTER. Yes, sir.

Mr. DAYTON. Will you give your reasons for that?

Mr. BAXTER. Because in doing that the yards are able to do anything else they will ever be called upon to do; that is the reason.

Mr. LOUDENSLAGER. Would that be in any sense an experimental construction on the part of the yards?

Mr. BAXTER. No, sir; not at all; no more than any other work that is undertaken here. There are certain set plans and certain set specifications, and the people in charge use skill, and knowledge, and judgment in directing and carrying on the work.

Mr. HAWLEY. Could you give the construction of an armored cruiser as large as 12,000 tons to a navy-yard?

Mr. BAXTER. Yes, sir.

These extracts are not exceptional, but are fair samples of the testimony. [Applause.]

Now, Mr. Chairman, the other point which I said I would charge on this bill was the extravagance. I ask the Chairman how much time have I remaining?

The CHAIRMAN. The gentleman has twelve minutes remaining.

Mr. KITCHIN. Well, I have not time to yield to anyone; and I want to run over some of the items of extravagance, as I see it. As I understand it, Mr. Chairman, this bill carries an appropriation of \$13,000,000 in excess of any bill heretofore reported, and an excess of \$26,000,000, or nearly double, of any naval bill heretofore reported in time of peace. This enormous excess shows a strong tendency of the American Congress to extravagance.

Gentlemen have spoken here, the gentleman that preceded me, our able and distinguished acting chairman, who has the highest respect of every member of the minority, and, I take it, certainly of the majority, and the distinguished gentleman from New York [Mr. CUMMINGS], and both have shaken in our faces here what Germany is going to do, what Italy is going to do, and what England is going to do. The very paper that the acting chairman read showed you that in sixteen years from now, according to the German programme, that the German navy would double itself in tonnage.

But, gentlemen, if we were only asked to double ourselves in tonnage in sixteen years, there would certainly be no necessity for the two battle ships. I do not think they are necessary, and to them I object as one of the minority, though there are some who do not object to them. If we should proceed for the next sixteen years increasing our Navy as is done in this bill, then, instead of doubling our Navy in tonnage in the next sixteen years, we would quadruple it. [Some gentlemen shook their heads.] Yes, sir; this bill makes a provision for about 90,000 tons of war ships, according to my estimate, and a like tonnage for sixteen years, added to our present Navy, would equal the navy that England has to-day. But if the German programme is carried out, which I understand would add 422,000 tons to the German navy—am I correct? I will ask the gentleman from Illinois if his statement was not to the effect that the German navy would be increased by 422,000 tons in the next sixteen years?

Mr. FOSS. That is true.

Mr. KITCHIN. Then, if that is true, my statement is true, because in this bill the two battle ships are of 12,500 tons each. That is 25,000 tons, and three armored cruisers, each of 13,000, is 39,000, which make 64,000 tons; and then the three smaller cruisers, of 8,000 tons each, making 24,000 tons, run it up to 88,000 tons this year, while the German navy in all that time would increase a little over 26,000 tons a year, and we will be more than trebling the increase of the German navy annually. While she may double her navy in sixteen years, we will, at the rate of this bill, quadruple our present navy and have a navy more than twice as large as the German navy then, according to the figures on which the gentleman from Illinois and the gentleman from New York based their calculation.

Therefore I shall follow the recommendations of the Secretary of the Navy. When he sent his report to Congress he did not recommend the building of these two battle ships, but did recommend the building of cruisers, both large cruisers and small cruisers.

Mr. FOSS. Will the gentleman allow me to ask him a question right there?

Mr. KITCHIN. Yes, sir.

Mr. FOSS. If you are against the building of the battle ships, why are you in favor of the armor-plate factory plant? Battle ships use armor plates, but armored cruisers use not more than 10 or 12 per cent of the amount of their displacement.

Mr. KITCHIN. That is a fair question. I do not hesitate to answer the gentleman. I state that in this conflict we expect to be run over on this battle-ship question, and I want to meet the doubt by settling the armor-plant question in favor of the people. And of course, whether we strike out the battle ships in this bill or not, we will have to provide over 25,000 tons of armor besides that now needed, and we will probably continue for some time to come to build a battle ship or two now and then. I do not believe that we need the two extra battle ships. The Secretary of the Navy did not recommend them.

Mr. DAYTON. Will the gentleman yield to me?

Mr. KITCHIN. Certainly.

Mr. DAYTON. Do I understand the gentleman to mean that his advocacy of the armor-plate factory is in order to avoid the construction of battle ships?

Mr. KITCHIN. No; the gentleman from West Virginia does not so understand me, nor does anybody else. I gave what I considered a proper reply to the question propounded by the gentleman from

Illinois. If we never authorize another battle ship, we already have in sight the necessity for more than 20,000 tons of armor, and the armored cruisers will require armor. It is probable that we will continue to need armor for a long time. But that question will come up under the five-minute debate, and perhaps some of us will have something more to say at that time about it.

Now, another increase. Let me read from the minority views just this:

But to this particular bill: It seems to us that some appropriations are practically duplicated in the bill by stating a sum total in one part of it for some purpose and then also stating in other parts of the bill specific amounts for the same purposes in each navy-yard. As for example, "For repair and preservation" of navy-yards and stations in one item is given \$500,000. Also, for the maintenance of yards and docks is given \$475,000. Then under each navy-yard is given a specific sum for repairs and improvements, in the aggregate amounting to \$210,000. If the committee were to put these items together, it would tend to attract the attention of the public more closely, for they amount to \$1,185,000.

In addition to this, Mr. Chairman, every single item of new repairs and improvements that have occurred to the Secretary of the Navy were, as I understand it, recommended in his report or in his letter to the committee.

Another thing for the civil establishment. Mr. Chairman, I suppose it is not known to all that our different civil establishments in the different navy-yards cost this Government \$255,000 for civil-clerk hire. It is a result of our bureau system. There are nine different bureaus, if I make no mistake, and each bureau at every navy-yard has to have its own department and its own quarters, its own clerical force, and everything else pertaining to it; and if one department gets a little ahead of the other in dignity or expense, they all try to even it up. I think it encourages a spirit of emulation in extravagance, and I believe the bureaus ought to be consolidated in some way, and diminish their number. I believe it is a cumbersome system and occasions a great deal of unnecessary expense to the Government.

Mr. FOSS. Will the gentleman yield to me for a question?

Mr. KITCHIN. Certainly.

Mr. FOSS. Does the gentleman think \$255,000 for clerk hire is extravagant, in consideration of the fact that we are spending millions of dollars at the navy-yards and have invested there in property to the value of probably \$50,000,000?

Mr. KITCHIN. I do think it is an extravagant appropriation on account of your bureau system. I understand this is an appropriation for nine different bureaus; that means for the civil establishment about \$30,000 for each bureau, when if we only had two or three bureaus, the same clerical force which now acts for one bureau could act for three or four, and instead of its requiring \$30,000 for clerk hire, I believe it could be done for less than \$10,000. I am not as old in naval affairs as the gentleman from Illinois, but I am giving the House the honest conclusions I have arrived at in my service upon that committee and trying to do it plainly.

Mr. DAYTON. If my friend will pardon me, do you think one head is capable of performing the duties and managing the Bureau of Steam Engineering, of Navigation, of Medicine and Surgery, and Equipment and Supplies, and the many other branches that require experts in the Navy Department?

Mr. KITCHIN. In response to that I will say that I understood the theory of the majority is that it is now under one head, the Secretary of the Navy; and whenever we attack it, they say it is practically under one head. I do say, however, that one man who is master of his business would have intelligence enough to surround himself, not with independent heads of independent bureaus, but with competent men to advise him. He would have such help as he could depend upon. I imagine he would have the finest engineer he could get; he would have the best other officers under him; he would have the best men obtainable, and take their advice, and then he would not require so much clerical force in these different situations.

Mr. DAYTON. Would it make any difference whether he was called a head of a bureau or a surgeon-general?

Mr. KITCHIN. I claim nothing on account of their titles. Under the present conditions we know there are independent bureaus with independent heads, making independent reports, and all trying to take care of themselves, and, incidentally, of each other. If they were all under one head, one controlling mind, one brain to guide and direct this entire naval business of the United States; if the man at the head had sufficient wisdom to gather about him the experts of these different divisions, it would not be the same as it is now. It would be a superior system, a more economical system, and not be liable to the charges that can be made against the independent-bureau system.

Mr. DAYTON. One other question. Is not that substantially the fact now?

Mr. KITCHIN. I think not.

Mr. DAYTON. The Secretary of the Navy, the head, had these bureau chiefs and other men gathered around him because they are experts in these matters.

Mr. KITCHIN. The gentleman's statement is doubtless true, but these bureau chiefs, as I understand, are independent of each other, have their own establishments, etc., which makes the system extravagant, expensive, and cumbersome. The gentleman might go on and say that the President is at the head of everything.

The CHAIRMAN. The time of the gentleman from North Carolina [Mr. KITCHIN] has expired.

Mr. KITCHIN. Mr. Chairman, I dislike very much to ask for an extension of time; but I would like to have about ten minutes more; I have been interrupted very much.

The CHAIRMAN. Is there objection to extending the gentleman's time for ten minutes? The Chair hears none.

Mr. KITCHIN. Now, Mr. Chairman, only one other item, and I will be through the discussion of this bill. There is in the aggregate for contingent expenses of the Bureau of Yards and Docks, the Bureau of Medicine and Surgery, the Bureau of Equipment, the Bureau of Construction and Repair, the Ordnance Bureau, the Bureau of Steam Engineering, Bureau of Supplies and Accounts, Marine Corps, etc., the sum of \$467,300. Now, gentlemen, in all candor, would it not seem that \$467,000 would be sufficient for all contingent expenses—for anything that may be contingent or unexpected? But in addition to this appropriation for contingent expenses there is inserted in this bill a new item, in which there is given as an "emergency fund" the sum of \$500,000, to be used at the discretion of the President.

Now, Mr. Chairman, in my opinion it would be unwise at any time or on any occasion to give this vast sum of \$500,000, to be disposed of as an emergency fund by the President. It is true that we unanimously voted in the last Congress to give the President \$50,000,000, because we knew what he wanted to do with it. He wanted to prepare our Navy at once to meet the Spanish enemy. But here is an emergency fund in time of profound peace—an emergency fund of half a million dollars to be placed at the disposal of the Executive. I believe that under the Constitution it is the duty of Congress to appropriate money; and I believe we ought never to exercise that duty unless we know for what specific purpose, as nearly as may be, the money is to be used. I believe that on a question of this kind it is the judgment of Congress that ought to be taken, not the judgment of the Executive.

One other thing, and I say it in all kindness to the other side of the House and to the Executive. We have to-day an Executive who has not been stable in his convictions on great questions affecting this Government. We certainly do not know what position he may occupy six months from now. We know not whether he may, in order to maintain the Navy, decide under his expansion theories to buy some little island out in the South Seas and there entangle us. We know not what he may do. We have heard him declaring at one time the good American doctrine that "forcible annexation is criminal aggression"—a doctrine which we, at least, on this side of the House believe—and then a few months later we have seen him reject that doctrine and advocate oppressive principles under the name of "benevolent assimilation."

We have seen him in December send to this House a well-considered message telling us that free trade was our "plain duty" with the Porto Ricans, and then before the flowers had bloomed change his mind upon the subject. He can not well say, and no other man can well say that he changed in hostility to the trusts; because if his motive was hostility to the trusts, why did he make any reduction at all? If 15 per cent was to be maintained, because he wished to defeat the trusts, why did you not maintain the whole 100 per cent? That cry of being against the trusts will deceive no American citizen.

When we see the President, when dealing with the very basic principles of American government and American liberty, change his mind so quickly, I hesitate to put into his hands an emergency fund of \$500,000 to be expended wherever upon the earth or the sea he may see fit.

If the gentleman from Illinois will pursue the argument that he made when he said we could build better ships than any other nation on the face of the earth; that our nation would be the great shipbuilding nation of the world; that we had the steel and the coal and the labor and the intellect to build a great American navy and a great merchant marine—if we can do that; and if foreign nations are to-day, as he told us, having their ships built here, I want the gentleman to consider whether that argument will not lead him to antagonize the Hanna-Payne ship-subsidy bill when it reaches this House. [Laughter and applause.]

I do not share the general opinion that our Navy should be constantly increased to the size of England's. We do not need one so large. We need a strong, well-equipped, well-built, well-armed with the best armor, and well-manned navy. I favor a larger navy, but I do not favor the rate of increase embodied in this bill. Great navies are of great cost, which must be borne by the people. It is proper for the Government officials to submit to Congress their estimates, but it is the duty of the representatives of the people to carefully scrutinize those estimates, and to do so

fearlessly. It is easy for high-salaried officials to forget how and from whom the United States gets its revenues. This bill carries more than \$61,000,000 cash appropriations, and authorizes contracts for millions more. The ships alone authorized by this bill will probably cost complete \$50,000,000, none of which is appropriated by this bill. Internal taxation is bearing heavily upon the people. The question of how to raise our money will be with us always. When the country learns fully of this enormous bill the people will exclaim, "Is it imperialism? Is it colonialism? Is it to keep the Constitution from following the flag?" When they think of the burdens being placed upon them unnecessarily it will be a sad day for the Republicans.

I believe, Mr. Chairman, that I have covered the main points upon which I differ with the majority of the committee with regard to this bill. I know that we all have the same patriotic love for America; that we all desire that when we put battle ships on the seas they shall be the best battle ships, the best armored, the best manned of any in the world. No one wants us to face an enemy with inferior machines. And however much gentlemen on the other side may think we on this side are in error, no man can say that any expression or intimation, either by countenance or by word of mouth, has ever escaped the members of the minority contrary to the principles I have just announced, and no man ever will, because we on this side have as much at heart the glory and the honor and the preservation of the American Union as any Republican ever dared to have. [Applause.]

MESSAGE FROM THE SENATE.

The committee informally rose; and Mr. DALZELL having taken the chair as Speaker pro tempore, a message from the Senate, by Mr. PLATT, one of its clerks, announced that the Senate had passed bills and joint resolution of the following titles; in which the concurrence of the House was requested:

- S. R. 114. Joint resolution for the relief of Garfield Hospital;
 S. 2762. An act to authorize the Secretary of War to correct the military record of Wynn W. Pefley;
 S. 2259. An act for the relief of Jeronemus S. Underhill;
 S. 943. An act to provide for the erection of a public building in the city of Great Falls;
 S. 3286. An act to diminish the number of appraisers at the ports of Philadelphia and Boston;
 S. 879. An act for the relief of Levi Stoltz;
 S. 558. An act to make increment and accretions upon the sums reserved by the Department of State from the fund received by the United States upon the account of the payment of the awards of the late Spanish and American Claims Commission, and to pay and distribute the same;
 S. 3465. An act to provide an American register for the steamship *Garonne*;
 S. 3679. An act granting a deed quitclaim and release to Lorillard Spencer, his heirs and assigns, of all the right, title, and interest in and to certain land in the city of Newport, R. I.;
 S. 78. An act granting a pension to Samuel W. Childs;
 S. 814. An act granting a pension to Rosa L. Couch;
 S. 825. An act granting an increase of pension to Joseph B. Coons;
 S. 1031. An act granting an increase of pension to Thomas H. Kearney;
 S. 1126. An act for the relief of Mrs. Narcissa G. Short;
 S. 1274. An act granting an increase of pension to Augustus C. Pyle;
 S. 1347. An act granting an increase of pension to Marie Sharpe;
 S. 1569. An act granting a pension to Phebe E. C. Priestly;
 S. 1776. An act granting a pension to John Carr;
 S. 1901. An act granting a pension to Elvira Hunter;
 S. 1975. An act granting an increase of pension to Annie D. M. Wood;
 S. 2101. An act granting an increase of pension to George E. Scott;
 S. 2142. An act for the relief of Anna Whitney Tarbell;
 S. 2400. An act granting an increase of pension to Edith Lockwood Sturdy;
 S. 2570. An act granting an increase of pension to John M. Swift;
 S. 2729. An act granting a pension to Eliza L. Reese;
 S. 2795. An act granting an increase of pension to Christina Noll;
 S. 3058. An act granting an increase of pension to Harriet E. Meylert;
 S. 3082. An act granting a pension to Elizabeth F. Wolfey;
 S. 3099. An act granting an increase of pension to Melancthon McCoy;
 S. 3119. An act granting an increase of pension to Lewis Terry;
 S. 3137. An act granting an increase of pension to Lunsford Ellis;
 S. 3139. An act granting a pension to John B. Wetherbee;
 S. 3268. An act granting an increase of pension to Elisha F. Barton;

- S. 3314. An act granting a pension to Mary I. Bradbury;
 S. 3337. An act granting an increase of pension to Buren R. Sherman;
 S. 3436. An act granting a pension to Catherine Weinheimer;
 S. 3467. An act granting a pension to Hellen Lang;
 S. 3470. An act granting a pension to Rosalia Tejidor Brinckerhoff;
 S. 3480. An act granting a pension to John Holland;
 S. 3534. An act granting an increase of pension to Helen G. Heiner;
 S. 3549. An act granting an increase of pension to William A. Keyes;
 S. 3708. An act granting a pension to John H. Harrison;
 S. 3790. An act granting an increase of pension to Anna M. Collins;
 S. 3899. An act granting a pension to James Cook;
 S. 3900. An act granting a pension to Sarah Clark;
 S. 3922. An act granting an increase of pension to Mary Corinne Blandin;
 S. 4007. An act granting an increase of pension to Bernard Dunn;
 S. 4030. An act granting a pension to Helen M. Glenn; and
 S. 3670. An act authorizing and directing the Secretary of the Interior to issue a patent to the heir or heirs of one Tawamnoha, or Martha Crayon, conveying to them certain lands in the State of North Dakota, confirming certain conveyance thereof, and for other purposes.
- The message also announced that the Senate had passed without amendment bills of the following titles:
- H. R. 625. An act granting an increase of pension to Wesley Reed;
 H. R. 963. An act to extend the privileges of the seventh section of the act approved June 10, 1880, to the port of Greenbay, Wis.;
 H. R. 1147. An act granting an increase of pension to Luke H. Cooper;
 H. R. 3654. An act granting a pension to Calvin E. Myers;
 H. R. 1681. An act granting an increase of pension to Isaac M. Locke;
 H. R. 1677. An act granting an increase of pension to Missouri B. Ross;
 H. R. 8599. An act granting a pension to Ellen J. Williams;
 H. R. 3831. An act granting an increase of pension to Frances D. Best;
 H. R. 3758. An act granting an increase of pension to Joshua Ricketts;
 H. R. 8397. An act granting an increase of pension to John White;
 H. R. 4795. An act granting an increase of pension to John O'Connor;
 H. R. 6486. An act granting an increase of pension to Orange F. Berdan;
 H. R. 6731. An act granting an increase of pension to William F. Tait;
 H. R. 6900. An act granting an increase of pension to Benjamin F. Kurtz;
 H. R. 1946. An act granting a pension to Jane F. Chalmers;
 H. R. 8339. An act granting an increase of pension to Charles H. Gates;
 H. R. 4562. An act granting a pension to Lois A. Fields;
 H. R. 3312. An act granting an increase of pension to Ellen V. Myer;
 H. R. 4836. An act granting an increase of pension to Wilbur F. Loveland;
 H. R. 6089. An act granting a pension to Alfred T. Moreland;
 H. R. 1768. An act granting an increase of pension to George J. Stealy;
 H. R. 4657. An act granting a pension to Laura S. Pontious;
 H. R. 8045. An act granting an increase of pension to Wilford Cooper;
 H. R. 7323. An act granting an increase of pension to Harrison Canfield;
 H. R. 6019. An act granting a pension to Mrs. Therese W. Hard;
 H. R. 5170. An act granting a pension to Cyrus Johnson;
 H. R. 5171. An act granting an increase of pension to William R. Wallace;
 H. R. 3962. An act granting an increase of pension to Alanson C. Eberhart;
 H. R. 8605. An act granting a pension to Joseph Champlin;
 H. R. 6356. An act granting an increase of pension to Lewis R. Armstrong;
 H. R. 7799. An act granting an increase of pension to Franklin M. Burdoin;
 H. R. 5961. An act granting an increase of pension to Charles A. Hausman;
 H. R. 4654. An act granting an increase of pension to Simca Van Der Vaart;

- H. R. 5134. An act granting an increase of pension to Joseph F. Allison;
 H. R. 3214. An act granting a pension to John S. Dukate;
 H. R. 4089. An act granting a pension to Emily Burke;
 H. R. 1172. An act granting a pension to Rebecca J. Jones;
 H. R. 2303. An act granting an increase of pension to Levina M. Payne;
 H. R. 3454. An act granting a pension to Joseph E. Baldwin;
 H. R. 3941. An act granting a pension to Samuel B. Weeks; and
 H. R. 8390. An act granting an increase of pension to Joshua Mitchell.
- The message also announced that the Senate had passed with amendments bills of the following titles; in which the concurrence of the House was requested:
 H. R. 10449. An act making appropriations to supply additional urgent deficiencies in the appropriations for the fiscal year ending June 30, 1900, and for other purposes;
 H. R. 856. An act granting a pension to Mary McGrath;
 H. R. 4267. An act granting an increase of pension to Ezra A. Bennett;
 H. R. 4335. An act granting a pension to William H. Edmunds;
 H. R. 4606. An act to amend the charter of the East Washington Heights Traction Railroad Company; and
 H. R. 5970. An act granting a pension to Phebe S. Riley.

NAVAL APPROPRIATION BILL.

The committee resumed its session.

Mr. FOSS. Mr. Chairman, inasmuch as the majority—and I mean by that those who are in favor of the report of the committee—have consumed two hours, and we have had only one speech from the minority, I suggest that it is proper that we should at least have another speech from that side before we proceed further upon this side.

Mr. WHEELER of Kentucky. That is not right, Mr. Chairman. I do not think it would be fair to say that the gentleman from New York [Mr. CUMMINGS] represents the majority, because he very specifically stated that while he did not sign the minority report he differed very radically with the majority on many of their propositions.

Mr. CUMMINGS. What is the proposition?

Mr. WHEELER of Kentucky. The proposition is that he is charging you to his side as having occupied a part of the two hours which he says have been occupied on that side, and he desires us to occupy still more of the time. I will state, Mr. Chairman, that it is customary in debates of this sort to alternate.

Mr. CUMMINGS. I think you ought to alternate.

Mr. WHEELER of Kentucky. I think you ought to alternate. I think it would be hardly fair to require some gentleman of the minority to proceed now without giving us any opportunity to hear from any member of the majority who proposes to go into details in defense of this bill. The chairman generalized and summarized the bill in its presentation to the House. We have had absolutely no opportunity to judge of the position the majority propose to take upon the questions at issue. I do not think it is right to require us to proceed on this side, although we want to be entirely fair about it.

Mr. DAYTON. The report shows the position that we take. We stand in defense of the bill.

The CHAIRMAN. The Chair will recognize any gentleman on the committee who desires to take the floor. If no gentleman desires to take the floor, the bill will be read by paragraphs.

Mr. CUMMINGS. Mr. Chairman, I was interrupted during my speech, so that I failed to continue a line of argument on which I had started, and that was with regard to the building of ships in the navy-yards of Europe.

The CHAIRMAN. The Chair understands that the gentleman from New York [Mr. CUMMINGS] consumed all of his time.

Mr. CUMMINGS. The Chair said he would recognize anybody on the committee who wished to take the floor.

The CHAIRMAN. The Chair, of course, intended that the gentleman should understand that he would do so under the rules of the committee. He meant any gentleman who had not spoken.

Mr. CUMMINGS. I think if the gentleman from New York [Mr. DRIGGS] wants to take any time he had better go ahead now.

Mr. WHEELER of Kentucky. Mr. Chairman—

The CHAIRMAN. The gentleman from Kentucky.

Mr. CUMMINGS. If the gentleman from Kentucky [Mr. WHEELER] is to be recognized, I ask the privilege of extending my remarks in the RECORD.

The CHAIRMAN. The gentleman from New York asks unanimous consent to extend his remarks in the RECORD. Is there objection?

There was no objection.

Mr. FOSS. I ask unanimous consent that I may extend my remarks in the RECORD, and also that I may make a part of my speech the report which I prepared as a part of the bill, including the illustrations.

The CHAIRMAN. The Chair hardly thinks that latter request is within the province of the committee. That will have to be done in the House. The gentleman from Illinois asks unanimous consent to extend his remarks in the RECORD. Is there objection? There was no objection.

Mr. WILLIAMS of Mississippi. Does that include the illustrations?

The CHAIRMAN. As far as printing illustrations is concerned, that is a matter in the control of the House and not of the committee.

Mr. WILLIAMS of Mississippi. That is what I thought.
 Mr. KITCHIN. I should like to ask permission to extend my remarks also in the RECORD.

The CHAIRMAN. The gentleman from North Carolina asks unanimous consent to extend his remarks in the RECORD. Is there objection?

There was no objection.

Mr. GAINES. I should like to ask consent—

The CHAIRMAN. The Chair recognized the gentleman from Kentucky [Mr. WHEELER].

Mr. KITCHIN. Before that, if the gentleman from Kentucky will yield.

The CHAIRMAN. Does the gentleman from Kentucky yield? Mr. WHEELER of Kentucky. I will yield; yes.

Mr. KITCHIN. I should like to state that I think some on the other side ought to speak now, because, as I recollect just now, after the gentleman from New York [Mr. CUMMINGS] has spoken—

The CHAIRMAN. The Chair will suggest that that is a matter for private arrangement.

Mr. KITCHIN. I am going to ask the gentleman to see if that was not the understanding at that time—

The CHAIRMAN. Of course, if no gentleman desires to take the floor, there is but one thing to do and that is to read the bill.

Mr. WILLIAMS of Mississippi. The gentleman from Kentucky [Mr. WHEELER] has yielded to the gentleman from North Carolina, and he has the right to say what he chooses during the time yielded to him.

Mr. KITCHIN. I just want to state again, to see if I have the correct recollection of the matter—

The CHAIRMAN. Of course this comes out of the time of the gentleman from Kentucky [Mr. WHEELER].

Mr. WHEELER of Kentucky. That is all right. Let it come out of my time.

Mr. KITCHIN. There is a gentleman here who I think ought to speak on the other side, and I will state why. A short time ago, after the gentleman from Illinois [Mr. FOSS] had spoken, and after the gentleman from New York [Mr. CUMMINGS] had spoken, then I did not want to speak this evening, as the Chair well remembers, but the gentleman from Kentucky [Mr. WHEELER] was momentarily absent from the Hall, having been here all day, and when the question came up, as I understood it, the gentleman over here said that both the speeches which had been made had been on the same side, that is, the speeches of the gentleman from New York [Mr. CUMMINGS] and the gentleman from Illinois [Mr. FOSS], and that therefore one of us ought to proceed on the minority side. Now, if that is true, then certainly one of the gentlemen on the other side, it seems, ought to follow me.

Mr. WHEELER of Kentucky. I understand that is a matter which is entirely under the control—

Mr. WILLIAMS of Mississippi. The gentleman from North Carolina is just making the point, though.

Mr. KITCHIN. I was just making the point that was made just now.

Mr. DAYTON. I will say in response to my friend that I do not care to speak unless something else is said against this report.

Mr. WHEELER of Kentucky. I will yield my hour of time to the gentleman from New York [Mr. DRIGGS], and if the gentleman from West Virginia has anything to say, then I will have something to say.

The CHAIRMAN. The gentleman from Kentucky [Mr. WHEELER] yields one hour to the gentleman from New York [Mr. DRIGGS]. The gentleman from New York is recognized.

Mr. DRIGGS. Mr. Chairman, it is a source of the deepest gratification to me, not only as a Representative upon the floor of this House, but also as a citizen of the Republic, that the Committee on Naval Affairs has deemed it wise to recommend so liberal and important an increase of the Navy. It is also a source of satisfaction to me to realize that upon the question of the increase of the Navy the members of this House stand united, Democrats, Populists, and Republicans alike, all being in favor of the construction of more ships. This policy, if adhered to during the next few years, will demonstrate to the world that we propose at all times to be ready to defend the rights of American citizens, protect American ships, and uphold the honor of the nation wherever it may be necessary.

There are, however, several features of the bill to which the

minority members of the committee filed an adverse report, and while I know nothing about an armor-plate plant, I desire to express my concurrence in their views in relation to the policy of constructing some one of the proposed ships in the navy-yards. I will also endeavor to demonstrate that it would be advisable for the Government to inaugurate the policy of constructing a certain proportion of its ships in its own navy-yards.

I propose to commence my remarks by going back to the time when Great Britain first authorized the construction of war ships in her own yards; then coming to a later period, to treat of her method of comparing the relative cost of vessels constructed in her dockyards with those built by contract in private yards, and then to the time showing what we, the United States, did, and why, if we adopted the same system, the same fair plan of action that Great Britain had adopted, there would be no question whatever as to whether we could construct our own ships to-day in our own yards as cheaply as they are to-day constructed in the contract yards.

An account was presented to the British Parliament in 1896 by the admiralty showing the comparative cost of war vessels built under the provisions of the national defense acts of 1889 to 1893, by contract and in the government dock, or, as we say, navy-yard. The report concludes by stating that—

For the first time a standard, imperfect though it may be, appears to be available by which to test the result of work in Her Majesty's dockyards.

The comptroller and auditor-general, Sir Charles L. Ryan, appended to this report the following statement:

The comparative results show that dockyard shipbuilding is more favorable in the case of first-class battle ships, but not so economical, so far as can be judged by aggregate cost under the other types; while it is noticeable that dockyard results under the same types vary considerably inter se.

Note carefully that notwithstanding the extra cost of all classes of war ships, excepting battle ships, built in the English dockyards as compared with private or contract dockyards, the English Government, alike famous for its navy and the most economical administration thereof of all its various departments, adheres rigidly to this day to its policy of constructing a certain number of war vessels in its own dockyard.

Now, then, Mr. Chairman, you will notice it was in 1889 that the English national-defense act was passed. Four years transpired, to 1893, and still no comparisons were allowed by the English Parliament between the Government-built ship and the contract-built ship. Three years longer went by, to 1896, before these comparisons were allowed or were made, and why? These statements that I am now giving in relation to the English-built ships are from a paper written by Mr. Francis Elgar, delivered before the Institute of Naval Architects in 1896 in Great Britain.

Mr. Elgar is considered by all naval authorities the world over to be the most expert in this line of evidence now living. I believe that is conceded by most naval architects and most naval theorists, at least so far as the construction of ships is concerned.

When they first commenced building war vessels in the Government dockyards what did they find? They found in the contract yards, or private yards, as I shall call them, different systems in every single solitary particular. They had different methods of bookkeeping, different methods of acquiring material, and different labor-saving devices unknown to the dockyards. They found the private machine shops better equipped, better located, and

more convenient to the work to be performed than those in the dockyards.

When the Government started in to compare, it did the only just and fair thing. It reformed and revised its entire system of constructing ships and account keeping in the English dockyards. It appointed a commission, which went all over Great Britain to the great private yards. The owners of the private yards allowed comparisons to be made between their systems of bookkeeping and the Government system of bookkeeping; I mean account keeping in every single particular; and after the Government had made a most careful study of the subject, it adopted the best system that could be conceived, namely, the best of the various systems of all other yards.

It then found, in addition to that, that the machine shops and other buildings, to which I alluded a while ago, were not as conveniently located in Government dockyards as in the private yards. They made an allowance for each and every one of these things, and then came the question of labor. In the Government yards it was ascertained, and beyond any question of doubt whatever, that the laborers first employed in the Government dockyards were not equal in productive ability to the laborers employed and engaged in the private yards. And why? Because the private yards had for a great many years—some of them established in 1853 and one of them established in 1849—been making merchant ships, been building the merchant marine, and therefore their laborers better understood the art of shipbuilding. The men employed by the Government in the Government dockyards when the Government commenced building warships therein, in 1883, understood practically nothing about their construction and therefore were at a great disadvantage.

There are many little details in relation to these yards that I do not care to allude to just now; but I will say that from the time the national-defense act was passed until 1893 70 ships were built. There were 8 first-class battle ships, 2 second-class battle ships, 9 first-class cruisers, 29 second-class cruisers, 4 third-class cruisers, 18 torpedo boats, and nearly all these ships were building or built at the time of the comparison made by Elgar. The construction of the ships were carried out as follows:

Vessels.	Private yards.	Government dockyards.
Battle ships.....	2	3
Second-class battle ships.....	Not completed.	Not completed.
First-class cruisers.....	3	4
Second-class cruisers.....	17	4
Third-class cruisers.....	None.	All built in.
Torpedo boats.....	6	5

The remainder of ships were not in an adequate state of completion for comparison.

Now, I desire to give the figures as to the cost of these ships in relation to their construction in comparison with all these English ships. I regret exceedingly that neither the gentleman from New Jersey [Mr. LOUDENSLAGER] nor the gentleman from Pennsylvania [Mr. BUTLER] is present, because I would like them to hear this, as it relates to one of the questions asked in the Committee on Naval Affairs:

Average costs of the dockyard and contract vessels of various classes built under the naval defense acts of 1889 and 1893.

[Direct charges, exclusive of reserve gun mountings.]

	Hull, fittings, and equipment.				Gun mountings, torpedo tubes, etc.	Steam-boats.	Admiralty inspection.	Total of direct charges, as per naval defense act.	Dockyard incidental charges.	Total cost, including incidental charges.
	Hull, etc., exclusive of vertical armor.	Vertical armor.	Total.	Propelling and other machinery.						
First-class battle ships:										
Dockyard.....	£31,454	£261,250	£592,704	£102,316	£80,281	£7,430	£782,731	£60,859	£843,590	
Contract.....	423,429	260,000	682,978	97,645	77,908	6,663	872,962	9,830	882,792	
First-class cruisers:										
Sheathed—										
Dockyard.....	210,805	21,000	231,805	96,693	28,496	6,022	363,016	34,010	397,026	
Contract.....			234,256	97,238	29,943	3,505	399,188	4,993	374,181	
Unsheathed—										
Dockyard.....	203,368	21,000	224,368	102,914	32,947	4,181	364,440	37,791	402,231	
Contract.....			223,521	95,340	29,233	3,850	355,577	4,988	360,565	
Second-class cruisers:										
Sheathed—										
Dockyard.....	112,226	6,000	118,226	60,466	11,022	660	190,374	24,096	214,470	
Contract.....			106,947	66,088	9,153	644	184,034	2,597	186,631	
Unsheathed—										
Dockyard.....	92,197	6,000	98,197	67,090	9,080	689	175,038	14,734	189,772	
Contract.....			97,130	64,804	9,184	633	172,785	2,151	174,936	
Third-class cruisers:										
Dockyard.....			77,280	54,898	7,618	667	144,663	16,759	157,222	
Contract.....			64,234	46,421	10,642		123,050		123,050	
Torpedo gunboats:										
Dockyard.....			28,257	23,984	5,625	434	58,300	8,015	66,315	
Contract.....			25,663	20,077	4,660	430	51,676	742	52,418	

The above table is from page 87 of the Transactions of the Institution of Naval Architects of Great Britain for 1896, and while it might be profitable for me to make comment thereon in my own language, I deem it advisable to use the comments of the great naval authority, Francis Elgar, esq., who is the compiler of the same. On page 88 Mr. Elgar uses the following language:

The average amounts shown in Table B show the average cost to the admiralty of the dockyard-built and the contract-built ship, respectively. * * * The expenditure upon the hulls, fittings, and equipment is the actual cost of the work in the case of the dockyard ships, but in the case of contract ships the expenditure shown in the tables includes the unknown but important item of profit or loss to the contractor. This requires to be remembered in judging of the figures.

He also states in other parts of his argument that there was practically no difference in the cost of the principal materials, such as steel, timber, and other large items between the admiralty and the contract built ships. He states, further, that there were differences of rates of wages, and especially in the individual earnings of certain classes of piece workers, and then in detail we are told the various classes of labor in the private yard, which received higher wages than those in the Government yards. I might mention, taken at random from that list, riveters, drillers, wood workers, and ordinary mechanics.

But their output of work was greater than the work of the same class of men in the Government yards. It is also demonstrated beyond question that another reason for the additional labor cost on the Government-built ships in these English dockyards, as compared with the contract ships, was the fact that the various machine shops, hoisting cranes, and other large pieces of machinery absolutely essential in the construction of a ship were not as centrally located as the machine shops, hoisting cranes, etc., in the private yards. This point is so very important that I would respectfully ask every member of this House to take it into careful consideration when finally voting upon the proposition submitted in the report of the minority.

Mr. Chairman, I respectfully apologize to the House for quoting so liberally from the article written by Mr. Elgar, but I can not make too emphatic the fact that he is considered by naval architects the world over as the most eminent specialist on the subject here under consideration. He states in relation to the labor that—

The differences of cost of work, whatever these may be, apart from the profits or losses upon contracts, appear to be due not very much to difference in prices of material or rates of wages, but chiefly to the extent to which the various yards are laid out and are equipped with machines and appliances for performing this class of work with facility and economy and at a minimum of expenditure for the transport and handling of materials and the employment of labor upon them; and also to the good organization of the labor with reference to the special requirements of the work, * * * and at such rates as contribute most effectively to the general progress and economy of the whole.

You will probably notice in the table above given that some of the English dockyard-built ships are cheaper than the contract ships, while others are more expensive, the greater expense of the Government-built ships being particularly noticed in the case of first-class cruisers. This, however, was easily explained away by Sir Nathaniel Barnaby, K. C. B., one of the Admiralty, who stated that the additional cost was brought about entirely through the changing of the gun mounts on the dockyard ships and not changing the gun mounts on the contract ships; that is to say, that the first-class cruisers built in the dockyards were arranged with heavy muzzle-loading rifles. But as these rifles became obsolete prior to their completion, the Admiralty was forced to have the gun mounts sufficiently heavy for the satisfactory support of the guns of heavier tonnage.

The total cost, including the incidental charges, of the first-class battle ships built in the Government dockyards, was £843,000 (see table), while in the contract yards it was £882,000; or, in other words, a difference of about £39,000 in favor of the Government-built ships. That is as to the battle ships.

The next item is that of the first-class cruisers. There are two classes given, and in all these classes in mentioning cruisers two classes are referred to—the sheathed and the unsheathed. The first-class sheathed cruisers built at the Government dockyards cost £397,000, while the cost of the contract-built first-class sheathed cruiser was £374,000. The cost of the unsheathed first-class cruiser in the Government dockyards was £402,000, and the contract-built cost £360,000.

In the second-class cruisers you will find that the difference is so small that it is hardly worth mentioning. In the sheathed class the difference in favor of the contract ship was about £14,000, and in the case of the unsheathed ship it was about £15,000.

In the third-class cruisers it amounted to some £24,000. In the case of torpedo boats and torpedo gunboats it amounts to about £14,000 difference. Great Britain and France through their reports have conceded that torpedo boats can not be built as cheaply in the Government yards as they can in private yards. They also concede that torpedo gunboats can not be built as cheaply in Government yards as they can in private yards and that third-class cruisers can not be built as cheaply; but battle ships and first and second class cruisers, sheathed and unsheathed, can be

built more cheaply to-day in these Government yards than they can be built in private yards.

The expense given in these items which I read a moment ago upon the hulls, fittings, and equipments is the actual cost of the work in the case of the dockyard ships, but in the case of contract ships the figures contained in the tables include the unknown but important item of profit or loss to the contractor, and to that I will allude later.

In the case of English ships built in the Government yards note carefully that everything conceivable except the armament, stores, and ammunition was included, and by everything I mean hull, machinery, masts, spars, dynamos, derricks, cables, anchors, lifeboats, rafts, gun mounts, and so on.

I mention these different things because when I arrive at one stage of my argument I propose to compare this system with the system in vogue in the United States when our comparisons were made. Under the head "Dock-yard expenditure" you will notice a vast difference in favor of the contract ships, that demonstrates more than any other feature the absolute fairness of the English comparison, inasmuch as these charges were largely made up of surveys of ships on receipts from contractors, steam launches, carrying out the steam, gunnery, electric and torpedo trial trips, and making alterations and repairs.

In our yards at the time ships were constructed, according to an article by Mr. Baxter, a naval constructor of this country, in a paper read by him on navy-yard expenses, he most emphatically states that in many cases the masts, rigging, electrical plants, and miscellaneous articles were not included in the specifications given out to the contractors for the contract-built ships in our country, and when provided by the shipyard additional compensation was paid.

He says, further, with every war ship numerous small but expensive fittings and many minor changes and additions are necessary after some experience with the crew on board. This work has usually been done by the navy-yards, but when done by the shipyards they have received additional compensation. During the greater portion of the decade premiums were offered for trial results which exceeded the contract requirement; the amounts thus earned varied with different ships, but their totals caused increased expenditure on the part of the Government amounting to no small proportion of the total contract price. The contractors were also reimbursed for the cost of these trial trips.

I do not wish at present to go extensively into the subject of cost of labor in our yards, but will prepare for the treatment of this subject by submitting the following statement of cost per ton of the labor employed in the construction of certain ships in Her Majesty's dockyards:

Statement of cost per ton, weight of hull, fittings, and equipments, exclusive of armor and protective-deck plating, of the labor employed in the construction of the undermentioned ships in Her Majesty's dockyards.

Name of ship.	Period of construction.	Cost per ton.
BATTLE SHIPS.		
Colossus.....	1879-1886	£ s.
Conqueror.....	1879-1886	57 8
Rodney.....	1882-1888	48 14
Camperdown.....	1882-1889	50 14
Trafalgar.....	1882-1889	45 16
Royal Sovereign.....	1886-1890	38 6
	1889-1892	32 0
CRUISERS.		
Mercury.....	1876-1883	50 0
Mersey.....	1883-1887	41 18
The Fourth.....	1884-1891	39 12
The Barham.....	1888-1891	34 18
The Crescent.....	1890-1893	33 4

This table is in many ways fully as instructive and important as the table first given, for you will note in the construction of the *Colossus* seven years were necessary for its full completion from the date of first laying the keel, and the cost was about \$385 a ton for wages; while in the case of the *Royal Sovereign*, the last-mentioned battle ship, you will observe that the time required for her complete construction was only about three years, and that the cost for wages was only \$160 a ton.

Without going into a full argument on the subject of the cruisers, comparing the length of time and the amount of wage saved from the construction of the *Mercury* to the building of the *Crescent*, it is sufficient to say that it is a remarkable fact, demonstrated by the above tables, that as the shipbuilding mechanics became more proficient in their work the length of time necessary for the complete construction of the ships was greatly reduced, and the reduction of wage per ton was also cut down in proportion.

To-day it is a well-known fact to every foreign naval architect that first-class battle ships can be constructed in government dockyards where the equipment is as thorough as in contract yards, at a cost varying from 5 to 10 per cent less, exclusive of incidental charges, than in contract yards. First and second class protected and unprotected cruisers are also being constructed in foreign

governmental dockyards from 2 to 3 per cent cheaper than contract charges; while it is freely admitted, on the other hand, that gunboats, torpedo-boat destroyers, and torpedo boats can not be built as cheaply in the government yards as in the contract establishments.

Shipbuilding work in the foreign dockyards has progressed with rapid strides in a straightforward manner, and the friendly rivalry between the mechanics employed by the government and those employed by contract yards has become so great that the work done for the government itself, whether in government or private yards, has been considered infinitely superior to the work prior to 1876, when almost all the work was performed by private contractors. The construction of ships in foreign dockyards is now considered as essential an arm to the national defense as the proper maintenance of a navy or the thorough equipment and training of an army.

Now, Mr. Chairman, why, in all fairness, should we not, in view of the grave responsibilities which have been thrust upon us on account of the war with Spain, take an interest equally as great in our national defense and providing for the common welfare as do those in authority in the nations and countries of the Old World? Some one, however, may say that the figures given by me above, and the authority so liberally quoted, simply deal with the proposition of English dockyards, and before giving in detail the work being done in the various dockyards of the different countries of the Old World allow me to quote the exact language of Bienayme, inspector-general of naval construction of France, in re France:

In France the cost of war ships, whether constructed in public or private dockyards, is very much the same. In no one case does one see in France the wide differences which have been brought to notice by Mr. Elgar.

Now, you can see from the comparisons made in the English yards they were eminently fair to the Government; and I contend that at the time the comparisons were made in this country we were eminently unfair to the Government. All through England, prior to the date of the comparisons as to the cost of their ships, there was a great hue and cry among the people as to the vast amount of money expended for Government-built ships, and in the House of Commons a member of the House of Commons, whose name I have forgotten, rose in his place on the floor and said it was not right that Great Britain should construct ships in her own yards when they could be constructed so much more cheaply in private yards. The reply then was that the time had not arrived for comparisons to be made between contract ships and Government dockyard-built ships.

From 1883 down to 1896, after thirteen years of continuous construction had passed, the English Admiralty said, "We are ready to compare the cost of ships built in the Government yards and the cost of ships built in the contract yards." I might say, too, that in Great Britain the cost of material to the Government and contractor is practically the same. There large contracts are made, and naval constructors are able to call for any kind of material they may require in the construction of a ship. Suppose, if you please, there has been a thousand tons of steel contracted for; or, if you like, four or five hundred tons of beams, nuts, and bolts that are necessary for the construction of a ship; the naval constructor has the right to telephone or order just such material as he needs on that contract.

Now, I believe our naval constructors in this country are just as honest, and just as capable, and just as fair as any naval constructors on the face of the earth; and if they had that system in this country, they would be able to go into the markets and purchase, as they do in Great Britain, in the cheapest places. [Applause.] The system in this country is all wrong. Mr. Bowles, in his statement before the Committee on Naval Affairs, said that under the system in vogue in this country we are compelled to buy everything of the very best quality; and he also states in another place that in many parts of the ship it is not always absolutely essential to place material of the very best quality.

I mean around the small work—brass and so on used in railings; but under our law everything has to be of the very best. I contend now, on the floor of this House, that in the contract-built ship of the United States built at the private yards contractors do not put in first-class material in all parts of the vessel, such as is called for by the plans and specifications, because it is not necessary for the strength or safety of the ship. I make no invidious comparison or any unjust charges.

Mr. CANNON. Will the gentleman yield to me?

Mr. DRIGGS. Certainly.

Mr. CANNON. The gentleman, I perceive, is in favor of constructing ships in the navy-yard?

Mr. DRIGGS. Yes; some of them.

Mr. CANNON. He speaks of buying material out of which to construct ships. Why not go to the end logically and mine the coal, quarry the limestone, erect the furnace and make the steel, cut down the trees and build the sawmills, saw and plane the lumber? Why stop with the construction in the navy-yard; why not make it dead sure and give labor proper employment and prepare

all the material? Why not prepare the material that is to enter into the construction of the ship at the Government expense?

Mr. DRIGGS. I will answer with pleasure, because the gentleman from Illinois has been exceedingly courteous to me since I have been a member of the House.

I will say that later in my argument—for I have been granted an hour—I propose to take up the subject of the national defense in connection with Government war-ship building. I believe it should be the policy of this Government, following the policy of England, France, Russia, Germany, Denmark, Sweden, and Austria, to construct some of our ships in our own yards, simply as an auxiliary branch of the national defense. If we deem it necessary to have a standing army, if we deem it necessary to arm our militia, if we deem it necessary to man our ships and our guns, I contend it is just as necessary to have shipbuilding mechanics in our yards as it is to have an efficient small standing army, an efficient militia, and a competent navy. [Applause.]

Mr. CANNON. That does not answer my question.

Mr. DRIGGS. I believe that if the Government is authorized to buy its own material at the cheapest rates obtainable there will be no room for dispute when the comparison comes to be made between the cost of the Government constructing ships in its own yards and the construction of them by contract.

Mr. CANNON. But, if the gentleman's argument is good, why should not the Government manufacture its own steel, mine its own coal, cut down its own lumber, erect its own sawmills, etc.?

Mr. DRIGGS. I can understand exactly the point of the gentleman's question, which is, Why should not the Government go into all sorts of business enterprises so far as it needs any kind of material for Government work? On that subject I fully agree with the gentleman. I do not believe it would be advisable for us to erect sawmills, to mine coal, and everything of that kind. But when a question of national policy comes up, then I believe that we as legislators should use our best judgment as to what it is best for the nation to do in that particular case, looking at the business of the nation as a practical question. I do not know that I have answered the gentleman's question, but I have tried to do so.

Mr. CANNON. I do not see that the gentleman has met my question satisfactorily. He, coming from Brooklyn, represents a navy-yard district. In the navy-yard of his district ships may be constructed. I represent a district where we have furnaces, where we mine coal, where we have steel mills (and you can not build ships without steel), where we have lumber also. Now, why should not the Government found a plant in my district where it can manufacture steel, where it can mine coal, where it can cut lumber, etc.? Why should it not make dead sure that the raw material, so to speak, entering into our ships is provided? We have competent mechanics and other workmen there. I desire the gentleman to tell me why this proposition would not be on all fours with the proposition to establish an armor plant?

Mr. DRIGGS. I understand what the gentleman from Illinois wants me to say. I have tried to answer his question. I am not in favor of the Government going into all sorts of business enterprises. But where a question of national policy and national defense is involved I would have the Government take up the question exactly as I believe it should take up a question of financial policy, such as has recently been settled in this House.

Where the honor of the nation may be involved, where it is proper that we should have at all times an able and efficient corps of men to do the work of the Government, where important work is to be done for the defense of the Government, I would have the Government establishments work side by side with those engaged in private business, because in that way they can be a check one upon another, and would do far better work than under a different system. We will procure far better results where private and Government workmen are placed in competition with each other than we could if certain men were allowed to have a monopoly of a certain line of industry. In view of these considerations I believe it can be demonstrated that it is advisable for us to build some of our own ships in our own navy-yards. [Applause.]

Mr. GAINES. Can the gentleman tell us what governments of Europe have their own armor factories?

Mr. DRIGGS. I do not know anything in regard to the armor-plate question. I am not talking about that.

Mr. GAINES. I know that Russia, Italy, and France have their own armor factories.

Mr. DRIGGS. I know nothing about that. I am simply talking of the proposition in regard to Government ships.

To continue, Mr. Bowles explained in his statement before the Committee on Naval Affairs that under our system of yard management requisition upon requisition is frequently needed for the procurement of the simplest necessities. Why this is I know not. It may be the result of a system which is intended as a protection for the Government against extravagance. I simply repeat what I said a few moments ago, that I do not believe our constructors in this country are more extravagant or wasteful of the public money than those of foreign countries.

The labor in foreign yards, taking it as a whole, is of equal productive ability. I gave the reason for that a few moments ago. The mechanics, the foremen, the boys, and the laborers of every description in English dockyards are on a par with those in the English private yards. It is true that in all English ship or dock yards the hours of labor are the same, but the rates of pay are not the same. The rates of pay in private yards are higher than in Government yards, so that the Government has had considerable difficulty in obtaining the best laborers for work in its own dockyards. But at the same time it is said by Professor Elgar that in all probability the average wages, with several exceptions, earned by each of the two classes of men—the one in Government yards and the other in private yards—are about equal, and their productive ability is also equal.

Mr. GAINES. Can the gentleman give us the modus operandi of manufacturing guns at the Government armories at Springfield, Mass., and other places? The gentleman from Iowa [Mr. HULL] stated some time ago that the best guns in the world were made at those Government gun factories.

Mr. DRIGGS. I know nothing about the manufacture of guns. Proceeding with my argument, the following table will show the status of the different navies according to a report issued by the British Parliament in July, 1898:

	Completed.					Under construction.								
	England.	France.	Russia.	Germany.	Italy.	United States.	Japan.	England.	France.	Russia.	Germany.	Italy.	United States.	Japan.
Battle ships	52	37	12	9	15	5	3	12	2	6	3	3	3	3
Armored cruisers	18	9	10	3	3	1	1	2	10	1	3	3	1	6
Protected cruisers	95	30	3	7	15	14	10	24	10	3	3	3	1	6
Unprotected cruisers	16	16	3	21	1	10	8	1	1	1	1	1	1	1
Coast-defense ships	15	14	15	19	1	20	3	1	1	1	1	1	1	1
Torpedo vessels	35	13	17	2	15	1	1	2	1	1	1	1	1	1
Ships for special purposes	3	1	5	1	2	1	1	1	1	1	1	1	1	1
Torpedo-boat destroyers	50	1	1	1	1	1	1	46	8	23	1	1	20	8
Torpedo boats	98	211	114	113	142	18	44	38	9	9	3	32	32	12

* Including 6 double-turret monitors, 13 old single-turret monitors, and the ram *Katakadin*. The 13 old monitors would hardly be included in computing the strength of the Navy on the usual basis of age, speed, etc. (O. N. I.)
 † Torpedo boats completed, 13; under construction, 13. (O. N. I.)

Vessels launched in 1899.
 ENGLAND.

Name.	Class.	Tonnage.	Built at—
Bulwark	Battle ship, first class	15,000	Devonport.
Glory	do	12,950	Birkenhead.
Implacable	do	15,000	Devonport.
London	do	15,000	Portsmouth.
Venerable	do	14,700	Chatham.
Vengeance	do	12,850	Barrow.
Victoria and Albert	Royal yacht	4,700	Pembroke.
Britomart	Gunboat	700	Liverpool.
Pioneer	Cruiser, third class	2,200	Chatham.
Sandpiper	Gunboat	85	do
Thistle	do	700	Glasgow.
Woodlark	do	150	Shanghai.
Woodcock	do	150	do
Lee	Torpedo-boat destroyer	283	Poplar.
Spiteful	do	322	Newcastle.
Viper	do	210	Hebburn on Tyne.

FRANCE.

Name.	Class.	Tonnage.	Built at—
Jeanne d'Arc	Cruiser	11,270	Toulon.
Suffren	Battle ship, first class	12,278	Brest.
Henri IV	Battle ship, second class	8,948	Cherbourg.
Jurien de la Gravière	Cruiser	5,685	L'Orient.
Infernet	Cruiser, third class	2,452	Bordeaux.
Admiral de Gueydon	Armored cruiser	9,517	L'Orient.
Zélee	Gunboat	646	Rochefort.
Décidée	do	645	L'Orient.
Hallebarde	Torpedo-boat destroyer	308	Havre.
Durandel	do	308	do
230	Torpedo boat	86	Bordeaux.
Morse	Torpedo boat (submarine)	141	Cherbourg.
Narval	do	106	do

RUSSIA.

Name.	Class.	Tonnage.	Built at—
Grombol	Armored cruiser	12,336	St. Petersburg.
Diana	Cruiser	6,630	do
Waryag	do	6,630	Philadelphia.
Pallada	do	6,630	St. Petersburg.
Yenesei	Transport	2,500	do
Delphin	Torpedo-boat destroyer	350	Elbing.
Som	do	350	Birkenhead.

Vessels launched in 1899—Continued.

GERMANY.

Name.	Class.	Tonnage.	Built at—
Kaiser Wilhelm der Grosse	Battle ship	11,180	Kiel.*
Niobe	Cruiser	2,645	Bremen.
Tiger	Gunboat	896	Danzig.*
S-61	Torpedo-boat destroyer	350	Elbing.

ITALY.

Name.	Class.	Tonnage.	Built at—
Garibaldi	Battle ship	7,368	Sestri-Ponente.
Varesse	do	7,400	Leghorn.
Agordt	Gunboat	1,320	Castellamare di Stabia.*
Coatit	do	1,320	do.*
Lampo	Torpedo-boat destroyer	320	Schichau.
Pellicano	Torpedo boat	147	Sestri-Ponente.

JAPAN.

Name.	Class.	Tonnage.	Built at—
Hatsuse	Battle ship, first class	15,000	Newcastle.
Asahi	do	15,200	Glasgow.
Yakumo	First-class cruiser	9,800	Stettin.
Idzumo	Armored cruiser	9,800	Elswick.
Miyako	Torpedo-boat destroyer	1,800	Kure.
Kagerou	do	279	Thornycroft.
Sazanama	do	300	Yarrow.
Inadzumi	do	311	do.
Yuguri	do	279	Thornycroft.
Oboro	do	311	Yarrow.

AUSTRIA.

Name.	Class.	Tonnage.	Built at—
Kigyo	Torpedo boat	133	Poplar.*
Aspern	Torpedo cruiser	2,437	Pola.*
Pythou	Torpedo boat	133	Poplar.*

CHINA.

Name.	Class.	Tonnage.	Built at—
Kiam Wei	Torpedo-boat destroyer	850	Fu Chau.

DENMARK.

Name.	Class.	Tonnage.	Built at—
Herluf Trolle	Armored cruiser	3,470	Copenhagen.*

BRAZIL.

Name.	Class.	Tonnage.	Built at—
Marechal Floriana	Cruiser	3,162	do

HOLLAND.

Name.	Class.	Tonnage.	Built at—
Utrecht	Armored cruiser	4,033	Amsterdam.*

PORTUGAL.

Name.	Class.	Tonnage.	Built at—
Donna Amelia	Cruiser	1,600	Tagus.

* Government yard.

ENGLAND.

The following, from Sell's Commercial Intelligence, London, April 8, 1899, shows the tonnage of war ships built by the Government for nine years, the total cost, and the cost per ton:

It is generally known that the rise in the prices of materials and the increased complexity of ships of war have caused the cost of naval shipbuilding to rise greatly during late years. The following figures show the course of this movement:

Output of Government dockyards.

Year.	Vessels.	Displacement.	Total cost.		Cost per ton.	
			£ s.	£ s.		
1890	8	22,520	£1,230,910	\$5,990,224	49 0	\$238.46
1891	8	68,100	3,847,590	18,724,296	56 10	274.95
1892	9	50,450	2,920,430	14,212,273	58 0	282.26
1893	9	32,400	1,729,450	8,416,368	53 0	257.82
1894	8	26,700	1,603,510	8,776,782	67 10	328.49
1895	8	70,350	4,399,690	21,411,091	60 10	294.42
1896	9	73,970	4,287,000	20,863,695	59 12	290.04
1897	4	31,885	1,752,700	8,529,515	55 0	267.66
1898	9	73,090	4,575,120	22,264,821	67 14	329.46

"These figures show that between the years 1890 and 1898 there was an increased cost of nearly £19 per ton for the completed ship of war, which is, of course, a serious factor in the annual naval expenditure." This includes everything, hull, machinery, armor, and armament.

GERMANY.

The German Government owns three shipbuilding yards—one at Kiel, one at Wilhelmshaven, and one at Danzig—which are exclusively used for the building of vessels for naval purposes. Since 1873 the following war ships have been built for the German navy: Five armored frigates, 8 armored corvettes, 13 gunboats, 2 artillery ships, and 10 torpedo boats. Besides the imperial shipbuilding yards, private yards are to a great extent employed in building vessels for naval purposes, as the three imperial yards do not have sufficient capacity to supply the demand. However, the building of ships in private yards does not affect the cost. * * *

Germany was handicapped in the start by want of resources and experience in iron working, and still more by a general lack of confidence—even on part of German shipowners—that the shipyards of this country could turn out iron vessels comparable in quality and price with those produced by

British constructors. The managers of the Lloyd and Hamburg companies shared this distrust, and down to as late a date as 1880 their steamers were practically all built on the Clyde and the Mersey.

Meanwhile, ten years earlier, and just before the memorable epoch of 1870, the Prussian Government had established at Kiel and Wilhelmshaven yards for the construction and repair of war vessels, which work had been hitherto done almost exclusively in this country at Danzig. The events of 1870 made it imperative for the newly consolidated German Empire to build and equip a navy in its own shipyards and at the earliest possible moment.

The Government yards were inadequate to the task, so a contract was given to the private Vulcan shipyard at Stettin for the construction of the armored frigate *Preussen*, which was so quickly and satisfactorily executed that a second vessel, the armored corvette *Hansa*, was ordered. The building of the *Preussen* marks the date of the revival. The confidence of the admiralty was secured; it was shown that armored war vessels could be designed and constructed in Germany. * * *

ITALY.

In the last thirty years the building of war ships has become one of the great industries of the country. Italy has four national and three private important shipyards.

The war ships are built in the Government navy-yards at Castellamare di Stabia, both by the Government and under private contract. The Government has approved the recommendation of the Italian minister of marine for building four new first-class battle ships. These will be given out to private contractors.

There are now in the course of construction at the navy-yard in Venice the *Ferruccio*; at Spezia, the battle ship *Regina Margherita*; at Castellamare di Stabia, the *Benedetto Brin*, the *Ajordat*, and the *Coatit*—the last one being about ready to launch and the *Ajordat* now receiving her armament.

At the Naples yard they are finishing the war ship *Emmanuele Filiberto*, and in the private shipyard Orlando, at Leghorn, they are building the *Varese*, and at the private arsenal at Sampierdarena the *Garibaldi*. The Government is also reported to have concluded a contract with the steel works at Terni for furnishing 5,000 tons of armor plates for the ships now building, and a further contract for 35,000 tons to complete said ships will be given out in the immediate future. At Naples no ships are built, but only finished as to machinery and equipments.

JAPAN.

Aside from the construction of small cruisers, gunboats, torpedo boats, and launches, but little has been attempted in the more difficult work of building men-of-war. After the establishment of the large government iron and steel foundry efforts in this direction may be expected. At present nearly all material for steamship building is imported. Steel plates are now laid down here at from £8 5s. to £9 15s. (\$40.15 to \$47.44) per ton.

AUSTRIA-HUNGARY.

Nearly all the war ships of Austria-Hungary have been built at home, the majority in the imperial navy-yard at Pola, and five or six cruisers and a dozen torpedo boats by the Stabilimento Tecnico, of Trieste. The last-mentioned company has also built a number of war ships for the Argentine Republic, Uruguay, and Roumania. The building of war ships at Trieste is said to have no noticeable effect upon the cost of constructing merchant ships.

NETHERLANDS.

The following list of war ships built since the year 1894 was sent by this official:

"LIST OF WAR SHIPS BUILT IN THE NETHERLANDS SINCE 1894.

"Government dockyard, Amsterdam (*Rijkswerf te Amsterdam*).—An armored vessel of 3,500 tons displacement, 4,700 horsepower, and 16 knots speed was launched in 1894 and completed in 1896. A protected cruiser of 3,900 tons displacement, 10,000 horsepower, and 20 knots speed was launched in 1896 and completed in 1898. Another protected cruiser of the same type was launched in 1898 and completed in 1899. An armored vessel of 4,950 tons displacement, 6,000 horsepower, and 16 knots speed has been laid down in 1898.

"Private dockyard, Flushing (*firm Koninklijke Maatschappij de Schelde te Vlissingen*).—An armored vessel of 3,500 tons displacement, 4,700 horsepower, and 16 knots speed was launched in 1894 and completed in 1896. A protected cruiser of 3,900 tons displacement, 10,000 horsepower, and 20 knots speed was launched in 1897 and completed in 1898. Another protected cruiser of the same type was launched in 1897 and completed in 1899. Two unprotected cruisers of 820 tons displacement, 1,290 horsepower, and 13 knots speed were launched in 1896 and completed in 1897.

"Private dockyard, Rotterdam (*firm Nederlandsche Stoomboot Maatschappij te Tjennoord*).—An armored vessel of 3,500 tons displacement, 4,700 horsepower, and 16 knots speed was launched in 1894 and completed in 1896. A protected cruiser of 3,900 tons displacement, 10,000 horsepower, and 20 knots speed was launched in 1896 and completed in 1898. Another protected cruiser of the same type was launched in 1897 and completed in 1899. An armored vessel of 4,950 tons displacement, 6,000 horsepower, and 16 knots speed has been laid down in 1898.

"Private dockyard, Amsterdam (*firm Thijgens en van Gelder, Amsterdam*).—One unprotected cruiser of 820 tons displacement, 1,300 horsepower, and 13 knots speed was launched in 1894 and completed in 1895. Another unprotected cruiser of the same type was launched in 1895 and completed in 1896.

"Private dockyard, Amsterdam (*firm Nederlandsche Stoomboot Maatschappij te Amsterdam*).—Two unprotected cruisers of 790 tons displacement, 1,400 horsepower, and 13.5 knots speed were launched in 1897 and completed in 1898."

DENMARK.

The royal Danish war ships are built exclusively by the Government itself, at the royal navy-yards, and their building has no effect whatever upon the cost of constructing merchant ships.

Relative to the cost of American battle ships in different countries, the chief constructor of the English navy publishes some figures, according to which the English battle ships *Nile* and *Trafalgar*, 1885, cost 17,000,000 marks each, while those of the *Royal Sovereign* class cost something less, and those of the *Majestic* type something more. The cost of the *Powerful* was 13,000,000 marks.

These figures indicate the cost of construction exclusive of armament and ammunition. The new French battle ships cost 20,000,000 marks each, the United States *Indiana* 18,000,000, and the latest German battle ships 14,000,000 marks. By figuring the price per ton for the purpose of comparison, using that of the *Majestic* as a base, and calling it 1, the *Nile* costs 1.28 per ton, the French battle ships 1.39, the *Indiana* 1.42, and the *Kaiser Friedrich Wilhelm* only 1.06 per ton.

If we take into consideration that the last-named ship has been equipped with the new Krupp armor, which costs about one-fifth more than the armor employed on the *Majestic*, it will be seen that Germany is able to build her warships as cheaply, or even more cheaply, than England, which, in view of the very recent beginnings of German naval construction, must be considered an excellent result. In France the high cost of ships for war and com-

mercial purposes appears to be due to the sluggish working of the administration. As to Russia, Sir William White was unable to give figures, but it is his opinion that they will be very high as regards the new Russian cruisers.

The above information is compiled from Notes on Naval Progress, issued by the Office of Naval Intelligence in November, 1899, and special Consular Reports, volume 18, issued by the Bureau of Foreign Commerce in February, 1900.

Russia has its own shipyard, but lets some of its ships out to contract, and no authoritative statement can be found as to what ships are being built at the Government yard. It will be noted that the governments which build their own ships do so more cheaply than do those who let the ships out to contract.

The gentleman from North Carolina alluded to what some of the foreign countries were doing in relation to the construction of their own ships in their own yards. I have given above statements of that in detail, and I would say that Germany, when it started on its naval programme a few years ago, found it was a very good plan to construct some of its war ships in its own yards for national reasons.

The idea of it is they say that the Government adopted the policy of France and Great Britain because they recognized the fact that they were the two greatest naval powers; and each of them had contended that it was an arm of the national defense to have ready a skilled corps of mechanics to work in government shipyards, for no one knew at what time their services might be necessary to the welfare of the country. Germany therefore decided to do exactly the same as these other countries were doing; and we find that the German Government itself now has three yards, one at Kiel, one at Wilhelmshaven, and the other at Danzig, and we find that the *Kaiser Wilhelm der Grosse* is now being constructed at the Government yard at Kiel. That is an 11,000-ton battle ship.

I heard the chairman of the Committee on Naval Affairs allude to the wonderful progress that Germany was making in her navy, and I also heard the gentleman from New York say that the German Emperor was a believer in a great navy. Now, Mr. Chairman, I say the very nation, the very man, they were praising believe in constructing, irrespective of the cost, some of their war ships at the Government yards; and one of their very finest ships now under construction is being built, as shown, at one of the Government yards. The *Tiger*, a small gunboat, is also being built in the Government yard at Danzig. Germany does not say for one moment that it is necessary to construct all the ships in the Government yards. It simply says, "We will construct a portion of the ships in the Government yards;" and there is not one advocate on the floor of this House in favor of the policy of constructing Government ships at the Government yards that will get up here and advocate the policy of constructing every one of the Government ships in the Government yards.

The Government would then be in exactly the same position that it was. There would not then be two different branches, one acting as a check against the other, each one full of the spirit of rivalry with the other, one set of mechanics and artisans striving to do better work than the other. Therefore I say that those who advocate building ships in the navy-yards only want to build a fair and square proportion.

I find that Italy also constructs some ships in her own yards, and in the last twenty years the building of war ships has become one of the great industries of the country. Italy has four national and three private important shipbuilding yards. I find that there were building in the Government yards two gunboats—the *Ajordt* and the *Coatit*—each with 1,320 tons displacement.

In Japan they have not started the construction of war ships in their own yards.

I find that Holland constructs all the ships that she now has in her own yards, and has constructed them, and has one, the *Utrecht*, now on the stocks.

Russia and France I will not go into extensively. The tables are self-explanatory.

Mr. GAINES. Mr. Chairman, the gentleman yields to me to read a short letter, addressed to me in reply to one I wrote to M. Jules Bœufve, chancellor of the French embassy here, dated January 24, 1898:

EMBASSADE DE FRANCE, AUX ETATS UNIS,
Washington, D. C., January 25, 1898.

DEAR SIR: My inability to confer before this with the military attaché of this embassy prevented me, to my regret, from replying any sooner to your favor of the 13th instant. France builds a part of her men-of-war, armor plate, and artillery in government establishments. The rest is constructed by private industries. This model is followed so as to allow the Government to be independent of private industries in time of peace. On the other hand, in case of war, the Government needs the assistance of private industries, and it would be too late to improvise them in cases of emergencies. For these reasons recourse is had to both sources of production.

Very truly, yours,

JULES BŒUFVE, *Chancellor.*

HON. JOHN W. GAINES, M. C.,
Washington, D. C.

I also received a letter at the same time from Count Vinci, of the Italian embassy, stating the same fact and about the same

reasons; while the gentleman from Pennsylvania [Mr. DALZELL] admitted in debate with me last session that Russia had one.

Mr. DRIGGS. I am very much obliged to my friend from Tennessee, because his remarks are in the nature of corroborative evidence.

Mr. GAINES. It corroborates what you say.

Mr. DRIGGS. Mr. Chairman, coming away from all these foreign yards—and I know this discussion is rather lengthy and technical—but coming away from these foreign yards to construction in our own yards; and so far as the comparing of the policy of the two is concerned, everything was done by Great Britain and other foreign nations to aid the Government in its comparison and everything the reverse was done in this country.

Every member of the Committee on Naval Affairs knows the navy-yards were not able or capable of building a Government ship at the time the comparisons were made in this country, not to mention war ships, as economically as those on the outside, for the very reason that the plants were not equipped as well as they should have been, and they had no machinery or anything to facilitate construction.

I desire to allude, Mr. Chairman, to the report of the then Chief of Bureau of Construction and Repair to the Secretary of the Navy for the fiscal year ending June 30, 1897, and would have every member understand, in reading these comparisons of the completeness of the navy-yards in 1897, that they did not begin to be in the condition that they were in 1888, when we first started to build our own ships in our own yards. I find in 1888 in the Norfolk Navy-Yard and in the Brooklyn Navy-Yard they had practically no machinery whatever.

Constructor Stahl, in a statement before the Naval Committee, practically said that at the time the *Texas*, *Maine*, *Raleigh*, and *Cincinnati* were built the Norfolk Navy-Yard and the Brooklyn Navy-Yard were equipped for the construction of wooden ships and had no modern machinery, nothing for the amalgamation of steel or for the placing of plates in position, etc., and the Government, through absolute necessity, authorized Constructor Bowles at Norfolk to put up a shed in order that he might have some place to make tools and other essentials for shipbuilding.

We find in 1897 a long list of things necessary in the Brooklyn and Norfolk navy-yards. I notice that the constructors in their recommendations as late as 1897 say they needed a new construction foundry, pattern shops, machine shops, equipment shop, joiners' shop, new machinery in the block shop, and so on. To-day—1900—it is entirely different.

The gentleman from North Carolina [Mr. KITCHIN] stated how many million dollars had been appropriated by the Government for the thorough equipment of the navy-yards at Norfolk and at Brooklyn. I say now, taking into consideration the fact that Great Britain was able to construct ships as cheaply in the Government yards as in private yards, that to-day in this country, with this thorough equipment of our own Government yards, we are able to construct ships as cheaply there as in the private contract yards. [Applause.]

Mr. GAINES. And that is true in the face of the fact that we work on the Government plant only eight hours a day, while the private concerns work ten hours.

Mr. DRIGGS. Yes; that is right. Secretary Long has told us that the length of time that was required for the construction of a ship in the Government yard was very much longer than it was in a private yard. I did not know until to-day why it was that there had been such great delay in the construction of some of our ships. I thought it advisable to look into the statement of the Secretary, and I went up to the Department and procured from them tables stating the state of completion of each and every one of our ships, which is as follows:

Vessels under construction, United States Navy.

BATTLE SHIPS.

No.	Name.	Speed.	Where building.	Degree of completion.
		<i>Knots.</i>		<i>Per cent.</i>
5	Kearsarge	16	Newport News	90
6	Kentucky	16	do	98
7	Illinois	16	do	75
8	Alabama	16	Cramp & Sons	93
9	Wisconsin	16	Union Iron Works	88
10	Maine	18	Cramp & Sons	22
11	Missouri	18	Newport News	1
12	Ohio	18	Union Iron Works	15

SHEATHED PROTECTED CRUISERS.

14	Albany	20	Armstrong's, England	99
15	Denver	17	Neafie & Levy	0
16	Des Moines	17	Fore River Engine Co	0
15	Chattanooga	17	Lewis Nixon	0
17	Galveston	17	William R. Trigg Co	0
18	Tacoma	17	Union Iron Works	0
19	Cleveland	17	Bath Iron Works	0

Vessels under construction, United States Navy—Continued.

MONITORS.

No.	Name.	Speed.	Where building.	Degree of completion.
		<i>Knots.</i>		<i>Per cent.</i>
7	Arkansas	12	Newport News	19
8	Connecticut	12	Bath Iron Works	41
9	Florida	12	Lewis Nixon	25
10	Wyoming	12	Union Iron Works	43

TORPEDO-BOAT DESTROYERS.

1	Bainbridge	29	Neafie & Levy	45
2	Barry	29	do	45
3	Chauncey	29	do	45
4	Dale	28	Wm. R. Trigg Co	64
5	Decatur	28	do	63
6	Hopkins	29	Harlan & Hollingsworth	37
7	Hull	29	do	36
8	Lawrence	30	Fore River Engine Co	85
9	Macdonough	30	do	83
10	Paul Jones	29	Union Iron Works	70
11	Perry	29	do	70
12	Preble	29	do	70
13	Stewart	29	Gas Engine and Power Co	15
14	Truxtun	30	Maryland Steel Co	9
15	Whipple	30	do	9
16	Worden	30	do	9

TORPEDO BOATS.

19	Stringham	30	Harlan & Hollingsworth	96
20	Goldsborough	30	Wolf & Zwicker	98
21	Bailey	30	Gas Engine and Power Co	80
24	Bagley	28	Bath Iron Works	15
25	Barnes	28	do	15
26	Biddle	28	do	5
27	Blakely	28	Geo. Lawley & Son	77
28	DeLong	28	do	77
29	Nicholson	28	Lewis Nixon	46
30	O'Brien	28	do	46
31	Shubrick	28	Wm. R. Trigg Co	76
32	Stockton	28	do	84
33	Thornton	28	do	76
34	Tingey	28	Columbian Iron Works	43
35	Wilkes	28.5	Gas Engine and Power Co	35

SUBMARINE TORPEDO BOAT.

1	Plunger	8	Columbian Iron Works	85
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I would like to ask the chairman of the Committee on Naval Affairs the reason for the fact that while there has been no armor for the *Missouri*, she is only 1 per cent completed to-day? I notice that she was authorized, that the contract was signed, on the 11th of October, 1898. I am merely asking this for information.

I also notice that the battle ship *Maine* is only 22 per cent toward completion, and she was authorized, or the contract signed, on the 21st of October, 1898. I notice that the *Ohio*, another battle ship, authorized on the 5th of October, 1898, is only 15 per cent toward completion. Coming down to the sheathed protected cruisers, where comparatively little armor is necessary, I find there, with the exception of the *Albany*, which we purchased from Armstrong, that upon the cruisers *Denver*, *Galveston*, *Tacoma*, and *Cleveland* there has not been the first iota of work performed. This list was corrected up to March 1, 1900.

I also find under the class of monitors that the *Arkansas*, to be built by the Newport News Shipbuilding Company, is 19 per cent toward completion. The *Florida*, built by the Nixon's, is only 25 per cent, and we find the Maryland Steel Company has the *Truxtun*, the *Whipple*, and the *Worden* only 9 per cent toward completion. The Bath Iron Works has the *Biddle* only 5 per cent completed. And so it goes. I contend on the floor of this House that every single one of these private contractors has been using for the last ten years, and up to the present time, the Government work as a nucleus for private work.

It is well known to every man engaged in shipbuilding in this country that it is absolutely impossible to get an agreement out of the Newport News Company, the Cramps, the Bath Iron Works, or the Nixons to build a first-class ship for ocean or sea purposes in less than two years, and I claim now that we are giving them so much Government work to-day that instead of aiding private industry and private enterprise we are injuring the development of our industries to which the gentleman from Illinois [Mr. CANNON] alluded.

In these private shipyards to-day the Government is taking up the time needed by private individuals who are engaged in developing our commerce. I read an article in one of the newspapers a few days ago, whether true or not I can not say, that one great transportation company, the Pacific Mail Steamship Company, was unable to have one steamer finished on contract time. The article did not say why, but I say why; because the Government itself is taking up the time of the Cramps, and these other yards,

with work that is the nucleus for the other work. I say the time has come when the Government should construct some ships in its own yards. The time is to-day, when our navy-yards are in magnificent condition.

Now, Mr. Chairman, I have explained about the cost of the system of buying material and the hours of labor; now let me allude to the length of hours of labor in this country in the Government yards as compared with the private yards. I find that eight hours constitute a days' work in the Government yards and ten hours in the contract yards.

Notwithstanding the fact that the hours of labor are so radically different—two hours longer in the private yards than in the Government yards—I contend that, allowing for the fact that the Government does not have to pay interest, does not have to pay dividends, does not have to pay taxes, does not have to pay insurance, does not have to allow for plant depreciation, the cost of labor in a Government yard will be more than offset by the expenses which the Government does not have to pay, but which the private contractor does have to pay. While this statement may not be easily proved, I make it because I believe with the perfect machinery now installed in the various great navy-yards of this country the experiment would demonstrate its accuracy.

Each and every one of our naval constructors has said time and again that he desired these ships of ours—some of them, at least—to be built in the Government yards. Mr. Chairman, I contend that the advice and suggestions of the naval constructors should be heeded, for they are the trained experts of the Government and the experts upon whom the Government relies in all questions appertaining to shipbuilding. I can truly say that what the lawyer is to his client, the physician to his patient, the insurance surveyor to the insurance company, the newspaper reporter to the newspaper, the bank president to the director, the naval constructors are to the Government and the people.

I can not make this point too emphatic, because the constructors have been educated at public expense and their lives devoted to study of these very questions. When they recommend the construction of some of our war ships in the navy-yards, there is no higher or better authority that can be appealed to as to the wisdom of such a policy. We rely upon them for the inspection of the ships building in contract yards, and I contend that, expense or no expense, their recommendations should be heeded and given far more consideration than the recommendations of any member of the Naval Affairs Committee or of the Secretary of the Navy himself.

To show how absolutely unbiased our naval constructors are in

making these recommendations and their desire to be thoroughly frank and just, permit me to submit the statement of Naval Constructor Bowles on page 1 of the hearing on shipbuilding in Government yards before the Committee on Naval Affairs March 13, 1900. He gives nine advantages of building ships at Government navy-yards and nine disadvantages. Had Constructor Bowles been anything but an absolutely fair man, he would have said nothing about the disadvantages of building vessels at the navy-yards. I now desire to submit in detail the advantages and disadvantages of Constructor Bowles:

BUILDING SHIPS IN NAVY-YARDS.	
Advantages.	Disadvantages.
1. Maintains efficiency of force and plant.	1. Cumbersome system of design and management by independent bureaus.
2. Renders repair work economical and rapid.	2. Wages 30 per cent to 40 per cent higher.
3. Will reduce the amount of repair work by removing the necessity for maintenance of force.	3. Boy and unskilled labor is not used to advantage on account of artificial restrictions of labor board.
4. Maintains a standard of workmanship and design on basis of practical experience.	4. Eight hours' work against ten.
5. Provides training for those who must inspect contractors' work.	5. Seven holidays full paid.
6. No profit to be made.	6. Purchase of material by the navy system involves delay and extra cost.
7. The indirect charges in commercial practice which make a large percentage of cost are not included, because they are already provided and are maintained for other purposes, viz: Interest on plant, taxes, insurance, depreciation and care of property, large proportion of office and organization expense.	7. Outside plants are better arranged and no restrictions are placed on utilization of space to the best advantage.
8. Cost of inspection is saved.	8. Per diem compensation is used where piecework is economical.
9. Cost of trial trip is saved.	9. No guaranty of performance under contract conditions.

It hardly seems possible that since we started in to build our new Navy we have constructed 61 new vessels as part thereof. Out of that number there have been only 4 built in Government yards—the *Texas*, *Maine*, *Raleigh*, and the *Cincinnati*. Now, a word as to the comparative cost of these ships. It has gone all through the country that the contract price of a ship is given as the total cost of the ship. Note carefully here that I say contract price of the ship. Now, in the following table, presented to the Committee on Naval Affairs by Constructor Bowles at the hearing above mentioned, you will find the real facts of the case:

Name.	Date of laying keel.	Date of first commission.	Hull and machinery.			Ship without stores, ammunition, or water in boilers.		
			Cost of hull and machinery.	Weight of hull and machinery.	Cost per ton of hull and machinery.	Final cost of finished vessel.	Weight without stores, ammunition, or water in boilers.	Cost per ton of finished vessel.
				Tons.			Tons.	
Maine.....	Oct. 17, 1888	Sept. 17, 1895	* \$3,305,409.87	3,836,920	\$861.47	\$4,677,788.75	5,436.35	\$860.46
Texas.....	June 1, 1899	Aug. 15, 1895	* 2,949,549.12	3,595,090	820.30	4,202,121.49	5,124.69	819.91
Cincinnati.....	Jan. —, 1890	June 16, 1894	* 1,995,773.30	2,358,183	846.31	2,371,904.52	2,675.92	886.38
Raleigh.....	Dec. —, 1889	Apr. 17, 1894	* 1,839,965.23	2,358,183	780.24	2,199,729.80	2,691.00	817.43
Minneapolis.....	Dec. 16, 1891	Dec. 13, 1894	+ 2,690,000.00	5,816,760	462.45	3,849,996.44	6,161.20	624.87
Indiana.....	May 7, 1891	Nov. 20, 1895	+ 3,063,000.00	5,691,100	538.20	5,983,571.98	8,943.30	669.03
Detroit.....	Feb. —, 1890	July 20, 1893	+ 612,500.00	1,449,650	412.52	1,233,039.90	1,660.00	740.11

* Amount expended in navy-yards.

† Contract price.

Referring to the table, we find that the total cost of these ships varied only slightly from the total cost of ships built in private yards. The total cost of the *Maine* was \$4,677,788, or \$860 a ton. The cost of the *Indiana* was \$3,983,000, or a cost of \$669 a ton. But when we compare the contract price of hull and machinery of these vessels we find that the cost of hull and machinery of the *Indiana* was only about \$3,000,000, and that the cost of the hull and machinery of the *Maine* was \$3,300,000.

It is a most marvelous fact to me that these relative costs were not much larger, because I have shown in a former part of my

argument the absolute lack of preparation in the Government yards at that time for the construction of war ships. It has been sent throughout the country that \$3,000,000 was the total cost of the *Indiana*, when in truth and in absolute reality her total cost was \$5,783,000, everything being included. This point and others on this subject are most carefully and conclusively brought out and demonstrated by the report of Naval Constructor Stahl in the hearing above alluded to, on page 27 of the said report, which is as follows:

Comparison of contract price with total cost of certain ships.

	Monterey.	Olympia.	San Francisco.	Oregon.	Massachusetts.	Indiana.
Payments on account of contract.....	\$1,647,728.64	\$1,796,000.00	\$1,423,231.50	\$3,272,403.99	\$3,045,576.48	\$3,055,272.39
Extra to contractors for authorized changes.....	107,063.02	103,831.30	47,739.94	265,862.69	171,111.12	149,930.42
Work done by Government, plans, inspection, etc.....	73,588.03	70,878.67	141,840.06	248,165.75	239,383.52	257,032.19
Hull armor.....	257,790.23			828,468.94	828,329.74	837,834.62
Armor for gun protection.....	190,534.88	141,522.62		1,029,591.42	1,039,051.53	977,134.02
Speed premiums.....		300,000.00	100,000.00	175,000.00	100,000.00	38,500.00
Trial-trip expenses.....	11,547.42	39,266.00	25,446.32	22,913.99	16,882.73	17,924.41
Care and preservation, insurance, etc.....		32,625.86		71,615.72		
Total cost.....	2,268,281.75	2,484,027.54	1,738,257.82	5,914,021.90	5,401,844.97	5,333,708.05
Contract price.....	1,674,839.60	1,796,000.00	1,428,000.00	3,301,510.00	3,060,000.00	3,000,000.00
Excess of total cost over contract price.....	593,442.15	688,027.54	310,257.82	2,612,511.90	2,311,844.97	2,333,708.05

Taking the *Monterey*, we find, according to the statement of Mr. Stahl in his evidence before the Naval Committee, that the payment on account of contract was \$1,647,000. The excess of contractors' charges for authorized changes was \$1,071,000; work done by the Government, \$73,000; hull, armor, etc., \$237,000; armor for guns' protection, \$130,000; total cost, \$2,268,000, while the contract price was \$1,674,000, the total cost being \$593,000 in excess of the contract price.

I would simply say in this connection that the Government yards to-day, according to the very best and most expert evidence, are as thoroughly equipped and ships could be almost as cheaply built there as under contract in private yards. I will, however, qualify that statement. I do not believe that Great Britain has been able to construct a smaller class of war vessels as cheaply in Government yards as in private yards. But I do believe that neither Mr. Bowles, Mr. Baxter, Mr. Stahl, or Admiral Hichborn would recommend the construction of ships in navy-yards unless they deemed it wise, practical, and necessary. I do believe, from the records of other countries, that if they have been able to construct battle ships more cheaply in government yards than in private yards, we in this country will be able to do the same.

Mr. FOSS. Does not the gentleman know that the conditions in England are different from those in this country?

Mr. DRIGGS. Certainly.

Mr. FOSS. Are not the hours of labor in Government yards there the same as in private yards?

Mr. DRIGGS. A few moments ago, while the gentleman was not in the Hall, I referred to this question. I said that the difference in interest charges, insurance, taxes, dividends, etc., would more than offset the difference in other respects between Government yards and private yards, and I am somewhat borne out in this statement by Mr. Baxter, in the statement to which I have alluded. Mr. Baxter figured very extensively on this proposition, and I propose to place his paper in the RECORD.

In consequence of the length of this speech and the vast amount of detail necessary for a fair, careful, and honest demonstration of the advisability of building some of our warships in our navy-yards, I find that I only have a few minutes left for the consideration of two very important items. First, the care and protection of the expensive machinery, tools, and general plant of the navy-yards. I know from my experience as an insurance inspector that plants decrease more rapidly in productive ability when left unused and uncared for than when in full running operation.

Now, why spend millions upon millions of dollars for the equipment of our navy-yards with the finest tools and machinery if we do not intend to keep the tools and machinery in constant use? Constructor Bowles told us that many of the machines in the Government navy-yards had become absolutely ruined through lack of work. It should be the policy of the Government for its own protection and for the economical use of the people's money to keep the Government yards in a state of constant industry.

The other point of which I wish to speak is that of the morale of navy-yard workmen. Every employer of men in every branch of industry knows that there is nothing more demoralizing than periods of intense activity and then periods of great depression. This last expression is that of Constructor Baxter. In no business or manufacturing industry is this truer than in that of shipbuilding. I personally have conversed with many shipbuilding mechanics, and they have universally said that they would prefer to work in shipyards where they could receive constant work and steady weekly compensation than in yards where they receive more than double the pay in other yards, and only work from half to three-quarters of the time.

The reason for this is very plain. Every man engaged in the rearing of a family and of educating his children knows full well that the necessities of life of all kinds are more readily procured when a weekly compensation is being received. By adopting a policy of having some Government work in addition to the usual and ordinary repair work always in progress at the navy-yards, we are aiding not only the Government itself, but also the shipbuilding mechanics, who are as important a coordinate part of the Republic as are we, their Representatives in Congress.

I have endeavored, Mr. Chairman, in this long argument to show the systems of war-ship construction in all the great foreign nations of the Old World, and have endeavored to prove by the arguments of great naval constructors the world over that it is the height of national wisdom to construct a certain proportion of war ships in a nation's navy-yard. I have compared wages in the dockyards and in the contract yards of the Old World, and I have compared them similarly in this country.

The results of the years of experiment and experience of Great Britain and other foreign powers have most emphatically demonstrated to my mind that the construction of war ships in navy-yards places the Government in an independent position for national defense and relieves it from the danger of any adverse shipbuilding trust or combination; it enables the Government to do its repair work in the most rapid and economical manner; it pre-

vents the depreciation of valuable navy-yard plants; it increases the effectiveness of the productive ability of the wage-earner employed in the navy-yards, and, above all else, as the policy progresses the expense of such construction will be very materially reduced in the Government as well as the private yard.

In the foregoing argument I have endeavored to restrain myself absolutely from the introduction of any partisan or political feature, believing that the proposition is nonpolitical in character and one to be considered in a businesslike manner by this House acting as a business bureau.

Now, in conclusion, Mr. Chairman, I do not believe in or advocate a penny-wise, pound-foolish policy. I do not believe that economy is always the most important item to be considered in governmental affairs.

Imagine, if you will, in time of war—and God forbid that we ever are forced to war—disaster to an American fleet—which also God forbid—with the resultant repairs and new construction absolutely necessary. The question will be raised at once, Where can we repair? Where can we build? If the answer is in private establishments and navy-yards equally as well, a national prayer of relief will be raised by every citizen of the Republic at the wisdom of equipping all Government navy-yards for this character of work, and the money expended will be considered well spent, and the question of the increased expenditure will be forgotten by a grateful people.

APPENDIX A.

REPORT OF MINORITY ON NAVAL APPROPRIATION BILL.

Again, we feel compelled to differ with our colleagues on the subject of constructing ships in the Government yards. We reach this conclusion from the evidence before the committee on the subject. Four of the most distinguished and competent constructors of the Navy were heard by us, as well as the Chief of the Bureau of Construction. They all unqualifiedly recommend the construction of ships in the Government yards. The opinions and wishes of bureau chiefs seem to have been followed by the committee in many instances, and in our opinion it is unfortunate that the opinion of the Chief of the Bureau of Construction was not persuasive in this instance also. Nothing that we could say would throw as much light on this question as the testimony of the expert constructors, and we submit a few extracts from the evidence of three of them. No quotation is made from the others because their evidence has not yet been printed. Constructor Bowles, of the New York yards, says:

"Mr. LOUDENSLAGER. I would like to ask a question. In your judgment—you speak of it being wise for the Government to construct ships in some yards for the advantages that will accrue—do you have any hesitancy in stating what you deem those advantages to be?"

"Mr. BOWLES. I endeavored to go over those advantages in the beginning, and, generally, they are these:

"That it provides a means of maintaining the efficiency of the mechanical force and the machinery and plant; it renders repair work economical and rapid; it removes the tendency to increase alterations and repairs to existing vessels; it maintains a standard of workmanship with which we can require the contractors to comply, and it provides training for those who must inspect the contract work. Those are the material things for which you will pay. * * *

"I will say a few words now about the general subject of building ships in the navy-yards. I recommend the building of some vessels in the important navy-yards of the United States, because I believe it to be good business; and if I owned those yards and kept them for the purposes they are now kept for, I should say that it would be a sensible thing to do to build one ship in each of the important yards all the time, simply to keep them in order and maintain a sufficient force ready for all emergencies.

"Mr. METCALF. I want to ask Mr. Bowles, if he has no objection, to state what navy-yards are now ready to build ships.

"Mr. BOWLES. I am familiar with the New York yard and the Norfolk yard, and I believe on this coast those two yards are ready to take up any work you see fit to give them. I do not know about the Mare Island yard of my own knowledge, but Mr. Baxter was the constructor there for a number of years, and he is fully qualified to express an opinion about it. I believe it is capable of taking up the work.

"The CHAIRMAN. We are very much obliged to you, gentlemen, for your instructive statements, and if there are no further questions we will adjourn."

Constructor Stahl, of the Norfolk yard, says:

"Mr. WHEELER of Kentucky. I would like to ask you a question, going back to the matter that we have had under discussion. You have Mr. Bowles's statement. Summarizing his statement, or answering, what in your judgment would be the wisest thing for the Government to do—construct or not to construct vessels in the navy-yards?"

"Mr. STAHL. I think there is no doubt whatever about the advisability of constructing a certain proportion of our ships in the principal navy-yards. To me this seems so self-evident a proposition that it hardly needs argument.

"Mr. WHEELER of Kentucky. Is that answer predicated upon the same reasons assigned by Mr. Bowles?"

"Mr. STAHL. Substantially the same. There is one thing I might add. Briefly, I think we can build at some of our principal yards, equipped with modern tools as they are, even more cheaply than Mr. Bowles thinks, and I see no reason why we should not build as cheaply there as can be built at any private yard.

"Mr. METCALF. In your judgment would it lessen the cost of repairs if they had one or two vessels on the stocks?"

"Mr. STAHL. There is no question whatever; it is as certain as anything can be.

"In the case of the *Indiana* the Government paid out for extra work—I did not just now mean to say \$3,000,000; in the *Oregon* it was nearly \$3,000,000—but in the *Indiana* the Government paid out for this identical work \$2,300,000. In the one case the navy-yard spends \$3,000,000, and then \$2,300,000 more. Then we say, and say truthfully, that the navy-yard ship has cost \$5,300,000 altogether. But you go and ask the price of the corresponding ship that was built at the private yard, and, unless the man you ask is well informed, he will say the contract price was \$3,000,000, leaving you to infer, if you choose, that that was the total cost.

"Mr. MUDD. That is what I want to get at.

"Mr. STAHL. That is the erroneous comparison. The contract price is not

the total cost. It is only a portion of the total cost; and in some cases it has been barely half the price.

"Mr. MUDD. From the result of your observations I would judge that in past times building in navy-yards did not cost any more.

"Mr. STAHL. No; I am of the opinion that many of the comparisons made in the newspapers have been very misleading.

"One word more about this inspection. You paid \$60,000, plus a good deal more, to inspect the work on the *Kentucky*. If you built that ship at a Government yard, you would have to inspect the work also, but the same men who do the designing and superintending would do the inspecting, and it would not begin to cost you anything like that sum. Furthermore, consider the contract price of the *Kentucky*, \$2,250,000. I tried to get the cost of the changes on her, which I know to be large, though doubtless entirely proper, but I could not get them in time. When you contracted for that ship, you did not include the furniture, or the blocks, or boats, or cooage, and lots of other things in the contract. I built those articles at the Norfolk Navy-Yard. They cost \$50,000. What did the *Kentucky* really cost? That \$50,000 must be added to her contract price. So must also the cost of inspection, cost of authorized changes, and many other items. That sort of thing goes right straight through. There lies the danger of making a wrong comparison. A comparison of the contract price in the one case and the actual cost in the other is utterly misleading."

Says also Constructor Baxter:

"Mr. WHEELER. Do you think it would be wise or unwise for the Government to construct one or more ships at this yard?"

"Mr. BAXTER. I do consider it would be very wise for the Government to construct a certain number of ships at its yards.

"Mr. WHEELER. Do you indorse the view taken by Mr. Bowles and Mr. Stahl in regard to keeping a ship constantly under construction in a yard?"

"Mr. BAXTER. I think that is a great advantage.

"Mr. DAYTON. What is your opinion, under present conditions, if we should undertake to do any work in navy-yards; what character of vessels do you recommend should be given to the yards and what given to contract?"

"Mr. BAXTER. I should give armored cruisers to the navy-yards.

"Mr. DAYTON. The great big ones?"

"Mr. BAXTER. Yes, sir.

"Mr. DAYTON. The largest vessels ever undertaken—the new types?"

"Mr. BAXTER. Yes, sir.

"Mr. DAYTON. Will you give your reasons for that?"

"Mr. BAXTER. Because in doing that the yards are able to do anything else they will ever be called upon to do; that is the reason.

"Mr. LOUDENSLAGER. Would that be in any sense an experimental construction on the part of the yards?"

"Mr. BAXTER. No, sir; not at all; no more than any other work that is undertaken here. There are certain set plans and certain set specifications, and the people in charge use skill and knowledge and judgment in directing and carrying on the work.

"Mr. HAWLEY. Could you give the construction of an armored cruiser as large as 12,000 tons to a navy-yard?"

"Mr. BAXTER. Yes, sir."

APPENDIX B.

Table of vessels of the United States Navy.

ARMORED STEEL VESSELS—FIRST-CLASS BATTLE SHIPS.

Name.	Protective deck.		Water-line protection, obturating material.		Extent of fire-proofed wood.	Complement.		Contract price of hull and machinery.	Date of act authorizing the building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first commission.
	Slopes.	Plats.	Cocoa, capacity in cubic feet.	Corn pith, capacity in cubic feet.		Officers.	Men.							
Alabama	Forward 3 Aft 4	2 1/2	12,464	12,464	All joiner work	40	453	\$2,650,000	June 10, 1896	Sept. 24, 1896	Dec. 2, 1896	May 18, 1898	Sept. 24, 1899	
Illinois	Forward 3 Aft 4	2 1/2	12,464	12,464	All joiner work	40	453	2,595,000	June 10, 1896	Sept. 26, 1896	Feb. 10, 1897	Oct. 4, 1898	Sept. 26, 1899	
Indiana		2 1/2	15,814.40			32	465	3,063,000	June 30, 1890	Nov. 19, 1890	May 7, 1891	Feb. 28, 1893	Nov. 19, 1893	Nov. 20, 1895
Iowa		2 1/2	19,395.41		All joiner work above protective deck.	35	474	3,010,000	July 19, 1892	Feb. 11, 1893	Aug. 5, 1893	Mar. 28, 1896	Feb. 11, 1896	June 16, 1897
Kearsarge	Forward 3 Aft 5	2 1/2	10,806.74	10,806.74	All joiner work	40	513	2,250,000	Mar. 2, 1895	Jan. 2, 1896	June 30, 1896	Mar. 24, 1898	Jan. 2, 1899	
Kentucky	Forward 3 Aft 5	2 1/2	10,806.74	10,806.74	All joiner work	40	514	2,250,000	Mar. 2, 1895	Jan. 2, 1896	June 30, 1896	Mar. 24, 1898	Jan. 2, 1899	
Maine	Forward 3 Aft 4	2 1/2	13,627.00			40	478	2,885,000	May 4, 1898	Oct. 1, 1898	Feb. 15, 1899		June 1, 1901	
Massachusetts		2 1/2	15,814.40			32	463	3,063,000	June 30, 1890	Nov. 18, 1890	June 25, 1891	June 10, 1893	Nov. 18, 1893	June 10, 1896
Missouri	Forward 3 Aft 4	2 1/2	13,627	13,627	All joiner work	40	478	2,885,000	May 4, 1898	Oct. 11, 1898			Aug. 30, 1901	
Ohio	Forward 3 Aft 4	2 1/2	13,627	13,627	All joiner work	35	478	2,899,000	May 4, 1898	Oct. 5, 1898	Apr. 22, 1899		June 5, 1901	
Oregon		2 1/2	15,814.40			32	462	3,222,810	June 30, 1890	Nov. 19, 1890	Nov. 19, 1891	Oct. 26, 1893	Nov. 19, 1893	July 15, 1896
Wisconsin	Forward 3 Aft 4	2 1/2		11,968	All joiner work	35	453	2,674,950	June 10, 1896	Sept. 19, 1896	Feb. 9, 1897	Nov. 26, 1898	Sept. 19, 1899	

* Estimated.

[Mr. BARBER addressed the committee. See Appendix.]

The CHAIRMAN. The time of the gentleman has expired.

Mr. BARBER. I hope, Mr. Chairman, that I may have leave to extend my remarks, or have additional time in the morning.

The CHAIRMAN. The gentleman from Pennsylvania asks that he may have leave to extend his remarks in the RECORD. Is there objection? [After a pause.] The Chair hears none.

Mr. DRIGGS. I would like to ask the same permission.

The CHAIRMAN. The gentleman from New York asks permission to extend his remarks in the RECORD. Is there objection? [After a pause.] The Chair hears none.

Mr. FOSS. Mr. Chairman, I move that the committee rise.

The motion was agreed to.

The committee accordingly rose; and the Speaker having resumed the chair, Mr. PAYNE, Chairman of the Committee of the Whole House on the state of the Union, reported that that committee had had under consideration the bill (H. R. 10450) making appropriations for the naval service for the fiscal year ending June 30, 1901, and for other purposes, and had come to no resolution thereon.

INTERNATIONAL UNION OF AMERICAN REPUBLICS.

The SPEAKER laid before the House the following message from the President of the United States; which was read, ordered to be printed, and referred to the Committee on Appropriations:

To the Senate and House of Representatives:

In my message to Congress of December 5, 1899, referring to the insured maintenance for another period of ten years of the International Union of American Republics, I stated that "in view of this fact and of the numerous questions of general interest and common benefit to all of the Republics of America, some of which were considered by the First International American Conference, but not finally settled, and others which have since then grown to importance, it would seem expedient that the various Republics constituting the Union should be invited to hold, at an early date, another conference in the capital of one of the countries other than the United States, which has already enjoyed this honor."

Since then the Secretary of State has informed the governments of the various republics of this continent of our wish to see another conference convened and has received formal favorable replies from some of them in response to my suggestion, and an expression of their willingness to send delegates to a second conference. From a majority of the other republics this Government has received oral assurances of a similar tenor, so that at the present time the recommendation made in my message is assured of the approval of the American republics.

In view of these facts and of the desirability that should the conference be called at an early date, the expenses of the delegation to be sent by the United States may be provided for, I recommend to the urgent consideration of the Congress that it appropriate from any funds in the public Treasury not otherwise appropriated, to be made immediately available, the sum of \$25,000, or so much thereof as may be necessary, to meet the actual and necessary expenses of the delegates to the conference and of their salaried clerical assistants, said fund to be at the discretion of the Secretary of State.

WILLIAM MCKINLEY.

EXECUTIVE MANSION, April 16, 1900.

ENROLLED BILLS SIGNED.

Mr. BAKER, from the Committee on Enrolled Bills, reported that they had examined and found truly enrolled bills of the following titles; when the Speaker signed the same:

- H. R. 8347. An act making appropriations for the legislative, executive, and judicial expenses of the Government for the fiscal year ending June 30, 1901, and for other purposes; and
- H. R. 4696. An act granting an increase of pension to Ruthven W. Houton.

LEAVE OF ABSENCE.

By unanimous consent, leave of absence was granted as follows: To Mr. WRIGHT, indefinitely, on account of sickness. To Mr. BENTON, for one week, on account of important business. To Mr. ROBERTSON of Louisiana, indefinitely, on account of serious illness.

Mr. FOSS. Mr. Speaker, I move that the House do now adjourn. The motion was agreed to. And accordingly (at 5 o'clock and 2 minutes p. m.) the House adjourned.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of Rule XXIV, the following executive communications were taken from the Speaker's table and referred as follows:

A letter from the Secretary of the Treasury, transmitting a copy of a communication from the Supervising Architect submitting an estimate of appropriation for rent of quarters for public officers at Indianapolis, Ind.—to the Committee on Appropriations, and ordered to be printed.

A letter from the Secretary of the Treasury, transmitting a copy of a communication from the Public Printer submitting an estimate of appropriation for engines, boilers, etc., at the Government Printing Office—to the Committee on Appropriations, and ordered to be printed.

A letter from the Secretary of the Treasury, transmitting a copy of a communication from the Attorney-General submitting an estimate of appropriation for repairs of United States jails—to the Committee on Appropriations, and ordered to be printed.

A letter from the Secretary of the Treasury, transmitting a copy of a communication from the Light-House Board submitting an estimate of appropriation for an auxiliary steam steel light-vessel at Martins Reef, Lake Huron, Michigan—to the Committee on Interstate and Foreign Commerce, and ordered to be printed.

A letter from the Secretary of the Treasury, recommending an appropriation for establishing quarantine stations at Fleming and Mullet keys, and certain legislation relating thereto—to the Committee on Appropriations, and ordered to be printed.

A letter from the Secretary of the Treasury, transmitting a copy of a communication from the Light-House Board submitting an estimate of appropriation for a light-ship at Grossepointe, Mich.—to the Committee on Appropriations, and ordered to be printed.

A letter from the assistant clerk of the Court of Claims, transmitting a copy of the conclusions of fact and law in the case of the vessel snow *Isabella*, James Helm, master, against the United States—to the Committee on Claims, and ordered to be printed.

A letter from the Secretary of the Treasury, transmitting a copy of a communication from the Secretary of War, submitting an estimate of appropriation for payment to William S. Yeatman for services rendered the Gettysburg National Park Association—to the Committee on Appropriations, and ordered to be printed.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS.

Under clause 2 of Rule XIII, bills and resolutions were severally reported from committees, delivered to the Clerk, and referred to the several Calendars therein named, as follows:

Mr. MUDD, from the Committee on the District of Columbia, to which was referred the bill of the House (H. R. 8067) to incorporate the National Society United States Daughters Eighteen Hundred and Twelve, reported the same with amendment, accompanied by a report (No. 1019); which said bill and report were referred to the House Calendar.

Mr. JONES of Washington, from the Committee on the Merchant Marine and Fisheries, to which was referred the bill of the House (H. R. 10656) to provide American register for the steamship *Garonne*, reported the same without amendment, accompanied by a report (No. 1020); which said bill and report were referred to the House Calendar.

REPORTS OF COMMITTEES ON PRIVATE BILLS.

Under clause 2 of Rule XIII, Mr. GRAFF, from the Committee on Claims, to which was referred the bill of the Senate (S. 726) for the relief of Alice Walsh, reported the same without amendment, accompanied by a report (No. 1018); which said bill and report were referred to the Private Calendar.

CHANGE OF REFERENCE.

Under clause 2 of Rule XXII, committees were discharged from the consideration of bills of the following titles; which were thereupon referred as follows:

A bill (H. R. 9410) granting an increase of pension to John G. Tate, of Frogtown, Pa.—Committee on Invalid Pensions discharged, and referred to the Committee on Pensions.

A bill (H. R. 3277) for the relief of the Cape Fear and People's Steamboat Company—Committee on Claims discharged, and referred to the Committee on War Claims.

A bill (H. R. 3278) for the relief of Thomas S. Lutterloh—Committee on Claims discharged, and referred to the Committee on War Claims.

A bill (H. R. 7810) granting a pension to Robert P. Currin—Committee on Invalid Pensions discharged, and referred to the Committee on Pensions.

A bill (H. R. 10618) granting an increase of pension to Martin O'Connor—Committee on Pensions discharged, and referred to the Committee on Invalid Pensions.

PUBLIC BILLS, RESOLUTIONS, AND MEMORIALS INTRODUCED.

Under clause 3 of Rule XXII, bills, resolutions, and memorials of the following titles were introduced and severally referred as follows:

By Mr. McRAE: A bill (H. R. 10752) to organize a corporation for the purpose of constructing an electric railroad in the Indian Territory, and granting the right of way therefor, and for other purposes—to the Committee on Indian Affairs.

By Mr. GRIFFITH: A bill (H. R. 10753) repealing certain parts of an act entitled "An act to provide ways and means to meet war expenditures, and for other purposes," approved June 18, 1898—to the Committee on Ways and Means.

By Mr. MOODY of Massachusetts: A bill (H. R. 10754) authorizing the Secretary of War to survey the harbor of Beverly, Essex County, Mass.—to the Committee on Rivers and Harbors.

By Mr. STEWART of Wisconsin: A bill (H. R. 10755) relating to the holding of courts of the United States in the western district of Wisconsin—to the Committee on the Judiciary.

By Mr. LACEY: A bill (H. R. 10756) to authorize the Secretary of the Interior to make a charge for grazing within forest reserves—to the Committee on the Public Lands.

By Mr. BROMWELL: A bill (H. R. 10757) to authorize the attaching of union labels to articles subject to internal-revenue taxation—to the Committee on Ways and Means.

By Mr. YOUNG: A bill (H. R. 10777) in reference to the civil service and appointments thereunder—to the Committee on Reform in the Civil Service.

By Mr. FOWLER: A joint resolution (H. J. Res. 238) authorizing the printing of additional copies of the annual report upon the improvement and care of public buildings and grounds—to the Committee on Printing.

By Mr. WATERS: A concurrent resolution (H. C. Res. 39) authorizing the printing of 17,500 copies of Bulletin No. 20 of the Division of Vegetable Physiology and Pathology, United States Department of Agriculture—to the Committee on Printing.

By Mr. GROUT: A resolution (H. Res. 226) authorizing the Secretary of the Treasury to furnish the House certain records of the Internal Revenue Department—to the Committee on Ways and Means.

By Mr. TAWNEY: A resolution (H. Res. 227) authorizing the Clerk of the House of Representatives to pay Minnie C. Hankness a sum equal to six months' salary and expenses of the last illness and funeral of her late husband, not to exceed the sum of \$250—to the Committee on Accounts.

PRIVATE BILLS AND RESOLUTIONS INTRODUCED.

Under clause 1 of Rule XXII, private bills and resolutions of the following titles were introduced and severally referred as follows:

By Mr. BARTLETT: A bill (H. R. 10758) granting a pension to Sallie B. Wilson, of Macon, Ga.—to the Committee on Invalid Pensions.

By Mr. COUSINS: A bill (H. R. 10759) granting a pension to Margaret M. Walker—to the Committee on Invalid Pensions.

By Mr. GASTON: A bill (H. R. 10760) granting an increase of pension to George Henderson—to the Committee on Invalid Pensions.

Also, a bill (H. R. 10761) granting an increase of pension to Oliver H. Cram—to the Committee on Invalid Pensions.

By Mr. GORDON: A bill (H. R. 10762) granting an honorable discharge to Frank Chronabery—to the Committee on Military Affairs.

By Mr. HITT: A bill (H. R. 10763) authorizing the reference to the Court of Claims of the claim of Capt. Andrew H. Russell and Lieut. Col. William R. Livermore against the Government of the United States—to the Committee on Claims.

By Mr. JOHNSTON: A bill (H. R. 10764) for the relief of Joseph Loudermilk, of Monroe County, W. Va.—to the Committee on War Claims.

By Mr. NORTON of Ohio: A bill (H. R. 10765) granting an increase of pension to Frederick Spier—to the Committee on Invalid Pensions.

Also, a bill (H. R. 10766) granting a pension to Jennie H. Cramer—to the Committee on Invalid Pensions.

By Mr. OTEY (by request): A bill (H. R. 10767) for the relief of John B. Ege, of Petersburg, Va.—to the Committee on War Claims.

By Mr. RIXEY: A bill (H. R. 10768) for the relief of Franklin P. Mauck, late of United States receiving ship *Franklin*—to the Committee on Invalid Pensions.

By Mr. RUCKER: A bill (H. R. 10769) for the relief of Martin Daughenbaugh—to the Committee on Invalid Pensions.

By Mr. SHOWALTER: A bill (H. R. 10770) to grant a pension to Elias C. Wheeler, late a private in Company G, Fifty-sixth

Regiment Pennsylvania Militia—to the Committee on Invalid Pensions.

By Mr. DOVENER: A bill (H. R. 10771) granting a pension to Sarah F. Armstrong, widow of George Armstrong, late of Company C, One hundred and thirty-third West Virginia Infantry Militia—to the Committee on Pensions.

Also, a bill (H. R. 10772) to pension Eliza Peel, late widow of John B. Elliott, of Wellsburg, W. Va.—to the Committee on Pensions.

Also, a bill (H. R. 10773) for the relief of Richard Crutcher, late private of Company I, Fourth Kentucky Volunteer Infantry, Mexican war—to the Committee on Military Affairs.

Also, a bill (H. R. 10774) for the relief of Franklin Woodford, Gilmer County, W. Va.—to the Committee on War Claims.

Also, a bill (H. R. 10775) to pension Robert L. Giffin, of Washington, D. C.—to the Committee on Invalid Pensions.

By Mr. YOUNG: A bill (H. R. 10776) granting an increase of pension to Mary Weideman, widow of Albert Weideman, late second lieutenant of Company B, Fourteenth United States Colored Artillery—to the Committee on Pensions.

By Mr. RIDGELY: A bill (H. R. 10778) granting an increase of pension to Martin V. B. Winkler—to the Committee on Invalid Pensions.

By Mr. CORLISS: A bill (H. R. 10779) to increase the pension of William N. Carlisle—to the Committee on Invalid Pensions.

PETITIONS, ETC.

Under clause 1 of Rule XXII, the following petitions and papers were laid on the Clerk's desk and referred as follows:

By the SPEAKER: Petition of James Cameron and 18 other citizens of Blackhawk County, Iowa, in favor of the Grout bill taxing oleomargarine—to the Committee on Agriculture.

By Mr. ADAMS: Petition of the Central Labor Council of Cincinnati, Ohio, against any legislation increasing the tax on oleomargarine—to the Committee on Agriculture.

Also, resolution of the Civil War Veterans' Association, Customs Service, Port of New York, favoring Senate bill No. 283, in reference to the civil service and appointments, as reported with an amendment—to the Committee on Reform in the Civil Service.

By Mr. BABCOCK: Petition of farmers of Ithaca, Wis., in favor of the Grout bill taxing oleomargarine—to the Committee on Agriculture.

By Mr. BARTLETT: Paper to accompany House bill granting a pension to Sallie B. Wilson—to the Committee on Invalid Pensions.

By Mr. BROMWELL: Petition of the Central Labor Council of Cincinnati, Ohio, against any legislation increasing the tax on oleomargarine—to the Committee on Agriculture.

By Mr. BROWNLOW: Petitions of Grand Army of the Republic posts of Mexico, N. Y.; Tropers, Cal.; Copenhagen, N. Y.; Colorado Springs, Colo.; Toronto, Kans.; Omega, La., and Alexandria, Va., in favor of House bill No. 7094, to establish a Branch Soldiers' Home at Johnson City, Tenn.—to the Committee on Military Affairs.

By Mr. BURTON: Petition of Memorial Post, No. 141, of Cleveland, Ohio, Grand Army of the Republic, in favor of the bill providing for service pensions—to the Committee on Invalid Pensions.

By Mr. BUTLER: Petition of the Guernsey Breeders' Association, of West Grove, Pa., to amend the present law in relation to the sale of oleomargarine—to the Committee on Agriculture.

Also, petition of the Loyal Temperance League of Lenni, Pa., urging the enactment of the anti-canteen bill—to the Committee on Military Affairs.

By Mr. DALZELL: Papers to accompany House bill No. 10010, granting a pension to Capt. Edward H. Brady—to the Committee on Invalid Pensions.

Also, petition of Thomas Grant, of New Galilee, Pa., for amendment to pension laws—to the Committee on Invalid Pensions.

By Mr. STANLEY W. DAVENPORT: Petition of substitute letter carriers of Wilkesbarre, Pa., in favor of House bill No. 1051, relating to grading of substitute letter carriers—to the Committee on the Post-Office and Post-Roads.

Also, petition of Men's Alliance and resident voters of Wilkesbarre, Pa., favoring a bill to prohibit the sale of liquor in canteens and in all Government buildings and premises—to the Committee on Alcoholic Liquor Traffic.

By Mr. DAVIS: Petition of 63 citizens of the District of Columbia, protesting against the chapter in the proposed District code reducing the number of justices of the peace—to the Committee on the District of Columbia.

By Mr. DOVENER: Papers to accompany House bill to correct the military record of Richard Crother—to the Committee on Military Affairs.

Also, papers to accompany House bill for the relief of Franklin Woodford—to the Committee on War Claims.

Also, paper to accompany House bill No. 3706, for the relief of Jerry S. Fish—to the Committee on Pensions.

Also, papers to accompany House bill for the relief of Eliza Peel—to the Committee on Pensions.

By Mr. GASTON: Petitions of Woman's Christian Temperance unions of Union City and Mill Creek Township Baptist Church, of Union City, and Presbyterian Church and citizens of Corry, Pa., to prevent the dealing in intoxicating drinks upon premises used for military purposes—to the Committee on Military Affairs.

Also, petitions of citizens of Albion, North Springfield, and Woodcock Township, Crawford County, Pa., to amend the present law in relation to the sale of oleomargarine—to the Committee on Agriculture.

Also, protest of the Crawford County Medical Society, of Pennsylvania, against the passage of Senate bill No. 34, prohibiting vivisection—to the Committee on the District of Columbia.

Also, petition of druggists of Corry, Pa., for the repeal of the tax on medicines, perfumery, and cosmetics—to the Committee on Ways and Means.

By Mr. GRAHAM: Petition of the Central Labor Council of Cincinnati, Ohio, against the passage of the Grout bill to increase the tax on oleomargarine, etc.—to the Committee on Agriculture.

By Mr. GREEN of Pennsylvania: Petition of the Woman's Christian Temperance unions of Reading and Allentown, Pa., against the sale of intoxicants in the Army, etc.—to the Committee on Military Affairs.

Also, petition of citizens of Lehigh, Pa., favoring the Grout bill relating to dairy products—to the Committee on Agriculture.

By Mr. GROUT: Petitions of Peter Houston and 6 other citizens of Hamden; E. C. Graves and 8 others, of Lyndonville; Henry C. Culver and 9 others, of Morris; O. Cass and 77 others, William Case and 40 others, of Sherburne; O. A. Wheeler and 24 others, of West Burke; A. J. Ayer and 29 others, of Putney; J. E. Cowan and 16 others, of Groton, State of New York, in favor of the passage of the Grout bill relating to oleomargarine—to the Committee on Agriculture.

Also, petition of Harry A. Slade and 54 other druggists of Vermont, for the repeal of the tax on medicines, perfumery, and cosmetics—to the Committee on Ways and Means.

Also, protest of Essex Publishing Company, Essex Junction, Vt., and 26 other citizens of the Second Congressional district of Vermont, against the passage of House bill No. 6071, relating to second-class mail matter—to the Committee on the Post-Office and Post-Roads.

Also, petition of R. L. Laughlin and the Young People's Society of Christian Endeavor, of Barnet, Vt., favoring a clause in the Hawaiian constitution forbidding the manufacture and sale of intoxicating liquors and a prohibition of gambling and the opium trade—to the Committee on Military Affairs.

Also, resolution of the Mesa County Vermont Society, A. C. Grout, president, urging the passage of Senate bill No. 2868, authorizing the establishment of a public building at Grand Junction, Colo.—to the Committee on Public Buildings and Grounds.

By Mr. HILL: Petition of the Woman's Christian Temperance Union, Young People's Society of Christian Endeavor, and citizens of Plymouth, Conn., urging the passage of House bill prohibiting the sale of liquor in Army canteens and in Government buildings and premises used by the United States—to the Committee on Public Buildings and Grounds.

By Mr. HOFFECKER: Three petitions of citizens of Newcastle County, Del., in favor of the passage of House bill No. 3717—to the Committee on Ways and Means.

Also (by request), petition of the Woman's Christian Temperance Union of Delaware City, Del., urging the enactment of the anti-canteen bill—to the Committee on Military Affairs.

By Mr. JONES of Washington: Petition of Post No. 191, of Colfax, Wash., Grand Army of the Republic, in favor of House bill No. 7094, to establish a Branch Soldiers' Home at Johnson City, Tenn.—to the Committee on Military Affairs.

By Mr. KETCHAM: Petitions of Rev. O. P. Dales and 16 others; Althea A. Babcock and 53 others, all citizens of Glasco, Ulster County, N. Y., urging the passage of House bill No. 5457, abolishing the Army canteen—to the Committee on Military Affairs.

Also, petition of Pratt Post, No. 127, of Kingston, N. Y., Grand Army of the Republic, in favor of a bill locating a Branch Soldiers' Home near Johnson City, Tenn.—to the Committee on Military Affairs.

By Mr. LITTAUER: Petitions of Ellsworth Post, of Mechanicsville; Dalzell Post, of Waddington; Hooker Post, of Morristown; Sheridan Post, of Waterford, Grand Army of the Republic, Department of New York, favoring the passage of a bill to establish a Branch Soldiers' Home near Johnson City, Tenn.—to the Committee on Military Affairs.

By Mr. MODOWELL: Petition of Frank F. Robinson, of Hanover, Ohio, in favor of the Grout bill taxing oleomargarine—to the Committee on Agriculture.

By Mr. MANN: Petition of General W. B. Hazen Post, No. 7, of Chicago, Ill., Grand Army of the Republic, in favor of the establishment of a Branch Soldiers' Home near Johnson City, Tenn.—to the Committee on Military Affairs.

By Mr. NAPHEN: Resolutions of the Civil War Veterans' Association, Custom Service, Port of New York, in favor of giving preference in appointments to soldiers of civil and Spanish-American wars—to the Committee on Reform in the Civil Service.

Also, petition of Frank Tucker and 5 others, of Boston, Mass., for the repeal of the tax on medicines, perfumery, and cosmetics—to the Committee on Ways and Means.

Also, memorial of the United States Brewers' Association, of New York, asking for the repeal of the war tax on malt liquors—to the Committee on Ways and Means.

Also, resolutions of the Building Trades Council of Cincinnati, Ohio, and vicinity, against any legislation increasing the tax on oleomargarine—to the Committee on Agriculture.

By Mr. NORTON of Ohio: Paper to accompany House bill granting a pension to Jennie H. Cramer—to the Committee on Invalid Pensions.

Also, petition of Charles A. Gribble and other employees of the Fostoria (Ohio) post-office, for the passage of House bill No. 4351—to the Committee on the Post-Office and Post-Roads.

By Mr. RIXEY: Papers to accompany House bill for the relief of Franklin P. Mauck—to the Committee on Invalid Pensions.

By Mr. RUSSELL: Petition of Woodstock (Conn.) Grange, No. 150, in favor of Senate bill No. 1439, relating to an act to regulate commerce—to the Committee on Interstate and Foreign Commerce.

By Mr. SCUDDER: Paper to accompany House bill No. 9907, to refer the claim of Joseph Robinson, owner of the brig *Robert and Mary*, to the Court of Claims—to the Committee on Claims.

By Mr. SHOWALTER: Petition of Fredonia Post, No. 341, Department of Pennsylvania, Grand Army of the Republic, in favor of the establishment of a Branch Soldiers' Home near Johnson City, Tenn.—to the Committee on Military Affairs.

By Mr. SMALL: Petition of M. K. King, Brauning Manufacturing Company, John L. Roper Lumber Company, James A. Miller, and others, praying for the improvement of the channel at the mouth of Scuppernong River, in the State of North Carolina—to the Committee on Rivers and Harbors.

By Mr. SULZER: Petition of the Civil War Veterans' Association, Customs Service, Port of New York, asking favorable action on Senate bill No. 283 as amended, giving preference in appointments to honorably discharged soldiers, sailors, and marines who served in the civil war and in the Spanish and Philippine wars—to the Committee on Reform in the Civil Service.

By Mr. WEEKS: Resolutions of the Central Labor Council and the Building Trades Council, of Cincinnati, Ohio, opposing the passage of the Grout oleomargarine bill—to the Committee on Agriculture.

Also, petition of Civil War Veterans' Association of New York, favoring the passage of Senate bill No. 283, in regard to preference of honorably discharged soldiers and sailors in Government employ—to the Committee on Reform in the Civil Service.

Also, petition of the Mercantile Association of Michigan, favoring House bill No. 6246, known as the Brosius pure-food bill—to the Committee on Agriculture.

By Mr. YOUNG: Petition of Abraham Lincoln Lodge, No. 445, Brotherhood of Locomotive Firemen, Columbus, Ohio, opposing the passage of the Grout oleomargarine bill—to the Committee on Agriculture.

Also, petitions of United States Brewers' Association and 29 associations of brewers in all parts of the United States, in favor of a reduction of the internal-revenue tax on beer—to the Committee on Ways and Means.

SENATE.

TUESDAY, April 17, 1900.

Prayer by the Chaplain, Rev. W. H. MILBURN, D. D.

The Secretary proceeded to read the Journal of yesterday's proceedings, when, on motion of Mr. HALE, and by unanimous consent, the further reading was dispensed with.

The PRESIDENT pro tempore. Without objection, the Journal will stand approved.

ENROLLED BILLS SIGNED.

A message from the House of Representatives, by Mr. W. J. BROWNING, its Chief Clerk, announced that the Speaker of the House had signed the following enrolled bills; and they were thereupon signed by the President pro tempore:

A bill (H. R. 625) granting an increase of pension to Wesley Reed;

A bill (H. R. 963) to extend the privileges of the seventh section

of the act of Congress approved June 10, 1880, to the port of Green-bay, Wis.;

A bill (H. R. 1147) granting an increase of pension to Luke H. Cooper;

A bill (H. R. 1172) granting a pension to Rebecca J. Jones;

A bill (H. R. 1201) granting a pension to James McNutt;

A bill (H. R. 1677) granting an increase of pension to Missouri

B. Ross;

A bill (H. R. 1681) granting an increase of pension to Isaac M. Locke;

A bill (H. R. 1766) granting an increase of pension to George J. Stealy;

A bill (H. R. 1946) granting a pension to Jane F. Chalmers;

A bill (H. R. 2170) granting a pension to Angeline Eyestone;

A bill (H. R. 2303) granting an increase of pension to Lavinia

M. Payne;

A bill (H. R. 3214) granting a pension to John S. Dukate;

A bill (H. R. 3312) granting an increase of pension to Ellen V.

Myer;

A bill (H. R. 3454) granting a pension to Joseph E. Baldwin;

A bill (H. R. 3654) granting a pension to Calvin E. Myers;

A bill (H. R. 3758) granting an increase of pension of Joshua

Ricketts;

A bill (H. R. 3821) granting an increase of pension to Frances

D. Best;

A bill (H. R. 3941) granting a pension to Samuel B. Weeks;

A bill (H. R. 3962) granting an increase of pension to Alanson

C. Eberhart;

A bill (H. R. 4089) granting a pension to Emily Burke;

A bill (H. R. 4562) granting a pension to Lois A. Fields;

A bill (H. R. 4654) granting an increase of pension to Simon

Van Der Vaart;

A bill (H. R. 4657) granting a pension to Laura S. Pontious;

A bill (H. R. 4795) granting an increase of pension to John

O'Connor;

A bill (H. R. 4836) granting an increase of pension to Wilbur

F. Loveland;

A bill (H. R. 5134) granting an increase of pension to Joseph F.

Allison;

A bill (H. R. 5170) granting a pension to Cyrus Johnson;

A bill (H. R. 5174) granting a pension to William R. Wallace;

A bill (H. R. 5966) granting an increase of pension to Charles

A. Hausmann;

A bill (H. R. 6019) granting a pension to Mrs. Therese W. Hand;

A bill (H. R. 6089) granting a pension to Alfred T. Moreland;

A bill (H. R. 6356) granting an increase of pension to Lewis R.

Armstrong;

A bill (H. R. 6486) granting an increase of pension to Orange

F. Berden;

A bill (H. R. 6527) granting an increase of pension to George

Myers;

A bill (H. R. 6731) granting an increase of pension to William

F. Tait;

A bill (H. R. 6900) granting an increase of pension to Benjamin

F. Kurtz;

A bill (H. R. 7264) granting a pension to Hannah O. Smith;

A bill (H. R. 7323) granting an increase of pension to Harrison

Canfield;

A bill (H. R. 7799) granting an increase of pension to Franklin

M. Burdoin;

A bill (H. R. 8045) granting an increase of pension to Wilford

Cooper;

A bill (H. R. 8339) granting an increase of pension to Charles

H. Taber;

A bill (H. R. 8390) granting an increase of pension to Joshua

Mitchell;

A bill (H. R. 8397) granting an increase of pension to John

White;

A bill (H. R. 8599) granting a pension to Ellen J. Williams; and

A bill (H. R. 8605) granting a pension to Joseph Champlin Stone.

PETITIONS AND MEMORIALS.

Mr. FAIRBANKS presented petitions of Reeves & Co., of Columbus; the Perry Manufacturing Company, of Indianapolis; the Hoosier Drill Company, of Richmond, and the South Bend Chilled Plow Company, of South Bend, all in the State of Indiana, praying for the enactment of legislation providing for the construction of a new fireproof Patent Office building; which were referred to the Committee on Public Buildings and Grounds.

Mr. McMILLAN presented a petition of the Conference of the Evangelical Association of Sebawaing, Mich., praying for the enactment of legislation to prohibit the sale of intoxicating liquors to members of the Army and Navy; which was referred to the Committee on Military Affairs.

He also presented a memorial of Coopers' Union, No. 54, of Detroit, Mich., remonstrating against the enactment of legislation