

Also, petition of O. E. Johnston, of Leadville, Colo., urging the passage of H. R. 1654, providing for increase of pay for post-office clerks and letter carriers; to the Committee on the Post Office and Post Roads.

By Mr. NOLAN: Petition of United Brotherhood of Carpenters and Joiners of America, Local Union No. 22, of San Francisco, Cal., and 12 citizens of San Francisco, Cal., favoring the Madden bill, H. R. 1654; to the Committee on the Post Office and Post Roads.

Also, petition of John Nyglicek, secretary Pacific coast division Bohemian National Alliance, San Francisco, Cal., favoring independence of small nations; to the Committee on Foreign Affairs.

By Mr. SMITH of Idaho: Papers to accompany H. R. 9740, to pension Nels Christensen; to the Committee on Pensions.

By Mr. SULZNER: Petition of Igloo No. 16, Pioneers of Alaska, Ketchikan, Alaska, relating to suspension of eight-hour law in connection with fisheries industry; to the Committee on the Territories.

By Mr. TAGUE: Petition of the Woman's Club, Beaver Dam, Wis., on increased postal rates; to the Committee on the Post Office and Post Roads.

Also, petition of the Fortnightly Club, Sharon, Mass., on increase in postal rates; to the Committee on the Post Office and Post Roads.

Also, petition of Joint Committee on National Representation for the District of Columbia on H. J. Res. 73 and S. J. Res. 64; to the Committee on the District of Columbia.

SENATE.

WEDNESDAY, February 13, 1918.

The Chaplain, Rev. Forrest J. Prettyman, D. D., offered the following prayer:

Almighty God, in Thy divine providence we have been called in this place of the Nation's highest council, in the midst of times that are tense, that are tragic; times where words are carried by the winds to the uttermost parts of the earth, where records are written in blood. O do Thou give to us divine inspiration and wisdom for the duties that day by day present themselves to us, that we may perform our duties with an eye single to Thy glory, knowing that the welfare, happiness, and peace of the world must come at last into conformity to the will of God and as an expression of Thy purpose among men. Hear us in this our prayer, and lead us in the discharge of every duty. For Christ's sake. Amen.

The Journal of yesterday's proceedings was read and approved.

NOBEL PEACE PRIZE.

The PRESIDENT pro tempore laid before the Senate a communication from the Secretary of State, transmitting, at the request of the secretary of the Nobel Committee of the Norwegian Parliament, a copy of the circular issued by the Nobel Committee, furnishing information as to the distribution of the Nobel peace prize for the year 1918, which, with the accompanying papers, was referred to the Committee on the Library.

MESSAGE FROM THE HOUSE.

A message from the House of Representatives, by G. F. Turner, one of its clerks, announced that the House had passed the bill (S. 3389) to authorize and empower the United States Shipping Board Emergency Fleet Corporation to purchase, lease, requisition, or otherwise acquire improved or unimproved land, houses, buildings, and for other purposes, with amendments, in which it requested the concurrence of the Senate.

The message also transmitted to the Senate resolutions on the life and public services of the Hon. ELLSWORTH R. BATHRICK, late a Representative from the State of Ohio.

PETITIONS AND MEMORIALS.

Mr. McLEAN. I present brief resolutions adopted at a meeting of Hartford citizens held under the auspices of the Connecticut Woman Suffrage Association. I ask that they be printed in the RECORD without reading.

There being no objection, the resolutions were ordered to be printed in the RECORD, as follows:

To Senator GEORGE P. McLEAN:

Resolutions adopted at a meeting of Hartford citizens, held under the auspices of the Connecticut Woman Suffrage Association on Friday, February 8, 1918.

Resolved, That this meeting call upon the Senate of the United States to pass the Federal woman suffrage amendment, thus insuring to our own country that democracy for which our men are fighting abroad. Be it also

Resolved, That this resolution be sent to Senator GEORGE P. McLEAN, and that he be requested to see that it is read into the CONGRESSIONAL RECORD.

Mr. McLEAN presented petitions of Local Branch No. 65, First Slovak Catholic Union, of Bridgeport; of Local Branch No. 508, First Slovak Catholic Union, of Bridgeport; of Local Assembly No. 9, Slovak Workers' Society, of Torrington; of Local Branch No. 452, National Slovak Society, of Torrington; of the Catholic Gymnastic Union Slovak Sokal, of Bridgeport; and of Local Branch No. 131, Slovak League, of Danbury, all in the State of Connecticut, praying for the liberation and unification of the Czecho-Slovaks of Austria-Hungary into one independent Czecho-Slovak State, which were referred to the Committee on Foreign Relations.

He also presented a petition of the Connecticut Division of the woman's committee of the Council of National Defense, praying for the enactment of legislation to insure the planting of the tobacco lands of the country in foodstuffs as fast as may be done without injustice to the producer or disaster to a business heretofore recognized as legitimate, which was referred to the Committee on Agriculture and Forestry.

He also presented petitions of sundry citizens of Mansfield Center; of the Equal Franchise League of West Haven; and of the Trades Council of New Haven, all in the State of Connecticut, praying for the submission of a Federal suffrage amendment to the legislatures of the several States, which was ordered to lie on the table.

Mr. PHELAN presented a petition of the Calaveras and Alpine Stock Association, of San Andreas, Cal., praying that a portion of the Yosemite National Park be thrown open for the use and relief of the stockmen of California, which was referred to the Committee on Public Lands.

Mr. THOMAS presented a memorial of sundry citizens of Miltonvale, Kans., remonstrating against the enactment of legislation to make it unlawful to deposit in the mails of the United States advertisements of alleged exposures of the secret work of fraternal orders, etc., which was referred to the Committee on Post Offices and Post Roads.

Mr. SMITH of South Carolina presented resolutions adopted by the First Congressional District Branch of the South Carolina Branch of the National Woman's Party, favoring the submission of a Federal suffrage amendment to the legislatures of the several States, which were ordered to lie on the table.

Mr. TOWNSEND presented a resolution adopted by the New Century Club, of Detroit, Mich., favoring the submission of a Federal suffrage amendment to the legislatures of the several States, which was ordered to lie on the table.

He also presented a petition of sundry employees of the John Deere Plow Co., of Lansing, Mich., praying for the adoption of certain amendments to the espionage act, which was referred to the Committee on the Judiciary.

He also presented a memorial of sundry citizens of Detroit, Mich., remonstrating against the enactment of legislation authorizing the President to coordinate or consolidate executive bureaus, agencies, and offices, and for other purposes, in the interest of economy and the more efficient concentration of the Government, which was ordered to lie on the table.

REGISTRATION FOR MILITARY SERVICE.

Mr. CHAMBERLAIN, from the Committee on Military Affairs, to which was referred the joint resolution (S. J. Res. 124) providing for the registration for military service of all male persons citizens of the United States or residing in the United States who have, since the 5th day of June, 1917, and on or before the day set for the registration by proclamation by the President, attained the age of 21 years, in accordance with such rules and regulations as the President may prescribe under the terms of the act approved May 18, 1917, entitled "An act to authorize the President to increase temporarily the Military Establishment of the United States," reported it with an amendment and submitted a report (No. 269) thereon.

BILLS AND JOINT RESOLUTION INTRODUCED.

Bills and a joint resolution were introduced, read the first time, and, by unanimous consent, the second time, and referred as follows:

By Mr. McCUMBER:

A bill (S. 3825) to amend an act entitled "An act to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel," approved August 10, 1917; to the Committee on Agriculture and Forestry.

By Mr. NEW:

A bill (S. 3826) for the restoration of the rate of pension formerly paid to Joseph O. Swigert (with accompanying papers); and

A bill (S. 3827) granting a pension to Clarence A. Murphy; to the Committee on Pensions.

By Mr. LODGE:

A bill (S. 3828) to authorize credits for enlistment in the naval service of the United States in the operation of an act entitled "An act to authorize the President to increase temporarily the Military Establishment of the United States," approved May 18, 1917; to the Committee on Military Affairs.

By Mr. PHELAN:

A bill (S. 3829) granting an increase of pension to Isaiah Hutchison (with accompanying papers); to the Committee on Pensions.

By Mr. THOMPSON:

A bill (S. 3830) granting an increase of pension to John L. Daries (with accompanying papers); to the Committee on Pensions.

By Mr. KENYON:

A bill (S. 3831) granting an increase of pension to George A. Gardner (with accompanying papers); to the Committee on Pensions.

By Mr. TOWNSEND:

A bill (S. 3832) granting a pension to John M. Honeywell (with accompanying papers); to the Committee on Pensions.

By Mr. STONE:

A bill (S. 3833) to authorize Cole and Osage Counties, Mo., to construct a bridge across the Osage River; to the Committee on Commerce.

Mr. STONE. I introduce a bill to amend the act to provide revenue to defray war expenses approved October 3, 1917. It concerns particularly a part of the clause which deals with mines, oil, and gas wells. I am aware that bills raising revenue originate in the House of Representatives, but I desire, nevertheless, to introduce this bill and have it referred to the Committee on Finance, with a view of having it sent to the Treasury Department for the opinion of that department as to the merits of the bill.

The bill (S. 3834) to amend an act entitled "An act to provide revenue to defray war expenses, and for other purposes," approved October 3, 1917, was read twice by its title and referred to the Committee on Finance.

By Mr. SMITH of Maryland:

A bill (S. 3835) to amend an act entitled "An act to vest in the Commissioners of the District of Columbia control of street parking in said District"; to the Committee on the District of Columbia.

By Mr. STONE:

A bill (S. 3836) granting an increase of pension to Joseph Vincent (with accompanying papers); and

A bill (S. 3837) granting an increase of pension to James H. King (with accompanying papers); to the Committee on Pensions.

By Mr. GORE:

A joint resolution (S. J. Res. 132) to amend section 14 of the food-control act by increasing the guaranteed minimum price of wheat for the crop of 1918 from \$2 to \$2.50 per bushel; to the Committee on Agriculture and Forestry.

PURCHASE OF OFFICERS' UNIFORMS.

Mr. JONES of Washington. Mr. President, day before yesterday there was reported from the Committee on Military Affairs the bill (S. 3433) requiring the Government to furnish uniforms to officers of the Army, and for other purposes. I wanted to call up the bill yesterday, but did not have an opportunity. It is a very short measure, and I do not think it will lead to any discussion. I ask unanimous consent for its present consideration.

Mr. SMOOT. Let the bill be read first, Mr. President.

The PRESIDENT pro tempore. The Secretary will read the bill.

The Secretary read the bill, as follows:

Be it enacted, etc., That all uniforms, accouterments, and equipment required for any officer of the military forces of the United States shall be furnished and issued to such officers by the Government at cost price, under regulations to be prescribed by the Secretary of War, and the same shall be similar in quality and price for all officers of the same rank.

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

There being no objection, the bill was considered as in Committee of the Whole.

Mr. CHAMBERLAIN. There are one or two amendments that I desire to offer to the bill. They are indicated on the copy I send to the desk, and I ask that the Secretary may read them. The only purpose is to make it apply to the Navy as well as to the Army.

The PRESIDENT pro tempore. The amendments will be stated.

The SECRETARY. In line 4, after the word "military" and before the word "forces," insert the words "or naval," so as to

read "any officer of the military or naval forces of the United States."

The amendment was agreed to.

The SECRETARY. After the words "Secretary of War," in line 7, insert the words "and the Secretary of the Navy."

The amendment was 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.

The title was amended so as to read: "A bill requiring the Government to furnish uniforms to officers of the Army or Navy, and for other purposes."

WATERS OF THE COLUMBIA RIVER.

Mr. CHAMBERLAIN. Mr. President, I desire to ask unanimous consent to make a motion to reconsider the vote whereby, on September 11, 1917, at the first session of this Congress, the Senate indefinitely postponed the bill (S. 1484) ratifying the compact and agreement between the States of Oregon and Washington regarding concurrent jurisdiction over the waters of the Columbia River and its tributaries in connection with regulating, protecting, and preserving fish, and that the bill may be restored to its former place on the calendar.

I asked the other day for unanimous consent to have the bill reinstated to the calendar, but I am sure that my position was wrong. I now ask unanimous consent for permission to file a motion to reconsider the vote indefinitely postponing the bill.

Mr. SMOOT. I think the proper course for the Senator to pursue would be to ask unanimous consent that the vote by which the bill was indefinitely postponed be reconsidered. I think under the rule of the Senate that is the way to proceed.

Mr. CHAMBERLAIN. I thought, in view of the fact that there was some objection to it the other day, some one might want to discuss the proposition. If it will hasten the matter, I make the request as the Senator from Utah suggests, and I hope it will be granted.

Mr. LODGE. That would restore it to the calendar, and I see no reason why it should not be done.

Mr. SMOOT. That would restore it to the calendar.

The PRESIDENT pro tempore. Is there objection to the request of the Senator from Oregon? The Chair hears none. The vote is reconsidered unanimously, and, upon the request of the Senator from Oregon, the bill goes to the calendar.

HOUSING OF SHIPYARD EMPLOYEES.

The PRESIDENT pro tempore laid before the Senate the amendments of the House of Representatives to the bill (S. 3389) to authorize and empower the United States Shipping Board Emergency Fleet Corporation to purchase, lease, requisition, or otherwise acquire improved or unimproved land, houses, buildings, and for other purposes.

Mr. RANDELL. I move that the Senate disagree to the amendments of the House and request a conference on the disagreeing votes of the two Houses thereon, the conferees on the part of the Senate to be appointed by the Chair.

The motion was agreed to; and the President pro tempore appointed Mr. RANDELL, Mr. MARTIN, and Mr. NELSON conferees on the part of the Senate.

RAILROAD CONTROL.

Mr. JOHNSON of South Dakota submitted an amendment intended to be proposed by him to the bill (S. 3752) to provide for the operation of transportation systems while under Federal control, for the just compensation of their owners, and for other purposes, which was ordered to lie on the table and be printed.

The PRESIDENT pro tempore. Morning business is closed.

Mr. SMITH of South Carolina. I move that the Senate proceed to the consideration of the unfinished business, Senate bill 3752, the railroad bill.

The motion was agreed to; and the Senate, as in Committee of the Whole, resumed the consideration of the bill (S. 3752) to provide for the operation of transportation systems while under Federal control, for the just compensation of their owners, and for other purposes.

Mr. KELLOGG obtained the floor.

Mr. JOHNSON of California. Mr. President, I suggest the absence of a quorum.

The PRESIDENT pro tempore. The Secretary will call the roll.

The Secretary called the roll, and the following Senators answered to their names:

Ashurst	Cummins	Gallinger	Henderson
Chamberlain	Curtis	Gerry	Hitchcock
Colt	Dillingham	Gore	Johnson, Cal.
Culberson	France	Hardwick	Johnson, S. Dak.

Jones, N. Mex.	Nelson	Sheppard	Swanson
Jones, Wash.	New	Sherman	Thomas
Kellogg	Norris	Simmons	Thompson
Kenyon	Nugent	Smith, Ariz.	Tillman
Kirby	Overman	Smith, Ga.	Trammell
Lodge	Page	Smith, Md.	Vardaman
McCumber	Phelan	Smith, Mich.	Watson
McKellar	Pittman	Smith, S. C.	Weeks
McLean	Pomeroy	Smoot	Williams
McNary	Robinson	Sterling	Wolcott
Martin	Saulsbury	Stone	
Myers	Shafroth	Sutherland	

Mr. KIRBY. I desire to announce that the Senator from Florida [Mr. FLETCHER] is detained by illness.

Mr. GERRY. I wish to announce that the senior Senator from Kentucky [Mr. JAMES], the junior Senator from Kentucky [Mr. BECKHAM], and the Senator from Illinois [Mr. LEWIS] are detained on official business.

Mr. JONES of Washington. I desire to announce the necessary absence of the Senator from Wisconsin [Mr. LA FOLLETTE] on account of illness in his family.

Mr. MYERS. My colleague [Mr. WALSH] is still detained from the Senate on account of the state of his health.

Mr. SUTHERLAND. I desire to announce the absence of my colleague, the Senator from West Virginia [Mr. GORF] on account of illness.

Mr. McKELLAR. I desire to announce that my colleague [Mr. SHIELDS] is detained from the Chamber on business.

The PRESIDENT pro tempore. Sixty-two Senators have answered to their names. There is a quorum present.

Mr. KELLOGG. Mr. President, this bill involves the most far-reaching and momentous economic transition that has ever taken place in so short a time. What effect it will have upon our industrial and political structure no one, of course, can accurately tell, but judging from other nations and from the political experience in our own country, it can not be anticipated that it will meet with success. But the railroads have been taken over under the war power conferred upon the President and we are confronted with the necessity of making payment for the use of the property thus taken and rendering as effective as possible the operation under Government control. It may be said that as the roads have been taken over the advisability of so doing is no longer in issue. I think, however, as bearing upon the question of the continuance of the operation beyond the war, it is worth while for us to be fully informed as to the condition of the railroads, their accomplishment during the last year, and the necessity, if any existed, of taking them over to Government operation.

It is generally claimed that the railroads had broken down, were unable to handle the traffic of the country, and that it was necessary for the Government to take over the operation during the war.

I should like for a few moments to call the attention of the Senate to the actual condition of the railroads of this country and the reasons why they have not been able to handle all of the traffic, and what their accomplishments have actually been. I am not here to claim that our transportation system is perfect; that it can not be improved; or that the laws governing the railroads are all they should be. But when the public hopes, by the medium of Government operation, to cure all the evils resulting from transportation congestion, we are likely to be disappointed, and we should look the facts squarely and candidly in the face.

We have in this country, all in all, the best system of railroads in the world, the cheapest constructed, the lowest capitalization per mile—to be sure there are some exceptions to this statement, but I am speaking generally—the cheapest freight rates, and the best service, considering the varied conditions of climate, industry, and development, and the necessity for vast increase in transportation facilities to meet the rapid growth of the country.

Let us for a moment consider the reasons why the railroads, as is commonly said, have broken down and have been in the last few months unable to handle all traffic in the country expeditiously:

From 1907 to 1916 were years of depression in railroad business. Then came the tremendous stimulus, owing to the increase of our exports on account of the European war—an increase whereby our foreign commerce has increased from \$4,258,504,805 in 1914 to over \$8,953,335,185 in 1917. The increase in railroad traffic from 1915 to 1917 was nearly 50 per cent, or, stated in another form, was 135,164,000,000 ton-miles—that is, tons hauled 1 mile. According to the latest statistics available, this was equal to the entire railway transportation of the railroads of Canada, Germany, Great Britain, Russia, France, and Austria (excluding Hungary), which was substantially 137,928,000,000 ton-miles. In addition to this, the railroads have moved to cantonnments and mobilization points, points on the Mexican border, and Atlantic and Gulf ports 2,052,418 troops in

36,735 passenger cars and 10,640 freight cars, assembled in 3,603 special trains. The passenger traffic has increased about 23 per cent in October this year over last, the mail about 6 per cent, the parcel post about 14 per cent, and express about 20 per cent for the year ended June 30, 1917, over the year ended June 30, 1916.

In speaking of the accomplishments of the railroads Secretary Baker said:

I am happy, therefore, to join the Quartermaster General in pointing out the extraordinary service rendered by the transportation agencies of the country, and I concur also in his statement that "of those who are now serving the Nation in this time of stress there are none who are doing so more whole-heartedly, unselfishly, and efficiently than the railroad officials who are engaged in this patriotic work."

Again, commenting on troop movements, the Secretary said:

This strikingly illustrates the patriotic cooperation of American railroads with the Government and also the tremendous capacity of American railways.

It is not denied, however, that there has been tremendous congestion in certain sections of this country. This congestion is principally, if not entirely, in the district east of Chicago and north of the Ohio River and principally east of Pittsburgh, very largely on the lines of the Baltimore & Ohio, Pennsylvania, and other lines in their immediate territory. The reason is that in this great manufacturing and coal-producing country east of Chicago came the enormous increase in coal shipments—amounting, I believe, to about 50,000,000 tons this year over last year—iron and steel, and all manufactured products for use in the war. This congestion was further accentuated by the fact that the great body of shipping went through the ports between New York and Norfolk, and very largely through New York City, because the allied nations and the United States would not, and I have no doubt could not, send their vessels to some distant southern port, and by the further fact that there was an inadequate amount of shipping to take the traffic away when delivered at these ports. Furthermore, by the impressment of steamships engaged in the Atlantic coast traffic of the Southern Pacific Co., Ocean Steamship Co., and Mallory and Clyde Lines, the railroads have been called upon to transport 962,000 tons of freight in the last half of the calendar year which heretofore has been transported by water. The substantial closing up of the Panama Canal required the railroads to handle over 2,000,000 tons of freight between the Atlantic and Pacific which would otherwise have gone by water. To move this tonnage would require the monthly use of 46,200 freight cars and 619 locomotives.

There was undoubtedly a shortage of motive power and cars. The Interstate Commerce Commissioners not only testified but as a body reported (p. 20 of record) that from 1907 to 1916 the number of cars in the country exceeded the demand. Then came the increase of business in the latter part of 1916 and the tremendous increase in 1917, and cars and locomotives could not be purchased, principally for the reason that the Government compelled the locomotive manufacturers to divert engines for use in Russia and France and that steel could not be obtained for the construction of cars on account of the Government priority (p. 267 of record). Of course at that time this seemed to be necessary, and I have no doubt that the information the War Department then had warranted this action.

Another fact which has very much injured the service of the railroads is the loss of men through the selective draft and attractive offers by munition and Government plants. In some cases they have lost as high as 12½ per cent of their men, and the loss of efficiency is greater than this, because the best mechanics and the best men in the railway service have been taken.

One of the principal causes for the congestion is the Government priority orders. This appears by the testimony of the Interstate Commerce Commission, of the railroad executives, and the fact is well known to everybody in Government service. It is a most glaring example of abuse of governmental power, through separate branches of the service, in no way coordinated.

Senators will remember that on the 10th day of August, 1917, Congress passed a law to regulate commerce, providing as follows:

That during the continuance of the war in which the United States is now engaged the President is authorized, if he finds it necessary for the national defense and security, to direct that such traffic or such shipments of commodities as, in his judgment, may be essential to the national defense and security shall have preference or priority in transportation by any common carrier by railroad, water, or otherwise. He may give these directions at and for such times as he may determine, and may modify, change, suspend, or annul them, and for any such purpose he is hereby authorized to issue orders direct or through such person or persons as he may designate—

And so forth.

It was the understanding of Congress that after this time there would be but one power directing the preference and priority in transportation. As a matter of fact, instead of all of

the priorities going through Judge Lovett the War Department, the Navy Department, the Food Administration, and Fuel Administration were all issuing priority orders, not only through the heads of the departments, but commissary clerks and employees scattered all over the country were furnished with blue cards to place upon cars to denote a priority or preference shipment. But, beyond this, these employees gave the cards to manufacturers, and manufacturers making a Government preference of shipment not only used the cards for the Government but for themselves. I quote the statement of Commissioner Hall, on pages 54 and 55 of the record:

Senator KELLOGG. To what extent have the priority orders which have been issued by the various departments of the Government interfered with or congested transportation? I notice by the report of Mr. McChord, a member of the commission, or, rather, his separate report, that there are several Federal agencies authorized by law to issue orders or directions with respect to transportation, and that they are executing that power. Has that tended to congest traffic?

Commissioner HALL. I think so; yes, sir.

Senator KELLOGG. You mean that priority orders have been given by different departments of the Government which conflict or were unnecessary?

Commissioner HALL. I do not mean any priority orders issued by the transportation priority director, by Judge Lovett; I do not mean that. I mean that in the War Department there are at least five bureaus or boards—I think Gen. Baker said 12 a few days ago—each undertaking to direct the kind of munition or supply that it is interested in which shall receive preference movement. Then there is the Shipping Board seeking preference movement for what it is interested in; and there is the Navy; and those things frequently conflict. More than that, there is a system in vogue of placing in the hands of a manufacturer who has a contract for furnishing supplies so-called envelopes that can be used to obtain preference, and those have been sometimes quite carelessly used, probably under officers who are looking after particular plants, with the result that the volume of movement under preference direction has grown to be very great.

Now, I do not know it as a fact—if you will pardon hearsay, but it comes from a very good source—I understand that quite recently something like 75 per cent of what was moving on the Pennsylvania Railroad was moving under preference directions of some sort. Is that so, Mr. Patterson?

Mr. PATTERSON. Yes, sir; east of Pittsburgh.

Commissioner HALL. If you get 100 per cent preference, then it can all move right along; but where you get 85 per cent preference to be separated from the remaining 15 per cent it tends to produce congestion.

Mr. LODGE. Mr. President—

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

Mr. KELLOGG. I yield.

Mr. LODGE. If it will not disturb the Senator, I understood him to say that the right to issue priority orders was exercised by the Fuel Administration, the Food Administration, and by the Shipping Board.

Mr. KELLOGG. Yes; and by the War Department and the Navy Department.

Mr. LODGE. I know about it as to the War and Navy Departments.

Mr. KELLOGG. That is what Commissioners Hall and McChord said.

Mr. LODGE. It is correct, then, according to the testimony before the committee, that the Food and Fuel Administrations and the Shipping Board were all equally entitled to issue priority orders?

Mr. KELLOGG. According to the testimony of Commissioners Hall and McChord they did do it, and there is other testimony to the same effect.

I send to the desk, and ask to have incorporated in my remarks at the end, as an appendix, the testimony of Mr. Kruttschnitt, from which I will read one sentence:

You can imagine the state of mind of a yardmaster at a terminal, say, like Pittsburgh, when he was confronted with the freight covered by all of these blue envelopes, and covered by other orders giving priority of transportation to different commodities; he would be a fit subject for an insane asylum; he would not know how to get around his work.

The PRESIDENT pro tempore. Without objection, the matter referred to will be printed in the RECORD without reading.

Mr. KELLOGG. Mr. Kruttschnitt, a member of the railway executive war board, testified that the principal cause of the congestion was the cross hauling of coal—because under the act of Congress the shipper had a right to designate not only where the freight should go, but the route—and the priority and preference orders given by the Government. He testified that when the flood of preference envelopes threatened to overwhelm the railroads they appealed to Judge Lovett, the priority commissioner, for relief, but without avail. Many of these priority orders were absolutely unnecessary, each department of the Government struggling to get its own material shipped ahead of some other department. The result was that thousands of freight cars were rushed to a point and tied up because materials were shipped in advance of necessity.

Mr. POMERENE. Mr. President—

The PRESIDENT pro tempore. Does the Senator from Minnesota yield to the Senator from Ohio?

Mr. KELLOGG. I do.

Mr. POMERENE. I simply want to add, if I may, to what the Senator has already said, that one of the witnesses—I think it was Mr. Kruttschnitt—suggested that these tags were often given to manufacturers, and the manufacturers would place these tags on private shipments as well as on Government shipments.

Mr. KELLOGG. Yes; that is true. I have among my papers a report from an agent of transportation—I have forgotten what he is called—submitting copies of these envelopes that were reprinted and used, and notice was given that by telephoning to certain departments they could get all the envelopes they wished. For instance, 700 cars of material for construction of Government buildings in Washington stood upon the tracks for weeks because they could not be unloaded; anchors were shipped under priority orders for ships not yet built, and 1,000 cars were tied up carrying shipyard material—I believe it was for Hog Island—

Mr. GORE. Thirteen hundred.

Mr. KELLOGG. Thirteen hundred cars, I understand; which could not be unloaded and used faster than about 15 cars a day. It shows that a transportation system run by Executive orders, through noncoordinated departments, is an absolute impossibility. Now, as a matter of fact, in spite of the Sherman law and nonpooling law and the laws authorizing the shipper to designate the route, and in spite of priority orders unwisely issued, railroads did accomplish a great deal during the first six months of the war.

Mr. GORE. Mr. President—

The PRESIDENT pro tempore. Does the Senator from Minnesota yield to the Senator from Oklahoma?

Mr. KELLOGG. I yield.

Mr. GORE. I wish to ask the Senator, before passing from the subject of priority orders, if it is his intention to state the English system with regard to priority orders?

Mr. KELLOGG. No; it was not my intention. The whole history of the English operations is available, and I think the Senate is pretty familiar with the subject.

Mr. GORE. If the Senator will permit me, I think it ought to go in at this point.

Mr. KELLOGG. I have no objection to the Senator stating it.

Mr. GORE. The English method, Mr. President, is this: They have selected a committee on priority of shipments, made up of representatives of the navy and army and other departments and organizations, including the industries of the country. It requires a unanimous vote on the part of this priority committee to grant a preferential order for shipment of any commodity; but in case of a deadlock the minister of munitions stands over and above the priority committee, with the power to unlock the situation and grant mandatory orders.

Mr. KELLOGG. I thank the Senator for the information.

Mr. NORRIS. Mr. President, may I interrupt the Senator?

The PRESIDENT pro tempore. Does the Senator from Minnesota yield to the Senator from Nebraska?

Mr. KELLOGG. I yield.

Mr. NORRIS. I came in after the Senator had started, but the suggestion made by the Senator from Oklahoma reminds me that it might be well to inquire at this point whether the law did not place all this power in the hands of the President?

Mr. KELLOGG. Yes.

Mr. NORRIS. So that it would not be necessary to have a committee. The President had power at any time, had he not, under the law to change the system in any way that he saw fit, by order, or to put some one person in charge and give him absolute control of it all?

Mr. KELLOGG. The President undoubtedly had authority under the act of August 10, 1917, to create a single priority agent. Now, I apprehend that the way this system developed was through action taken under authority of laws providing preference and priority for Government shipments. Apparently there was already in existence when the law was passed this system of obtaining preferences and priorities, and instead of abolishing the system in vogue and placing the power in the hands of one man or one board it was allowed to continue, and the enterprise of each one of these departments in obtaining priority and preference orders for their shipments was the result of the tremendous overburdening and congestion of the railroads.

It appears, as requested by the Council of National Defense, that they organized an executive committee of railway heads, to represent all the roads and to constantly sit in Washington, the expense of which was paid by the railroads. That with practically no increase of equipment and with a decrease of men they succeeded, by coordination, in handling 20.3 per cent more freight traffic in the first six months of the war—April to Sep-

tember, 1917—than the corresponding six months of 1916, and 50 per cent over the monthly average of 1915. They greatly increased the car loading, car mileage per day, and train load—the resultant effect of which was that it increased the ton-miles handled per locomotive per month 16 per cent for the six months ending September 30, 1917, over the corresponding period of 1916.

Through the acquiescence of the public, and by the consent of the State commissions, 28,656,983 unnecessary passenger train miles were eliminated, resulting in the saving of 1,800,000 tons of coal per annum, a release of 570 locomotives, and 2,800 train and engine men for freight service.

This railway committee undoubtedly coordinated the facilities of various roads and enormously increased the amount of transportation. My own opinion is that it was unnecessary to take over the railroads for Government operation, and that transportation, in order to be most effective, must proceed in its usual and natural channels, without too much arbitrary interference. That all that was necessary for Congress to do was to authorize the President to appoint a director or agent of the Government, who should have authority to see that the railroads were operated as a unit, in order to facilitate, so far as possible, the transportation of those articles absolutely necessary to the life of the people and the prosecution of the war, and that if the transportation of any class of products or articles, such as luxuries, pianos, automobiles, and so forth, became inadvisable, this transportation could be stopped and preference given to necessities for the Army and the public. That this could have been done without material injury to any of the railroads, but if they were injured by any such action a tribunal might have been created to assess the damage to be paid by the Government. As a general proposition, private management is far more successful and efficient than management through Government agencies. The railroads were undoubtedly hampered by certain laws and restrictions which should have been abolished. They should have been supported by Government authority to operate as a unit, to route freight over lines least congested, and to transport the largest amount of materials necessary for the maintenance of the public and of the Army. Bearing in mind that this congestion was simply in the eastern and northeastern territory, I am constrained to believe that as great service could have been obtained through the Government's cooperation as by taking over the entire railroad system of the United States and operating it as a Government institution. By allowing the railroads to operate their own property we would have maintained the personal interest and preserved the enterprise that goes with great organizations of this kind. One of the most valuable features of a railroad, as in all other private enterprises, is the organization and the personal interest that each employee feels, where there is an opportunity for promotion, and the highest position is within his grasp. By doing this I believe the Government would have obviated a guarantee to the railroads of an income by way of compensation for the use of the properties thus taken over. But the President and his advisers thought otherwise, and I bow to that decision, and I am going to do, as is my duty, everything I can to strengthen and facilitate the Government operation and to insure justice to the people and the railroads and the vast army of security holders vitally interested in this great measure.

There are three principal provisions of this bill to which I wish to invite the attention of the Senate, and in doing so I shall try to state with impartiality the facts and arguments pro and con which should appeal to individual Senators.

This bill was reported, after four weeks of testimony, argument, and careful consideration by the committee. It is not perfect, but under the circumstances it reflects the best judgment of the administration and the committee. There are three controlling propositions which I desire to discuss. First, the compensation to be paid the railroads; second, the manner of fixing and regulating rates; and, third, the duration of Government operation.

COMPENSATION TO THE RAILROADS.

With the varied conditions surrounding the earning capacity, capitalization, and financial strength of the railroads, a most difficult proposition is presented in prescribing a general rule or basis for compensation. The Army appropriation act of August 29, 1916, provides as follows:

The President, in time of war, is empowered, through the Secretary of War, to take possession and assume control of any system or systems of transportation or any part thereof, and to utilize the same to the exclusion as far as may be necessary of all other traffic thereon for the transfer or transportation of troops, war material, and equipment, or for such other purposes connected with emergency as may be needful or desirable.

I have cited this act in order that the attention of the Senate may be called to the fact that no compensation is there provided.

This act undoubtedly constitutes a valid exercise of the war power in the President, and the rules of law governing our action and the necessity of providing compensation for the use of properties during such Government operation are clearly defined by the Constitution and the decisions of the highest court of the land.

The act failing to provide the means and methods for determining compensation, the Constitution imposes an obligation to pay just compensation for the use. Unless such compensation is implied, the law would be unconstitutional. Congress has no power to provide what that compensation shall be. Now, remember this: We can not fix the compensation. Congress is powerless to do it. We can, however, prescribe a rule, the means, or the machinery by which a tribunal shall fix the compensation. As to each individual railway corporation or system of transportation owned and operated as one railroad, the question of what is reasonable compensation is a judicial one which may be determined first by an administrative officer or commission, with a right of appeal to the courts for final determination. It is, therefore, not only a legal necessity for Congress to provide the means for determining and paying a just compensation, but it is of the highest importance to the country that this should be speedily determined.

The property taken over represents a value of somewhere between fifteen and seventeen billions of dollars. It represents securities, stocks, and bonds in the hands of the public of substantially \$16,500,000,000. The exact amount is difficult to determine by reason of what is known as intercorporate holdings. In making these figures the Interstate Commerce Commission has eliminated stocks of one road held by another, and has only given the amount of securities in the hands of the public.

Mr. THOMPSON. Mr. President, will the Senator permit a question?

The PRESIDENT pro tempore. Does the Senator from Minnesota yield to the Senator from Kansas?

Mr. KELLOGG. I yield.

Mr. THOMPSON. Does that estimate include the short-line railroads?

Mr. KELLOGG. I believe it includes all railroads.

Mr. THOMPSON. All the railroads of the country?

Mr. KELLOGG. All railroads. As thus determined, the railroads represent a stock and bond issue of \$16,710,000,000, as of June 30, 1916, and a book investment of \$17,380,000,000, as of December 31, 1917. These figures have been furnished by the statistician for the Interstate Commerce Commission. The interest and dividends upon these securities come due at various periods during each year and must be paid in order to maintain the stability of this vast investment.

The President and the Secretary of the Treasury, and everybody who appeared before the committee, realized, and many of them urged with great force, the necessity (at this time of great strain on our financial institutions) of maintaining the security of this railroad investment. It is not a question of the Government maintaining the securities of any industry. The Government owes no obligation to maintain securities. It is a question, however, of the Government taking the property and using it for Government purposes, and the obligation to pay for the use and the duty of maintaining the stability of securities are co-existent. These securities in various forms are in the hands of millions of our citizens. There is scarcely a bank, trust company, savings bank, or insurance company in this country which has not a large investment, either as owner or pledgee of railway securities. It is estimated that 32½ per cent of the assets of the Connecticut savings banks consist of railroad securities, and undoubtedly a very large percentage of all the savings banks and insurance companies are in the same position. In 1915 it was estimated that \$818,000,000 of railroad securities were held by mutual savings banks alone. A further decline in these securities (which ought to be the best investment in the country) would threaten a public disaster.

The committee was therefore faced with two propositions—either to create a tribunal to take up each railway separately and, upon a hearing, to determine the value of the use during Government operation, or to authorize the President to speedily agree with the railroads on some fair basis which would not involve long litigation, with a provision that if no agreement could be made with any railroad company the compensation should be determined by a tribunal to be appointed by the Interstate Commerce Commission, with a right of appeal to the Court of Claims.

You will readily see that if we had adopted the first proposition it would have been years before any tribunal could have thus determined the value of the use of each and every system of railroads and have arrived at a fair and reasonable rental value. The Government operation would have been ended long before

this could have been accomplished. In order to expedite this determination, the latter proposition was adopted by the committee, and the committee was unanimous in desiring some speedy determination of this question. It was, of course, impossible for the committee, as it is impossible for Congress, to take each road separately, hear testimony as to the value of its use, and fix a compensation. Nor could this be done legally.

The most we could do was to prescribe a plan with a maximum above which the President could not go.

Section 1 of the bill, in substance, authorizes the President to agree with the carriers and to guarantee to each an income, called the "standard return," not exceeding the average of the net operating income for the three years of 1915, 1916, and 1917, with an allowance of a percentum, to be fixed by the President, covering the cost of additions and betterments, less retirements and road extensions made during the six months between June 30 and December 31, 1917. (That is the three years ending June 30, and the President was authorized to allow a percentage upon the net betterments and additions made between June 30 last and December 31.) The Government to have all income above this guaranteed compensation and to maintain the properties in their present condition.

Mr. CUMMINS. Mr. President—

The PRESIDENT pro tempore. Does the Senator from Minnesota yield to the Senator from Iowa?

Mr. KELLOGG. I yield.

Mr. CUMMINS. In order to discern clearly the point the Senator from Minnesota has just stated, that the Government is entitled to all the income above the amount named—that is, the guaranteed net operating income—did the Senator mean just that, or did he mean that the Government was entitled to all the operating income above?

Mr. KELLOGG. The net operating income, I should have said to be accurate. I thank the Senator. This basis was recommended by the President and his advisers, by the Secretary of the Treasury, and by the Interstate Commerce Commission. The President undoubtedly had the advice of the commission and other technical experts upon this question. The Interstate Commerce Commission has for years been dealing with the question of rates, gross and net income of railways, maintenance, betterments, and capitalization. No body of men in this country whose opinion could be taken is so well equipped to recommend an equitable basis for compensation as is the commission.

Mr. CUMMINS. Mr. President—

The PRESIDENT pro tempore. Does the Senator from Minnesota yield?

Mr. KELLOGG. I yield.

Mr. CUMMINS. I was present at nearly every hearing of the committee on this subject, and I do not remember any recommendations of the Interstate Commerce Commission as such in behalf of the standard which was proposed by the President. One of the Interstate Commerce Commissioners had very much to do with the formation of the bill and undoubtedly recommended that standard, and I have no doubt that there are some other members of the commission who concurred with him, but I do not think that the commission has recommended any such proposition.

Mr. KELLOGG. Mr. President, I understand the Interstate Commerce Commission first made recommendations to Congress. During the session of the committee the chairman of the committee asked the Interstate Commerce Commission as a body to take the bill proposed by Mr. Anderson, one of the members, and to make criticisms and suggest any changes which they thought should be made. The commission did so as a body, and as I read their letter, which the Senate is entitled to read—I have not time to read it now—I take it to be a recommendation of this bill with the amendments they suggested, except as to one or two points upon which they declined to pass any opinion, one of them involving the question as to what body should regulate the rates. I have not time now to read that letter, and I shall ask to have the Senators themselves read it.

Mr. CUMMINS. I hope the letter will be read by Senators. I do not construe it in the way just stated by the Senator from Minnesota. I remember very distinctly that Mr. Anderson told the committee, it is my memory, that the question of compensation had not been considered by the commission as a commission, whatever might be the views of some of its individual members.

Mr. KELLOGG. That is true. When Mr. Anderson appeared before the committee and testified, he stated that he was not speaking for the commission. At that time the commission had not considered the question of compensation or the other provisions of the bill, but subsequently the chairman of the committee asked the commission to submit their recommendations

in respect of the bill and this was done. Their report can be submitted to the Senate and will, no doubt, be so submitted by the chairman.

Mr. WATSON. That was after Commissioner Anderson had testified.

Mr. KELLOGG. It was after Commissioner Anderson had testified.

Mr. ROBINSON. I wish the Senator would follow that statement a little further. The Senator, of course, has read the letter. The commission did recommend the so-called standard return as a fair basis of compensation.

Mr. KELLOGG. They did not make any suggestion about that section at all. Now, under the interstate commerce act, the duty is imposed upon the Interstate Commerce Commission to recommend appropriate legislation to Congress from time to time, and the commission had previous to that time recommended that the railroads of the country be either taken over under Government operation or that Congress should change the law with respect to coordinating the railroads.

Mr. SMITH of South Carolina. If the Senator will allow me, the question as to the attitude of the Interstate Commerce Commission came up on the very point he is now making. A member of the commission acting in another capacity than as commissioner was instrumental in the draft of the bill as it came to us as an administration bill. The committee was anxious to know what was the opinion of the commission as to the bill, knowing that they perhaps were the best posted as to the matter in hand and were more competent perhaps than any other body to advise in respect of the proposed legislation, and in sending my request to them I asked that they make the report as an official body in reference to the bill. I, like the Senator who is now addressing the Senate on this subject, was of the opinion that where they did not recommend any change it was to be inferred that they acquiesced in the proposition as now contained in the bill, because, had they objected or had they reason to think that it was not the proper basis, it was manifestly their duty, as an official body asked for an opinion, to have stated what their objection might be.

Mr. CUMMINS. I will deal with the communication of the Interstate Commerce Commission later. I only want to make my own position clear now. I do not believe the letter contains any recommendation either expressly or inferentially upon the matter of compensation, and I know that one member of the commission has told me since that it was not the purpose—not his purpose anyhow—to make a recommendation with regard to compensation.

Mr. KELLOGG. The commission considered the whole bill and specifically excepted the provisions they did not wish to recommend, and I think from the reading of their letter the Senate will conclude that the fair inference is that it is a recommendation of the whole bill with the amendments suggested. The Senate, however, is entitled to the opinion of the commission.

Mr. President, I think it may be useful in determining whether the basis adopted by the committee was a fair one to consider the various bases suggested by different men who appeared before the committee and made recommendations. The committee heard representatives of commercial organizations, certain experts, members of the Interstate Commerce Commission, the Secretary of the Treasury, and anyone who desired to be heard.

BASIS OF VALUE OF STOCK.

Many bases were suggested to the committee and discussed by it, but while all have some good points, none seemed, on the whole, to be so reasonable and practical as the one adopted.

I say "seemed," for it was the opinion of the majority of the committee.

A basis suggested and discussed to some extent was that the market value of the stocks and bonds of all the railways be taken, allowing a percentage of income on this value. The objections to this plan were principally that the stocks fluctuate in the market and frequently do not represent the real value of the property, to say nothing about the value of the use. Stocks often reflect in the market the amount of the dividends, so that if a property was skinned to pay dividends the market price would be high and the real value and earning capacity much less.

Then also stocks depend often upon speculative values, a bull or bear market, and many other considerations not here necessary to mention. To illustrate: It appeared by an investigation by the commission that in 1912 the value of all the railroad stocks, as near as the commission could estimate it, was 110.08 per cent of par; in 1915, 94.6 per cent; and in 1917, 79.03 per cent, although the roads' gross and net earnings

continued to increase and were greater in 1916 and 1917 than in 1915.

I should remark here, of course, that the commission simply made this computation by taking the market value of those stocks quoted on the New York exchange, and of course it is not absolutely accurate. No computation could be made that would be absolutely accurate, but this is a fair indication of the value of the stocks.

Mr. CUMMINS. But if the Senator will permit me, there is another fact to be taken into consideration there, namely, that these market quotations, taking the high point and the low point in a year, did not include all the railroads' stock of the country, only those which were dealt in upon the New York Stock Exchange.

Mr. KELLOGG. That is true. I so stated.

Mr. CUMMINS. There are a great many of the poorer stocks that are not dealt in upon the exchange at all.

Mr. ROBINSON. It is also true that as to particular roads, it appeared in the hearings that when their earning capacity was greater their stocks were comparatively the lowest.

Mr. KELLOGG. Yes; because those roads being conservatively managed would pay a small dividend and would invest a large amount of their surplus in property. The stocks of such a road would be comparatively low, but as to a road that put all of its income into dividends, Wall Street estimated the value of the stock according to the amount of dividends. My recollection is, and I am speaking now from memory, that the commission's statement was based upon the par value of the railroad stocks listed on the New York Stock Exchange, and this was made up on the basis of about 75 per cent of all railroad stocks. It is a fair illustration, however, that as the earnings increased the value of the stock declined.

Then, again, no basis for payment of interest upon the value of the stocks could be determined by Congress, because many roads pay no dividends and others pay large dividends. The Congress could not determine the rate of dividend which would be a fair rental value of the property.

Some roads pay a moderate dividend and use the balance of their surplus for improvement of their property, and there is no uniform basis for such investments. If this basis was adopted, it would have to be determined by some official or body of officials pursuant to inquiry into each case.

BASIS OF ACTUAL VALUE OF PROPERTY.

Another basis considered was that the actual value of each railroad property be taken, fixing the rate of income on this value. This determination was impossible. As the Senate well knows, in 1912 Congress passed an act authorizing and directing the Interstate Commerce Commission to determine the physical valuation of property of common carriers, involving the cost of reproduction and the present value of each railroad. The commission has been working upon this for four years, but reported to our committee that it would be about three years before it could be finished, and that no property had yet been valued, so the commission could give us no real information as to the present actual value of railroad properties.

BASIS OF ORIGINAL CASH INVESTMENT.

Another basis suggested was that the amount of cash which had been invested in the railroads under the charters of each company be determined, paying a reasonable rate of interest fixed by Congress upon this cash investment. I think everyone knows that this is an impossible task. Many railroads were built in the early days by contracting companies, which companies received a lump sum in stocks and bonds of the railroad for the construction, and no one can determine the actual cost of such property. Again, many of these properties paid no interest or dividend to investors for many years. Some of them were foreclosed, went through receiverships several times, capitalization was reduced and additional money invested, and there is no way of determining the cost of property except from the books of the companies.

If the taking over of the property by the Government had been permanent, the problem would be much simpler, for a tribunal could be established to find the present value of all the property of each company, and the Government would pay the sum thus determined. But the taking over is only temporary. It is simply a taking over and use of the property during the war and for a reasonable period thereafter, and the problem is to determine the value of the use, and determine it as speedily as possible, because it will not do to allow this determination to be suspended by years of litigation.

There were many other suggestions, but the foregoing will illustrate the difficulties confronting the committee.

PLAN FINALLY ADOPTED.

Let us come now to a consideration of the plan finally adopted. There is reason in the proposition that property devoted to a public service is worth simply what it will earn. It may be earning too much, in which case the power of public supervision may rightfully and justly be invoked to reduce its earnings or to provide such rates for its service as will accomplish this end. But, after all, it can only be worth what it will earn to its owners, because it can not be disconnected from such use, for a railroad can not be scrapped and its material sold. It can not voluntarily cease to perform its public functions, whether it pays or not, and therefore the only way to use the property is to make it earn a net income.

There is also force in the argument that as all the rates are now being fixed by public authority, the earnings of the properties are the best evidence of the value of their use. I may say, in passing, that the Interstate Commerce Commission, in a report made within a year or two, stated that as the power to fix rates had been in the commission for something like 10 years they thought it was a fair conclusion to say that the rates now in force as a whole were fair and reasonable, and would be so considered by the commission. I am not saying that some of them are not too high. That would be the inevitable result in a vast rate structure such as we have in this country. I do not say that this is a conclusive rule, because undoubtedly some properties are earning more than a just compensation, taking into consideration alone the cost or value of the investment, while others are earning less. Some railroads are fortunately situated as to location, cost of construction, density of population, and other advantages which give them a large earning capacity, while other competing lines, less fortunately situated, do not earn a reasonable income on the investment. This is inevitable under our system of individual ownership and competition between railway lines. It grows out of a system and is a part of those great competitive activities which have made the development of this country the marvel of the age.

Another factor which must be taken into consideration is that the taking over is only temporary. A guaranty by the Government of a permanent income on an investment would be reasonable at a very much lower rate, like a Government bond. In such a case the Government not only agrees to pay the interest on the bonds, but to pay the principal also. In this case the Government simply agrees to pay a certain income during the indefinite period of Government control. The guaranty is only for the period of the war and a short time thereafter, and, therefore, it should, as near as possible, represent the earning capacity of the roads over a reasonable term of years. The President is authorized to agree with the railroads upon a guaranty of a maximum of the average net earnings of the years 1915, 1916, and 1917, ending July 1. This was as follows:

[Railroads of class 1 include all the railroads having a gross earning capacity of over \$1,000,000.]	
Net railway operating income for class 1 roads:	
1915	\$683,104,833
1916	984,872,959
1917	1,020,800,000
Average	896,259,264

The commission took railroads of classes 2 and 3, which involved a good deal of work, and made an estimate of one year, applying the same percentage of increase for 1916 and 1917 for the other years. The commission reported to us that the maximum guaranty which the President was authorized to make to all of the railroads in the United States was \$935,000,000, which is about \$100,000,000 less than their best year, namely, 1917.

Extending the above basis for arriving at the average net railway operating income so as to include classes 2 and 3, the average \$896,259,264 becomes approximately \$935,000,000 for all carriers.

To this should be added the income on investments in the property made from June 30, to December 31, 1917, estimated at \$130,403,315, on which the President is authorized to allow interest. If 5 per cent is allowed, it would amount to about \$6,500,000; total, \$941,500,000.

Of course, out of this the railroads must pay their war excess-profits tax, which was estimated by the commission to be somewhere between fifty and ninety million dollars. Of course, this tax is borne by the stockholders. The railroads should be taxed exactly in the same manner as are all other corporations engaged in business in this country, and the war tax, of course, should be assessed against the stockholders, to be deducted from this net guaranty; and it is so provided in the bill. So the figures which I shall submit showing the per cent this guaranty represents upon the railway capital of the country and upon the book value of the railway assets of the country will include taxes before deduction. The gross figure of \$941,000,000 is taken and applied to all the railroads in the country.

Mr. LODGE. Does that include the fixed charges?
 Mr. KELLOGG. That is the net after taking out all charges.
 Mr. LODGE. After deducting all fixed charges?
 Mr. KELLOGG. That is the net operating income of the railroads—the average net operating income for the last three years after paying fixed charges.

Mr. LODGE. And paying interest?
 Mr. KELLOGG. No; not after paying interest, but only after paying operating expenses. Out of this \$941,000,000 the railroads must pay, first, their excess-profits tax; second, their interest; and third, whatever dividends they have averaged for the last three years. Then they must use whatever balance they have for the betterment or improvement of their property, and they can only pay the average dividends declared for the last three years.

Mr. GORE. What is the amount of the interest?
 Mr. KELLOGG. The interest on their bonds is about \$450,000,000.

Mr. SHERMAN. Are the local taxes, which amount to something like one hundred and thirty-five or one hundred and forty million dollars a year, deducted?

Mr. KELLOGG. The local taxes are part of their operating expenses, which are first deducted, but the Federal excess-profits taxes, of course, are not deducted, being paid by the stockholders.

Mr. STONE. Mr. President, did I understand correctly the answer of the Senator from Minnesota [Mr. KELLOGG] to the interpolation of the Senator from Oklahoma [Mr. GORE] to be that out of the nine hundred and odd million dollars of earnings payments of the interest on obligations of these railroads must be met?

Mr. KELLOGG. Yes; my recollection is—and I will correct it if I find that I am not speaking accurately—that the interest charges of the railroads are about \$450,000,000, which comes out of this guaranty. The balance, after paying taxes, may be applied to dividends, betterments, and improvements, which I shall discuss later. The railroads annually have paid dividends from two hundred and fifty to three hundred and seventy-five million dollars. They have paid less in the last two or three years than they paid at an earlier period.

It is claimed by the railroads that the three years selected are not fair to them, because 1915 was an extremely poor year, and it is claimed by some members of the committee that they are more than fair, because 1916 and 1917 were very good years. It is true that in the year 1915 the earnings—with perhaps one exception, to wit, 1914—were the lowest since 1900, based on the net operating income to property investment or total capital obligations.

I am inclined to think, after consultation with the members of the Interstate Commerce Commission, especially with the expert statistician, that 1915 was the lowest year since the year 1900. I send to the desk, and ask to have incorporated in my remarks, a statement formulated by the Interstate Commerce Commission showing the relation of net operating income to property investment for the years 1900 to 1917. In 1915 it seems to have been 4.09 per cent; in 1914 it was 4.19 per cent; and the figures range all the way from that up to 6½ per cent in 1917. The percentage for 1917, however, is an estimate, because the reports of the railroads for the calendar year 1917 have not all been received.

I ask at this point that the table referred to may be placed in the RECORD.

The PRESIDENT pro tempore. Without objection, it is so ordered.

The table referred to is as follows:

RETURN ON PROPERTY INVESTMENT.

The annual report of Interstate Commerce Commission dated December 1, 1917 (pp. 36, 37), shows relation of operating income (net operating income) to property investment as follows:

Years ended June 30—	Per cent.	Years ended June 30—	Per cent.
1900.....	4.52	1909.....	5.34
1901.....	4.69	1910.....	5.73
1902.....	5.02	1911.....	4.87
1903.....	5.19	1912.....	4.62
1904.....	4.83	1913.....	5.12
1905.....	5.10	1914.....	4.19
1906.....	5.58	1915.....	4.09
1907.....	5.61	1916.....	5.80
1908.....	4.78	1917 ¹	6.50

¹Lowest in period.

²Estimated.

Mr. KELLOGG. I also ask that there be incorporated in my remarks a memorandum showing the gross dividends paid by all the railroads of the country for the years 1912 to 1916, inclusive.

The PRESIDENT pro tempore. Without objection, the matter will be printed in the RECORD.

The matter referred to is as follows:

ITEM III.

Information called for: Table showing aggregate dividends paid by all railroads in each of the said years and average for the period, stating each separately.

Modification: Can not be given for 1917. Would suggest that the aggregate only for all class 1 roads be given for each year 1912 to 1916, ending June 30, and the detail by roads for one year. Dividends declared, not actual payments, have been used as the only measure of the effect in the year's income account.

NOTE.—See note under Item I.

Aggregate dividends declared—Class 1 roads.

Year ended—	Amount.
Dec. 31, 1916 ¹	\$306,070,530
June 30, 1916.....	281,936,371
June 30, 1915.....	259,809,520
June 30, 1914.....	376,098,785
June 30, 1913.....	322,300,409
June 30, 1912.....	339,964,855

¹See accompanying statement, which includes similar information, by roads, for the year ended Dec. 31, 1916.

Mr. KELLOGG. It appears that in 1912 in round figures the railroads paid \$339,000,000 in dividends; in 1914, which was a poor year, they paid \$376,000,000, but of course the earnings which paid the dividends in 1914 were mostly made the year before; that in 1915 dividend payments went down to \$259,000,000; in 1916 they amounted to \$281,000,000, and for the calendar year 1916, \$306,000,000. While the railroads were making more money in 1916 and 1917, they were manifestly putting more money into their property and paying less in dividends. To be sure, a great many of the railroads, standard lines, paid the same dividend year after year, like the New York Central, the Great Northern, the Northern Pacific, and the Pennsylvania. The latter paid 6 per cent, the Northern Pacific and Great Northern 7 per cent each, and the New York Central 5 per cent. Those were regular dividend-paying lines, but some roads did not pay dividends after the poor years of 1913, 1914, and 1915.

Mr. POMERENE. Mr. President, if I may be permitted a suggestion in that connection, in order that we may be able to give proper effect to any statement of net profits or of moneys that shall be passed to surplus, we must bear in mind that the purchasing power of the dollar or of that surplus to-day is only about 60 per cent of what it was a year or two ago. That was developed in the course of the hearings. There was some information given showing the relative cost of freight cars, of passenger cars, of locomotives, and it was demonstrated that the price of equipment of this kind is nearly twice what it was two years ago.

Mr. KELLOGG. That is correct. The \$941,000,000 of net operating revenue to be used for the payment of interest and dividends and to provide betterments and improvements, of course, does not mean what it did a few years ago. So far as interest upon securities is concerned, it means the same thing, because the loser is the man who collects the interest; but, so far as dividends are concerned, of course the stockholder does not get actually as much as he used to get, and so far as betterments and improvements are concerned, it takes twice as much money to buy the material to improve the railroad to-day as it took five years ago. So we must consider that as a very important factor in this question. I do not think we should guarantee a greater income on that account, because everyone must bear his loss because of the depreciation of currency, and the committee did not take that into consideration in authorizing the guaranty; but the consideration suggested by the Senator from Ohio, however, is a very important factor.

Inability to get ships for the transportation of our products, and the effect of the war, greatly depressed railroad earnings. This is particularly true in Southern States, where the cotton crop could not be marketed and the railroads suffered very greatly on that account.

Another thing must be also considered in connection with this subject. The guaranty which this bill authorizes the President to make to the railroads as a maximum is the average of the net earnings for those three years.

We are not guaranteeing to each of the railroads the income that this maximum provides; we are simply providing a maximum, as I shall show later, beyond which the President can not go. He can go below that as far as he pleases, or as far as the railroads will accept it; and if any one railroad is receiving too much (as some very fortunately situated lines undoubtedly are, as I shall show you), the President is not required by this bill to guarantee the maximum amount; in fact, Congress could not provide for any maximum or minimum amount that should

be guaranteed to the railroads; we could simply provide that he should not make an agreement going above that amount. The railroads may or may not accept it, as they see fit. This would be fair to the railroads if the capital invested in 1915, 1916, and 1917 was the same as the capital investment during the time of the Government operation. But there was invested by the railroads between 1914 and 1916, \$795,043,061. In other words, the capital which earned the income of 1916 was \$795,000,000 more than the capital which earned the income of 1915; but it is the amount in dollars which we take, and we do not increase it to make up the extra capital which was invested in the lines. It is a fact also that between June 30, 1914, and June 30, 1917, the railroads invested in their properties \$1,172,669,161. Considering the fact that 1915 was an extremely low year in net earnings and, further, that there had been an investment in the property of these large sums between 1914 and 1916, I am inclined to think that it is a fair offset to the very prosperous years of 1916 and 1917. A longer period than three years was suggested by some who appeared before the committee. There are objections to taking a long period, because, from year to year, there is an average investment in the railroads from \$300,000,000 to \$500,000,000, and unless the earnings of the earlier years were increased in proportion to the added capital, it would not be a fair basis for the value of the use during Government operation. The entire standard return, allowing nothing for betterments and improvements, is equal to 5.19 per cent on the property investment, as shown on the books of the railroads, amounting to \$17,380,000,000, and it is 5.63 per cent on the total capitalization of all the railroads—that is, stocks and bonds—amounting to \$16,710,650,327. As the average interest on the bonds of railroads is not quite as large as the 5.19 per cent or 5.63 per cent mentioned, if the interest was first deducted and all the balance applied on total stocks of railroads, it would be more than this. Assuming the value of the property to be either the investment value shown on the books or the face of the stocks and bonds, of course, this return would be small, because it would allow no surplus for investment in betterments and improvements. It is said, however, that the investment in property, as shown on the books of the railroads, is entirely unreliable, and, to a great extent, this is undoubtedly true. It is a fact, however, that for the last 10 years the Interstate Commerce Commission has regulated the accounts of railroads so as to accurately show the amount invested in betterments, improvements, extensions, and new railway properties, and during that time \$4,500,000,000, or a little over 25 per cent, of the entire book value of the railways, has been invested. It is a fact, more in early days than in late years, in the construction of railroads in the country, the book value, as shown by the accounts, was generally the face of the stock and bonds issued and that in many instances these stocks and bonds did not represent actual cash invested.

For instance, a construction company would be organized which would agree to build road A for so many bonds and so much stock; and everybody knows that in the early days usually the stock was a bonus for building the road. Much of the inflation introduced in railway accounts in this way has been eliminated through receiverships, foreclosures, reorganizations, and by additional money put into the properties. There are undoubtedly some railroads which are excessively overcapitalized, like the Chicago & Alton, Kansas City Southern, and other lines. No one denies that. There are many that are undercapitalized, and whether the most accurate investigation which can be made will show that the total value of railroad properties exceeds or is under total capitalization no one can tell. I might say that it is my own judgment that it will be found, if the railroads of this country are revalued, that their value is a figure not far from their present capitalization. As I say, there are many railroads—and I will mention a few of them—which are very much undercapitalized. There are those who advocate that railroads should be allowed 5 per cent or 6 per cent on the actual money invested, and that the Government should ascertain the exact or approximate investment. However, the public will never buy railroad stocks, subject to the fluctuations and hazards of such securities, when they realize more for their money by loaning it out on good security at an equal rate of income.

The railroad systems of this country, which were built before the country was settled and industries developed, would never have been built under such conditions. We must remember that European railroads were built after the country was fully settled and industry largely developed. With us the railroad was the pioneer, pushing its way into the wilderness before the country was settled and industries developed. I went to Minnesota 53 years ago by railway, steamship, stagecoach, and ox team. At that time there was not a mile of railroad west of the Missouri River. Yet in this short space of time, in the life of

nations, that country has been developed, peopled with millions of progressive, virile men and women, traversed by lines of railroad, and filled with great centers of industry. Who believes this could have been done if the only reward the investors received would be 5 per cent or 6 per cent on the money invested, if the railroads should be fortunate enough to earn it, and nothing, if they were not? I am, and have been for many years, earnestly in favor of the Federal Government establishing a uniform system to regulate the issue of railway stocks and bonds. It would prevent such abuses as in the Chicago & Alton case, and others, and render such securities a better investment. But no one is going back to examine the accounts of railroads to determine how much of the stocks and bonds is represented by actual cash.

One of the serious problems encountered in this bill is that this standard return is not divided equally between all railroads so as to be a uniform payment on investment or capitalization. The net earnings of the roads vary, some pay no dividends and the dividend-paying roads vary a great deal; and it has been said before the committee that this guaranty would give some of the roads a very large income while others would receive a small one. As I have said before, this is the inevitable result of our competitive system of separate corporations and ownerships. Some, like the Burlington, the Pennsylvania, and other roads, have short lines, advantageously located, cheaply constructed through densely populated communities, yielding heavy traffic, while others are less fortunately situated, and rates which would yield one an exceedingly small income would pay the other a large one.

But, as I said before, we must not forget that this authorization to the President is merely of a maximum. He is not obliged to allow, and I suppose he will not allow, a railroad a guaranty which will give it an excessive income.

But if we are to concede that the earning capacity is not a reasonable basis for the value of the use of the properties, I know of no way to arrive at an accurate rental value without years of investigation and litigation. It is said that the standard return, after paying interest on the bonds of all the railroads in the country and after deducting an estimated \$70,000,000 excess-profits tax, would pay about 7.15 per cent on the net capital stock; I mean net capital stock outstanding in the hands of the public. Before deduction of this excess-profits tax it would amount to about 8.26 per cent. But this, of course, would allow nothing for betterments and improvements, which represents one of the most important questions in railroad management. Every year the railroads in this country must spend millions of dollars in betterments and improvements in order to properly serve the public. Many of these betterments and improvements are such that they will not pay a return on the investment, such as new stations, elevation of tracks, safety appliances, elevated or depressed crossings, and very many other improvements. Take the Pennsylvania Railroad as an illustration. It appeared in the hearing that it has in the last 10 years invested about \$350,000,000 out of surplus in betterments and improvements and about \$150,000,000 out of new capital. Of these improvements the Hudson River tunnel and the New York Station, as well as the track elevations which that company has made to a very great extent, have undoubtedly cost more than \$200,000,000; and yet these improvements would yield little, if any, revenue.

Now, that is true all over this country. The public is constantly demanding and is entitled to better stations, elevated tracks in cities, and so forth; yet those stations and those tracks do not yield any revenue at all to the company, and they should be paid for out of a reasonable surplus over and above a fair income to the stockholders.

Mr. SHERMAN. Mr. President, I assume that it will not break in on the course of the Senator's remarks if I make a suggestion at this point.

Mr. KELLOGG. Not at all.

Mr. SHERMAN. The Union Station at St. Louis is not permitted by the proprietary lines to pay anything more than maintenance. Dividends can not be paid on the vast expenditures in connection with that station. That has been decided, as no doubt the Senator is aware, in adjudicated cases, and the practice is followed very scrupulously by the proprietary lines.

Mr. KELLOGG. Why, Mr. President, in Chicago to-day they are preparing to erect a station, which is badly needed, at a cost of millions of dollars. It will not add a dollar of revenue to the railroads' earnings, and if we are going to maintain the great railroad systems of this country properly to serve the public they must be allowed something more than dividends upon their stock. One of the weaknesses of the English system has been that the English railroads have to a much greater extent than in this country paid out their entire income to

their stockholders. I do not say they have paid it all out, but they have paid out a very much greater per cent, and they have capitalized improvements and betterments until the English railways to-day are capitalized away beyond what is reasonable, and the stocks of English railways in the last 10 years have reflected in their downward course that bad practice of capitalizing improvements and property investments which will not earn any interest upon the cost.

Mr. WATSON. Mr. President, if it will not interrupt the Senator—

Mr. KELLOGG. Not at all.

Mr. WATSON. My recollection is that the English railroads are capitalized at \$275,000 a mile and the American railroads at a shade under \$70,000 per mile.

Mr. KELLOGG. I think the American railroads are capitalized at about \$62,000 per mile.

Mr. WATSON. Yes.

Mr. KELLOGG. But I am not sure of those figures. I have, however, examined the railroad statistics of the world very carefully, and, generally speaking, our railroads are capitalized at less per mile than most of the railroads of the world.

Mr. SHERMAN. Mr. President, before the Senator leaves that item I should like to make this further suggestion: Referring to the cost of \$274,000 per mile in England, text-writers and reports from Parliament say that the original cost was largely caused by getting authority from Parliament to build the roads. I should like to add that comparison and put it alongside the railroad conditions in our own country, showing that it is not as bad as it might appear to be.

Mr. ROBINSON. Mr. President—

Mr. KELLOGG. I yield to the Senator from Arkansas.

Mr. ROBINSON. The further statement ought to be made in that connection that most of the English roads, or practically all of them, are double-track or multiple-track, so that the comparison does not mean all that it would seem to mean upon the simple statement.

Mr. KELLOGG. No; it does not; but making an actual comparison per mile of track, of course our railroads cost very much less.

Mr. ROBINSON. Yes.

Mr. KELLOGG. These improvements and betterments which do not yield revenue can not or ought not to be capitalized, and a railroad must retain a surplus amount of income over and above a reasonable dividend to make such improvements. It is my opinion that it is much better railway economics that some surplus be allowed over and above reasonable dividends to make improvements and betterments, and not to allow those improvements to be capitalized.

Mr. CUMMINS. Mr. President—

The PRESIDING OFFICER (Mr. KING in the chair). Does the Senator from Minnesota yield to the Senator from Iowa?

Mr. KELLOGG. I do.

Mr. CUMMINS. Will the Senator from Minnesota state exactly what he means by "capitalizing"?

Mr. KELLOGG. I think that if Congress would take the whole railway situation of the country, determine that the capitalization now is fair, or determine what is fair, and provide a system for controlling future capitalization, it should not permit those improvements made out of surplus and beyond reasonable dividends to be capitalized or used as the basis for increasing rates. That is what I mean, exactly.

Mr. CUMMINS. In connection with the point just stated it must be borne in mind that in Great Britain they permit stock to be issued for these betterments and improvements. In this country some roads issue stock for betterments and improvements made out of the earnings—some do not—but they all insist that the public shall pay rates that will return interest upon these added values. So the result is capitalization, no matter whether capital stock be issued for the values or not. So far as the public is concerned it is asked to pay for the added value, and I am very glad to hear the Senator from Minnesota say that he thinks the money that is contributed toward capital by those to whom service is rendered and out of which betterments and extensions are made should not be the basis for additional returns.

Mr. KELLOGG. I thank the Senator from Iowa. Of course we can not stop in this bill to work out any elaborate scheme of control of capitalization and rate regulation, and we have not attempted it. The bill does contain a clause, however, which I may ask the indulgence of the Senate at some later time to discuss briefly, that betterments and improvements made out of surplus during the continuance of the war or Government control shall not be used to increase the guaranteed rate of income. That is a question, however, I shall wish to discuss separately.

It is sufficient to say here that under this bill any part of the guaranteed income which the President may give to any railroad, over and above the rate of dividends invested in the property, can not be used during the Government control to increase the income of the railroad thus guaranteed.

Mr. CUMMINS. Mr. President—

The PRESIDING OFFICER. Does the Senator from Minnesota yield to the Senator from Iowa?

Mr. KELLOGG. I do.

Mr. CUMMINS. I shall not interrupt the Senator much further, but I think it would lead to a better understanding of the matter if I would point out that the part of the bill to which he refers, and which meets with my entire concurrence, is imperfect in that it saves the public from the additional imposition during the period of Federal control, but when the roads pass back to their owners then they are permitted to use these very betterments and extensions made out of the surplus as a basis for the increase of rates, and that is my objection to it.

Mr. ROBINSON. It may or it may not be. That is yet to be determined by Congress. That is for future determination.

Mr. CUMMINS. I suppose Congress will be of the same mind then that it is now, and that it will allow the railroads to have the surplus.

Mr. KELLOGG. It is sufficient to say we have tried to make this bill a bill to regulate the railroads during the period of Government control, leaving Congress to settle those important questions hereafter, and that is the way this provision was left. If Congress desires now and in this bill to determine a permanent policy I have no objection, but I wish to suggest that we had better keep out of the bill as much as possible our various theories of railroad operation and control, because I am quite aware that most of us believe that we can do it a good deal better than it has been done, or better than the railroad men themselves can do it.

Mr. President, there has been submitted a minority report by the senior Senator from Iowa [Mr. CUMMINS], and there appears in it a statement of how much this guaranteed return will give to certain railroads upon their stock. This is an important question which the Senate should fully understand. Those figures are made up in this way: The guaranteed return, assuming the President gives each road the maximum, and you then take from that road the interest on its bonds and apply all the balance on stock as a dividend—which no company has done in the past—would show in some cases a very large income. As to all the railroads in the United States it would show, as I said before, about 7.15 per cent after deduction of excess-profits tax, but many roads pay no dividend, and all of them apply a large sum, greater or less in each case, for betterments and improvements of their property.

I wish to call the attention of the Senate for a few moments to a statement in the minority report of the senior Senator from Iowa, which graphically illustrates how dangerous it is to rely on a statement, though accurate, made up from books without knowing all the circumstances surrounding it. While I shall not discuss each one of these railroads, I would like to call the attention of the Senate to a statement on page 9 of that report, which I beg the indulgence of the Senate to read. Reading from the minority report:

I have referred to the larger systems, but, to emphasize both the excessiveness of the standard and the disparity it introduces, it may be well to suggest that the following will have for their stockholders—

Now, note that it is made up by taking all the net earnings and applying them on the stock after paying interest on the bonds—

	Per cent.
Bessemer & Lake Erie Railroad Co.....	647.22
The Chicago & Erie Railroad Co.....	70.45
New York, Philadelphia & Norfolk Railroad Co.....	35.74
The Cumberland Valley Railroad Co.....	24.01
The Lehigh & Hudson River Railway Co.....	27.98
Charleston & Western Carolina Railway Co.....	21.67
Duluth, Missabe & Northern Railway Co.....	114.12
Duluth & Iron Range Railroad Co.....	38.27
Panhandle & Santa Fe Railroad Co.....	64.37
St. Louis, Brownsville & Mexico Railway Co.....	52.71
Colorado & Wyoming Railway Co.....	162.64

The report continues:

These are astounding facts which the majority of the committee seems to have either overlooked or ignored. It can not be possible that Congress will tax the people of the country, either through rates for transportation or through other impositions, to pay these returns upon capital stock, the most of which was issued in defiance of both law and morals.

I am sure the senior Senator from Iowa did not wish to charge the committee with being careless or callous to the wishes of the people of this country or to their interests. I wish to say that the members of the committee were familiar with these facts.

Now, Mr. President, I wish to read a letter, which I shall ask to have incorporated in my remarks without reading the whole

of it, calling attention to the actual capitalization and the real facts as to some of these roads. The letter is from M. O. Lorenz, statistician for the Interstate Commerce Commission, to whom I submitted the minority report. It is dated February 11, 1918. I will only read a part of it and ask that all of it be inserted in the Record:

In reference to certain roads showing a high return on capital stock, the following data from reports to the Interstate Commerce Commission are submitted.

The Bessemer & Lake Erie is said to earn 647.22 per cent. Here is what the statistician says:

This road owns but 8.81 miles of road, but it operates 205 miles. It operates the property of its two subsidiaries. The property of the three roads is reported as follows for the year ending June 30, 1916:

Bessemer & Lake Erie	\$17,583,494
Pittsburgh, Bessemer & Lake Erie	27,329,801
Meadville, C. L. & L.	445,761

Total	45,359,056
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The \$4,745,332 proposed standard return for these three roads combined is a little more than 10 per cent of the above total property. It is obvious that the \$500,000 of capital stock gives no indication of the value of the property.

The report this year shows the total bond and stock obligations of the subcompanies which this company operates under a lease to be about \$38,000,000 and a book value of \$51,000,000; and the Interstate Commerce Commission report for 1917 shows that they earned 9.45 per cent upon the property investment as it appears upon the books.

Mr. POMERENE. Has the Senator any reason to believe that the book valuation in that particular instance is an overstatement of the valuation?

Mr. KELLOGG. No; I have no reason to believe it, because the whole question of the rates on iron ore from Lake Erie ports to Pittsburgh was considered by the commission in three or four cases within the last two years, and the rates under which these earnings were made were fixed by the commission with a full knowledge of the capitalization and value of the property of this particular road and the other competing roads running from Lake Erie to Pittsburgh, where this road runs. This road does have an enormous earning capacity, and I am not saying that its earnings are not too large. I am inclined to think that they are very large, and I am inclined to think that the President will not make a guarantee equal to the amount of those earnings. He is not obliged to do that under this proposed law.

Mr. SMITH of South Carolina. What was the total outstanding stock of the Bessemer & Lake Erie?

Mr. KELLOGG. Twelve million four hundred and ninety-eight thousand eight hundred and fifty dollars (\$12,498,850) in stock and \$25,630,000 in bonds; but all those companies are in a holding company, and for some reason or other the men who control it thought it was only necessary to have a nominal stock of \$500,000. That is the real fact, but I do not say it is not earning too much.

Now, the Chicago & Erie—
is a subsidiary of the Erie Railroad—

Quoting from letter—

With only \$100,000 capital stock it reports a property investment for the 250 miles of road which it owns of \$29,954,145 for June 30, 1916. Its proposed standard return of \$228,186 is less than 1 per cent of this investment. This road owes the Erie an open account of nearly \$10,000,000, and on this debt it pays no interest.

I will omit the New York, Philadelphia & Norfolk, the Cumberland Valley Railroad, and the Lehigh & Hudson River Railway Co., all of which are explained in the same manner. I will not tax the patience of the Senate to read them.

Mr. POINDEXTER. What were their earnings?

Mr. KELLOGG. The New York, Philadelphia & Norfolk earned 9 per cent on its investment, the Cumberland Valley Railroad earned 12 per cent, and the Lehigh & Hudson River Railroad earned 8.4 per cent. The Charleston & Western Carolina earned 5.8 per cent on its book value.

Mr. POMERENE. Before the Senator goes to that, may I ask him this question: Does the letter from which the Senator is reading cover all the railroads referred to in the minority report?

Mr. KELLOGG. No; it covers all of those classed as exorbitant in their earnings. On page 9 there is another list of railroads. I will mention a few of them when I finish. I am not going through the whole list, because the task is beyond my time and strength.

Take the Duluth, Missabe & Northern and the Duluth & Iron Range. I have been familiar with those roads since the first preliminary line was run through the wilderness. The Duluth, Missabe & Northern is a road which is said to earn 114.12 per

cent on its capital. This is what the statistician of the Interstate Commerce Commission says:

The Duluth, Missabe & Northern shows a property investment on June 30, 1916, of \$36,048,455. The proposed standard return is \$5,377,214.

Dependent on iron ore traffic.

I wish to go further with that. Three years ago the Interstate Commerce Commission entered into an inquiry as to all iron-ore rates in Minnesota. The Senate probably knows that the greatest iron belt developed in the world lies from 60 to 100 miles north of Duluth and Two Harbors. The density of traffic on those roads is probably beyond anything ever known in this country. I have seen ore trains follow one another every five minutes upon those lines of railroad.

After an elaborate investigation lasting for more than a year the commission found the Duluth, Missabe & Northern to have a capital stock of \$4,112,500 and bonds in the amount of \$16,298,000, making a total of \$20,410,500, and at the same time found the actual value of its property to be \$28,464,955, at least \$8,000,000 more than its total bond and stock liability, and I think anyone who will read the report of the commission will learn that the finding was exceedingly conservative.

Again, as to the Duluth & Iron Range Railroad, which is said to earn 38.27 per cent, it showed a property investment, on June 30, 1916, of \$27,354,603. The proposed standard return is \$2,398,945.

In this case the commission found that the Duluth & Iron Range had a capital stock of \$3,000,000 and bonds in the amount of \$12,651,000, making a total of \$15,651,000. The commission found that the actual value of the property was \$22,130,635, about \$7,000,000 more than its total stock and bond liability.

Mr. SMITH of Michigan. When the Senator says the commission found the values, he refers to the physical valuation?

Mr. KELLOGG. Yes. It appears, as I understand it, that the State of Minnesota made a physical valuation of all its railroads, under the charge of a man whom the State authorities employed, which took several years. This physical valuation was in evidence before the commission and there was a vast amount of other testimony, and the commission found that for the purposes of this case the physical value of the roads was as stated. It is over \$8,000,000 in one case and over \$7,000,000 in the other more than the total stocks and bonds of the road.

Mr. SMITH of Michigan. One more question, if the Senator will permit me. Was that examination for the purpose of fixing a basis of taxation?

Mr. KELLOGG. A basis of rates for carrying iron ore.

Mr. SMITH of Michigan. Which were to be prescribed by the State?

Mr. KELLOGG. To be prescribed by the Interstate Commerce Commission, and the Interstate Commerce Commission fixed the rates. I do not say that the Duluth, Missabe & Northern, the Bessemer & Lake Erie, the Chicago & Erie, and the roads named in this list are not earning too much. I am not defending their earnings. They are so situated in relation to an enormous single kind of traffic that almost any rate which would yield an income over operating expenses would earn a big dividend on their stock, because the stock in nearly every case is merely nominal. But the answer to all that is this: It was impossible for the committee, and it is impossible for Congress, if it had the legal power to do it, to investigate each case and fix a guaranteed rental value of the property. It can not be done legally, nor is it within the compass of the time of Congress. So the committee was obliged to fix a maximum, beyond which the President should not go in making a guaranty. It was wise to give somebody the authority to make an agreement with all the great railroad systems in this country, because to appoint a commission or a court to try each case separately would take years, as everybody knows. We are in a great conflict. We must maintain the integrity of the railroads and insure earnings which will pay interest upon their vast securities, but we must at the same time see that the people of this country are not overtaxed and that the roads are not overpaid. So the power was vested in the President to make an agreement, simply providing a maximum. It may be said that it would be wiser to confer that power upon some board to inquire into each case. Some one must be trusted to determine the facts and make an agreement with the railroads, or litigation will result which will last for years, and it therefore seemed to the committee that it was wise to confer this power upon the President.

Now, then, if any of these lines of roads by reason of their fortunate situation are earning too much money on the rates prescribed by the commission, the President is not obliged to guarantee them this maximum, and I assume that he will not do it. They do not need a guaranty, but many of them have

competitors not earning an excessive income. Take the Pennsylvania Road: In 1916 it paid 6 per cent and earned 5 per cent more. In 1915 it paid 6 per cent and only earned six-tenths of 1 per cent more.

Take the New York Central: It pays 5 per cent on its stock. Some years it earns 5 per cent more, which it invests in property; and it is compelled to invest a large sum in its property from year to year—in nonrevenue-paying improvements to meet the demands of this great and growing country. If the President finds that these amounts are excessive, I assume he will not make the maximum guaranty.

Now, take the St. Louis, Brownsville & Mexico. I never heard of it until I saw it in the minority report. The statistician of the Interstate Commerce Commission reports as follows:

This road is reported as in hands of receiver in 1916. The high return on capital stock is explained by the fact that the capital stock was reported at \$500,000, while the property investment appears as more than \$15,000,000.

I ask that the letter entire may appear in my remarks.

The PRESIDING OFFICER. Without objection, it is so ordered.

The letter is as follows:

INTERSTATE COMMERCE COMMISSION,
Washington, February 11, 1918.

HON. FRANK B. KELLOGG,
Senate Office Building.

MY DEAR SENATOR KELLOGG: In reference to certain roads showing a high return on capital stock the following data from reports to the Interstate Commerce Commission are submitted:

BESSEMER & LAKE ERIE.

This road owns but 8.81 miles of road, but it operates 205 miles. It operates the property of its two subsidiaries. The property of the three roads is reported as follows for the year ending June 30, 1916:

Bessemer & Lake Erie	\$17,583,494
Pittsburgh, Bessemer & Lake Erie	27,329,801
Meadville, Conneaut Lake & Linesville	445,761

Total..... 45,359,056

The \$4,745,332 proposed standard return for these three roads combined is a little more than 10 per cent of the above total property. It is obvious that the \$500,000 of capital stock gives no indication of the value of the property.

CHICAGO & ERIE.

This is a subsidiary of the Erie Railroad. With only \$100,000 capital stock, it reports a property investment for the 250 miles of road which it owns of \$29,954,145 for June 30, 1916. Its proposed standard return of \$228,186 is less than 1 per cent of this investment. This road owes the Erie on open account nearly \$10,000,000, and on this debt it pays no interest.

NEW YORK, PHILADELPHIA & NORFOLK.

This road is controlled by the Pennsylvania Railroad, but its accounts are distinct. It owns all the road which it operates. Its property investment is nearly \$11,000,000, on which the proposed standard return is a little over 9 per cent.

CUMBERLAND VALLEY RAILROAD CO.

This is also controlled by the Pennsylvania Railroad. With its two subsidiaries which it leases, a combined property investment for June 30, 1916, was reported amounting to \$10,308,715. The proposed standard return is about 12 per cent of this amount.

THE LEHIGH & HUDSON RIVER RAILWAY CO.

This is a subsidiary of various coal roads. It reports a property investment of \$6,247,586 for the year June 30, 1916. The proposed standard return is \$525,815, or 8.4 per cent.

CHARLESTON & WESTERN CAROLINA.

This is a subsidiary of the Atlantic Coast Line. On June 30, 1916, it reported an investment in road and equipment of \$8,275,090. The proposed standard return of \$478,916 is 5.8 per cent of this amount.

DULUTH, MISSABE & NORTHERN.

Shows a property investment on June 30, 1916, of \$36,048,455. The proposed standard return is \$5,377,214. Dependent on iron-ore traffic.

DULUTH & IRON RANGE.

Shows a property investment on June 30, 1916, of \$27,354,603. The proposed standard return is \$2,398,945. Dependent on iron-ore traffic.

PANHANDLE & SANTA FE RAILWAY CO.

Controlled by Atchison, Topeka & Santa Fe. It operates most of its road under lease. The following is the property statement of the Panhandle & Santa Fe and its subsidiaries as reported for June 30, 1916:

Panhandle & Santa Fe	\$5,039,771
Pecos & Northern Texas	14,725,881
Pecos River	1,399,588

Total..... 21,165,240

The proposed standard return is \$1,341,385, or 6.3 per cent.

ST. LOUIS, BROWNVILLE & MEXICO.

This road is reported as in hands of receiver in 1916. The high return on capital stock is explained by the fact that the capital stock was reported at \$500,000, while the property investment appears as more than \$15,000,000.

COLORADO & WYOMING.

This is an independent operating road. With only \$100,000 capital stock, it claims a property investment of \$4,705,021 on December 31, 1916. The standard return of \$333,053 yields a little over 7 per cent on this investment.

The preceding, while independent of other roads, was incorporated in the interest of the Colorado Fuel & Iron Co., and the bonded debt is probably not in the hands of the public.

The high ratio of net income to capital stock shown for the preceding roads is correct according to the reports, but where the capital stock is nominal in relation to the total property operated or where the property is closely associated with a parent or controlling company, such a ratio is not indicative of the degree of the prosperity of the road.

Yours, respectfully,

M. O. LORENZ, Statistician.

Mr. THOMAS. I should like to know if the letter gives any information regarding the last of the roads on the list—the Colorado & Wyoming Railway Co.—which, according to the minority report, would receive under the arrangement of this bill 162 per cent. My inquiry is as to whether or not this letter contains any information with regard to that road.

Mr. KELLOGG. I shall read what the statistician says in regard to the Colorado & Wyoming road. I know nothing about it whatever beyond the information contained in this statement. It is an independent operating road, and it belongs to the Colorado Fuel & Iron Co., so Senator THOMAS says.

This is an independent operating road. With only \$100,000 capital stock, it claims a property investment of \$4,705,021 on December 31, 1916. The standard return of \$333,053 yields a little over 7 per cent on this investment. The preceding, while independent of other roads, was incorporated in the interest of the Colorado Fuel & Iron Co., and the bonded debt is probably not in the hands of the public.

I have no knowledge of the road whatever, but, as I said before, if the earnings are too great, the President will not make the guaranty. We were obliged to adopt some plan to permit an agreement. In doing so it was thought wise to make a maximum above which Congress would not authorize the President to go. On the other hand, as to roads very unfortunately situated, there is an exception made, that the President may make a greater guaranty than the standard return. So with this maximum, and what we might call the power of declaring a minimum guaranty which we give the President, it is hoped that he may be able to work out, with his experts, an agreement with the great body of the railroads of the country, avoid litigation, maintain the integrity of their securities during the war, and maintain the railroads, so that when they are turned back to their owners they will be in as good condition as at the present time. There are many other roads named here, though I have not the time to consider them. The Burlington seems to be a conspicuous example, and it was mentioned many times before the committee. The Chicago, Burlington & Quincy is undoubtedly an advantageously situated road, running through a very rich country in the Central West and the great Mississippi Valley. Its capitalization is admittedly low. Its average earnings for the three years 1915, 1916, and 1917, on average book value or investment of \$484,507,951, was 7.02 per cent. To be sure, I have no doubt, if you deduct interest on its bonded debt and apply all the balance of the Burlington income to a dividend on this \$115,000,000 of stock, it will show undoubtedly the figures given by the senior Senator from Iowa [Mr. CUMMINS]. I have no reason to question those figures; I have not examined them; but I presume they are correct. The Burlington Road, however, pays 8 per cent, and has done so for many years. The balance is used and invested in its property, and I think wisely so, because it is one of the best systems of railroad in the country. The answer, however, to the proposition is that right alongside of it are other lines of road, running through the same territory, which compete with it under the same rates, and the earnings and guaranteed returns of those roads are not excessive.

Mr. SHERMAN. There is the Rock Island, for instance.

Mr. KELLOGG. Yes; there is the Rock Island. I presume the Rock Island has been badly managed and is not entitled to any sympathy. I do not deny that there are many roads in the country like the Rock Island and the Alton that have been badly managed. That is true in every line of business. I hope Congress will pass a law which I have advocated for many years and have asked the Interstate Commerce Commission to recommend to Congress, regulating the issue of stocks and bonds of railroads in one central authority of the Federal Government. Such action would make railroad securities a better investment for the public. It would also be better for the railroads. We can not, however, stop here to determine what in each case is a fair return to guarantee the railroads. I have the figures for all of the roads, and many of them are published in the hearings before the committee.

I know Senators will give this very important question most careful consideration. If the plan provided in the bill is not fair, of course the Senate will not adopt it. I wish to submit the facts as I understand them.

Another phase of this guaranty question is—and it should not be overlooked—that this is not a permanent taking whereby the Government guarantees a perpetual income on the securi-

ties of the railroad. What would be reasonable under such circumstances would bear little relation to what would be reasonable as a temporary taking. The Government is taking property out of the hands of the railroads during the war, and the railroads are taking the chances of traffic being diverted to water lines or from one railroad to another, of the personnel of their organizations being changed, and of their whole system of business being revolutionized. For any of the incidental damages that may accrue the Government is not liable.

It was stated by Mr. Anderson before the committee that the President might, in controlling the railroads, divert the traffic from one line to another; that he might establish water lines in competition, and thus injure some of the railroads; and that there ought to be compensation provided in that event. For that injury, however, we can not provide compensation. We pay the railroads a guaranteed income during the period of Government operation, and it must and will cover all injury, direct and incidental. If, when the roads go back, any of them have been thus injured, that is one of the risks of Government operation which they must assume.

My own judgment is that it is not a serious risk. My opinion is that if the roads had been left in the hands of their owners, with authority vested in the President to appoint a director who should regulate their operation during the war, with power to divert traffic to lines least congested and to coordinate all their facilities and equipment the injury any road would suffer would be small and would occur in only a few instances; we would thereby have avoided consideration of this very complicated question of guaranty. As I have previously said, however, the President and his advisers thought otherwise, and I bow to that decision. It is our duty to determine as best we can a fair and reasonable basis of guaranty.

The railroads have no claim against the Government for anything beyond the guaranteed earnings, if they accept this, or, failing to reach an agreement, what the court should finally determine is a fair and just rental charge.

I am taking very much more time than I should, and more than I had intended to take, but if the Senate will bear with me I should like to discuss briefly two more questions.

First, as to the rate-making power. This bill proposes to vest the ultimate decision as to the reasonableness of rates, both relatively and otherwise, in the Interstate Commerce Commission, a body provided by law which has long been in existence and charged with all railroad-rate regulation in interstate commerce matters.

There is no subject more vital to the industrial interests of this country than that of transportation. The time was when each city and village was supplied with nearly all of its products from the surrounding country and in turn the cities and villages furnished the country with the principal manufactured articles. That time has passed. The specialization of industry, the inventive genius of mankind, the introduction of rapid transit, the building of great manufactories, which absorbed the small industries of the villages and towns, have made all parts of the country and Nation, to a greater or lesser degree, interdependent. Transportation, therefore, is a subject vital to every individual and every business in the country, and while, of course, the amount of rates is important the most important thing is the relative reasonableness of such transportation charges. The great rate structure of this country has grown up under competitive influences. I do not mean so much competitive influences between railroads, although this has been an important factor, but competitive influences between communities, States, and different sections of the country. The merchants and manufacturers of Chicago compete with the merchants and manufacturers of New Orleans, St. Louis, Kansas City, Omaha, St. Paul, and Minneapolis. The cities of the Atlantic and Pacific seaboard compete with one another for the inland trade. A difference of 1 mill per ton per mile will make or break the railroad systems of this country, and a small increase or decrease in competitive rates, unless just and equitable, may ruin the merchants and business men of one city and build up those of another. And while I do not claim that the rate structure of this country is in all respects perfectly just and reasonable, it is an approximation which has come into existence through years of experience of railroad men, State and Federal railway commissions, and competitive influences, so that the farmers of the Mississippi Valley may place their products on the markets in competition with those in other sections of the country. To build this great structure has required the best ability of an army of traffic managers, rate experts, and of the Interstate Commerce Commission and its employees. It is appalling to say that because we are at war this entire rate structure, and the absolute power to change a rate, affecting the billions of dollars of railroad property and hundreds of

millions of dollars of commerce shall be placed in the hands of one man, without right of appeal, be he ever so great and though he possess the wisdom of Solomon. It is not the business of an executive. The making of rates is a legislative and administrative function.

The legislature must lay down the rules for making rates; for instance, that they shall be just and reasonable and nondiscriminatory as between communities and individuals; and the legislature may then delegate to a board or an officer the power to inquire as to whether the rates comply with the legislative fiat, whether they are reasonable, just, and equitable, and if the board or person finds such to be the case, to establish the rate. Of course, this is axiomatic, and I am merely making the statement in order that I may base further argument upon it. Nothing is further from the business of a purely executive office. In no nation of the world is the making of rates in the hands of a single executive officer of the Government. There is no more reason for this power being delegated to one official, without the right of appeal, in times of war than there is in times of peace. The making of rates does not affect the operation of the roads. It is simply a question of compensation. The great majority of traffic is not Government troops and materials, but is private; and no country in the world, even as to Government railways, has ever delegated the power to fix rates to a single official. In Canada it is vested in a Canadian railway commission; in Great Britain, in the railway and canal commission; and in France a most elaborate system has been adopted. A rate may be originated by a company, but before taking effect it must be approved by the minister of public works. It is submitted to the prefects of the departments or the arrondissements and to the chambers of commerce of the districts affected. It must be passed on by a consultative committee consisting of a body of men created to investigate rates, composed of 150 members, including officials of States, representatives of agriculture, commerce, and industry, and a representation of senators and deputies. In Prussia there is a general advisory council and nine district councils, and in Austria-Hungary and Italy they have established similar bodies.

In every country the making of rates is considered of such great importance to commercial life that it is surrounded by the greatest safeguards; and yet it has been proposed, simply because we are at war, that we not only turn over the operation of all the railroads to the President but allow the President to delegate to some official the extraordinary power of making all rates. I have seen in the newspapers within the past few days a statement that the Director General intends to increase the passenger rates in a certain part of the country to deter traveling. I hope it is to Washington. He might accordingly advance freight rates to deter shipments, and without knowledge and consideration of the far-reaching effect might ruin thousands of business institutions. Everyone knows that the President himself can not give time and consideration to the matter of fixing rates. The proclamation in this case, in substance, provides that until further order the State and Federal commissions are to continue their functions. I think it is the duty of Congress to provide the tribunal which shall have charge of this question, necessarily quasi judicial in its nature. It might be remarked here that the Interstate Commerce Commission is an arm of the Federal Government.

It is especially important that this power be vested in a body which has for years been gathering information, which has an intimate knowledge of the vast and complicated rate structure, and is conversant with business conditions and needs throughout the country. I do not claim that the system now in vogue is not capable of improvement. I speak, however, from an intimate knowledge of the operation of the present system extending over a period of 25 years, and it is my opinion that the Interstate Commerce Commission has performed a function of inestimable value to the business interests of this country. I know of no shipper or railroad who would return to the system which existed before the establishment of the Interstate Commerce Commission. We can all remember when the system of rebates was the rule rather than the exception; when the small shippers, who were without influence, alone paid the rates, and when industries and towns were built up by reason of partiality and others destroyed for the same reason. It was the natural outgrowth and logical result of excessive competition and unlimited power vested in railroad managers. That condition, however, is now one of the past.

The Interstate Commerce Commission has performed a great public service in investigating commercial and industrial conditions; in compiling statistics with regard to practically every phase of railroad operation and management, in enforcing the laws affecting commerce, and in coordinating the rate systems throughout the country.

It is argued that the President is responsible for the operation of the roads, and therefore should be vested with the power to establish rates. As Executive head of the Nation, he is responsible for many of the activities of the country, especially during the present emergency, but it is also true that, under the law, he is not charged with the execution of all the various war powers, and I know of no problem which can be more properly submitted to a tribunal familiar with rate structure than that involving the establishment of and change in rates.

It is provided in this bill that in the event the President fails to reach an agreement with the railroads with regard to compensation the determination of that question shall be submitted to a board or boards of referees appointed by the Interstate Commerce Commission.

I am as desirous as any Senator in this Chamber to vest in the President all the power necessary for the successful prosecution of the war, and I have voted accordingly since becoming a Member of this body. Moreover, in the event there is any doubt of the necessity for so doing, I shall resolve that doubt in favor of the President; but I can not believe that the President will ever desire to exercise the power of fixing rates or that such power should be delegated to a single individual.

DURATION OF GOVERNMENT OPERATION.

I am very strongly of the opinion that this bill shall provide a definite time after the termination of the war when Government operation shall cease and that it should not be left to the uncertain result of future congressional action.

Under the extraordinary war power the President, by proclamation, took possession and assumed control under the law which authorized this to be done during the period of the war. Having thus acquired possession of the railroads, under a statute which only authorized the taking of possession during the war, the Director General of Railroads now comes before our committee and asks that this possession continue until Congress shall otherwise provide. I have no doubt that under the war power Congress may keep the railroads for a reasonable time after the termination of the war. But to keep them an indefinite time and pay rent therefor is obtaining property under false pretenses, so far as the American people are concerned.

There are many reasons which convince me that this is unwise. I am quite aware that it will receive the approval of those who believe in Government ownership and operation. They see, without squarely meeting the issue, an opportunity to get permanent possession of the railways and carry out their ideas, or to experiment with the railroads with this in view.

I must admit that I have had to revise my ideas a good many times since the beginning of this war, and it is our duty as Senators to meet these startling changes with the most liberal spirit. *Though I did not believe it was wise or necessary to take over the railroads, I am prepared to go to the full limit to make Government operation as successful as possible and to grant all the powers necessary to that end.* But I am not yet prepared to take a step that will vest such powers in Government-ownership advocates and force Government operation of railroads upon the people of this country. That question should be met by the American people squarely and fairly, unhampered by any other issue, and should the time come when the people of this country deem it wise to take over the railroads their mandate is final. I may support it myself, but I am not yet ready to do so. Why are the railroads taken for war-emergency purposes to be kept by the Government indefinitely, while campaign after campaign is waged over the question of Government ownership, where the President can, by vetoing a measure turning them back to their owners, require a two-thirds vote of Congress to return the property thus taken?

But as there are undoubtedly men who believe that any means of Government ownership and operation justify the end, I may be pardoned for considering for a moment the result of experience in Government ownership and operation. I believe there is no question that the result of experience has shown that Government operation of railways is more expensive, less efficient, and less beneficial to the people generally than private operation. We have a splendid system of railroads, with cost of construction and capitalization the lowest, in comparison, of the leading countries in the world, with the best equipment, the cheapest service, and, in most respects, the best service.

I do not say that it is all it should be, for I do not think it is. I remember very well a remark made by the late James J. Hill, who built the Great Northern Railroad through the wilderness to the coast. Only a few years ago he said "the railroads of this country ought to spend a billion dollars a year for the next 10 years," and I have no doubt that it is true.

The freight rates are very much lower in this country than in any other country except Japan. In some countries the passen-

ger rates for all passengers carried are lower than in this country, but this is largely due to the fact that there they have third and fourth classes, which, on the Continent of Europe, constitute the greater part of the traveling. In Prussia, for instance, third and fourth classes constitute 95 per cent of the travel, and this, to a great extent, is true all over Europe, while in this country the extraordinary passenger service is equaled nowhere in the world.

It is true that in one respect our service is not as good as that of Great Britain, Prussia, and France, and that is in the number of accidents to employees and passengers. But this is principally due to the training of the employees. In those countries, under the law, there are severe penalties accruing in the event of errors and mistakes by employees, which are enforced. In Prussia, especially, the trains are in charge very largely of soldiers, trained to obey orders, whereas our people are reckless and careless and there is no reason to believe that there will be fewer accidents under Government operation than under private. It is impossible for me, in the time at my command, to go through all the statistics and comparisons between Government and private ownership operating side by side. But experience has undoubtedly shown in Canada, France, England, Austria-Hungary, Italy, Australia, and New Zealand that Government operation is less effective, less efficient, and more expensive and subject to all kinds of political interference. This is especially true in the countries where the railroad management is responsible to parliaments and congresses.

I should like to call the attention of the Senate to the report of Pierre Leroy Beaulieu, a French deputy, upon the experience of France in respect of Government operated railways and privately operated railways, and I ask that this article, commencing on page 21 and ending on page 25, be incorporated in the Record at the end of my remarks.

The PRESIDING OFFICER (Mr. HENDERSON in the chair). Without objection, permission is granted.

Mr. KELLOGG. I shall not stop to read it all, but I invite the attention of the Senate to a few sentences.

Mr. THOMAS. What is the date of it?

Mr. KELLOGG. This report was published in 1912. Quoting:

A main argument used in Parliament in favor of transfer from the company to the State was that the company never did, and never could, earn its guaranteed dividend in full, still less the extra dividend which it would be entitled to if earned; that the company was accordingly a mere caretaker and not interested in financial results, and did not operate, and could not be expected to operate, with economy. The State, on the other hand, would have a direct interest in operating economically. That was the argument. Here are the facts: During the last 10 years of company management the State had to pay an average of \$2,894,280 a year to meet its liability under the guarantee to make up the deficiency in net operating income.

In France all the private railroads receive a guaranteed income on their stock.

During the first three years after the transfer, the sums it had to find under the same head were \$6,753,320, \$8,875,792, and \$14,934,484, respectively. For the year 1913 the figure was \$14,752,237.

Nor do these deplorable financial results tell the whole story. The service to the public was absolutely demoralized. * * * In the first place it is the abuse of formalism and red tape, with all the delays which follow and which are directly in conflict with commercial needs. In the second place, it is the lack of stability. The director and all the chiefs of the service change at the will of the ministers, whilst in the private companies the higher personnel is maintained a long time, fulfilling the same functions. It is next the political influence which enters into the choice and advancement of the personnel. It is, lastly, the lack of discipline which also results from the political influence at work. From the electoral point of view, the lower staff, being much more numerous, will always have much more power than the superior staff.

From all points of view, the experience of State railways in France is unfavorable, as was foreseen by all those who had reflected upon the bad results given by the other industrial undertakings of the State, such as the telephone, matches, and many others. The State, above all, an elective administration, can not be a good commercial manager.

Mr. SHERMAN. Mr. President—

Mr. KELLOGG. I yield to the Senator from Illinois.

Mr. SHERMAN. Before the Senator lays aside the part referring to French railways, does the report or article from which he quoted show that the State-owned railways of France kill more of their passengers, compared with the mileage, than the privately owned roads?

Mr. KELLOGG. I do not know.

Mr. SHERMAN. I have a number of tabulations for several years that indicate that such was the case.

They not only kill more passengers but they kill more of their employees, although a lower per cent of them.

Mr. CUMMINS. Mr. President, I want the Senator from Minnesota to know that I am not going to draw him into an argument with regard to Government ownership, or participate in an argument on that subject; but I want to ask him if it is not

true with regard to the Western Railroad of France, which is the one he has just been speaking about, that under private ownership and operation the road had been permitted to fall into such decadence and dilapidation that when the Government of France took possession of it it was necessary almost to rebuild it and reequip it, and that these facts furnish the reason for the increased cost to the State for the few years after the Government took possession?

Mr. KELLOGG. No; the facts were the contrary. The road was in worse condition afterwards than it was before, and its operating expenses immediately increased. The Senator I think, will find that he is entirely mistaken about that proposition.

Mr. CUMMINS. The operating expenses did increase—I know that—but if the Senator will examine a document that was presented to the joint committee of the two Houses investigating the matter of railway legislation and control I think he will find that the extraordinary expenses for the few years after Government possession were due to what we call, in railway parlance, deferred maintenance; that is, private management had allowed the property to run down.

One other question, and then I will not ask further questions.

The Senator stated that freight rates in the United States were lower than in any other country in the world except Japan. Will the Senator state what the rate upon a haul of 50 miles is in the United States as compared with the haul of the same commodity for 50 miles in Germany or in any other country?

Mr. KELLOGG. I can not give the exact rate, but I have compared the rates, together with the distance hauled, not only between this country and Germany, but between this country and Great Britain, France, Italy, and other countries. I have examined the statistics and the opinions of experts on this question, and so far as I have been able to discover they uniformly agree that, taking distances and all the conditions into account, the rates are very much lower in this country than in any other country, I believe, except Japan. There may be some minor exceptions.

Of course you have to take many things into consideration. In Great Britain the railroad rates cover the collection and delivery of shipments. That is one reason why Great Britain's freight rates are high; but when you disregard that feature all the experts, in my opinion, will agree that the freight rates in this country are lower than in any of the other leading countries in the world, excepting Japan.

Mr. CUMMINS. That is not my understanding of the facts, although I do not want to disparage our own railway system; but I venture to say that when reduced to a comparable basis—that is, when the length of haul is considered—our rates are as high as, if not higher than, those of any other country in the world.

Mr. KELLOGG. The Senator is entirely mistaken, and I will refer him to any number of experts who have examined and written upon the subject.

Over and over again has it been shown where railroads are nationalized operating expenses immediately advance, the number of employees is increased, and the efficiency is decreased. Political influence is exercised over construction, betterments, and extensions to meet the demands of the people, and, with the exception of Prussia and Japan, there is not a Government system in the world that pays its operating expenses and a fair rate of interest on the cost, and in many cases there are very large deficits. It is true that even the German States outside of Prussia do not make their railways pay, and the result in Austria has been exceedingly disappointing and disastrous. It may be asked, Why do so many European countries own their own railroads? There are various reasons, some of them military, others because the Government had guaranteed the indebtedness and was compelled to take over the railroads or lose the investment, and, again, because the cost of construction was too great and income too uncertain for private enterprise. In Germany it was very largely military consideration. Bismarck was desirous of constructing and maintaining Prussian railroads in a system most advantageous for the handling of troops and Government materials in case of war, and vast sums have been spent to construct railway tracks for strategic military purposes. This is more or less true in other countries. In France some railroads were taken over, especially the western roads, because the Government had guaranteed the income and took the roads over to save its investment. This is true also in Italy, to a very great extent, and in some other countries. It may be well here to remark in passing that the Government guarantees dividends of from 7 to 13 per cent on all of the private railroads in France and reserves a division of profits over and above from 10 to 22 per cent. The following

is a table which gives the information as of 1910, the last date available:

	Par value of stock (francs).	Rate of dividends guaranteed.	Revenue reserved to stockholders before division of profits.	Dividends paid.	Market price Nov. 25, 1910, per 100 francs.
		Per cent.	Per cent.	Per cent.	Per cent.
Nord.....	400	13.525	22.125	18.0	407
Est.....	500	7.10	30.10	7.1	175
Ouest.....	500	7.50	10	7.7	186
Oreans.....	500	11.20	14.40	11.8	295
P. L. M.....	500	11	13.50	11.2	244
Midi.....	500	10	12	10	225

But one of the most serious objections to Government ownership and operation is the political influence and pressure brought to bear. One of the difficulties with railroads of this country has been that in many instances they have been too valuable as a political asset. But this is nothing to what it will be if the Government takes over all the railroad properties, valued at more than \$17,000,000,000, and makes Government employees of over 1,700,000 men.

One of the scandals of our Government occurs in connection with its appropriations for internal improvements, such as rivers and harbors, post-office buildings, drainage projects, and so forth, where Congressmen and Senators deem it perfectly legitimate to obtain any kind of an appropriation for the benefit of the people of their districts in utter disregard of whether it is necessary for the national welfare or not. If all railroads of the country were placed in the same category, improvements, extensions, and betterments to meet the demands of the people of the various communities would be obtained through political influence; the running of trains, freight and passenger, furnishing facilities, would be constantly subject to political pressure through Congressmen, Senators, and public men generally. It has already commenced and the people in this country are demanding that they have a right to have their Congressmen and Senators intercede with the Director General of Railroads in behalf of their particular section of the country. Their Senators and Representatives can not do otherwise than present these matters, and will not do otherwise.

I do not say that this is objectionable other than as to the system involved. The building of railroads to meet the great commercial conditions of a growing country ought not to be constantly the subject of political pressure.

But there is another serious objection. In turning the railroads over to Government operation the employees and officers will be divested of the incentive and enterprise essential to any great undertaking. To-day the highest positions with the railroads of the country are within the reach of the humblest boy in the service. I know most of the railroad presidents to-day controlling the destinies of this vast property, and they advanced from very humble positions, and the value of the organization of the railroad company is derived largely from motives of self-interest and individual enterprise which opportunity offers to every man in railroad employ.

Hope of preferment and opportunity are the guiding stars which have made this country foremost in the industrial and commercial fields of the world. Nationalizing the railways makes all of the men mere Government employees. There is no hope that they can reach the position of president of the railway and enjoy the power and influence which goes with that position. They are mere clerks. They lose interest and ambition. Men with capacity, ability, and authority to employ their own men could run the departments in Washington for very much less money and very much more efficiently. It is, of course, one of the things that go with a democracy. I do not wish to see it changed, except to see it bettered. I am not in favor of turning over the vast railways of this country merely to reduce men to the dependent influences of Government operation.

Mr. President, there is a rising tide of socialism to-day which threatens the foundations of representative democracy the world over. There are well-meaning men in its ranks. They believe that the millennium is coming and the Government can exercise the function of all private enterprise and all fields of human endeavor can be equalized.

Sir, it is an old, old dream, which the world has discarded again and again since the dawn of civilization. The best guaranty to the people of this country for their security of our institutions are those principles embodied in the Bill of Rights, which have been tried by the experience of ages and are firmly fixed in the Constitution of this land.

"In times of stress and storm, when nations are struggling for their existence, when all the resources and forces of society must be marshaled for the supreme test, it is unwise, under the guise of necessity, to forsake the fundamental principles of government and of economics which lie at the foundation of all progress and organized society. Business and industry should flow, as far as possible, through its natural channels. Always remembering, however, that the lives and fortunes of the people are pledged for the liberty and welfare of the Nation.

APPENDIX A.

Mr. KRUTTSCHNITT. Well, this crosshauling, particularly of coal, was one of if not the controlling influence that has brought about this congestion on the eastern roads. There is absolutely no control of crosshaul. The War Board six or eight weeks ago—I think in the latter part of November—had a conference with the Fuel Administrator and called his attention to the waste of transportation by crosshauling of coal and recommended that he issue orders that would stop it, and he asked us if we would not work up a plan and submit it to him. We did so and submitted that plan, I think, early in December. It was very carefully worked up, after the fashion of the English plan, which you have no doubt seen, by which the routing of coal from one producing district to a consuming district is marked out; and the principle on which the maps were drawn was that any consuming district should get its coal, regardless of its wishes as to quality of coal, from the nearest coal-producing district. That, of course, cut off the crosshaul, but nothing has ever been done about it. We urged action on it, but no action has been taken.

Senator WATSON. You had no power to enforce action?

Mr. KRUTTSCHNITT. Oh, absolutely none.

The CHAIRMAN. To what extent did that prevail in other shipments? Have you mentioned coal as the principal one?

Mr. KRUTTSCHNITT. Well, coal was the principal one, because its tonnage is so great. No doubt the crosshaul existed as to other commodities, but the crosshauling was not as potent an influence in bringing about this congestion as the crosshauling of coal.

The CHAIRMAN. I thought perhaps you might have some figures to show or some data to give the committee in reference to munitions and supplies to be exported abroad.

Mr. KRUTTSCHNITT. I was going to come to that, but I will answer that question now, that the next most potent influence in bringing about this congestion was the indiscriminate use of a preference envelope by shipping agents of the War Department. At the beginning of the war, in conference with the Quartermaster Department of the United States Army, the railroads printed what they called a blue envelope, and freight on any waybill or bill of lading inclosed in the blue envelope, which was clearly marked "United States Government service," was given preference, it being understood by the Quartermaster Department of the Army that whenever that envelope was used there would be no question about the preference. If it was marked "Government service," it would be rushed. Now, the Army, because of the vast tonnage which it was shipping and the great number of officers charged with shipping freight, got to using those envelopes for a great deal of freight that did not require preference movement. In other words, it was used for everything that the Government bought and abuses crept in thus: We will say a manufacturer who was turning out 10,000 tons might have been turning out a thousand for the Government and 9,000 for the general public, yet he would get preference envelopes to use for the Government shipments and he would use these preference envelopes for his whole output.

Senator ROBINSON. That same system has prevailed in the shipments to a large number of cantonments throughout the country.

Mr. KRUTTSCHNITT. Of course the railroad was helpless. We can not go behind the blue envelope and investigate when the freight is tendered, covered by these bills of lading, asking, "Is this really Government freight? Is it vouched for by so and so?" You have got to trust the men to whom these preference envelopes are given, and if they will let them slip out so that Tom, Dick, and Harry can use them, the result is just what you have seen. One of the trunk lines estimated that 85 per cent of the total tonnage they were handling, including coal, was covered by these blue envelopes. You can imagine the state of mind of a yardmaster at a terminal, say, like Pittsburgh, when he was confronted with the freight covered by all of these blue envelopes and covered by other orders giving priority of transportation to different commodities, he would be a fit subject for an insane asylum; he would not know how to get around his work.

Senator ROBINSON. Everything that came in had a priority?

Mr. KRUTTSCHNITT. Pretty much everything; and it resulted in this, that if everything had preference, nothing had preference; it simply congested the roads.

Now, those two influences were the principal ones that have brought about the congestion on the roads east of Chicago and north of the Ohio and Potomac Rivers.

Senator KELLOGG. On that question of priority orders, prior to the act of August 10, 1917, the interstate-commerce law provided "that in time of war or threatened war preference and precedent shall, upon the demand of the President of the United States, be given over all other traffic for the transportation of materials of war, and carriers shall adopt every means within their control to facilitate and expedite the military traffic; and in times of peace shipments consigned to agents of the United States for its use shall be delivered by the carriers as promptly as possible and without regard to any embargo that may have been declared, and no such embargo shall apply to shipments so consigned."

That was the law in existence as to the shipment of materials of war. Now, on August 10, 1917, the Congress passed a bill providing "that during the continuance of the war in which the United States is now engaged the President is authorized, if he finds it necessary for the national defense and security, to direct that such traffic or such shipment of commodities as in his judgment may be essential to the national defense and security shall have preference or priority in transportation by any common carrier, by railroad, water, or otherwise."

I am sure it was the intention of Congress to place in one hand the power to direct preference or priority of shipments, but, as I understand you, notwithstanding that the War Department and the Navy Department, the Food Administration and the Coal Administration gave indiscriminate preference orders.

Mr. KRUTTSCHNITT. The understanding of the War Board, Senator, was substantially your own; that is to say, we supposed that when that priority act was passed that the man charged by the President with administering his duties under the authority of the act would determine priority for everything. Prior to that we had been acting under the clause you read from the interstate-commerce act; that is, we simply took it for granted that officers of the War Department and the Navy Department, all of whom were under the President as Commander in Chief, were under his orders, and anything that those departments wanted shipped we ought to give preference to, according to that law, and even after the passage of that priority bill we continued doing that.

Now, when this flood of preference envelopes threatened to swamp us we had a meeting with Mr. Lovett, who was priority commissioner, and we told him of our troubles with the departments, particularly the War Department, because there were more men shipping and more goods shipped, and they were using these preference envelopes in such numbers that they were getting beyond our control. We asked him if he would not take charge and straighten that matter out, and he said that he did not understand that it came under him. We had quite an argument about it. We wanted him to help us to that extent, and he said he could not; that it did not come within his purview, and also, if I understood him correctly, that his duty was simply to establish priority of movements as between different commodities, and he could not undertake to say that some things should be shipped and some should not. However, he was so impressed with our difficulties that he said he would take the matter up with the Secretary of War, and he told us a few days after that that the Secretary of War recognized the difficulties under which we were laboring and would have the matter straightened out, but nothing was ever done until Mr. McAdoo took charge. When we explained the troubles with these preference orders he at once appointed Mr. Chambers to coordinate all shipping facilities of the Government, and Mr. Chambers is now performing those duties.

APPENDIX B.

EXPERIENCE OF STATE OPERATION IN FRANCE.

Here in broad outline is the story of the result of the transfer. In the five years, 1904-1908, before the transfer the gross receipts rose steadily from \$37,084,000 to \$42,145,000. In the five subsequent years, 1909-1913 (the war upset entirely the figures for 1914), the gross receipts rose from \$42,333,000 to \$48,701,000, a slightly greater rate of increase. In the five years before the transfer, the operating expenses rose from \$20,706,000 to \$28,388,000, this last figure being unduly inflated by the fact that, from the date the Chamber voted the acquisition of the railway, the staff became entirely demoralized. The first year after the acquisition the operating expenses were \$30,304,000. The next year they were \$34,921,000, and the year after, \$39,454,000. In 1912 they had reached \$41,800,000, and for 1913 they fell back to \$41,478,000. In other words, to earn a net revenue increased by 31 per cent, the operating expenses increased by 100 per cent. The net revenue was never below \$13,757,000 in the worst year of company rule. It fell to \$5,352,000 after the Government had been in possession four years. The operating ratio, which had risen from 56.4 to 67.8 under the company, was for the next five years as follows: 72.7, 79.9, 87, 89.4, and 85.2. It is fair here to make a qualification. The operating ratio had gone up on all the French railways between the two periods. It averaged 50.3 for the other five great companies for the years 1905 and 1906, and 58.4 for the two years, 1912 and 1913. But a rise from 50.3 to 58.4 is one thing; a rise from 56.4 to 89.4 is quite another.

A main argument used in Parliament in favor of transfer from the company to the State was that the company never did, and never could, earn its guaranteed dividend in full, still less the extra dividend which it would be entitled to if earned; that the company was accordingly a mere caretaker and not interested in financial results, and did not operate, and could not be expected to operate, with economy. The State on the other hand would have a direct interest in operating economically. That was the argument. Here are the facts. During the last 10 years of company management the State had to pay an average of \$2,894,280 a year to meet its liability under the guarantee to make up the deficiency in net operating income. During the first three years after the transfer, the sums it had to find under the same head were \$6,753,320, \$8,875,792, and \$14,934,484, respectively. For the year 1913 the figure was \$14,752,237.

Nor do these deplorable financial results tell the whole story. The service to the public was absolutely demoralized. There were several very serious and numerous smaller accidents, and the staff and the public got so frightened that the express trains on the main line, already the slowest in France, were decelerated down to a timing that had been abandoned as inadequate in 1896. In addition, a number of trains were suppressed altogether. Punctuality went to the winds. Commuters on the system in the suburbs of Paris were compelled by their employers to live elsewhere because of the unpunctuality of their arrival at their work. As for the service in general, one figure will suffice. Compensation for accidents, loss and damage, averaged some \$400,000 or \$500,000 a year in the last days of the company. In 1911 the figure was \$2,045,291. The minister of public works himself publicly criticized the State administration as a "frightful fraud." And the Senate passed unanimously a resolution beginning, "The deplorable situation of the State system, the insecurity and irregularity of its workings."

M. Leroy-Beaulieu gives the reasons for the "deplorable situation" as follows: "In the first place, it is the abuse of formalism and red tape, with all the delays which follow and which are directly in conflict with commercial needs. In the second place, it is the lack of stability. The director and all the chiefs of the service change at the will of the ministers, whilst in the private companies the higher personnel is maintained a long time, fulfilling the same functions. It is, next, the political influence which enters into the choice and advancement of the personnel. It is, lastly, the lack of discipline which also results from the political influence at work. From the electoral point of view, the lower staff, being much more numerous, will always have much more power than the superior staff. It is always on the side of the former that many deputies will be systematically ranged. Above all, it is impossible to be at once controller and controlled. If one of the great French companies under private management renders poor service, the public opinion is not slow to move the public power, and as this has the means to bring pressure indirectly but in many ways upon the companies, they are led to reform. On the contrary, when complaints are made against the State itself, the administration, irresponsible, does not listen. Rather, it seems indignant that particular individuals or even large associations should dare to find that all is not perfect. I have not

seen without a certain astonishment," said the minister of public works in the Chamber, "the chambers of commerce criticize the actions of the State in its (their) reports upon the railways." The same minister has dismissed an employee from his office who was at the head of a section of a passenger line which emitted protestations against the delays on the western state service in the Paris suburbs. When the minister was reproached in the Senate, he declared himself ready to do the same again. One may see how dangerous to the liberty of citizens the extension of the industrial régime of the State would be where the number of functionaries would be indefinitely multiplied and where they would no longer have the right to complain.

"From all points of view, the experience of State railways in France is unfavorable, as was foreseen by all those who had reflected upon the bad results given by the other industrial undertakings of the State, such as the telephones, matches, and many others. The State, above all an elective administration, can not be a good commercial manager. It works expensively, and is powerless before its employees. The experience which we have recently gained has had at least one result. It has provoked a very lively movement, not only against the repurchase of the railways, but against all extension of State industry. This result seems to me fortunate. I hope this opinion will be maintained, and that not only we but our neighbors may profit by the lesson of these facts."

M. Leroy-Beaulieu gives examples of what has happened under the various heads. "As for formalism and red tape," on the eve of the handing over of the railway to the State, there were 1,523 employees in the central office. Within three years the number had increased to 2,587. "The single service of the accountant general was increased by 70 persons directly after the repurchase." And this was due partly to political pressure and partly to excessive red tape. For example, in the Caen division, the preparation of the pay sheets, which under the company took 9 persons 3 days, or 27 days, under the State administration took 12 persons 6 days, or 72 days. "According to official documents, there are not less than 96 persons receiving a salary of more than \$1,929.52 in the State system" as against 33 on the system of a neighboring company of much the same mileage but with much higher receipts. In the five years from 1908 to 1912, the total expenditure increased \$10,573,770, of which \$8,412,707 were for salaries and wages. In 1908, out of every \$19.30 of receipts the company paid \$7.24 in salaries and wages. In 1912 this figure was \$9.70. The comparative figure for the five great companies is only \$5.70. In 1910 per \$192,952 of receipts the State railways employed 235 persons, the private companies 174.

Again, as the result of the great strike of October, 1910, the Chamber of Deputies voted a large all-round increase in the wages of the staff. Naturally, the staff thought there were shorter cuts to increases of wages than hard work. As a sample of want of ordinary business management on the financial side, the budget commission of the Chamber reported that it could not draw up a proper estimate for 1912 from lack of the necessary accounts. "The statements addressed to the budget commission by the administration were manifestly inaccurate. The great part of the statements of receipts and expenditures were found to lack any sufficient justification. Thus as regards the expenditure upon personnel, the tables accompanying the statement only stated the numbers of workmen and staff and the amount of their salaries in round figures. . . . We wrote for further statements, more particularly the numbers of the personnel. . . .

The minister replied (three years after the railway had been taken over) that the enumeration of employees had not yet been made. . . . This example suffices to show the trust that may be placed in the other parts of the budget estimate." This is not the opinion of an outside and unfavorable critic. It is the report of a committee of the Chamber of the same political complexion as its predecessor which voted for the purchase, based upon a draft drawn up by a deputy well known as an advocate of State ownership.

One story given by M. Leroy-Beaulieu is so striking as a sample of the highest quality of red tape that it deserves to be given at length. It is from a letter of a station master read in the Chamber of Deputies: "In the time of the western company, we station masters had orders to use the rolling stock as quickly as possible, and to send to a given station all that we did not ourselves require. Under the State all is changed. Every station master is forbidden to load any wagon without the orders of the distribution bureau of the district. This bureau is, as is well known, a new creation specially designed for the purpose of finding situations for so many more bureaucrats. Recently, having received two wagons loaded with horses, accompanied by an order to send these wagons to Caen after they were unloaded, I thought to do well by loading in these two wagons 200 sacks of grain which had been waiting in the sheds for several days to go to Caen. But alas, I did not know the bureau of distribution. The next day I saw my two wagons return, and I received at the same time an order to unload them. I was reproved into the bargain for excess of zeal. I had to obey the order. That evening I sent the wagons empty to Caen. Next day I received two others, also empty, in which to load the grain."

Mr. McLEAN. Mr. President, the issue raised by the minority report offered by the Senator from Washington [Mr. PORTER] is one of overshadowing importance, and it is an issue that will be paramount at the ballot box in the near future. As a member of the Committee on Interstate Commerce I feel it to be my duty to let my constituents know precisely where I stand upon the question of Government operation of the railroads of the country.

The only possible justification for the bill reported by the committee is the fact that it is a war measure. We are facing the probable necessity of sending millions of men to France, there to contend against the largest and most brutal and best-equipped army in history. We know that unless the fighting strength of our Army and the armies of our allies is sustained to the highest possible point of efficiency the result may be disaster in which the history of self-government will be written in failure and disgrace.

Regular and sufficient transportation is the great and prime necessity in the business of waging war, a necessity which can not be met without unity of action and perfect cooperation, and this, in turn, can not be had unless the power to secure it is placed beyond interference by private interests. As a war

measure, therefore, I am willing to confer upon the President all the power and latitude of action necessary to enable him to make fair and reasonable agreements with the carriers for the use of their properties during the war emergency and for a period thereafter long enough to permit the carriers to readjust themselves to peace conditions.

To extend the operation of this act until Congress shall "otherwise order" would be to give to this law all the permanency and length of life that it is possible for Congress to give to any law, and considering the ease with which attempts to repeal this law could be delayed and ultimately defeated, I can not escape the conclusion that those who vote against fixing a time within which this act shall cease to operate vote for the permanent Government ownership of the railway systems of the country. Certainly those who favor Government ownership would have every advantage, and beginning from the day of the enactment of this law they would endeavor to convince the people of the country that Government regulation had failed and that the only possible solution of the problem must be found in Government ownership.

It is possible that the New York & New Haven Road and other roads in New England will prefer a permanent Government guaranty of their fixed charges and maintenance to a return to the old system of regulation by Congress and the Interstate Commerce Commission, but as far as the stockholders and the public are concerned they will be the losers in the long run, in my opinion. New England must import her raw materials from great distances, and the cost of transportation is a serious burden. Private initiative and ingenuity will reduce this cost, if it is given a breathing chance, much faster than will be possible if the roads are managed by Government employees selected because of their value to party managers on election day. It is my guess that a large percentage of the carriers of the country, smarting under the injustices inflicted by the system in vogue prior to the 28th of December, 1917, will join forces with the Government-ownership advocates of every name and nature, including Socialists and Bolsheviks, and those of us who disagree with them and want cheap, regular, and safe transportation would best begin to drill for the coming onslaught.

There is no economic distinction in the public service rendered by a common carrier and the public service rendered by the producer of other things which are necessary to meet public needs.

The producers of transportation render a great public service, but not as great as the producers of food or clothing. Justification for Government interference with the seller of transportation arises only when he secures a monopoly of his product and is in a position to exact extortionate prices, and precisely that same situation will arise whenever the producers of food and clothing and shelter find it possible to create a monopoly in their products. The fact that the railroad must first secure a charter, charged with certain duties to the public, and the further fact that this charter may be revoked or altered at any time has no significance.

The railroad is a prime necessity to the people. The Government, in order to meet this necessity, has given to the railroad companies the right to take land and construct its lines, demanding in return nondiscriminating rates and accommodations.

There are instances of large public grants to railroads, and there are instances of large public grants to other private enterprises. Millions of acres have been practically given away, and properly so, to the farmers who have settled the great West. In the East the railroads have had to pay two prices for the land they have purchased. The claim that railroad property, though private, is charged with obligations to the public from which other private enterprises are free is untenable, and it is just this fallacy that will bring consternation to those who later on may desire to stop before they cross the dead line of socialism.

All private property is charged with its obligations to the public, and those obligations are measured by the economic necessities of the body politic, whether they be imposed by taxes or by restrictive and punitive statutes.

In the present emergency the Government has not yet taken possession of the farms and mines, but it has fixed the prices of coal and wheat and steel; and let me remark in passing that this price fixing will end in lamentable failure unless it be liberal enough to insure constantly increasing production. You can not compel men to do business at a loss.

The war necessity may demand many sacrifices in life and property, but when you destroy the sources of income you insure the loss of the war.

England and France early saw the need of increasing production, and they did it in the one sure way. They made prices a secondary matter. England raised passenger rates 50 per

cent on the outbreak of the war, and she also realized that enough wheat at \$3 a bushel would be much cheaper than no wheat at \$2 a bushel. I do not care how patriotic the producers are, they can not produce at a loss for any length of time. If wages are high, the products of labor will be high. As we are all consumers and nearly all of us are producers, high prices can be endured if they are relative. If the Government fixes the price of a product so low that it will hazard the margin of profit, it will very soon be compelled to lower the price of the labor which goes into that product or the industry will collapse, and it has been the failure of Congress and the Interstate Commerce Commission to understand this elemental principle that has caused the alleged breaking down of the railroads.

President Hadley, of Yale, acting as chairman of the Railroad Securities Commission, added to his reputation as a prophet, honored both at home and abroad, in his report published in December, 1911. Let me quote one or two of his conclusions as to what would happen if the railroads were denied reasonable compensation for the service rendered:

A reasonable return is one which, under honest accounting and responsible management, will attract the amount of investors' money needed for the development of our railroad facilities. If rates are going to be reduced whenever dividends exceed current rates of interest, investors will seek other fields where the hazard is less or the opportunity greater.

Neither the rate of return actually received on the par value of American railroad bonds and stock to-day nor the security which can be offered for additional railroad investments in the future will make it easy to raise the needed amount of capital. The rates of interest and dividends to outstanding bonds and stocks of American railroads is not quite 4½ per cent in each case.

The necessary development of railroad facilities is now endangered by the reluctance of investors to purchase new issues of railroad securities in the amounts required. This reluctance is likely to continue until the American public understands the essential community of interest between shipper and investor and the folly of attempting to protect the one by taking away the rewards of good management from the other.

We must not forget that the record of the railroads prior to their regulation by Congress and the States is a remarkable one. For years the building of railroads furnished a field of speculative adventure unequalled in history. For years the railroad was considered the chief material need of growing America. Railroad building became almost a mania. Great financial risks were taken. Millions were lost as well as made. It has been stated that the total investment in railroads has returned a dividend of less than 2½ per cent. With the completion of the Union Pacific and the great trunk lines of the East came the consolidation era. As the possibilities and the advantages of combination and cooperation in transportation became apparent extravagant prices were paid for the stock of competing and contributing lines. In the East trolley lines and terminals and hotels were bought and built at extravagant cost. Ambitious managers lost their heads in their eagerness to secure vertical and horizontal monopolies of everything that promised a profit. Discrimination in rates was the order of the day. To get a low rate one must "play poker with the local manager and let him win."

Naturally, the public did not take to this idea. The tide of popular sentiment turned against the carriers. The States created commissions whose sole duty it was to watch and regulate transportation by rail. The free passes that had been proudly exhibited by molders of public opinion as a mark of distinction were either returned or kept in an inside pocket. State legislators that had been the tools of the carriers found safety in a complete change of front. Finally, Congress took a hand and in due time the other extreme was reached. Rates were fixed and rate pooling was prohibited. Competition was made mandatory and combinations forbidden. The Interstate Commerce Commission has repeatedly recommended a repeal of the antipooling law, but Congress has never had the courage to do it. The Interstate Commerce Commission has conceded the justice of higher rates, which it has not had the courage to grant.

Putting aside for a moment the wicked things that managers of the railroads have done in the past, or would have done but for the interposition of the Government, what has the capital that has been put into the railroads done for the country, and what do the railroads themselves stand for to-day as a national asset? The 400,000 miles of track in the United States have been put down for less than half the average cost per mile in other countries. Transportation in the United States costs less than half the average cost in other countries. The wages paid are more than double the average wage in other countries. The average tonnage per car and the total tonnage per mile is greatly in excess of that in other countries. The regularity, safety, and comfort of the service provided by the American roads is far better than that of the roads in other countries. For every dollar that the railroads have taken from the public more than a dollar has been returned. Is it not time to quit

visiting upon the railroads the sins of the nineteenth century and do to them as we would be done by?

If we want to get a fairly definite idea of the value of the railroads to the American people, suppose we try to imagine what would be the effect of their removal.

Our total wealth is estimated at \$240,000,000,000. Of that total, the railroad investment is said to be about \$20,000,000,000, or about 9 per cent. Is there anyone bold enough to believe that the United States would be worth half what it is to-day if the railroads were removed? Moreover, the railroads are owned by somebody. There are 43,000 women who own stock in the New Haven Road alone. Thirty-three per cent of the assets of the savings banks in Connecticut are invested in railroad bonds and stocks, and probably more than 10 per cent of the assets of the insurance companies.

There are more than a million men and women who own stock in the railroads of the country, and the railroads employ directly nearly 2,000,000 men and women. Assuming that the stockholders and employees are heads of families, we have at least 15,000,000 of people directly interested in the prosperity of the railroads, to say nothing about the 13,000,000 of people who have deposits in our savings banks, and the 40,000,000 life insurance policies in the country, in the safety and security of which railroad stocks and bonds are a very important item.

Why should the transportation companies be denied fair treatment under honest management? The average dividend paid by the railroads in the last 20 years is less than half the average dividend paid by the other great enterprises of the country, including banking institutions, manufacturing concerns, and mines.

In 1909 the average net return from railroad operations was 4.07 per cent, and the net income from manufacturing industries was 13.06 per cent.

Railway supplies and equipment—new cars, engines, and nearly everything that is required to sustain the roads and meet the increased demands upon their carrying capacity—costs nearly three times to-day what it did three years ago. Congress and the Interstate Commerce Commission have stubbornly refused to authorize or permit the railroads to charge self-sustaining rates, or to unify and consolidate control in the interests of economy. No business on earth could survive such treatment. The farmer who, for want of hay, put green goggles on his horse and fed him shavings was a magician in the solution of transportation problems compared with the American Congress.

And, after all, has it been the fault of Congress or the fault of a distorted public opinion which has sustained Congress in its efforts to teach the railroads to live without eating? If the American people will demand an intelligent regulation of railway rates when peace is restored, the carriers will meet every need at constantly decreasing comparative cost.

Why should the Government assume this colossal burden, a burden that will constantly increase in weight and finally result in constantly increasing cost of transportation?

Combination is an economic necessity, but we must remember that the success of all combination requires the fiercest internal competition.

The necessities of the war require the gathering together of millions of men in one great unit, but that unit would be a dead and contemptible thing if the individuals which compose it did not constantly seek to rival and excel each other in deeds of valor and loyalty. The units of the great Steel Corporation must constantly vie with each other in their efforts to reduce cost of production. Combination and competition are inseparable to the economic growth of any business. Competition within industrial units and the combination of those units will be mandatory if we are to successfully stand against the competition that will be forced upon us by the combinations of other countries, and the cost of transportation may be the controlling factor in that great struggle. Cheaper and yet cheaper transportation may be the only weapon that will win for America the commercial wars that are bound to come in years of peace. The clear outstanding fact that American roads, with all their handicaps, have reduced the cost of transportation to the American people to less than half that imposed in those countries where the carriers are owned or managed by public officials is a fact that can not be wisely disregarded.

The American railroad, belonging to class I—that is, roads that handle a gross revenue of \$1,000,000 or more, as classified by the Interstate Commerce Commission—carried in the year 1917, 409,000,000,000 ton-miles of freight, which is an increase of 135,000,000,000 tons over the year 1915, and this increase in itself was as great as the entire freight traffic handled by the railroads of Canada, Germany, Great Britain, Russia,

France, and Austria in 1917, and these countries have a population more than three times that of the United States.

In the first six months after the beginning of the war the American roads carried more freight than they did in the entire year 1906. A freight-train load in 1906 was 344 tons, and in 1917, 655 tons. Notwithstanding this astounding increase in tonnage, the rates were such as to prohibit an increase in net revenues.

Yet the roads did not neglect their duty to the public. From 1906 to 1916 the roads ordered an average of 2,846 locomotives per year and an average of 147,000 cars.

In the year 1917 the average gross earnings per ton-mile in the United Kingdom was 2½ cents. Using this as a basis figure of 100 for comparative purposes, in Germany it was 1.37 cents; in France, 1.3 cents; Switzerland, 2.5 cents; and in the United States it was 0.71 cent, or 31 per cent of the British rate.

One of the reasons why the American roads have been able to live, notwithstanding the low rate at which they have been compelled to serve the public, is due to the fact that the roads are capitalized at much less per mile than the roads of other countries. The average per mile capitalization in the United Kingdom is \$274,222; Germany, \$120,874; France, \$150,322; Switzerland, \$133,255; United States, \$66,447.

The minority report submitted by Senator POINDEXTER cites the New Haven road as a shining example of the folly of attempting Federal regulation under private ownership. It does not follow that because a good and much-needed bank is badly managed for a time that all the banks should be owned and run by the Government. The way the New Haven road has served the public, in spite of its misfortunes, is little short of miraculous, and the Senator who says that the present coal shortage in New England is the fault of the New England railroads is badly misinformed. The New York, New Haven & Hartford, the Boston & Albany, and the Boston & Maine roads, the three roads serving New England, transported 2,817,000 tons more of anthracite and bituminous coal into New England in 1917 than they did in 1916. The scarcity of coal and its grave consequences is largely due to the fact that the Government impressed the tugs which had customarily towed coal barges plying between New York, Philadelphia, Baltimore, and Hampton Roads to New England ports.

The wonder is that in view of the startling increase in labor cost and cost of equipment the great trunk lines of the country are not all in the hands of receivers.

Ties have increased in price 225 per cent since 1897; steel rails, 213 per cent; bar iron, 301 per cent; car brasses, 261 per cent; bridge timbers and stringers, 157 per cent. Freight cars that cost a thousand and eleven hundred dollars each in August, 1914, have doubled in price. Freight engines that cost from \$28,000 to \$32,000 each prior to August 1, 1914, now cost from \$60,000 to \$65,000, and this notwithstanding the Government has greatly reduced the price of steel.

The average freight rates per ton-mile, which in 1897 was 1.126 cents, was, in 1910, 0.977 cent.

The Government seems to have traveled upon the theory that the way for the railroads to survive the strain is to keep on increasing the total of an unprofitable business. If the shippers of the country had paid in 1910 the same average rate that was paid in 1870, they would have paid \$3,000,000,000 more than they were compelled to pay.

Compensation for passenger service is still less satisfactory. Mr. Elliott, in his book on *The Truth About Railroads*, states that the passenger trains of the United States earned, on an average, for the year ending June 30, 1908, \$1.27 per train-mile, while the average cost per train-mile, not allowing for taxes, was \$1.47. A very large percentage of the passenger trains on the New Haven road are run at a loss.

In 1901 the Government received \$100 for every \$34.18 it paid the New Haven road for transporting the mails, and by 1911 the Government reduced this sum to \$21.26.

I desire now to quote from the report of the Interstate Commerce Commission the following statement of the cause of the breakdown of the Boston & Maine:

The financial strength of the Boston & Maine, which has been made manifest for more than half a century, was converted into a financial weakness in half a decade after passing into the control of men who had the reputation of being eminent financiers.

There is reason for belief that this railroad in the hands of its former management would have continued to pay dividends and serve its constituency of passengers and shippers with reasonable rates and adequate facilities.

It is hard to account for such unfair and wholly unfounded statements. Every informed person knows that for many years before it was taken over by the New Haven the Boston & Maine paid dividends that were not earned. The New Haven road put tens of millions of dollars into the Boston & Maine, and so

saved it from bankruptcy, and enabled it to serve the public much better than before it took possession. The stockholders have suffered the losses due to mismanagement, and they should have the sympathy of every fair-minded man. But the railroads have struggled on with marvelous courage and skill, and under decent treatment would soon rehabilitate themselves financially.

We are risking all now to make the world safe for democracy. Yet history tells us that there is no tyranny so hard to bear as the tyranny of the majority when it ceases to act intelligently. The torch of democracy can scorch as well as illumine. It can light the way with equal certainty to slavery or liberty. Majorities of men, like individuals, are prone to take the easier, if not the easiest, way. To avoid the agonies consequent upon a serious injury the young man takes his first morphine tablet. The doctor orders it and the result is miraculous. As the young man slowly recovers he finds it easier to continue to take morphine than to stop, and in a few years the very thing that saved his life kills him. Shall we, in this hour of great suffering and in order to relieve that suffering, encourage the formation of a habit that will destroy us later on? We have already contracted a habit that will lead to disaster if we are not very careful, and that is the taxing habit. Income and inheritance taxes constitute a double-barreled gun with which Congress can compel the rich and poor to stand and deliver into the Public Treasury every dollar they possess. If this habit is indulged in to an extent that will discourage the accumulation of wealth, if the taxing power results in reducing production, there will soon be nothing to tax, but if it consistently leaves to the individual a margin of gain sufficient to enable him to continue his business at a profit to himself—a possible reward large enough to stimulate him to risk his capital and his health in new and renewed endeavors to make three blades of grass grow where but one grew before, then the American people will be able to meet the colossal obligations incurred by the war and to insure an ever-increasing share to be expended for the benefit of the public.

But to return to the railroads. Why should we expect results very different from those which have inevitably inflicted Government ownership in other countries? In the Utopia of Government-owned railroads policies will be dictated by politicians. Employment will depend upon the favor of the Director General and his subordinates. Qualifications for service will depend on ability to get votes rather than ability to avoid accidents or secure regular and sufficient transportation. New lines of road will be paid for out of the annual congressional pork barrel. Rolling stock will soon compare favorably with the sorry rigs which the rural free-delivery carriers use to deliver mails. An utter lack of incentive and initiative will exist in every department. Incompetency and "red tape" and a rapidly increasing number of employees will inevitably result. The people will not only be taxed to pay the interest on the original cost of \$20,000,000,000 but the annual deficits will constantly increase. In Italy, where the chief railways were nationalized in 1905, the number of employees increased within three years from 97,000 to 137,000, and the systems do not earn enough to pay one-quarter of the interest on the investment in them.

Canada has been in the railroad business since 1867. It has owned the Prince Edward Island road since 1873, and it has never earned operating expenses. The Intercolonial road cost the Government \$237,000 a mile.

A committee appointed to investigate the construction of the National Transcontinental Railway, extending from Quebec to Winnipeg, 1,334 miles, reported that \$40,000,000 had already been wasted and that the original estimate of \$61,000,000 for the total cost would fall \$170,000,000 short of the actual cost.

Mr. James Bryce, whose insight into such matters is unsurpassed by any living man, entertains the following opinion of the wisdom of putting the enormous railway systems of this country into the hands of the Government. He says:

The railroads can hardly be taken over and worked by the National Government as are the railways of Switzerland and many roads of Germany and Austria-Hungary. Only the most sanguine State Socialist would propose to impose so terrible a strain on the virtue of American politicians, not to speak of the effect upon the constitutional balance between the States and the Federal authority.

As I intimated at the opening of my remarks, it is quite probable that the managers of the great transportation lines, circumscribed and crippled as their organizations will be at the close of the war, will beg the Government to buy their roads and end their sufferings. I put this question to the president of one of the leading roads of the country, and his reply was: "As an American citizen I am very certain that a time limit should be fixed, but as a railway manager I would welcome permanent Government possession and operation with a fair guaranty on the investment." I am already receiving postal cards from rail-

way stockholders, all printed and exactly alike in terms, urging me to oppose a time limit on the operation of the carriers by the Government.

Again, it is even urged by those supporting the minority report that competing lines which do not pay should be helped out by those which do pay. The self-sustaining roads and the capital which went into them are to be compelled to stand and deliver to the roads that were built for the express purpose of compelling a prosperous competitor to buy them out. The advocates of this plan insist that the nonpaying roads are just as necessary to those who use them as are the self-sustaining roads to their patrons. Their idea seems to be that farmer A, who has a farm 100 or 1,000 miles from farmer B, or mechanic A, who lives 100 or 1,000 miles from mechanic B, should contribute toward the payment of B's railroad fare.

There are many instances where competing lines may combine advantageously, as was frequently done until the Government forbade it, but to compel the stockholders of a legitimate industry, first in the field, organized and constructed to meet a legitimate demand, to support a rival industry subsequently organized that can not get legitimate business enough to support itself, is to inaugurate a variety of statecraft approved by highwaymen only.

If the Government should confiscate and pay just compensation for all the roads, and own them as well as operate them, the upkeep and support of the weak roads would still fall heavily upon sections of the country which have no use for them whatever. We might satisfy the Constitution in this way, but the injustice would remain as declarative as ever.

It is claimed that, because the system in vogue prior to the 28th of December last was a failure, Government ownership is the only alternative. If it is true that the system which failed was clearly unintelligent and unjust, it would seem to be clear that an intelligent regulation of the railroads of the country, under private control, should be given a trial before we adopt a system which both experience and reason tell us will result in unsafe, irregular, insufficient service, to say nothing of the opportunities for political chicanery and graft.

The present plan of Government possession under private management is a half-slave, half-free policy that can be justified only at a time when the life of the Nation itself is at stake. It has all the defects of Government ownership and none of the benefits of private management under private ownership.

It may be necessary to submit to this in order to win the war, and I shall vote for the bill as reported by the committee, but it will be neither justifiable nor necessary at the close of the war.

We are already experiencing some of the blessings of Government management of the means of transportation and production. As time goes on other delights will probably follow. If the samples which have been supplied by the heads of the executive departments are fairly representative of the remaining stock in trade, those of us who will need food and fuel to sustain life would best start for the banana belt early next fall.

I have tried to set forth some of the reasons which compel me to oppose Government possession and control of the railroads "until Congress shall otherwise order." I hope the Senate will insist upon fixing a time limit. I hope the American people will give this subject the attention it deserves before it becomes a national issue at the polls.

Mr. TOWNSEND. Mr. President, I propose an amendment to the bill and ask that it be printed. I shall offer it later, not particularly with the idea of securing its adoption as a substitute for the bill, but because the measure was prepared outside of the Committee on Interstate Commerce; it contains several prominent features to which the committee gave particular attention, and after having read and reread it I am satisfied, as every Senator will be satisfied who reads it, that it does not convey in the best manner possible even the ideas which we have attempted to adopt. For the purpose of calling attention to that fact I offer an amendment which I shall propose later on.

The PRESIDING OFFICER (Mr. HENDERSON in the chair). The amendment will lie on the table and be printed.

Mr. SMITH of South Carolina. Mr. President, there being no other Senator who can go on this afternoon, as the chairman of the Committee on Agriculture and Forestry desires to run over some of the amendments in the Agricultural appropriation bill that will not be objected to, I ask unanimous consent that the pending bill be temporarily laid aside for that purpose.

Mr. SMOOT. Do I understand that the Senator from Oklahoma desires to have action taken on the amendments to the Agricultural appropriation bill?

Mr. GORE. I wish to take up the Agricultural appropriation bill and merely dispose of the unobjected amendments. Of

course, if any amendment is objected to by any Senator it will be passed over.

Mr. SMOOT. We shall have to have a quorum here, because otherwise we could not know what amendments would be objected to. It seems to me that it is so late in the day now that the Senator had better call up the bill at some other time.

Mr. GORE. I think there are about as many Senators present as we generally have for the consideration of appropriation bills. I will say that if any amendment is agreed to and any Senator not present desires to have it considered open later, of course there will be no objection to going back to it.

Mr. SMOOT. If the Senator desires to have the bill taken up and read without action upon any amendments, I have no objection to that course.

Mr. GORE. I shall ask to have the formal reading of the bill dispensed with, of course.

Mr. SMOOT. I do not think there will be any objection to that; but it seems to me it would be quite unfair to Senators who have not had any intimation that the bill was to be taken up to-day to take it up at this hour and act upon the amendments.

Mr. GORE. I will say to the Senator that there are very few amendments which will arouse any opposition whatever, and there is no reason why we should not spend an hour or an hour and a half to-day in considering unobjected amendments. Of course, if the Senator desires to have a quorum present, that recourse is open to any Senator who chooses to make the suggestion.

Mr. SMITH of South Carolina. I request unanimous consent that the pending bill, the unfinished business, be temporarily laid aside.

The PRESIDING OFFICER. Is there objection? The Chair hears none, and the unfinished business is temporarily laid aside.

AGRICULTURAL APPROPRIATIONS.

Mr. GORE. I ask unanimous consent that the Senate proceed to the consideration of House bill 9054, the Agricultural appropriation bill.

There being no objection, the Senate, as in Committee of the Whole, proceeded to consider the bill (H. R. 9054) making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1919, which had been reported from the Committee on Agriculture and Forestry with amendments.

Mr. GORE. I ask that the formal reading of the bill be dispensed with.

The PRESIDING OFFICER. The Senator from Oklahoma asks unanimous consent that the formal reading of the bill be dispensed with. Does he desire to have the bill read for amendment?

Mr. GORE. Mr. President, has the request that the formal reading of the bill be dispensed with been acceded to?

The PRESIDING OFFICER. It has not been. Is there objection to dispensing with the formal reading of the bill? The Chair hears none, and it is so ordered.

Mr. GORE. That request being acceded to, I now ask that the consideration of the bill be proceeded with, and that unobjected amendments of the committee be first considered.

The PRESIDING OFFICER. Is there objection?

Mr. SMOOT. Mr. President, I do not know what amendments are objected to, I will say to the Senator from Oklahoma. Does the Senator now ask that the bill be read for committee amendments?

Mr. GORE. I have asked, and I understand the request was acceded to, that the formal reading of the bill be dispensed with—I mean the reading of the bill from beginning to end, word for word. That has been dispensed with. I now ask to proceed with the consideration of committee amendments. If any Senator objects to the consideration of any amendment it will, of course, be passed over.

The PRESIDING OFFICER. The Senator, then, means that the bill shall be read for committee amendments?

Mr. GORE. Yes, sir. I understand that important amendments ought not to be disposed of in the absence of so many Senators.

The PRESIDING OFFICER. The Secretary will proceed with the reading of the bill.

The Secretary proceeded to read the bill.

Mr. GORE. I merely wanted the committee amendments stated.

Mr. THOMAS. I think the bill should be read for amendment. Of course the formal reading of the bill has been waived, but not the reading of the bill for amendment.

The PRESIDING OFFICER. The Secretary will proceed with the reading of the bill.

The Secretary resumed the reading of the bill.

Mr. GORE. Mr. President, it seems to me that the Senate has caught the meaning of the bill by the reading which has been had. I hope that we may now proceed with the consideration of committee amendments.

The PRESIDING OFFICER (Mr. KING in the chair). The Chair thinks that the Secretary is proceeding with the reading of the bill in an orderly and expeditious way and in conformity to the rule. Nine pages of the bill have already been read.

The reading of the bill was resumed.

The first amendment of the Committee on Agriculture and Forestry was, under the subhead "Bureau of Animal Industry," on page 13, line 19, after the word "authorities," to strike out "\$250,000" and insert "\$500,000; *Provided*, That hereafter the act approved May 29, 1884 (23 Stat. L., p. 31), be, and the same is hereby, amended to permit cattle which have reacted to the tuberculin test to be shipped, transported, or moved from one State, Territory, or the District of Columbia, to any other State, Territory, or the District of Columbia for immediate slaughter, in accordance with rules and regulations prescribed by the Secretary of Agriculture"; so as to make the clause read:

For investigating the disease of tuberculosis of animals, for its control and eradication, for the tuberculin testing of animals, and for researches concerning the cause of the disease, its modes of spread, and methods of treatment and prevention, including demonstrations, the formation of organizations, and such other means as may be necessary, either independently or in cooperation with farmers, associations, State or county authorities, \$500,000: *Provided*, That hereafter the act approved May 29, 1884 (23 Stat. L., p. 31), be, and the same is hereby, amended to permit cattle which have reacted to the tuberculin test to be shipped, transported, or moved from one State, Territory, or the District of Columbia, to any other State, Territory, or the District of Columbia for immediate slaughter, in accordance with rules and regulations prescribed by the Secretary of Agriculture.

The PRESIDING OFFICER. The question is on agreeing to the committee amendment.

Mr. THOMAS. Mr. President, I notice that this amendment doubles the amount of the appropriation made by the bill as it came from the House, making the total \$500,000. This sum is to be devoted to the investigation of "the disease of tuberculosis of animals, for its control and eradication, for the tuberculin testing of animals, and for researches concerning the cause of the disease, its modes of spread," and so forth.

It is a remarkable fact in connection with legislation of this kind that the more money we appropriate for these researches and investigations, the more there seems to be needed with the recurrence of every year; in other words, the investigation and the research work carried on under previous appropriations does not seem to have accomplished anything. If it has, then certainly it is unnecessary to appropriate more money for the same purpose. If it has not, then it would indicate that the investigations and the researches have proven abortive up to this time, and further attempts in that direction will be equally so.

The sum of \$250,000 is a small amount in these days of millions and billions, but still it is an item for which the Treasury must respond. I do not think we should now, unless it is absolutely necessary, increase the ordinary expenses of the Government in any direction; I think it wrong. We are spending more money than any nation engaged at war, and many times more money than we have ever been called upon to expend before. Certainly there should be some restriction upon the ordinary, every-day appropriations which affect our permanent expenditures and for which we would be obliged to legislate even in times of peace. I think this is as good a place as any to begin, and if \$250,000 is not enough for this particular purpose, at least to attempt to put up with it and make it go as far as possible, so that if it should appear that some additional amount is necessary we can cover it in some deficiency bill.

Mr. CHAMBERLAIN. May I interrupt the Senator from Colorado?

Mr. THOMAS. I yield.

Mr. CHAMBERLAIN. In that connection, while we are increasing the appropriation for this purpose, does the Senator understand that in line 22 we are throwing down the bars for interstate shipment of cattle that have tuberculosis?

Mr. THOMAS. No; I do not think that is designed. Of course, my objection goes to the amount of the appropriation rather than to the proviso which follows it.

Mr. CHAMBERLAIN. But if it is necessary to increase the appropriation are we not running the risk of increasing the spread of the disease? I am not sure that I understand it.

Mr. THOMAS. That depends upon what is meant by the expression "to permit cattle which have reacted to the tuberculin test to be shipped."

Mr. SMITH of South Carolina. Mr. President, if the Senator from Colorado will permit me, I desire to say that, if he will

read on, he will see that this interstate shipment is restricted to cattle which are to be slaughtered; that they are carried to the slaughter pen and are not allowed to be carried into another State, to be mingled with other cattle for dairy purposes.

Mr. THOMAS. The Senator from South Carolina will understand that my objection goes to the increased appropriation. With the effect of the proposed proviso I am not immediately concerned, although I think that the inquiry of the Senator from Oregon [Mr. CHAMBERLAIN] is most appropriate in connection with it.

Mr. CHAMBERLAIN. It seems to me, if the Senator please, that while we are increasing the appropriation to prevent the disease we are opening the bars to the spread of the disease by permitting the interstate shipment.

Mr. THOMAS. Of course, if that is so, then under all the circumstances the entire amendment should be rejected.

Mr. SMITH of South Carolina. If the Senator from Colorado will permit an interruption, let me call his attention to the fact that the Senator from New York [Mr. WADSWORTH], who seems to have been familiar with this disease and the conditions of its spreading, informed the committee that it was only when cows were confined in their stalls a larger part of the day on the ordinary dairy farm that this disease was found to be prevalent or to any appreciable extent contagious; that in the open country, where cattle graze all day practically, it has been discovered that the disease does not exist; but when they are condemned for the purpose of eradicating the disease they are taken to slaughter. The pure-food people claim that the little nodules formed by tuberculosis do not render the meat unfit for consumption, and that the cattle so infected may be shipped with impunity to the slaughter pen without any danger of spreading the contagion. The committee therefore thought that where a farmer had a herd which was condemned for milk purposes he should not be prohibited from getting the market value of the beef under the pure-food inspection; that if there was no danger of spreading the contagion by shipment he should be allowed to ship such cattle, specifically restricting such shipments for slaughtering purposes.

Mr. THOMAS. Mr. President, the experience of the Senator from New York upon that subject is quite considerable, and I should be disposed to accept his assurances in the absence of challenge on the part of some one who was equally well informed. I do not pretend to know anything about the matter. I cordially agree, however, with the Senator from Oregon [Mr. CHAMBERLAIN] that, if it should result in increasing the opportunity for the spread of the disease to be eradicated, the amendment ought to go out.

What I am concerned with is this constant tendency, in times of war as well as in times of peace, to increase our ordinary expenses. We ought to stop it.

Mr. GORE. Mr. President—

The PRESIDING OFFICER. The Senator from Oklahoma. Mr. GORE. I wish to say that I agree entirely with the Senator from Colorado as to the general proposition he has just laid down. I think that we ought not to increase our ordinary expenditures, except where the necessity is urgent or overpowering.

The losses resulting in the United States annually from tuberculosis among cattle aggregate about \$25,000,000. There is an undoubted requisition upon the food supplies of this country, and it was hoped that by increasing this appropriation we might arrest the progress of this disease and might in great measure conserve the cattle of the country against the ravages of tuberculosis. That is the justification which caused the committee to report this amendment. Of course, it is for the Senate to determine whether or not that reason is sufficient; but the necessity for increased food undoubtedly exists, and we entertained the hope that this might augment the available food supply of the country.

Now, with respect to the objection raised by the Senator from Oregon [Mr. CHAMBERLAIN], I may say that this amendment does not change the law as to the availability for slaughter of cattle reactors to the tuberculin test. It only changes the law as to interstate shipments. I have here a letter from the department recommending this amendment, which I will ask to have read to the Senate in a moment. In support of such a change in the law this case is cited in particular: Iowa cattle are generally shipped for slaughter either to Omaha, St. Joe, or Kansas City. Cattle in Iowa, within sight of Omaha, which have been infected with tuberculosis can not be shipped across the river to Omaha for slaughter, but must be shipped to some point in Iowa. There certainly is no sufficient reason why that should be done. This amendment undertakes to accommodate that situation. I will ask to have the letter from the department on this subject read to the Senate.

Mr. THOMAS. I yielded the floor, I thought, for the purpose of a statement only.

Mr. GORE. I did not so understand.

Mr. THOMAS. I am perfectly willing, however, that the letter should be read now.

The PRESIDING OFFICER (Mr. SHAFROTH in the chair). In the absence of objection, the Secretary will read as requested.

The Secretary read as follows:

The act of May 29, 1884, prohibits the interstate movement of diseased animals for any purpose. Animals which have been tested for tuberculosis and have reacted can not, under the law as it now stands, be shipped in interstate commerce to an official establishment for slaughter under Federal inspection. This situation very often works a hardship. For instance, the principal markets for Iowa cattle are Omaha, Nebr., or St. Joseph and Kansas City, Mo., but it is impossible to ship those which are affected with tuberculosis, even under appropriate regulations, across the border. Other instances could be cited where, because of State boundary lines, the tuberculin reactors can not legally be shipped to the nearest slaughtering point, which, in many cases, is only a few miles away. In order to avoid crossing the State line, and thus violating the act of 1884, they must be transported longer distances to slaughterhouses within the same State.

The department has received copies of resolutions recently adopted by the American Shorthorn Breeders' Association asking that the act of 1884 be amended so as to permit the return interstate of pure-bred animals which have reacted to the tuberculin test at destination. A number of State veterinarians, including those of Iowa and Kansas, also have recommended that the law be changed so as to authorize the interstate shipment to official establishments for slaughter of cattle which have reacted to the tuberculin test. At a conference of live-stock officials held in Chicago on December 3, 1917, it was the consensus of opinion that the law should be amended in these particulars.

The department knows of no good reason why the change suggested should not be made and hopes that the Senate Committee will give it favorable consideration. On the contrary, the officials of the Bureau of Animal Industry believe that the proposed amendment will be of definite assistance in the campaign against tuberculosis which has been inaugurated by the department. The movement of reactors would be permitted only in accordance with rules and regulations to be prescribed by the department, and every precaution would be taken, of course, to safeguard the live-stock industry.

It will be noted that a separate paragraph has been included in the present bill to cover the activities of the department relating to tuberculosis. This action was taken by the House committee in view of the growing importance of the work. Under the items "Inspection and quarantine" and "Diseases of animals" the department is now expending \$132,618 in efforts to control or eradicate tuberculosis. As indicated in the report of the House committee, the department believes that it can effectively use \$250,000, the amount included in the House bill, during the next fiscal year in the prosecution of the work.

Mr. THOMAS. Now, Mr. President, it will be observed that my objection goes to the increase of the appropriation for the purposes recited in the preceding lines. I do not understand that the proposed increase in the appropriation really affects the proviso that was inserted in the bill in connection with it and which might have been inserted in any other part of the bill with equal propriety.

Mr. GORE. There is no connection between the two.

Mr. THOMAS. There is no connection between the two. Now, if I thought that the doubling of this appropriation would result in a material increase in our meat food supply and that without it there would be no such increase, I would not oppose it for a moment; but when we consider that an appropriation for this specific purpose has been made year in and year out for an indefinite period of time and that the researches which were to be made concerning the disease to be eradicated have not resulted in any very material change in the situation, why should we at this time, when the Treasury is so hard put to it to meet the enormous expenditures of the Government, double the appropriation? I do not think we ought to do it.

Mr. WARREN. Mr. President—

Mr. THOMAS. I will yield to the Senator in a moment. I may say, in that connection, that there are other amendments which follow this which seem to me to be equally inexpedient at this time. I now yield to the Senator from Wyoming.

Mr. WARREN. Mr. President, the amount is already too small at \$500,000. In the committee I offered an amendment to add \$750,000 to the \$250,000 appropriated by the House, making the total \$1,000,000 instead of the \$500,000 which the amendment proposes to appropriate.

Mr. THOMAS. Perhaps my objection will result in an increase of the appropriation; I do not know. [Laughter.]

Mr. WARREN. It is a very important matter, and while the expenditure may not increase the number of cattle of the country, it will preserve and save a great many, and therefore increase the meat product.

The language added is that of the officials of the department. They evidently see the justice of it and ask us to change the law in regard to shipping across State lines of cattle which have reacted to the tuberculin test. I think the Senator from Colorado understands that, and I presume he needs no information from me; but now if there is the slightest indication of the presence of the germ cattle can not be shipped across a State line to a slaughtering establishment.

Mr. THOMAS. I did not raise any objection to that portion of the amendment; that objection was suggested by the Senator from Oregon [Mr. CHAMBERLAIN].

Mr. WARREN. The disease, like the foot-and-mouth disease, is exceedingly destructive to cattle, and when its ravages reach the extreme, as has been the case sometimes in the past, there have been millions of cattle lost. It had been supposed that the disease was pretty nearly stamped out, but it has reappeared in a most virulent form. I therefore hope that neither the Senator from Colorado nor any other Senator will make any objection to the amount or to the language of the proviso, which has been added by way of amendment.

Mr. NORRIS. Mr. President—

Mr. THOMAS. Mr. President, I always like to agree with my friend from Wyoming, but I shall insist upon the appropriation made by the House. Of course, I know that tuberculosis of cattle is one of the diseases that are common to that class of live stock; I know that its eradication is very greatly to be desired; but I also know that up to this time there seems to be just as much apparent need for large appropriations for that purpose as there was 10 or 15 years ago. I am unable to perceive, therefore, the necessity for increasing it at this time, because I do not believe that by so doing the disease is going to be eradicated. I now yield to the Senator from Nebraska.

Mr. NORRIS. Mr. President, this particular amendment was added to the bill in the committee on my motion. I had no idea that the bill was going to be taken up to-day, because the railroad bill was before the Senate, and I am not prepared just at this moment to go into a full discussion of it.

Mr. GORE. I will say to the Senator from Nebraska that, if he so desires, the amendment can be passed over.

Mr. NORRIS. If there is going to be any serious objection to it, I should not like to have it acted on to-day. My own idea is that it is a very important amendment. As the Senator from Wyoming [Mr. WARREN] has suggested, this disease is re-appearing, and cattlemen are anxious about it. The provision in the bill does not mean that the whole amount to be appropriated will necessarily be expended, but it is desirable to have the funds, so as to be ready for any emergency that may arise. In my judgment, at this time more than at any other, we ought to guard against anything that would interfere with the production of the meat supply of the country.

I have great sympathy for the Senator from Colorado in his opposition to large appropriations, and as a rule I fully agree with him. Of course, he is moved by the purest motives now in opposing this amendment; but, to my mind, there is no one other item of the bill of more importance, for the meat production of the country ought to be guarded jealously, and it will be guarded in one respect, at least, by this amendment.

The Senator from Wyoming said that he favored a much larger increase than was recommended by the committee in this particular amendment. I am satisfied from my conversation—

Mr. WARREN. Mr. President—

Mr. NORRIS. Just a moment. I am satisfied from my conversation with some of the cattle and meat producers of the country and from a large amount of correspondence I have had that there is a great deal of fear that unless we do make at least as liberal an appropriation as the committee has suggested we may later on, when it is too late, find that great damage has been done and the carrying on of the war has been really interfered with, because meat is one of the things of which there is a scarcity now.

Mr. THOMAS. Mr. President, before the Senator takes his seat will he inform me how many years we have appropriated money "for researches concerning the cause of the disease, its modes of spread, and methods of treatment"?

Mr. NORRIS. No; I can not answer the question directly. I suppose such appropriation has been made for a good many years and probably will continue to be made; but one of the difficulties in this case is that this disease, for instance, may break out in the East among the dairy herds, and as it is contagious it may then shift across the country and whole herds become infected with it. I assume that the department will exercise proper care and judiciously handle the money and not use it unless it is needed. It may be that it will not be needed; but I should like to have it where it can be used to meet whatever contingency may arise during the coming fiscal year.

Mr. THOMAS. Has the Senator any doubt that if this appropriation is made the department will exhaust it all?

Mr. NORRIS. Yes.

Mr. THOMAS. And that we will also be required to meet a deficiency caused by an inadequate appropriation?

Mr. NORRIS. Oh, I do not look for that. I do not think the Senator has any reason to believe that that will occur.

Mr. GORE. Mr. President, I will say that the appropriation bill for the current fiscal year carries a million dollars for the foot-and-mouth disease. The pending bill carries a million dollars for the foot-and-mouth disease. My understanding is that none of that will be used during the current year. Of course it is the hope of all of us that none will be used for the next fiscal year.

Mr. THOMAS. Why appropriate it, then, unless you are going to use it on two-legged animals instead of four-legged animals?

Mr. GORE. It is a sort of insurance fund.

Mr. NORRIS. I think so.

Mr. GORE. When the disease breaks out it is so virulent and violent that it must be met at once, and has to be stamped out at once, else the losses are out of all proportion to the amount that would have been required to stop it in its incipency. I do not think it is a thing that we ought to dally with, particularly in times of this sort.

This is only 1 per cent of the estimated annual loss—\$25,000,000. This increase is \$250,000. If we save half a million dollars' worth of cattle by this increased appropriation of \$250,000 we are still gainers by 200 per cent. If we should save the loss of several millions, of course the gain would be proportionate; and it seems to me that in times of this sort it is erring at least on the side of safety and conservation to have a provision of this sort in the bill.

Mr. THOMAS. Mr. President, it is quite evident that my objection may receive one vote. I doubt very much, from the trend of this discussion, that it will be very greatly augmented.

Mr. KENYON. Mr. President—

The PRESIDING OFFICER. Does the Senator from Colorado yield to the Senator from Iowa?

Mr. THOMAS. I do.

Mr. KENYON. I want to suggest to the Senator from Colorado, in a kindly spirit and in the interest of economy, that he had better not stir up this matter, because the committee voted at one time to make the appropriation \$750,000.

Mr. THOMAS. I have just stated that my objection probably would result in an increase of the appropriation.

Mr. KENYON. I think the Senator had better be careful. It might.

Mr. THOMAS. Well, it will not be the first time.

Mr. KENYON. It was only because of the protest that members of the committee made, saying that they would fight the matter on the floor, that the amount was put at \$500,000.

Mr. THOMAS. Mr. President, in the last five or six years I have made a number of specific objections to items of increase in appropriations; and it is somewhat peculiar that in each instance almost every Senator who has interrupted me or spoken upon the matter has agreed with me upon the general proposition that we should economize, but they have always insisted that that was not the proper point to begin. Now, where are we going to begin unless we begin somewhere?

Mr. WARREN. Mr. President—

The PRESIDING OFFICER. Does the Senator from Colorado yield to the Senator from Wyoming?

Mr. THOMAS. I do.

Mr. WARREN. Mr. President, the Senator from Colorado is always diligent in the line of economy, but of course he recognizes and must recognize that matters do change from time to time. We must recognize that some things that perhaps he may have opposed, that others have opposed, and that I have opposed along military lines it was not well to oppose at that time. We should have been better prepared.

The matter before the Senate at this time is largely a matter of preparation. We have here, on page 88, concerning the eradication of foot-and-mouth disease, in case of an emergency arising, and so forth, an appropriation of \$1,000,000. There have been appropriations of from \$1,000,000 to \$2,500,000 annually for that purpose; and while one year there had to be a large deficiency appropriation after the first appropriation, in other years the appropriation has not been used in any large proportion, but it is there as an insurance.

Next to the foot-and-mouth disease, and almost as destructive, comes this matter of tuberculosis. I have no idea that the \$500,000 would be expended, unless the disease develops a strong and virulent increase, and I did not have any idea when I asked that it might go to a million dollars that it would be expended unless we should receive an unexpected call to stamp out something that got so great a start that, unless immediately checked, even a million dollars would be but a moiety toward relief. I believe this is a direct matter of insurance, and, in view of the dangers that are surrounding us, it is not too much. I hope the Senate will take that view of it—that it is a matter of insurance—and will stand by the entire amount.

Mr. THOMAS. Mr. President, I am inclined to believe, from the discussion, that the Senator's hope will be realized. The Senator says that my experience ought to teach me, and it certainly does, that there is a change in many things as time goes by.

Mr. WARREN. The Senator must not apply that to-himself alone, but to all of us.

Mr. THOMAS. I understand; but I notice that there is one thing that does not change, and that is the tendency always to increase House appropriations when bills come over to the Senate. That is one of the rules which, like time and tide, goes on forever.

Mr. WARREN. Has the Senator noticed how few changes we have made this time?

Mr. THOMAS. Yes; and I think the committee are entitled to considerable credit for not making as many as they generally do.

Mr. WARREN. In an experience of more than 20 years I have never known an Agricultural bill to come to the Senate with so few changes and so few additions as are made in this one.

Mr. THOMAS. Yes; I want to give the committee credit for that, and now I want to help them, I want to encourage them, by making some more reductions. As I have said, we should consider the prevailing state of the Public Treasury, the enormity of our public expenditures, and the vast increase of taxation. Senators, after a while you are going to hear from the poor devil who pays the taxes, and when he does speak he is going to speak in tones that will reverberate across the entire continent. He is a very patient animal, but there is a limit even to his patience; and as far as I can I want to demonstrate to him that we have saved him money wherever it is possible, especially in the matter of our ordinary expenditure.

While I am on my feet, Mr. President—for I am not going to stand here alone and make objections specifically to all these items—I want to call attention to an amendment here, on page 81:

To enable the Secretary of Agriculture to install an experimental flour mill, baking and other apparatus, in order to investigate the milling and baking qualities of wheat and other grains, including the payment of rent in the city of Washington, \$50,000.

Why, Mr. President, civilized people at least, and perhaps some who are uncivilized, have been experimenting with flour mills, with baking, and with apparatus for baking ever since the days when Abraham lived on the plains of Mesopotamia. If there is anything connected with the preparation of wheat flour as an edible substance by way of cookery or baking that has not been discovered by private enterprise and experiment, in God's name how are we going to find it out by building a mill here in the city of Washington and paying some other landlord \$50,000 rent? To my mind, it would be so extraordinary in times of peace as to require comment; but now, when we have plenty of money, evidently, we seriously propose to expend \$50,000 for experimenting in something that has been the subject of experiment for centuries. That, too, I suppose, will offer an instance where, while economy is good, we ought not to begin there.

If this is going to pass, let me suggest that an exception should be made of the operation of this mill on "wheatless days," because otherwise you may get into trouble with the Food Administration.

Mr. GORE. Mr. President, I appreciate both the good sense and the humor of the Senator from Colorado.

Mr. THOMAS. I do not think the Senator will vote with him.

Mr. GORE. I merely want to waive the discussion of this flour mill at this time. I do not want the Senator to conjure up too many—

Mr. THOMAS. I mention it now because I do not want to take the floor again if I can avoid it. I want to say now what I would say to-morrow, or later on to-day, when that amendment comes up.

Mr. GORE. Mr. President, when the amendment just referred to, touching a flour mill, comes up I think there will be argument at least tending to justify its presence in the bill.

Mr. THOMAS. Oh, I have not a particle of doubt of that.

Mr. GORE. I will merely make one observation at this time. The present method of grading wheat is based upon other points and other facts and factors than the flour-producing quality of the grain. It is the belief of the farmers of this country that the grades of grain ought to be based on the actual flour-producing capacity of the grain. It is their belief that it would save millions of dollars annually to the farmers of this country which they now lose merely on points of taste and fancy under the more or less artificial system of grain grading; and it is in the belief that that might be true that this appropriation is

incorporated in the bill. It is in the interest of the farmer and in the interest of the agricultural classes of this country. But, as I say, I do not wish to thrash out that subject at this time. It was recommended by the department, and adopted upon the very urgent recommendation of the department.

Mr. GRONNA. Mr. President—

The PRESIDING OFFICER. Does the Senator from Colorado yield to the Senator from North Dakota?

Mr. THOMAS. I have yielded to the Senator from Oklahoma. If he has finished, I of course yield to the Senator from North Dakota.

Mr. GORE. I have finished.

Mr. GRONNA. I do not want to interrupt the Senator. I thought the Senator was through.

Mr. THOMAS. Oh, I am perfectly willing to be interrupted.

Mr. GRONNA. I simply want to say for the information of the Senator from Colorado that only to-day I was asked by a delegation from three States—North and South Dakota and Minnesota—to go with them to the Secretary of Agriculture in the hope of remedying an evil which, instead of having been remedied, has been growing worse, namely, what the chairman of the committee has just stated, the grading of grain. If I had known that the Agricultural bill would be up this afternoon I should have had my samples of grain here, and I could have demonstrated to the Senator from Colorado that this is not a foolish thing.

I have in my office, Mr. President, a sample of grain grown on my own farm. The wheat is conceded to be a No. 1 hard wheat, but it contains 4.3 per cent of rye; and the Senator from Colorado will be surprised to learn that on account of that 4.3 per cent of rye it is graded No. 5 and it reduces the price 24 cents a bushel.

Mr. THOMAS. I assume the Senator knows that to be so?

Mr. GRONNA. Why, certainly I know it to be so.

Mr. THOMAS. Yes. It was not necessary, in order for the Senator to ascertain the truth of that fact, to build a mill here in Washington, at an expense of \$50,000, for baking and other apparatus.

Mr. GRONNA. I was just coming to that. This delegation, which consists of the railroad commissioners of these three States, together with the appeal board of the State of Minnesota, deems it important enough to come here regarding it, and the Secretary of Agriculture said to this delegation to-day that he knew of no other way of making a just and honest standard than by a milling test. The Senator knows, of course, that providing this mill does not require the erection of buildings. The appropriation is simply for the purchase of machinery, which may be installed in a very small room. We have such a mill in the State of North Dakota in our agricultural department; but, of course, it can not be expected that the Secretary of Agriculture will take the word of the faculty of the Agricultural College of North Dakota.

Mr. THOMAS. He might go farther and fare worse.

Mr. GRONNA. The only way in which Mr. Brand, who is now fixing these standards, can have the information will be to have the machinery bought for grinding this wheat and the machinery for baking the flour, so that the producer as well as the consumer can get an honest deal. It is for the purpose of aiding the Agricultural Department in standardizing the grain.

I will say to the Senator that we raise in my State from 100,000,000 to 150,000,000 bushels of wheat annually. Taking the sample which I showed to the Agricultural Committee on last Saturday, and which I showed to the Secretary of Agriculture to-day, we have lost from 24 to 25 cents a bushel. That is a greater loss than the farmers of my part of the country are willing to stand.

Mr. THOMAS. If the Senator will pardon an interruption, I had labored under the impression that the improper grading was due to the manipulations of certain chambers of commerce and elevator men in other sections of the country.

Mr. GRONNA. That is true.

Mr. THOMAS. Not to the fact that the farmers and the Agricultural Department were not aware of the nutritious qualities embodied in the grain itself, a test of which must be made before a proper grading can be established.

Mr. GRONNA. That is true. That has been maintained, and it is true; but, if the Senator will permit me, under the standardization act which was passed here a year ago it is possible, if he will say 3 per cent of durum wheat is mixed with the best quality of hard wheat that it will reduce the grade of that wheat not one grade but three grades. There is not a miller in the United States who will not testify that the product of that wheat, although it may be mixed either with this durum wheat or with winter wheat is absolutely as good as if it were not mixed; and yet the farmer has to sell his grain for that reduced price.

The Senator will remember that when we passed the standardization act I objected to the words "foreign matter" going in. Those words, "foreign matter," apply not to what we call dockage, such as weed seeds, but to other grains. If there is rye in the wheat, the rye is foreign matter. If there is barley in the wheat, the barley will be foreign matter to the wheat, of course; and the farmer is not only docked for that foreign matter, and gets nothing whatever for it, but it reduces the price of his product.

Mr. THOMAS. I think there is no doubt about that, but I do not perceive how the proposed amendment either helps or hurts that situation. I think the Senator's objection to the insertion of the word "foreign" in the section of the law to which he refers should have been sustained, and that would have done away with the evil of which he now complains.

Mr. GRONNA. I want to assure the Senator in all seriousness that among these men who appeared before the Secretary of Agriculture to-day, and who are to appear before the President of the United States at 5.30 to-day on this very question, there is not one but that approved of this very provision in the bill. They are men who do know something about wheat, and they do know something about how the farmers of the Northwest have been robbed under the system which we have had.

Mr. THOMAS. I think there is no doubt about the fact that they have been robbed. I have sympathized with the fight which they have made, and I think that the legislation which we adopted tended—perhaps not as extensively as it should, but nevertheless tended—to cure that evil; and I am ready to vote for any additional legislation which will cure it. But, with all due regard to the distinguished gentlemen who have come here and who favor this measure, I do not see how the establishment of a bakery here is going to interfere with or affect, beneficially or otherwise, the things which they wish to accomplish. I would as soon expect this amendment to provide for a corps of officeholders to eat the bread and test its efficiency as it is baked. It would be as much a necessary part of the proposed remedy as the things which the bill does contain.

Mr. SMITH of South Carolina. Mr. President, if the Senator will allow me, if the object that the Senator thinks has been attained had in fact been attained, I do not think for a minute we would have voted to put in this amendment; but, as I understand, the object here was this, and if I am not correct the Senator from North Dakota will correct me.

Grain is now classified under certain standards. The price is fixed according to those standards. His contention and the view of the committee, as I understood it, was that the wheat that brings the lesser price on account of certain physical appearances has as great No. 1 flour-producing qualities as, and perhaps better than, some that are classified in the markets as higher grades.

Mr. THOMAS. I have not a particle of doubt about it.

Mr. SMITH of South Carolina. Now, the Government has standardized these grades of grain under the bill that we previously passed. The farmer's wheat is bought and sold upon its physical appearance. The farmers now ask that \$50,000 be appropriated to enable the Government, in the interest of fair dealing, to grind and test under its own supervision samples of wheat of these standards taken from the great grain country or wherever you see fit to take them from, so that the Government may know of its own knowledge, by actual experiment here, where it has fixed the standards, whether or not the contention of the farmer is true that this wheat that is graded No. 2 is just as good as No. 1, to all intents and purposes, in bread-making qualities.

Mr. THOMAS. And the appropriation bill of 1919, Mr. President, will provide perhaps \$100,000 for this identical purpose, and that of the next succeeding year will probably provide \$250,000, and the next will provide for these baking establishments in all the agricultural schools of the States of the West, and we will have baking and milling establishments for corn and for barley and for rye and for all the other grains that are nutritious. This is simply the intrusion of the camel's head into the tent once more. It is going to pass, however. There is no question about that.

Mr. GRONNA. Mr. President, may I interrupt the Senator?

Mr. THOMAS. Certainly.

Mr. GRONNA. I want to assure the Senator that there will be no demand for any increase or for any extra appropriation. This is simply to provide a flour mill for scientific purposes, to be established in a little room which the Agricultural Department already has. It may not cost \$50,000, but the Secretary thought he ought to have \$50,000; and he said to-day to this committee: "I do not know of any other way in which to really ascertain the value and fix the standards than to adopt the amendment which I sent to the Agricultural Committee on last Friday or Saturday."

Mr. THOMAS. Oh, I know the Senator thinks that, and I do not think there will be any increase of appropriation or any continued appropriation, as far as he is concerned, but we must judge of these things by the history of similar innovations in our legislation in the past.

Mr. SMOOT. Mr. President—

The PRESIDING OFFICER. Does the Senator from Colorado yield to the Senator from Utah?

Mr. THOMAS. I do.

Mr. SMOOT. I want to ask the Senator if the object of the mill is to change the grade of the wheat? Is that the object?

Mr. GRONNA. It is to enable those who fixed the standards to establish honest standards. That is the object.

Mr. SMITH of South Carolina. That is it.

Mr. GORE and Mr. PAGE addressed the Chair.

The PRESIDING OFFICER. Does the Senator from Colorado yield to the Senator from Oklahoma?

Mr. THOMAS. As was stated by a Senator here to-day, the Senator from Minnesota [Mr. KELLOGG], I am perfectly willing to yield to one Senator, but I can not yield to three. I yield to the Senator from Oklahoma.

Mr. GORE. Mr. President, I merely wanted to say that, as I understand it, the contention of the farmer is that we might just as well classify gold ore by its exterior appearance and by extraneous circumstances, and without reference to its gold content, as to classify grain by its exterior appearance or extraneous circumstances rather than by its flour-producing qualities.

Mr. THOMAS. I think that is true, but we classify gold by sampling it in private. We do not call upon the Government of the United States, in its Agricultural or other appropriation bills, to sample our gold ore.

Mr. GORE. I thought we had assay offices all over the country.

Mr. THOMAS. You have assay offices, but they do not sample ore. They purchase ore.

Mr. GORE. I thought they also tested it.

Mr. GRONNA. Mr. President—

The PRESIDING OFFICER. Does the Senator from Colorado yield to the Senator from North Dakota?

Mr. THOMAS. I do.

Mr. GRONNA. May I say to the Senator from Colorado that the Government of the United States now fixes the price upon the grain of the farmers by its standardization?

Mr. THOMAS. I understand that is true. My impression is that corn is now worth more than wheat, in some parts of the country, because of that fact. That is, they standardize wheat, but they do not standardize corn.

Mr. GORE. Relatively it is worth more everywhere, and absolutely in some places.

Mr. PAGE. Mr. President—

Mr. THOMAS. I will yield to the Senator from Vermont in a moment. Of course, this bill is going to require the employment of some more officeholders; and there never was an officeholder on earth, and never will be, including Senators of the United States, who will not do all he can while in office to make himself indispensable, and therefore secure of a life job. That of itself is going to result in repeated appropriations for this identical purpose, and for the other grains, as I have stated heretofore.

I now yield to the Senator from Vermont.

Mr. PAGE. Mr. President, I simply wanted to ask if the statement made by the Senator from North Dakota did not indicate that there was a wrong being done somewhere when wheat was classified at a grade which brings 24 or 25 cents a bushel less than standard No. 1 wheat when the real difference, perhaps, was not more than 4 or 5 cents a bushel?

Mr. THOMAS. There is no question but that the farmers of the Senator's State and other States have been robbed for the last quarter of a century through false standardization of their grain. There is no doubt about that.

Mr. PAGE. Is there not some way to remedy that wrong?

Mr. THOMAS. We have tried to do it by legislation, and I think we have fairly well succeeded. If our legislation is defective, let us remedy it. I am willing to vote for any system of standardization that the Senators from the wheat States of the Union desire.

Mr. GRONNA. Mr. President, if the Senator will pardon me, the consumer pays the highest price for the finished product—the flour. We know that.

Mr. THOMAS. There is no doubt about that.

Mr. GRONNA. If this difference in price were saved to the consumer, we would not complain; but we know absolutely that while this reduction is being made to the producer the consumer pays a price based upon the highest value of the grain.

Mr. THOMAS. Unquestionably.

Mr. PAGE. Is it not possible for the Senator from North Dakota to suggest some remedy for that?

Mr. GRONNA. This is a suggestion that will remedy it.

Mr. THOMAS. If I could believe that, Mr. President, I would not make any objection to it; but I am unable to perceive how it is going to affect it a particle. Of course that may be due to my ignorance and obtuseness. Probably it is.

Mr. GORE. Mr. President—

Mr. THOMAS. I yield to the Senator from Oklahoma.

Mr. GORE. Without meaning to interrupt the Senator, I merely want to say that I think the Senate has got to milling on this matter a little too soon, and I hope we will hark back to the item with regard to tuberculosis.

Mr. THOMAS. I think perhaps it is better to change from baking wheat to consumption.

The PRESIDING OFFICER. The question is upon the committee amendment, on pages 13 and 14, which increases the appropriation from \$250,000 to \$500,000, with a proviso.

Mr. THOMAS. Mr. President, I do not know that I am proceeding in parliamentary fashion; but if it is in order I wish to strike out the sum of \$500,000 provided by the amendment, and I make a motion to that effect.

Mr. SMOOT. That object can be attained by simply disagreeing to the amendment.

Mr. MARTIN. I suggest that the Senator simply ask to have the amendment rejected.

Mr. NORRIS. Yes; just vote "no" on the amendment.

Mr. THOMAS. I accept the suggestion that we disagree to the amendment, by which I mean the figures "\$500,000." I do not object to the remaining part of the proviso. It does not carry an appropriation this year, but it will next year.

The PRESIDING OFFICER. Does the Senator desire the committee amendment divided?

Mr. THOMAS. I do not want to suggest the absence of a quorum, so I would suggest that this matter go over until tomorrow.

Mr. GORE. Very well, Mr. President. If the Senator desires, I am willing to have that course taken.

Mr. THOMAS. I have reference, of course, to the part of the amendment which precedes the colon. There are really two amendments.

RAILROAD CONTROL.

Mr. SMITH of South Carolina. I ask that the unfinished business, Senate bill 3752, be laid before the Senate.

The PRESIDING OFFICER. The Chair lays the unfinished business before the Senate.

The SECRETARY. A bill (S. 3752) to provide for the operation of transportation systems while under Federal control, for the just compensation of their owners, and for other purposes.

EXECUTIVE SESSION.

Mr. MARTIN. I move that the Senate 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 5 o'clock and 5 minutes p. m.) the Senate adjourned until to-morrow, Thursday, February 14, 1918, at 12 o'clock meridian.

NOMINATIONS.

Executive nominations received by the Senate February 13, 1918.

TARIFF COMMISSION.

Thomas W. Page, of Virginia, to be a member of the United States Tariff Commission, vice Daniel C. Roper, resigned.

COAST AND GEODETIC SURVEY.

Leo C. Wilder, of Vermont, to be junior hydrographic and geodetic engineer (by promotion from aid), vice W. H. Kearns, promoted, and

Aaron G. Katz, of New York, to be aid (by promotion from deck officer), vice G. H. Durgin, promoted, in the United States Coast and Geodetic Survey, Department of Commerce.

JUSTICES OF THE SUPREME COURT, TERRITORY OF HAWAII.

James L. Coke, of Honolulu, Hawaii, to be chief justice of the Supreme Court, Territory of Hawaii, vice A. G. M. Robertson, resigned. (Mr. Coke is now serving as associate justice of that court.)

Samuel B. Kemp, of Honolulu, Hawaii, to be associate justice of the Supreme Court, Territory of Hawaii, vice James L. Coke, nominated to be chief justice of that court. (Mr. Kemp is now serving as second judge of the Circuit Court, First Circuit, Territory of Hawaii.)

JUDGES OF THE CIRCUIT COURT, TERRITORY OF HAWAII.

William S. Edings, of Honolulu, Hawaii, to be second judge of the Circuit Court, First Circuit, Territory of Hawaii, vice Samuel B. Kemp, nominated to be associate justice of the Supreme Court, Territory of Hawaii. (Mr. Edings is now serving as judge of the Circuit Court, Second Circuit, Territory of Hawaii, at Wailuku, Maui.)

L. L. Burr, of Honolulu, Hawaii, to be judge of the Circuit Court of the Second Circuit, Territory of Hawaii, vice William S. Edings, nominated to be second judge of the Circuit Court, First Circuit, Territory of Hawaii.

APPOINTMENTS IN THE ARMY.

MEDICAL CORPS.

To be first lieutenants.

First Lieut. William Charles Munly, Medical Reserve Corps, with rank from January 25, 1918.

First Lieut. Albert Elwood Pagan, Medical Reserve Corps, with rank from January 26, 1918.

First Lieut. Forrest Pitt Baker, Medical Reserve Corps, with rank from January 27, 1918.

First Lieut. Cole Blease Gibson, Medical Reserve Corps, with rank from January 28, 1918.

First Lieut. George William Rice, Medical Reserve Corps, with rank from January 29, 1918.

Capt. Royal Kendall Stacey, Medical Reserve Corps, with rank from January 30, 1918.

First Lieut. William Campbell Colbert, Medical Reserve Corps, with rank from January 31, 1918.

First Lieut. Ernest Leroy Wilson, Medical Reserve Corps, with rank from February 1, 1918.

First Lieut. William Stephen Culpepper, Medical Reserve Corps, with rank from February 2, 1918.

First Lieut. Charles Roland Glenn, Medical Reserve Corps, with rank from February 3, 1918.

First Lieut. Gordon Adams Clapp, Medical Reserve Corps, with rank from February 4, 1918.

First Lieut. Clive Paul Mueller, Medical Reserve Corps, with rank from February 5, 1918.

FIELD ARTILLERY ARM.

To be second lieutenant with rank from date of appointment.

Second Lieut. Ansel G. Wineman, Philippine Scouts.

PROMOTIONS IN THE ARMY.

COAST ARTILLERY CORPS.

To be first lieutenants with rank from August 30, 1917.

Second Lieut. Dean I. Piper, Coast Artillery Corps, vice First Lieut. Homer A. Bagg, promoted.

Second Lieut. Otto M. Jank, Coast Artillery Corps, vice First Lieut. Cherubusco Newton, jr., promoted.

Second Lieut. Herman U. Wagner, Coast Artillery Corps, vice First Lieut. Walter Smith, promoted.

Second Lieut. Philip S. Day, Coast Artillery Corps, vice First Lieut. Hugh J. Knerr, promoted.

Second Lieut. George W. Hirsch, Coast Artillery Corps, vice First Lieut. George F. Humbert, promoted.

Second Lieut. Forrest C. Shaffer, Coast Artillery Corps, vice First Lieut. Reuben N. Perley, promoted.

Second Lieut. William R. Deeble, jr., Coast Artillery Corps, vice First Lieut. John H. Birdsall, promoted.

Second Lieut. Frank F. Reed, Coast Artillery Corps, vice First Lieut. Levin H. Campbell, jr., promoted.

Second Lieut. John W. Coffey, Coast Artillery Corps, vice First Lieut. Harold De F. Burdick, promoted.

Second Lieut. Frank C. Meade, Coast Artillery Corps, vice First Lieut. Philip G. Blackmore, promoted.

Second Lieut. Lawrence Dwight, Coast Artillery Corps, vice First Lieut. George I. Thatcher, promoted.

Second Lieut. Everett T. Brown, Coast Artillery Corps, vice First Lieut. Edwin F. Silkman, promoted.

Second Lieut. Clyde H. Morganthaler, Coast Artillery Corps, vice First Lieut. Cedric M. S. Skene, promoted.

Second Lieut. Willard M. Hall, Coast Artillery Corps, vice First Lieut. Edward Montgomery, promoted.

Second Lieut. Tracy C. Dickson, jr., Coast Artillery Corps, vice First Lieut. Stewart W. Stanley, promoted.

Second Lieut. Robert W. Hasbrouck, Coast Artillery Corps, vice First Lieut. Roy S. Atwood, promoted.

Second Lieut. Howard P. Faust, Coast Artillery Corps, vice First Lieut. Samuel F. Hawkins, promoted.

Second Lieut. John T. de Camp, Coast Artillery Corps, vice First Lieut. Charles Thomas-Stahle, promoted.

Second Lieut. Wallace D. Collins, Coast Artillery Corps, vice First Lieut. Edwin J. O'Harra, promoted.

Second Lieut. Sargent P. Huff, Coast Artillery Corps, vice First Lieut. Alexander C. Sullivan, promoted.

Second Lieut. William H. Donaldson, jr., Coast Artillery Corps, vice First Lieut. Harold B. Sampson, promoted.

Second Lieut. Henry M. Black, Coast Artillery Corps, vice First Lieut. Clarence L. Gilbert, promoted.

Second Lieut. Willard D. Murphy, Coast Artillery Corps, vice First Lieut. Arthur E. Rowland, promoted.

Second Lieut. Council B. Palmer, Coast Artillery Corps, vice First Lieut. Lee R. Watrous, jr., promoted.

Second Lieut. John C. Hawkins, Coast Artillery Corps, vice First Lieut. Charles A. French, promoted.

TEMPORARY PROMOTIONS IN THE ARMY.

CORPS OF ENGINEERS.

To be lieutenant colonel with rank from July 9, 1917.

Maj. Lewis H. Band, Corps of Engineers, vice Lieut. Col. Edgar Jadwin, appointed colonel in the National Army.

To be lieutenant colonels with rank from July 13, 1917.

Maj. Edward M. Markham, Corps of Engineers, vice Lieut. Col. Herbert Deakyne, appointed colonel in the National Army.

Maj. Thomas H. Jackson, Corps of Engineers, vice Lieut. Col. William P. Wooten, appointed colonel in the National Army.

To be lieutenant colonel with rank from July 14, 1917.

Maj. George B. Pillsbury, Corps of Engineers, vice Lieut. Col. Harry Burgess, appointed colonel in the National Army.

To be lieutenant colonel with rank from July 18, 1917.

Maj. Gustave R. Lukesh, Corps of Engineers, vice Lieut. Col. James B. Cavanaugh, appointed colonel in the National Army.

To be lieutenant colonels with rank from August 5, 1917.

Maj. John R. Slattery, Corps of Engineers, vice Lieut. Col. William Kelly, appointed colonel in the National Army.

Maj. Albert E. Waldron, Corps of Engineers, vice Lieut. Col. Edward H. Schulz, appointed colonel in the National Army.

Maj. Francis A. Pope, Corps of Engineers, vice Lieut. Col. John C. Onkes, appointed colonel in the National Army.

Maj. Gilbert A. Youngberg, Corps of Engineers, vice Lieut. Col. Sherwood A. Cheney, appointed colonel in the National Army.

Maj. Edward N. Johnston, Corps of Engineers, vice Lieut. Col. Frank C. Boggs, appointed colonel in the National Army.

Maj. Clarence O. Sherrill, Corps of Engineers, vice Lieut. Col. George B. Pillsbury, appointed colonel in the National Army.

Maj. Ernest D. Peek, Corps of Engineers, vice Lieut. Col. Lytle Brown, appointed colonel in the National Army.

Maj. George R. Spalding, Corps of Engineers, vice Lieut. Col. Harley B. Ferguson, appointed colonel in the National Army.

Maj. Elliott J. Dent, Corps of Engineers, vice Lieut. Col. James A. Woodruff, appointed colonel in the National Army.

Maj. William P. Stokey, Corps of Engineers, vice Lieut. Col. John R. Slattery, appointed colonel in the National Army.

Maj. Wildurr Willing, Corps of Engineers, vice Lieut. Col. Clarence O. Sherrill, appointed colonel in the National Army.

Maj. William A. Mitchell, Corps of Engineers, vice Lieut. Col. George R. Spalding, appointed colonel in the National Army.

Maj. Mark Brooke, Corps of Engineers, vice Lieut. Col. William J. Barden, appointed colonel in the National Army.

Maj. Laurence V. Frazier, Corps of Engineers, vice Lieut. Col. Edward M. Markham, appointed colonel in the National Army.

Maj. Harold C. Fiske, Corps of Engineers, vice Lieut. Col. Francis A. Pope, appointed colonel in the National Army.

Maj. Max C. Tyler, Corps of Engineers, vice Lieut. Col. Robert R. Raymond, appointed colonel in the National Army.

Maj. Ulysses S. Grant, 3d, Corps of Engineers (General Staff Corps), vice Lieut. Col. Earl I. Brown, appointed colonel in the National Army.

Maj. William H. Rose, Corps of Engineers, vice Lieut. Col. Ulysses S. Grant, 3d, retained in the General Staff Corps.

Maj. Lewis M. Adams, Corps of Engineers, vice Lieut. Col. James P. Jervey, appointed colonel in the National Army.

Maj. William D'A. Anderson, Corps of Engineers, vice Lieut. Col. Charles Keller, promoted.

Maj. Joseph H. Earle, Corps of Engineers, vice Lieut. Col. Meriwether L. Walker, appointed colonel in the National Army.

Maj. Thomas M. Robins, Corps of Engineers, vice Lieut. Col. William B. Ladue, appointed colonel in the National Army.

Maj. Roger D. Black, Corps of Engineers, vice Lieut. Col. Clarke S. Smith, appointed colonel in the National Army.

Maj. Theodore H. Dillon, Corps of Engineers, vice Lieut. Col. Spencer Cosby, promoted.

Maj. De Witt C. Jones, Corps of Engineers, vice Lieut. Col. William D. Connor, appointed colonel in the National Army.

Maj. Ernest Graves, Corps of Engineers, vice Lieut. Col. George M. Hoffman, appointed colonel in the National Army.
 Maj. Francis B. Wilby, Corps of Engineers, vice Lieut. Col. James F. McIndoe, promoted.
 Maj. Clarence S. Ridley, Corps of Engineers, vice Lieut. Col. Jay J. Morrow, promoted.
 Maj. Alvin B. Barber, Corps of Engineers, vice Lieut. Col. George P. Howell, promoted.
 Maj. Roger G. Powell, Corps of Engineers, vice Lieut. Col. Frederick W. Altstaetter, promoted.
 Maj. John N. Hodges, Corps of Engineers, vice Lieut. Col. Lewis H. Rand, promoted.
 Maj. James J. Loving, Corps of Engineers, vice Lieut. Col. Ernest D. Peek, appointed colonel in the National Army.
 Maj. Edward D. Ardery, Corps of Engineers, vice Lieut. Col. Elliott J. Dent, appointed colonel in the National Army.
 Maj. James G. Steese, Corps of Engineers, vice Lieut. Col. Wildurr Willing, appointed colonel in the National Army.
 Maj. Roger G. Alexander, Corps of Engineers, vice Lieut. Col. William A. Mitchell, appointed colonel in the National Army.
 Maj. James A. O'Connor, Corps of Engineers, vice Lieut. Col. Edward N. Johnston, appointed colonel in the National Army.
 Maj. Lewis H. Watkins, Corps of Engineers, vice Lieut. Col. Amos W. Fries, appointed colonel in the National Army.
 Maj. Gilbert E. Humphrey, Corps of Engineers, vice Lieut. Col. Charles W. Kutz, appointed colonel in the National Army.
 Maj. Richard Park, Corps of Engineers, vice Lieut. Col. Albert E. Waldron, appointed colonel in the National Army.
 Maj. Daniel I. Sultan, Corps of Engineers, vice Lieut. Col. Thomas H. Jackson, promoted.
 Maj. Glen E. Edgerton, Corps of Engineers, vice Lieut. Col. Gustave R. Lukesh, promoted.

To be major with rank from July 9, 1917.

Capt. Clarence L. Sturdevant, Corps of Engineers, vice Maj. Lewis H. Rand, promoted.

To be majors with rank from July 13, 1917.

Capt. Earl J. Atkisson, Corps of Engineers, vice Maj. Edward M. Markham, promoted.

Capt. Richard T. Coiner, Corps of Engineers, vice Maj. Thomas H. Jackson, promoted.

To be major with rank from July 14, 1917.

Capt. Robert S. A. Dougherty, Corps of Engineers, vice Maj. George B. Pillsbury, promoted.

To be major with rank from July 18, 1917.

Capt. Stuart C. Godfrey, Corps of Engineers, vice Maj. Gustave R. Lukesh, promoted.

To be majors with rank from August 5, 1917.

Capt. Francis C. Harrington, Corps of Engineers, vice Maj. John R. Slattery, promoted.

Capt. Cleveland C. Gee, Corps of Engineers, vice Maj. Albert E. Waldron, promoted.

Capt. John M. Wright, Corps of Engineers, vice Maj. Francis A. Pope, promoted.

Capt. John R. D. Matheson, Corps of Engineers, vice Maj. Gilbert A. Youngberg, promoted.

Capt. William H. Sage, jr., Corps of Engineers, vice Maj. Edward N. Johnston, promoted.

Capt. Charles J. Taylor, Corps of Engineers, vice Maj. Clarence O. Sherrill, promoted.

Capt. Edwin H. Marks, Corps of Engineers, vice Maj. Michael J. McDonough, appointed colonel in the National Army.

Capt. Earl North, Corps of Engineers, vice Maj. Curtis W. Otwell, appointed colonel in the National Army.

Capt. Albert H. Acher, Corps of Engineers, vice Maj. Ernest D. Peek, promoted.

Capt. Gilbert Van B. Wilkes, Corps of Engineers, vice Maj. George R. Spalding, promoted.

Capt. John C. H. Lee, Corps of Engineers, vice Maj. Paul S. Bond, appointed colonel in the National Army.

Capt. Frank S. Besson, Corps of Engineers, vice Maj. Elliott J. Dent, promoted.

Capt. Lindsay C. Herkness, Corps of Engineers, vice Maj. William L. Guthrie, appointed colonel in the National Army.

Capt. Albert K. B. Lyman, Corps of Engineers, vice Maj. William P. Stokay, promoted.

Capt. Frederick S. Strong, jr., Corps of Engineers, vice Maj. Wildurr Willing, promoted.

Capt. Daniel D. Pullen, Corps of Engineers, vice Maj. William A. Mitchell, promoted.

Capt. Carey H. Brown, Corps of Engineers, vice Maj. Mark Brooke, promoted.

Capt. Oscar N. Solbert, Corps of Engineers, vice Maj. Laurence V. Frazier, promoted.

Capt. Beverly C. Dunn, Corps of Engineers, vice Maj. Harold C. Fiske, promoted.

Capt. Donald H. Connolly, Corps of Engineers, vice Maj. Warren T. Hannum, appointed colonel in the National Army.

Capt. Raymond F. Fowler, Corps of Engineers, vice Maj. Robert R. Ralston, appointed colonel in the National Army.

Capt. David McCoach, jr., Corps of Engineers (General Staff Corps), vice Maj. Max C. Tyler, promoted.

Capt. James G. B. Lampert, Corps of Engineers, vice Maj. David McCoach, jr., retained in the General Staff Corps.

Capt. Philip B. Fleming, Corps of Engineers, vice Maj. William H. Rose, promoted.

Capt. John W. Stewart, Corps of Engineers, vice Maj. Lewis M. Adams, promoted.

Capt. Joseph C. Mehaffey, Corps of Engineers, vice Maj. William D'A. Anderson, promoted.

Capt. Paul S. Reinecke, Corps of Engineers, vice Maj. Joseph H. Earle, promoted.

Capt. Raymond A. Wheeler, Corps of Engineers, vice Maj. Thomas M. Robins, promoted.

Capt. W. Morris Chubb, Corps of Engineers, vice Maj. Roger D. Black, promoted.

Capt. Howard S. Bennion, Corps of Engineers, vice Maj. W. Goff Caples, appointed colonel in the National Army.

Capt. William C. Sherman, Corps of Engineers, vice Maj. Theodore H. Dillon, promoted.

Capt. Rudolph C. Kuldell, Corps of Engineers, vice Maj. De Witt C. Jones, promoted.

Capt. Roscoe C. Crawford, Corps of Engineers, vice Maj. Henry C. Jewett, appointed colonel in the National Army.

Capt. Earl G. Paules, Corps of Engineers, vice Maj. Ernest Graves, promoted.

Capt. Bradford G. Chynoweth, Corps of Engineers, vice Maj. Arthur R. Ehrnbeck, appointed lieutenant colonel in the National Army.

Capt. Milo P. Fox, Corps of Engineers, vice Maj. Francis B. Wilby, promoted.

Capt. John C. Gotwals, Corps of Engineers, vice Maj. Clarence S. Ridley, promoted.

Capt. Francis K. Newcomer, Corps of Engineers, vice Maj. Alvin B. Barber, promoted.

Capt. Charles F. Williams, Corps of Engineers, vice Maj. Roger G. Powell, promoted.

Capt. Gordon R. Young, Corps of Engineers, vice Maj. John N. Hodges, promoted.

Capt. Richard U. Nicholas, Corps of Engineers, vice Maj. James J. Loving, promoted.

Capt. James A. Dorst, Corps of Engineers, vice Maj. Edward D. Ardery, promoted.

Capt. Rufus W. Putnam, Corps of Engineers, vice Maj. James G. Steese, promoted.

Capt. Lunsford E. Oliver, Corps of Engineers, vice Maj. Roger G. Alexander, promoted.

Capt. William H. Holcombe, Corps of Engineers, vice Maj. James A. O'Connor, promoted.

Capt. James B. Cress, Corps of Engineers, vice Maj. Lewis H. Watkins, promoted.

Capt. Charles P. Gross, Corps of Engineers, vice Maj. Gilbert E. Humphrey, promoted.

Capt. Bernard A. Miller, Corps of Engineers, vice Maj. Richard C. Moore, appointed lieutenant colonel in the National Army.

Capt. Peter C. Bullard, Corps of Engineers, vice Maj. Ralph T. Ward, appointed lieutenant colonel in the National Army.

Capt. Brehon B. Somervell, Corps of Engineers, vice Maj. Thomas H. Emerson, appointed lieutenant colonel in the National Army.

Capt. Xenophon H. Price, Corps of Engineers, vice Maj. Robert P. Howell, appointed lieutenant colonel in the National Army.

Capt. Robert W. Crawford, Corps of Engineers, vice Maj. Robert S. Thomas, appointed lieutenant colonel in the National Army.

Capt. Frederick S. Skinner, Corps of Engineers, vice Maj. Harold S. Hetrick, appointed lieutenant colonel in the National Army.

Capt. Dabney O. Elliott, Corps of Engineers, vice Maj. Jarvis J. Bain, appointed lieutenant colonel in the National Army.

Capt. Allen P. Cowgill, Corps of Engineers, vice Maj. William A. Johnson, appointed lieutenant colonel in the National Army.

Capt. George F. Lewis, Corps of Engineers, vice Maj. Charles R. Pettis, appointed lieutenant colonel in the National Army.

Capt. Harrison Brand, jr., Corps of Engineers, vice Maj. Frederick B. Downing, appointed lieutenant colonel in the National Army.

Capt. Frederick W. Herman, Corps of Engineers, vice Maj. Julian L. Schley, appointed lieutenant colonel in the National Army.

Capt. John H. Carruth, Corps of Engineers, vice Maj. Edmund L. Daley, appointed lieutenant colonel in the National Army.

Capt. Oscar O. Kuentz, Corps of Engineers, vice Maj. Henry A. Finch, appointed lieutenant colonel in the National Army.

Capt. William E. R. Covell, Corps of Engineers, vice Maj. James F. Bell, appointed lieutenant colonel in the National Army.

Capt. Edwin R. Kimble, Corps of Engineers, vice Maj. Richard Park, promoted.

Capt. Joseph D. Arthur, jr., Corps of Engineers, vice Maj. Daniel I. Sultan, promoted.

Capt. Ernest F. Miller, Corps of Engineers, vice Maj. Glen E. Edgerton, promoted.

COAST ARTILLERY CORPS.

To be lieutenant colonels with rank from August 5, 1917.

Maj. Malcolm Young, Coast Artillery Corps, vice Lieut. Col. Lawrence S. Miller, appointed colonel in the National Army.

Maj. Laurence C. Brown, Coast Artillery Corps (Signal Corps), vice Lieut. Col. Earle D'A. Pearce, appointed colonel in the National Army.

Maj. Harry L. Steele, Coast Artillery Corps (Quartermaster Corps), vice Lieut. Col. Laurence C. Brown, retained in the Signal Corps.

Maj. Thomas F. Dwyer, Coast Artillery Corps (Quartermaster Corps), vice Lieut. Col. Harry L. Steele, retained in the Quartermaster Corps.

Maj. James B. Mitchell, Coast Artillery Corps (Inspector General's Department), vice Lieut. Col. Thomas F. Dwyer, retained in the Quartermaster Corps.

Maj. Alfred S. Morgan, Coast Artillery Corps (Adjutant General's Department), vice Lieut. Col. James B. Mitchell, retained in the Inspector General's Department.

Maj. Charles H. Hilton, Coast Artillery Corps (General Staff Corps), vice Lieut. Col. Alfred S. Morgan, retained in The Adjutant General's Department.

Maj. Edward L. Glasgow, Coast Artillery Corps (Quartermaster Corps), vice Lieut. Col. Charles H. Hilton, retained in the General Staff Corps.

Maj. Percy Willis, Coast Artillery Corps, vice Lieut. Col. Edward L. Glasgow, retained in the Quartermaster Corps.

Maj. William F. Stewart, jr., Coast Artillery Corps, vice Lieut. Col. Sam F. Bottoms, appointed colonel in the National Army.

Maj. Joseph B. Douglas, Coast Artillery Corps (Signal Corps), vice Lieut. Col. Edwin O. Sarratt, appointed colonel in the National Army.

Maj. Hudson T. Patten, Coast Artillery Corps, vice Lieut. Col. Joseph B. Douglas, retained in the Signal Corps.

Maj. Edward Kimmel, Coast Artillery Corps, vice Lieut. Col. Frederick E. Johnston, appointed colonel in the National Army.

Maj. John R. Procter, Coast Artillery Corps (Adjutant General's Department), vice Lieut. Col. Arthur S. Conklin, appointed colonel in the National Army.

Maj. John B. Christian, Coast Artillery Corps (Signal Corps), vice Lieut. Col. John R. Procter, retained in The Adjutant General's Department.

Maj. Frederick W. Phisterer, Coast Artillery Corps, vice Lieut. Col. John B. Christian, retained in the Signal Corps.

Maj. Robert H. C. Kelton, Coast Artillery Corps, vice Lieut. Col. James F. Brady, appointed lieutenant colonel in the National Army.

Maj. Percy P. Bishop, Coast Artillery Corps (General Staff Corps), vice Lieut. Col. Thomas Q. Ashburn, appointed colonel in the National Army.

Maj. Henry J. Hatch, Coast Artillery Corps, vice Lieut. Col. Robert S. Abernethy, appointed colonel in the National Army.

Maj. Elmer J. Wallace, Coast Artillery Corps, vice Lieut. Col. Harold E. Cloke, appointed colonel in the National Army.

Maj. William F. Hase, Coast Artillery Corps, vice Lieut. Col. Philip R. Ward, appointed colonel in the National Army.

Maj. William R. Doores, Coast Artillery Corps, vice Lieut. Col. Samuel A. Kephart, promoted.

Maj. James F. Howell, Coast Artillery Corps, vice Lieut. Col. William Forse, promoted.

Maj. Jesse C. Nicholls, Coast Artillery Corps (Ordnance Department), vice Lieut. Col. Louis A. Burgess, promoted.

Maj. Henry W. Schull, Coast Artillery Corps (Ordnance Department), vice Lieut. Col. Jesse C. Nicholls, retained in the Ordnance Department.

Maj. Clifton C. Carter, Coast Artillery Corps, vice Lieut. Col. Henry W. Schull, retained in the Ordnance Department.

Maj. Stanley D. Embick, Coast Artillery Corps (General Staff Corps), vice Lieut. Col. James A. Shipton, promoted.

Maj. William H. Monroe, Coast Artillery Corps (Ammunition Train), vice Lieut. Col. Stanley D. Embick, retained in the General Staff Corps.

Maj. Leonard D. Waldron, Coast Artillery Corps, vice Lieut. Col. William H. Monroe, retained in Ammunition Train.

Maj. Ernest A. Greenough, Coast Artillery Corps (Quartermaster Corps), vice Lieut. Col. William Chamberlaine, promoted.

Maj. Alexander Greig, jr., Coast Artillery Corps, vice Lieut. Col. Ernest A. Greenough, retained in the Quartermaster Corps.

Maj. James A. Ruggles, Coast Artillery Corps, vice Lieut. Col. Gordon G. Heiner, appointed brigadier general in the National Army.

Maj. Terence E. Murphy, Coast Artillery Corps, vice Lieut. Col. George H. McManus, promoted.

Maj. Harry W. Newton, Coast Artillery Corps (Quartermaster Corps), vice Lieut. Col. James W. Williams, promoted.

Maj. Allen D. Raymond, Coast Artillery Corps, vice Lieut. Col. Harry W. Newton, retained in the Quartermaster Corps.

Maj. James R. Pourie, Coast Artillery Corps, vice Lieut. Col. Alston Hamilton, promoted.

Maj. John L. Hughes, Coast Artillery Corps, vice Lieut. Col. John C. Gilmore, promoted.

Maj. John W. C. Abbott, Coast Artillery Corps, vice Lieut. Col. Mervyn C. Buckley, appointed colonel in the National Army.

Maj. Harry T. Matthews, Coast Artillery Corps (Inspector General's Department), vice Lieut. Col. Joseph Wheeler, jr., promoted.

Maj. Harry C. Barnes, Coast Artillery Corps, vice Lieut. Col. Harry T. Matthews, retained in the Inspector General's Department.

Maj. Stephen H. Mould, Coast Artillery Corps, vice Lieut. Col. Johnson Hagood, promoted.

Maj. Louis S. Chappellear, Coast Artillery Corps (Adjutant General's Department), vice Lieut. George T. Patterson, promoted.

Maj. Granville Sevier, Coast Artillery Corps, vice Lieut. Col. Louis S. Chappellear, retained in The Adjutant General's Department.

Maj. Robert F. Woods, Coast Artillery Corps, vice Lieut. Col. Percy M. Kessler, promoted.

Maj. Albert C. Thompson, Coast Artillery Corps, vice Lieut. Col. Frank K. Fergusson, promoted.

Maj. Ellison L. Gilmer, Coast Artillery Corps, vice Lieut. Col. Malcolm Young, promoted.

Maj. John McBride, jr., Coast Artillery Corps, vice Lieut. Col. Clifton C. Carter, appointed professor, United States Military Academy.

Maj. Richard K. Cravens, Coast Artillery Corps (Adjutant General's Department), vice Lieut. Col. Stanley D. Embick, appointed colonel in the Signal Corps.

Maj. George O. Hubbard, Coast Artillery Corps (Quartermaster Corps), vice Lieut. Col. Richard K. Cravens, retained in The Adjutant General's Department.

Maj. James M. Wheeler, Coast Artillery Corps, vice Lieut. Col. George O. Hubbard, retained in the Quartermaster Corps.

Maj. Harrison S. Kerrick, Coast Artillery Corps, vice Lieut. Col. Marcellus G. Spinks, detailed in the Inspector General's Department.

Maj. Frank J. Miller, Coast Artillery Corps, vice Lieut. Col. Percy Willis, promoted.

Maj. Philip S. Golderman, Coast Artillery Corps, vice Lieut. Col. Percy P. Bishop, detailed in the General Staff Corps.

Maj. Charles L. Lanham, Coast Artillery Corps, vice Lieut. Col. William E. Cole, appointed colonel in the National Army.

To be lieutenant colonel with rank from December 26, 1917.

Maj. George F. Connolly, Coast Artillery Corps, vice Lieut. Col. William F. Stewart, appointed colonel in the National Army.

To be lieutenant colonels with rank from December 29, 1917.

Maj. John S. Johnston, Coast Artillery Corps (Adjutant General's Department), vice Lieut. Col. Frederick W. Phisterer, promoted.

Maj. Joseph S. Hardin, Coast Artillery Corps (Quartermaster Corps), vice Lieut. Col. John S. Johnston, retained in The Adjutant General's Department.

Maj. Louis E. Bennett, Coast Artillery Corps, vice Lieut. Col. Joseph S. Hardin, retained in the Quartermaster Corps.

To be lieutenant colonels with rank from January 4, 1918.

Maj. George L. Hicks, jr., Coast Artillery Corps (Adjutant General's Department), vice Lieut. Col. Elmer J. Wallace, appointed colonel in the National Army.

Maj. Lynn S. Edwards, Coast Artillery Corps, vice Lieut. Col. George L. Hicks, jr., retained in The Adjutant General's Department.

INFANTRY ARM.

To be colonels with rank from December 8, 1917.

Lieut. Col. Paul Giddings, Infantry (Adjutant General's Department), vice Col. William H. Morrow, detailed in Ammunition Train.

Lieut. Col. Edward S. Walton, Infantry (Quartermaster Corps), vice Col. Paul Giddings, retained in The Adjutant General's Department.

Lieut. Col. Alfred T. Smith, Infantry, vice Col. Edward S. Walton, retained in the Quartermaster Corps.

To be colonels with rank from January 9, 1918.

Lieut. Col. Fred L. Munson, Infantry (Quartermaster Corps), vice Col. Henry J. Hunt, detailed in Ammunition Train.

Lieut. Col. Thomas M. Anderson, jr., Infantry, vice Col. Fred L. Munson, retained in the Quartermaster Corps.

Lieut. Col. John E. Hunt, Infantry, vice Col. William K. Jones, detailed in Ammunition Train.

To be colonels with rank from January 22, 1918.

Lieut. Col. Claude H. Miller, Infantry (Inspector General's Department), vice Col. Edward Sigerfoos, resigned commission as temporary colonel.

Lieut. Col. Harold B. Fiske, Infantry, vice Col. Claude H. Miller, retained in the Inspector General's Department.

To be colonel with rank from December 8, 1917.

Lieut. Col. Ira L. Reeves, Infantry, additional officer, on the date he would have been promoted to fill an original vacancy had he not been retired from active service.

To be lieutenant colonel with rank from January 9, 1918.

Maj. Edwin J. Nowlen, Infantry, additional officer, on the date he would have been promoted to fill an original vacancy had he not been retired from active service.

To be lieutenant colonel with rank from August 5, 1917.

Maj. Raymond Sheldon, Infantry, vice Lieut. Col. Alfred T. Smith, promoted.

To be lieutenant colonel with rank from December 21, 1917.

Maj. Edwin J. Bracken, Infantry, vice Lieut. Col. Thomas M. Anderson, jr., promoted.

To be lieutenant colonel with rank from January 8, 1918.

Maj. George W. England, Infantry, vice Lieut. Col. George M. Holley, detailed in The Adjutant General's Department.

To be lieutenant colonels with rank from January 9, 1918.

Maj. Clyde B. Parker, Infantry, vice Lieut. Col. John E. Hunt, promoted.

Maj. Alvin C. Voris, Infantry (Signal Corps), vice Lieut. Col. Austin A. Parker, detailed in The Adjutant General's Department.

Maj. Frank R. Curtis, Infantry (Signal Corps), vice Lieut. Col. Alvin C. Voris, retained in the Signal Corps.

Maj. Fred L. Davison, Infantry, vice Lieut. Col. Frank R. Curtis, retained in the Signal Corps.

Maj. George E. Kumpé, Infantry, vice Lieut. Col. Jennings B. Wilson, detailed in The Adjutant General's Department.

To be lieutenant colonel with rank from January 10, 1918.

Maj. Milo C. Corey, Infantry, vice Lieut. Col. Harry E. Comstock, detailed in Ammunition Train.

To be lieutenant colonels with rank from January 22, 1918.

Maj. Arthur M. Ferguson, Infantry (Adjutant General's Department), vice Lieut. Col. Harold B. Fiske, promoted.

Maj. De Witt W. Chamberlin, Infantry (Inspector General's Department), vice Lieut. Col. Arthur M. Ferguson, retained in The Adjutant General's Department.

Maj. Walter H. Johnson, Infantry (General Staff), vice Lieut. Col. De Witt W. Chamberlin, retained in the Inspector General's Department.

Maj. Robert G. Rutherford, jr., Infantry, vice Lieut. Col. Walter H. Johnson, retained in the General Staff.

Maj. Robert E. Grinstead, Infantry (Quartermaster Corps), vice Lieut. Col. Lochlin W. Caffey, resigned commission as temporary lieutenant colonel.

Maj. Albert S. Williams, Infantry (Adjutant General's Department), vice Lieut. Col. Robert E. Grinstead, retained in the Quartermaster Corps.

Maj. William B. Graham, Infantry (General Staff), vice Lieut. Col. Albert S. Williams, retained in The Adjutant General's Department.

Maj. Charles J. Nelson, Infantry (Quartermaster Corps), vice Lieut. Col. William B. Graham, retained in the General Staff.

Maj. E. Alexis Jeunet, Infantry, vice Lieut. Col. Charles J. Nelson, retained in the Quartermaster Corps.

Maj. Charles H. Danforth, Infantry, vice Lieut. Col. William S. Faulkner, resigned commission as temporary lieutenant colonel.

To be lieutenant colonels with rank from January 23, 1918.

Maj. Gideon H. Williams, Infantry, vice Lieut. Col. J. De Camp Hall, resigned commission as temporary lieutenant colonel.

Maj. Leonard T. Baker, Infantry, vice Lieut. Col. James M. Loud, resigned commission as temporary lieutenant colonel.

Maj. Charles S. Frank, Infantry (Quartermaster Corps), vice Lieut. Col. Davis C. Anderson, resigned commission as temporary lieutenant colonel.

Maj. Franklin S. Leisenring, Infantry (Quartermaster Corps), vice Lieut. Col. Charles S. Frank, retained in the Quartermaster Corps.

Maj. Charles F. Andrews, Infantry, vice Lieut. Col. Franklin S. Leisenring, retained in the Quartermaster Corps.

Maj. Allan L. Briggs, Infantry, vice Lieut. Col. Philip Powers, resigned commission as temporary lieutenant colonel.

Maj. James M. Petty, Infantry, vice Lieut. Col. Douglas Potts, resigned commission as temporary lieutenant colonel.

Maj. John B. Shuman, Infantry (Adjutant General's Department), vice Lieut. Col. Edward B. Mitchell, resigned commission as temporary lieutenant colonel.

Maj. Charles G. Lawrence, Infantry (Quartermaster Corps), vice Lieut. Col. John B. Shuman, retained in The Adjutant General's Department.

Maj. Frederic G. Kellond, Infantry (General Staff), vice Lieut. Col. Charles G. Lawrence, retained in the Quartermaster Corps.

Maj. William P. Kitts, Infantry (Inspector General's Department), vice Lieut. Col. Frederic G. Kellond, retained in the General Staff.

Maj. Walter Harvey, Infantry, vice Lieut. Col. William P. Kitts, retained in the Inspector General's Department.

Maj. Frank B. Davis, Infantry, vice Lieut. Col. Allen J. Greer, resigned commission as temporary lieutenant colonel.

Maj. Harry D. Mitchell, Infantry, vice Lieut. Col. Wilbur A. McDaniel, resigned commission as temporary lieutenant colonel.

To be lieutenant colonels with rank from January 24, 1918.

Maj. Ode C. Nichols, Infantry, vice Lieut. Col. William G. Fleischhauer, resigned commission as temporary lieutenant colonel.

Maj. Kirwin T. Smith, Infantry, vice Lieut. Col. Harol D. Coburn, resigned commission as temporary lieutenant colonel.

To be majors with rank from November 12, 1917.

Capt. Joseph E. Barzynski, Infantry (Quartermaster Corps), vice Maj. Anton C. Cron, resigned commission as temporary major.

Capt. Ben W. Feld, Infantry, vice Maj. Joseph E. Barzynski, retained in the Quartermaster Corps.

To be major with rank from November 13, 1917.

Capt. Bloxham Ward, Infantry, Detached Officers' list, vice Maj. Thomas C. Musgrave, detailed in the Signal Corps.

To be majors with rank from November 15, 1917.

Capt. Paul H. Clark, Infantry (Quartermaster Corps), vice Maj. Benjamin B. McCroskey, resigned commission as temporary major.

Capt. Thomas H. Lowe, Infantry, vice Maj. Paul H. Clark, retained in the Quartermaster Corps.

To be majors with rank from November 16, 1917.

Capt. James W. H. Reisinger, jr., Infantry, vice Maj. Thomas J. Rogers, promoted lieutenant colonel.

Capt. Rupert A. Dunford, Infantry, vice Maj. Charles A. Dravo, detailed in the Signal Corps.

To be majors with rank from November 17, 1917.

Capt. Charles C. Bankhead, Infantry, vice Maj. John M. True, resigned commission as temporary major.

Capt. John P. Adams, Infantry, detached officers' list, vice Maj. Charles L. Sampson, resigned commission as temporary major.

To be majors with rank from November 18, 1917.

Capt. Ira Longanecker, Infantry, detached officers' list, vice Maj. Thomas N. Gimperling, resigned commission as temporary major.

Capt. William C. Whitener, Infantry, vice Maj. John C. French, resigned commission as temporary major.

Capt. Frederick J. Ostermann, Infantry (Signal Corps), vice Maj. Rutherford S. Hartz, detailed in the Signal Corps.

Capt. William J. Connolly, Infantry (Quartermaster Corps), vice Maj. Frederick J. Ostermann, retained in the Signal Corps.

Capt. Everett D. Barlow, jr., Infantry, vice Maj. William J. Connolly, retained in the Quartermaster Corps.

Capt. Lawrence E. Hohl, Infantry, vice Maj. William W. Harris, jr., resigned commission as temporary major.

To be majors with rank from November 19, 1917.

Capt. James G. Boswell, Infantry, vice Maj. Harry Bissell, resigned commission as temporary major.

Col. Arthur D. Minick, Infantry (Ordnance Department), vice Maj. Fitzhugh L. Minnigerode, resigned commission as temporary major.

Capt. Paul R. Manchester, Infantry, vice Maj. Arthur D. Minick, retained in Ordnance Department.

Capt. Byard Sneed, Infantry, vice Maj. Bruce R. Campbell, resigned commission as temporary major.

To be majors with rank from November 20, 1917.

Capt. Oscar Westover, Infantry (Signal Corps), vice Maj. Sherburne Whipple, resigned commission as temporary major.

Capt. Martyn H. Shute, Infantry (Signal Corps), vice Maj. Oscar Westover, retained in the Signal Corps.

Capt. Fred A. Cook, Infantry, vice Maj. Martyn H. Shute, retained in the Signal Corps.

To be major with rank from November 21, 1917.

Capt. George G. Bartlett, Infantry, vice Maj. James B. Woolnough, resigned commission as temporary major.

To be majors with rank from November 22, 1917.

Capt. Henry B. Clagett, Infantry (Signal Corps), vice Maj. Allan R. Williams, resigned commission as temporary major.

Capt. Richard H. Jacob, Infantry, vice Maj. Henry B. Clagett, retained in the Signal Corps.

To be majors with rank from November 23, 1917.

Capt. Ralph A. Jones, Infantry, detached officers' list, vice Maj. William R. Scott, resigned commission as temporary major.

Capt. Hugo D. Schultz, Infantry, vice Maj. Charles W. Mason, resigned commission as temporary major.

Capt. Jacob E. Fickel, Infantry (Signal Corps), vice Maj. John B. Corbly, resigned commission as temporary major.

Capt. Jesse W. Boyd, Infantry (Quartermaster Corps), vice Maj. Jacob E. Fickel, retained in the Signal Corps.

Capt. Ebenezer G. Beuret, Infantry, vice Maj. Jesse W. Boyd, retained in the Quartermaster Corps.

Capt. Rush B. Lincoln, Infantry (Signal Corps), vice Maj. John B. Richardson, resigned commission as temporary major.

Capt. Walter F. L. Hartigan, Infantry, vice Maj. Rush B. Lincoln, retained in the Signal Corps.

To be majors with rank from November 28, 1917.

Capt. Bruce Magruder, Infantry, vice Maj. William E. Gillmore, detailed in the Signal Corps.

Capt. George H. Huddleson, Infantry, detached officers' list, vice Maj. Ira Longanecker, detailed in the Signal Corps.

To be major with rank from November 29, 1917.

Capt. George C. Keleher, Infantry, vice Maj. George E. Goodrich, detailed in the Signal Corps.

To be major with rank from November 30, 1917.

Capt. Harry H. Pritchett, Infantry, vice Maj. James W. H. Reisinger, detailed in the Quartermaster Corps.

To be majors with rank from December 1, 1917.

Capt. Edgar L. Field, Infantry, vice Maj. Charles B. Elliott, resigned commission as temporary major.

Capt. Earl C. Buck, Infantry, vice Maj. Edmund C. Waddill, resigned commission as temporary major.

Capt. Jere Baxter, Infantry, detached officers' list, vice Maj. Arthur M. Ferguson, detailed in The Adjutant General's Department.

Capt. A. Ellicott Brown, Infantry, vice Maj. Harry Hawley, resigned commission as temporary major.

To be majors with rank from December 4, 1917.

Capt. James M. Lockett, Infantry, vice Maj. Jacob W. S. Wuest, detailed in the Signal Corps.

Capt. Eugene Robinson, Infantry, vice Maj. William W. Bes- sell, detailed in The Adjutant General's Department.

To be major with rank from December 8, 1917.

Capt. Jesse C. Drain, Infantry, detached officers' list, vice Maj. Raymond Sheldon, promoted.

To be major with rank from December 10, 1917.

Capt. Alexander W. Chilton, Infantry, detached officers' list, vice Maj. Joseph F. Ware, detailed in the Signal Corps.

To be major with rank from December 15, 1917.

Capt. William E. Morrison, Infantry, detached officers' list, vice Maj. Alfred W. Bjornstad, promoted.

To be majors with rank from December 19, 1917.

Capt. Donald J. MacLachlan, Infantry, vice Maj. Resolve P. Palmer, detailed in the Signal Corps.

Capt. Charles H. Rice, Infantry, vice Maj. James G. Boswell, detailed in the Signal Corps.

To be majors with rank from December 21, 1917.

Capt. Irving J. Palmer, Infantry (Quartermaster Corps), vice Maj. Edwin J. Bracken, promoted.

Capt. Melvin G. Faris, Infantry, vice Maj. Irving J. Palmer, retained in the Quartermaster Corps.

To be majors with rank from January 8, 1918.

Capt. Alexander W. Maish, Infantry (Ordnance Department), vice Maj. George W. England, promoted.

Capt. William J. McCaughey, Infantry, vice Maj. Alexander W. Maish, retained in the Ordnance Department.

To be majors with rank from January 9, 1918.

Capt. Eugene R. Householder, Infantry, vice Maj. Clyde B. Parker, promoted.

Capt. Eugene Santschi, jr., Infantry, vice Maj. Fred L. Davidson, promoted.

Capt. William A. Ganoe, Infantry, vice Maj. George E. Kumpe, promoted.

To be major with rank from January 10, 1918.

Capt. Elmer F. Rice, Infantry, vice Maj. Milo C. Corey, promoted.

To be majors with rank from January 22, 1918.

Capt. Benjamin F. Castle, Infantry, vice Maj. Robert G. Ruth- erford, jr., promoted.

Capt. John W. Lang, Infantry, vice Maj. E. Alexis Jeunet, promoted.

Capt. George T. Everett, Infantry (Quartermaster Corps), vice Maj. Charles H. Danforth, promoted.

Capt. Henry H. Arnold, Infantry (Signal Corps), vice Maj. George T. Everett, retained in the Quartermaster Corps.

Capt. Walter R. Wheeler, Infantry, vice Maj. Henry H. Arnold, retained in the Signal Corps.

Capt. Barton K. Yount, Infantry, vice Maj. Clifford C. Early, resigned commission as temporary major.

To be majors with rank from January 23, 1918.

Capt. Denham B. Crafton, Infantry, vice Maj. Gideon H. Williams, promoted.

Capt. William E. Selbie, Infantry, vice Maj. Leonard T. Baker, promoted.

Capt. John L. Jenkins, Infantry, vice Maj. Charles F. Andrews, promoted.

Capt. Charles H. White, Infantry, vice Maj. Allan L. Briggs, promoted.

Capt. Alvin G. Gutensohn, Infantry (Signal Corps), vice Maj. James M. Petty, promoted.

Capt. Stanley L. James, Infantry, vice Maj. Alvin G. Guten- sohn, retained in the Signal Corps.

Capt. John S. Sullivan, Infantry, vice Maj. Walter Harvey, promoted.

Capt. Bruce B. Buttler, Infantry, vice Maj. Frank B. Davis, promoted.

Capt. Evan E. Lewis, Infantry, vice Maj. Harry D. Mitchell, promoted.

Capt. Paul A. Larned, Infantry (Quartermaster Corps), vice Maj. Otis R. Cole, resigned commission as temporary major.

Capt. James H. Laubach, Infantry (Quartermaster Corps), vice Maj. Paul A. Larned, retained in the Quartermaster Corps.

Capt. George R. Harrison, Infantry, vice Maj. James H. Laubach, retained in the Quartermaster Corps.

Capt. Ralph W. Dusenbury, Infantry, vice Maj. James G. Taylor, resigned commission as temporary major.

To be majors with rank from January 24, 1918.

Capt. Thomas C. Spencer, Infantry, vice Maj. Ode C. Nichols, promoted.

Capt. Fauntley M. Miller, Infantry, vice Maj. Kirwin T. Smith, promoted.

Capt. Ray C. Hill, Infantry, vice Maj. Hiram M. Cooper, resigned commission as temporary major.

Capt. Patrick J. Morrissey, Infantry, vice Maj. Charles F. Caffery, resigned commission as temporary major.

Capt. Thomas M. R. Herron, Infantry, vice Maj. Frederick F. Black, resigned commission as temporary major.

To be major with rank from January 26, 1918.

Capt. John D. Reardan, Infantry, vice Maj. Walter S. Fulton, resigned commission as temporary major.

PROVISIONAL APPOINTMENTS, BY PROMOTION, IN THE ARMY.

COAST ARTILLERY CORPS.

To be first lieutenant with rank from September 18, 1917.

Second Lieut. David C. Kelly, Coast Artillery Corps, vice First Lieut. John A. Hoag, promoted.

To be first lieutenants with rank from October 24, 1917.

Second Lieut. Edward F. Chase, Coast Artillery Corps, vice First Lieut. Cris M. Burlingame, promoted.

Second Lieut. Robert A. Wheeler, Coast Artillery Corps, vice First Lieut. James Kirk, promoted.

Second Lieut. Catesby ap L. Jones, Coast Artillery Corps, vice First Lieut. James H. Johnson, promoted.

Second Lieut. William W. Savage, Coast Artillery Corps, vice First Lieut. John H. Lindt, promoted.

Second Lieut. Charles J. Schaefer, jr., Coast Artillery Corps, vice First Lieut. Bird S. DuBois, promoted.

Second Lieut. LeRoy A. Whittaker, Coast Artillery Corps, vice First Lieut. Stiles M. Decker, promoted.

Second Lieut. Harold W. Kramer, Coast Artillery Corps, vice First Lieut. Raymond G. Payne, promoted.

To be first lieutenants with rank from October 25, 1917.

Second Lieut. Harold P. Detwiler, Coast Artillery Corps, vice First Lieut. Archie S. Buyers, promoted.

Second Lieut. Clarence F. Hofstetter, Coast Artillery Corps, vice First Lieut. William A. Borden, promoted.

Second Lieut. John J. Vandenberg, Coast Artillery Corps, vice First Lieut. Edwin B. Spiller, promoted.

Second Lieut. Paul S. Roper, Coast Artillery Corps, vice First Lieut. Alfred B. Quinton, jr., promoted.

Second Lieut. John S. Beck, Coast Artillery Corps, vice First Lieut. Francis J. Toohey, placed on the detached officers' list.

Second Lieut. Clarence G. DeSwarte, Coast Artillery Corps, vice First Lieut. Charles L. Kilburn, placed on the detached officers' list.

Second Lieut. Bradley B. Brown, Coast Artillery Corps, vice First Lieut. Harold A. Strauss, promoted.

Second Lieut. Mahlon A. Combs, Coast Artillery Corps, vice First Lieut. Cyril A. W. Dawson, promoted.

Second Lieut. Leslie A. Kibbe, Coast Artillery Corps, vice First Lieut. Hubert R. Harmon, detailed in the Aviation Section.

Second Lieut. Lawrence L. Clayton, Coast Artillery Corps, vice First Lieut. Robert H. Van Volkenburgh, promoted.

Second Lieut. Sanford D. Ashford, Coast Artillery Corps, vice First Lieut. John H. Jouett, detailed in the Aviation Section.

Second Lieut. William Mayer, Coast Artillery Corps, vice First Lieut. Charles M. Steese, detailed in the Ordnance Department.

Second Lieut. James L. Craig, Coast Artillery Corps, vice First Lieut. Frederick G. Dillman, promoted.

Second Lieut. Glenn H. Stough, Coast Artillery Corps, vice First Lieut. Manning M. Kimmel, jr., promoted.

Second Lieut. Charles E. Loucks, Coast Artillery Corps, vice First Lieut. Robert M. Perkins, promoted.

Second Lieut. Edmund B. Tazewell, Coast Artillery Corps, vice First Lieut. Lawrence B. Weeks, promoted.

Second Lieut. Hugh M. Cochran, 3d, Coast Artillery Corps, vice First Lieut. Stewart S. Giffin, promoted.

Second Lieut. Bruce W. Thayer, Coast Artillery Corps, vice First Lieut. Ward E. Duvall, promoted.

Second Lieut. Arthur C. Cox, Coast Artillery Corps, vice First Lieut. James B. Gillespie, promoted.

Second Lieut. Paul J. Hunt, Coast Artillery Corps, vice First Lieut. Belton O'N. Kennedy, transferred to the Field Artillery.

Second Lieut. Chauncey K. Smullen, Coast Artillery Corps, vice First Lieut. Francis H. Miles, jr., transferred to Field Artillery.

Second Lieut. Moses W. Pettigrew, Coast Artillery Corps, vice First Lieut. Herbert A. Dargue, transferred to Field Artillery.

Second Lieut. Harold H. Hilton, Coast Artillery Corps, vice First Lieut. Avery J. French, transferred to Field Artillery.

Second Lieut. Walter F. Kraus, Coast Artillery Corps, vice First Lieut. Frederick J. Williams, transferred to Field Artillery.

Second Lieut. Milton M. Levy, Coast Artillery Corps, vice First Lieut. William C. Harrison, transferred to Field Artillery.

Second Lieut. D. Marshall Taylor, Coast Artillery Corps, vice First Lieut. Walter H. Hess, jr., transferred to Field Artillery.

Second Lieut. Samson H. Rosenblatt, Coast Artillery Corps, vice First Lieut. Paul V. Kane, transferred to Field Artillery.

Second Lieut. Hugh N. Mavor, Coast Artillery Corps, vice First Lieut. Weir Riche, transferred to Field Artillery.

Second Lieut. George A. Woody, Coast Artillery Corps, vice First Lieut. Thomas J. Brady, transferred to Field Artillery.

Second Lieut. Maurice R. Gowing, Coast Artillery Corps, vice First Lieut. John S. Mac Taggart, transferred to Field Artillery.

Second Lieut. Geoffrey M. O'Connell, Coast Artillery Corps, vice First Lieut. James A. Pickering, transferred to Field Artillery.

Second Lieut. Lloyd W. Goepfert, Coast Artillery Corps, vice First Lieut. Joseph D. Coughlan, transferred to Field Artillery.

Second Lieut. Frank R. Rawson, Coast Artillery Corps, vice First Lieut. Robert N. Bodine, transferred to Field Artillery.

Second Lieut. Francis Bell, jr., Coast Artillery Corps, vice First Lieut. William C. Byrd, dropped.

Second Lieut. Harrison G. Overend, Coast Artillery Corps, vice First Lieut. Martin J. O'Brien, promoted.

Second Lieut. Arthur W. Gower, Coast Artillery Corps, vice First Lieut. Joseph C. Haw, promoted.

Second Lieut. Guy C. Smith, Coast Artillery Corps, vice First Lieut. Iverson B. Summers, jr., promoted.

Second Lieut. Otis C. Moore, Coast Artillery Corps, vice First Lieut. Clifford R. Jones, promoted.

Second Lieut. George C. Tinsley, Coast Artillery Corps, vice First Lieut. John B. Wogan, promoted.

Second Lieut. Arthur F. Gilmore, Coast Artillery Corps, vice First Lieut. Clesen H. Tenney, promoted.

Second Lieut. Thomas B. Hobson, Coast Artillery Corps, vice First Lieut. Frank E. Emery, jr., promoted.

Second Lieut. John T. Lewis, Coast Artillery Corps, vice First Lieut. Edward C. Wallington, promoted.

Second Lieut. Walter A. Upham, Coast Artillery Corps, vice First Lieut. Carl E. Hocker, promoted.

Second Lieut. Julian D. Conover, Coast Artillery Corps, vice First Lieut. Richmond T. Gibson, promoted.

Second Lieut. Ralph A. Grant, Coast Artillery Corps, vice First Lieut. Edward B. Hyde, jr., promoted.

Second Lieut. Alvah P. R. Conklin, Coast Artillery Corps, vice First Lieut. Herbert R. Corbin, promoted.

Second Lieut. William Q. Jeffords, jr., Coast Artillery Corps, vice First Lieut. Charles H. Chapin, promoted.

Second Lieut. Frederick W. Gilchrist, Coast Artillery Corps, vice First Lieut. William P. Cherrington, promoted.

Second Lieut. Samuel L. McCroskey, Coast Artillery Corps, vice First Lieut. Charles R. Finley, promoted.

Second Lieut. George A. Patrick, Coast Artillery Corps, vice First Lieut. Albert W. Draves, promoted.

Second Lieut. Horace H. Powers, Coast Artillery Corps, vice First Lieut. Benjamin S. Beverley, promoted.

Second Lieut. Walter C. Thee, Coast Artillery Corps, vice First Lieut. Carl L. Marriott, promoted.

Second Lieut. Gwynne G. McCaustland, Coast Artillery Corps, vice First Lieut. Hugh A. Ramsey, promoted.

Second Lieut. Wayne E. Davis, Coast Artillery Corps, vice First Lieut. Willis McD. Chapin, promoted.

Second Lieut. Oliver B. Bucher, Coast Artillery Corps, vice First Lieut. Carl S. Doney, promoted.

Second Lieut. Edgar W. King, Coast Artillery Corps, vice First Lieut. James de B. Walbach, promoted.

Second Lieut. John W. Dillard, Coast Artillery Corps, vice First Lieut. Richard M. Levy, promoted.

Second Lieut. Jesse K. Mattox, Coast Artillery Corps, vice First Lieut. Ellicott H. Freeland, promoted.

Second Lieut. Wallace E. Armstrong, Coast Artillery Corps, vice First Lieut. James C. Ruddell, promoted.

Second Lieut. Riley E. McGarragh, Coast Artillery Corps, vice First Lieut. Joseph J. O'Hare, promoted.

Second Lieut. Fletcher H. Etheridge, Coast Artillery Corps, vice First Lieut. William G. Patterson, promoted.

Second Lieut. David Beale, Coast Artillery Corps, vice First Lieut. Frank C. Scofield, promoted.

Second Lieut. Charles T. Trickey, Coast Artillery Corps, vice First Lieut. Ferdinand F. Gallagher, promoted.

Second Lieut. Allan P. Bruner, Coast Artillery Corps, vice First Lieut. Barrington L. Flanigen, promoted.

Second Lieut. Edwin M. McGinnis, Coast Artillery Corps, vice First Lieut. Frederick W. Smith, promoted.

Second Lieut. Francis S. Swett, Coast Artillery Corps, vice First Lieut. Robert S. Barr, promoted.

Second Lieut. Arch C. Huston, Coast Artillery Corps, vice First Lieut. Charles J. Herzer, promoted.

To be first lieutenants with rank from October 26, 1917.

Second Lieut. Ulric J. Mengert, Coast Artillery Corps, vice First Lieut. William M. Cravens, promoted.

Second Lieut. Hugo Dalsheimer, Coast Artillery Corps, vice First Lieut. John B. Martin, promoted.

Second Lieut. Richard W. Coward, Coast Artillery Corps, vice First Lieut. Edwin C. Mead, promoted.

Second Lieut. Edward T. Browne, Coast Artillery Corps, vice First Lieut. William T. Roberts, promoted.

Second Lieut. John O. Merrill, Coast Artillery Corps, vice First Lieut. Carl J. Smith, promoted.

Second Lieut. Horace C. Levinson, Coast Artillery Corps, vice First Lieut. Dugald Mac A. Barr, promoted.

Second Lieut. Percival S. Howe, jr., Coast Artillery Corps, vice First Lieut. James D. MacMullen, promoted.

Second Lieut. Miles W. Kresge, Coast Artillery Corps, vice First Lieut. Charles W. Bundy, promoted.

Second Lieut. Edwin S. Roscoe, Coast Artillery Corps, vice First Lieut. Charles D. Y. Ostrom, promoted.

Second Lieut. George W. Ricker, Coast Artillery Corps, vice First Lieut. Donald M. Cole, promoted.

Second Lieut. Edward S. Fraser, Coast Artillery Corps, vice First Lieut. James C. Hutson, promoted.

Second Lieut. Milton W. Pollock, Coast Artillery Corps, vice First Lieut. Francis A. Hause, promoted.

Second Lieut. Sumner T. Pike, Coast Artillery Corps, vice First Lieut. Edward E. MacMorland, promoted.

Second Lieut. Sealand W. Landon, jr., Coast Artillery Corps, vice First Lieut. Martin J. O'Brien, placed on the detached officers' list.

Second Lieut. Harold Connett, Coast Artillery Corps, vice First Lieut. Iverson B. Summers, jr., placed on the detached officers' list.

Second Lieut. Leslie Clyde, Coast Artillery Corps, vice First Lieut. John B. Wogan, placed on the detached officers' list.

Second Lieut. John M. Silkman, Coast Artillery Corps, vice First Lieut. Clesen H. Tenney, placed on the detached officers' list.

Second Lieut. John S. Jenkins, jr., Coast Artillery Corps, vice First Lieut. Frank E. Emery, jr., placed on the detached officers' list.

Second Lieut. Stanley R. Mickelsen, Coast Artillery Corps, vice First Lieut. Edward C. Wallington, placed on the detached officers' list.

Second Lieut. William LeRoy Hart, Coast Artillery Corps, vice First Lieut. Charles R. Finley, placed on the detached officers' list.

Second Lieut. Lawrence B. Morse, Coast Artillery Corps, vice First Lieut. Albert W. Draves, placed on the detached officers' list.

Second Lieut. George P. Lee, Coast Artillery Corps, vice First Lieut. Benjamin S. Beverley, placed on the detached officers' list.

Second Lieut. Ralph E. Glasheen, Coast Artillery Corps, vice First Lieut. Willis M. Chapin, placed on the detached officers' list.

Second Lieut. Earnest J. Oglesby, Coast Artillery Corps, vice First Lieut. James de B. Walbach, placed on the detached officers' list.

Second Lieut. Eugene M. Vigneron, Coast Artillery Corps, vice First Lieut. Richard M. Levy, placed on the detached officers' list.

Second Lieut. Carroll G. Riggs, Coast Artillery Corps, vice First Lieut. Joseph J. O'Hare, placed on the detached officers' list.

Second Lieut. Henry C. Meredith, Coast Artillery Corps, vice First Lieut. William G. Patterson, placed on the detached officers' list.

Second Lieut. Dana L. Barbour, Coast Artillery Corps, vice First Lieut. Frank C. Scofield, placed on the detached officers' list.

Second Lieut. Ralph Beatley, Coast Artillery Corps, vice First Lieut. Ferdinand F. Gallagher, placed on the detached officers' list.

Second Lieut. Max W. Thornburg, Coast Artillery Corps, vice First Lieut. Barrington L. Flanigen, placed on the detached officers' list.

Second Lieut. George W. Farnham, Coast Artillery Corps, vice First Lieut. Robert S. Barr, placed on the detached officers' list.

Second Lieut. Richard M. Kimball, Coast Artillery Corps, vice First Lieut. Charles J. Herzer, placed on the detached officers' list.

Second Lieut. Edwin F. Barry, Coast Artillery Corps, vice First Lieut. John B. Martin, placed on the detached officers' list.

Second Lieut. Eugene S. Talliaferro, Coast Artillery Corps, vice First Lieut. Oliver C. Stevens, placed on the detached officers' list.

Second Lieut. Robert A. Clyde, Coast Artillery Corps, vice First Lieut. Edwin C. Mead, placed on the detached officers' list.

Second Lieut. Andrew F. Patterson, Coast Artillery Corps, vice First Lieut. Carl J. Smith, placed on the detached officers' list.

Second Lieut. Forrest G. Tucker, Coast Artillery Corps, vice First Lieut. Dugald McA. Barr, placed on the detached officers' list.

Second Lieut. Howard T. Evans, Coast Artillery Corps, vice First Lieut. Charles D. Y. Ostrom, placed on the detached officers' list.

Second Lieut. Spessard L. Holland, Coast Artillery Corps, vice First Lieut. James C. Hutson, placed on the detached officers' list.

Second Lieut. William P. E. Ainsworth, Coast Artillery Corps, vice First Lieut. Francis A. Hause, placed on the detached officers' list.

Second Lieut. Herbert F. E. Bultman, Coast Artillery Corps, vice First Lieut. Edward E. MacMorland, placed on the detached officers' list.

Second Lieut. Donald F. McClure, Coast Artillery Corps, vice First Lieut. Leslie V. Jefferis, placed on the detached officers' list.

Second Lieut. Wilton B. Persons, Coast Artillery Corps, vice First Lieut. Stuart A. Hamilton, placed on the detached officers' list.

Second Lieut. Homer Case, Coast Artillery Corps, vice First Lieut. Howard F. Gill, placed on the detached officers' list.

Second Lieut. Edward P. Sykes, Coast Artillery Corps, vice First Lieut. Gerald R. Butz, placed on the detached officers' list.

Second Lieut. John V. Ray, Coast Artillery Corps, vice First Lieut. Joseph W. Barker, placed on the detached officers' list.

Second Lieut. Burleigh A. Lum, Coast Artillery Corps, vice First Lieut. Shuey E. Wolfe, placed on the detached officers' list.

Second Lieut. Wilbur S. Vaughan, Coast Artillery Corps, vice First Lieut. Carl C. Terry, placed on the detached officers' list.

Second Lieut. Reginald S. Fleet, Coast Artillery Corps, vice First Lieut. Edward A. Murphy, placed on the detached officers' list.

Second Lieut. Roland D. Hawkins, Coast Artillery Corps, vice First Lieut. Jep C. Hardigg, placed on the detached officers' list.

Second Lieut. Melzar M. Whittlesley, Coast Artillery Corps, vice First Lieut. George D. Davidson, placed on the detached officers' list.

Second Lieut. Roscoe P. De Witt, Coast Artillery Corps, vice First Lieut. Richard B. Webb, placed on the detached officers' list.

Second Lieut. John G. Murphy, Coast Artillery Corps, vice First Lieut. Jules E. Piccard, placed on the detached officers' list.

Second Lieut. Walter J. Collet, Coast Artillery Corps, vice First Lieut. Robert E. Phillips, placed on the detached officers' list.

Second Lieut. Joe J. Miller, Coast Artillery Corps, vice First Lieut. Edgar Nash, jr., placed on the detached officers' list.

Second Lieut. John Van A. Mackenzie, Coast Artillery Corps, vice First Lieut. Vincent B. Dixon, placed on the detached officers' list.

Second Lieut. Frank J. McSherry, Coast Artillery Corps, vice First Lieut. Wilmer S. Phillips, placed on the detached officers' list.

Second Lieut. George F. A. Mulcahy, Coast Artillery Corps, vice First Lieut. Otis A. Wallace, placed on the detached officers' list.

Second Lieut. Charles S. Hammond, Coast Artillery Corps, vice First Lieut. Edgar H. Underwood, placed on the detached officers' list.

Second Lieut. William B. Jones, Coast Artillery Corps, vice First Lieut. Horace L. Whittaker, placed on the detached officers' list.

Second Lieut. Cornelius S. Whittelsey, Coast Artillery Corps, vice First Lieut. James Q. Rood, placed on the detached officers' list.

Second Lieut. Carleton E. Saecker, Coast Artillery Corps, vice First Lieut. Evan C. Seaman, placed on the detached officers' list.

Second Lieut. Robert B. Adams, Coast Artillery Corps, vice First Lieut. Clarence E. Cotter, placed on the detached officers' list.

Second Lieut. Clarence C. Harshman, Coast Artillery Corps, vice First Lieut. James M. Evans, placed on the detached officers' list.

Second Lieut. Lewis J. Taylor, Coast Artillery Corps, vice First Lieut. Henry R. Behrens, placed on the detached officers' list.

Second Lieut. Pennock H. Orr, Coast Artillery Corps, vice First Lieut. Edison A. Lynn, placed on the detached officers' list.

Second Lieut. John K. Christmas, Coast Artillery Corps, vice First Lieut. Guy H. Drewry, placed on the detached officers' list.

Second Lieut. James M. Harris, Coast Artillery Corps, vice First Lieut. Alva F. Englehart, placed on the detached officers' list.

Second Lieut. Walter B. Littlefield, Coast Artillery Corps, vice First Lieut. Harold R. Jackson, placed on the detached officers' list.

Second Lieut. Philip H. Middleditch, Coast Artillery Corps, vice First Lieut. Walter F. Vander Hyden, placed on the detached officers' list.

Second Lieut. Wilfrid W. Montagne, Coast Artillery Corps, vice First Lieut. Elbert L. Ford, jr., placed on the detached officers' list.

Second Lieut. Donald B. Webster, Coast Artillery Corps, vice First Lieut. James L. Hayden, placed on the detached officers' list.

Second Lieut. George B. Roberts, Coast Artillery Corps, vice First Lieut. George S. Beurket, placed on the detached officers' list.

Second Lieut. Frank E. O'Neill, Coast Artillery Corps, vice First Lieut. Joel G. Holmes, placed on the detached officers' list.

Second Lieut. Banks G. Moreland, Coast Artillery Corps, vice First Lieut. William Sackville, placed on the detached officers' list.

Second Lieut. Monroe Warren, Coast Artillery Corps, vice First Lieut. Leroy H. Lohman, placed on the detached officers' list.

Second Lieut. James M. Ralston, Coast Artillery Corps, vice First Lieut. Christian G. Foltz, placed on the detached officers' list.

Second Lieut. Ransom D. Spann, Coast Artillery Corps, vice First Lieut. William W. Cowgill, placed on the detached officers' list.

Second Lieut. Donald G. Crowell, Coast Artillery Corps, vice First Lieut. Harry R. Pierce, placed on the detached officers' list.

Second Lieut. Arthur C. Hawkins, Coast Artillery Corps, vice First Lieut. Lawrence C. Mitchell, placed on the detached officers' list.

Second Lieut. Otto de Lorenzi, Coast Artillery Corps, vice First Lieut. James L. Keane, placed on the detached officers' list.

Second Lieut. Richard M. Kew, Coast Artillery Corps, vice First Lieut. John A. Messerschmidt, placed on the detached officers' list.

Second Lieut. Alexander G. Campbell, Coast Artillery Corps, vice First Lieut. Henry Linsert, placed on the detached officers' list.

Second Lieut. Ernest R. Campbell, Coast Artillery Corps, vice First Lieut. Donald L. Dutton, placed on the detached officers' list.

Second Lieut. Joseph G. Pringle, Coast Artillery Corps, vice First Lieut. Leland A. Miller, placed on the detached officers' list.

Second Lieut. John W. Card, Coast Artillery Corps, vice First Lieut. John B. Day, placed on the detached officers' list.

Second Lieut. Jack Phinzy, Coast Artillery Corps, vice First Lieut. Carl R. Adams, placed on the detached officers' list.

Second Lieut. Manly B. Gibson, Coast Artillery Corps, vice First Lieut. Byron T. Ipoek, placed on the detached officers' list.

Second Lieut. Charles H. Hagelstein, Coast Artillery Corps, vice First Lieut. Raymond H. Schutte, placed on the detached officers' list.

Second Lieut. Huntington R. Hardwick, Coast Artillery Corps, vice First Lieut. Claude G. Benham, placed on the detached officers' list.

Second Lieut. Robert C. Jordon, jr., Coast Artillery Corps, vice First Lieut. Willard W. Irvine, placed on the detached officers' list.

Second Lieut. Malcolm S. Cone, Coast Artillery Corps, vice First Lieut. Charles S. Erswell, placed on the detached officers' list.

Second Lieut. Alvah E. Moody, Coast Artillery Corps, vice First Lieut. Lewis Merriam, jr., placed on the detached officers' list.

To be first lieutenant with rank from November 7, 1917.

Second Lieut. Robert K. Gooch, Coast Artillery Corps, vice First Lieut. Stuart W. Griffin, appointment terminated November 6, 1917.

To be first lieutenant with rank from December 5, 1917.

Second Lieut. Oliver N. Hollis, Coast Artillery Corps, vice First Lieut. Henry B. Holmes, jr., promoted.

To be first lieutenant with rank from December 10, 1917.

Second Lieut. Cranston B. Rader, Coast Artillery Corps, vice First Lieut. Arvid M. Pendleton, promoted.

To be first lieutenant with rank from December 25, 1917.

Second Lieut. Cedric E. Scheerer, Coast Artillery Corps, vice First Lieut. John R. Haviland, appointment terminated December 24, 1917.

To be first lieutenant with rank from December 28, 1917.

Second Lieut. Geoffrey Marshall, Coast Artillery Corps, vice First Lieut. Oliver C. Stevens, appointment terminated December 27, 1917.

INFANTRY ARM.

To be captains.

First Lieut. Sigurd J. Simonsen, Infantry, to be captain from December 1, 1917, vice Capt. Arthur M. Ferguson, detailed in The Adjutant General's Department.

First Lieut. Thomas G. Bond, Infantry, to be captain from December 2, 1917, vice Capt. James A. O'Brien, transferred to the detached officers' list.

First Lieut. John E. Haywood, Infantry, to be captain from December 4, 1917, vice Capt. William W. Bessell, detailed in The Adjutant General's Department.

First Lieut. Willis H. Hale, Infantry, to be captain from December 19, 1917, vice Capt. Otis K. Sadtler, detailed in the Signal Corps.

First Lieut. Noe C. Killian, Infantry, to be captain from December 19, 1917, vice Capt. Resolve P. Palmer, detailed in the Signal Corps.

First Lieut. Lindsay P. Johns, Infantry, to be captain from December 19, 1917, vice Capt. James G. Boswell, detailed in the Signal Corps.

First Lieut. Walter R. Mann, Infantry, to be captain from December 29, 1917, vice Capt. Howard Donnelly, detailed in Ammunition Train.

First Lieut. Henry W. Lee, Infantry, to be captain from December 29, 1917, vice Capt. George C. Bowen, detailed in Ammunition Train.

First Lieut. Charles A. Shamotulsk, Infantry, to be captain from December 29, 1917, vice Capt. Lathrop B. Clapham, detailed in Ammunition Train.

First Lieut. Sidney F. Mashbir, Infantry, to be captain from December 29, 1917, vice Capt. Henry C. Long, jr., detailed in Ammunition Train.

First Lieut. William P. Scobey, Infantry, to be captain from December 29, 1917, vice Capt. Metcalfe Reed, detailed in Ammunition Train.

First Lieut. William C. Moore, Infantry, to be captain from December 29, 1917, vice Capt. Otto A. B. Hooper, detailed in Ammunition Train.

First Lieut. Albion Smith, Infantry, to be captain from December 29, 1917, vice Capt. John C. Fairfax, detailed in Ammunition Train.

First Lieut. Le Roy Lutes, Infantry, to be captain from December 29, 1917, vice Capt. Bohun D. Kinloch, detailed in Ammunition Train.

First Lieut. Edwin D. Patrick, Infantry, to be captain from December 29, 1917, vice Capt. Paul W. Mapes, detailed in Ammunition Train.

First Lieut. Herman F. Kramer, Infantry, to be captain from December 31, 1917, vice Capt. Auswell E. Deitsch, detailed in Ammunition Train.

First Lieut. Clarence P. Evers, Infantry, to be captain from December 31, 1917, vice Capt. Thomas M. Hunter, detailed in Ammunition Train.

First Lieut. William H. Coacher, Infantry, to be captain from January 8, 1918, vice Capt. George M. Holley, detailed in The Adjutant General's Department.

First Lieut. Edward S. Johnston, Infantry, to be captain from January 8, 1918, vice Capt. Austin Allen Parker, detailed in The Adjutant General's Department.

First Lieut. John T. Henderson, Infantry, to be captain from January 9, 1918, vice Capt. Jennings B. Wilson, detailed in The Adjutant General's Department.

PROMOTIONS AND APPOINTMENTS IN THE NAVY.

The following-named lieutenant commanders to be commanders in the Navy from the 1st day of July, 1917:

William R. Sayles, jr., and
Charles R. Train.

Lieut. Edgar G. Oberlin to be a lieutenant commander in the Navy from the 28th day of February, 1917.

The following-named lieutenants (junior grade) to be lieutenants in the Navy from the 29th day of August, 1916:

Karl F. Smith,
Willis A. Lee, jr., and
Edwin Guthrie.

Medical Inspector Charles P. Kindleberger to be a medical director in the Navy with the rank of captain from the 15th day of October, 1917.

The following-named medical inspectors to be medical directors in the Navy with the rank of captain from the 1st day of January, 1918:

Arthur W. Dunbar and
Theodore W. Richards.

Surg. Joseph C. Thompson to be a medical inspector in the Navy with the rank of commander from the 23d day of May, 1917.

Surg. Karl Ohnesorg to be a medical inspector in the Navy with the rank of commander from the 15th day of October, 1917.

Surg. Frederick W. S. Dean to be a medical inspector in the Navy with the rank of commander from the 1st day of January, 1918.

The following-named passed assistant surgeons to be surgeons in the Navy with the rank of lieutenant commander from the 15th day of October, 1917:

William H. Short,
Herbert L. Kelley, and
Julian T. Miller.

The following-named surgeons to be medical inspectors in the Navy with the rank of commander, for temporary service, from the 1st day of January, 1918:

Clarence F. Ely,
Albert J. Geiger,
Perceval S. Rossiter,
Charles C. Grieve, and
John D. Manchester.

The following-named officers to be lieutenant commanders in the Navy, for temporary service, from the 1st day of January, 1918:

Howard H. Crosby,
George E. Brandt,
William C. Owen,
Francis T. Chew,
Francis Cogswell,
James McC. Irish,
John B. Staley,
Charles H. Davis, jr.,
Paul E. Speicher,
Arthur S. Carpender,
John L. Kauffman,
Robert A. Burg,
William D. Brereton, jr.,
Harrison E. Knauss,
William R. Munroe,
Schamyl Cochran,
Albert M. Penn,
William F. Gresham,
Robert O. Baush,
Paul H. Bastedo,
John C. Hilliard,
Philip Seymour,
Frank R. Berg,
Andrew D. Denney,
Charles M. Yates,
Stuart O. Greig,
James C. Van de Carr,
John C. Cunningham,
Jabez S. Lowell,
John F. Shafroth, jr.,
Karl F. Smith,
Ernest W. McKee,
Dallas C. Lalzure,
Jules James,
John F. McClain,
John R. Beardall,
Achibald H. Douglas,
Rufus King,
Timothy J. Keleher,
Howard B. Meeleary, and
Willis A. Lee, jr.

The following-named officers to be lieutenants in the Navy, for temporary service, from the 1st day of January, 1918:

Leon S. Fiske,
Earl M. Major,

William F. Loventhal,
Paul R. Glutting,
Harold M. Horne,
Walter E. Borden, jr.,
Arthur T. Emerson,
Arthur C. Geisenhoff,
Grover C. Klein,
William F. Boyer,
Bartley G. Eurey,
Willard A. Kitts, 3d,
Bertram J. Rodgers,
Carroll W. Hamill,
Clinton H. Havill,
Lew W. Bagby,
Byron S. Dague,
Lyman K. Swenson,
Frank E. Beatty, jr.,
Gail Morgan,
Woodbury E. Mackay,
Gilbert F. Bunnell,
Thorwald A. Solberg,
Clifford H. Roper,
Edward P. Sauer,
Augustus J. Selman,
John H. Carson,
Milton O. Carlson,
Robert B. Carney,
Arthur W. Radford,
George F. Martin,
John A. Vincent,
Bernard F. Jenkins,
Boyd R. Alexander,
Edward L. Ericsson,
Frederick B. Craven,
Richard R. Claghorn,
Edwin S. Earnhardt,
John M. Bloom,
John E. Williams,
Jesse L. Kenworthy, jr.,
Webster M. Thompson,
Albert E. Schrader,
Louis R. Vail,
William R. Casey,
Paul S. Goen,
Archibald E. Fraser,
Harry V. Baugh,
Dennis L. Ryan,
Andrew DeG. Mayer,
Arnold H. Bateman,
Charles G. Halpine,
Charles T. Joy,
John S. Watters, jr.,
Alva J. Moore,
Walter W. Webb,
Nelson N. Gates,
Henry L. Phelps,
Benjamin R. Holcombe,
Archer W. Webb,
Charles G. Berwind,
John E. Reinburg,
William L. Keady,
John A. Terhune,
Charles J. Wheeler,
Theodore T. Patterson,
John A. Sternberg,
George P. Brewster,
Samuel P. Ginder,
Henry B. Broadfoot,
Van H. Ragsdale,
John Wilkes,
Robert J. Walker,
Robert B. Twining,
Homer L. Grosskopf,
William P. Bacon,
Henry N. Fallon,
Wilbur W. Feineman,
Maxwell Cole,
Bruce P. Flood,
Henry J. White,
Oscar W. Erickson,
Gilbert W. Sumners,
Henry C. Merwin,
Fred D. Kirtland,
James M. Steele,
Arthur D. Burhans,

Casper K. Blackburn,
Amos B. Root,
Thomas D. Warner,
Paul W. Rutledge,
T. De Witt Carr,
Albert M. Rhudy, and
Charles P. Cecil.

The following-named officers to be lieutenants (junior grade) in the Navy, for temporary service, from the 1st day of January, 1918:

Michael Higgins,
George Crofton,
William J. Creelman,
Herbert E. Fish,
Walter S. Falk,
Barnett B. Bowie,
James J. Cullen,
John P. Richter,
John R. Burkhart,
John R. Likens,
Charles Franz,
Frank O. Wells,
Thomas W. Smith,
Bernhard Christensen,
Raymond L. Drake,
Henry Lobitz,
John Danner,
James F. Hopkins,
Charles Schonborg,
Walter J. Wortman,
Alexander Stuart,
William Derrington,
Frank D. Blakely,
James F. McCarthy,
Frederick T. Montgomery,
Harry Adams,
Henry Rieck,
John Sperle, jr.,
Constantine Clay,
Roderick M. O'Connor,
William Herzberg,
Jarrard E. Jones,
Zenas A. Sherwin,
Paul R. Fox,
Otto Boldt,
John B. Martin,
Arthur H. Hawley,
David W. Harry,
Charles S. Wolf,
George R. C. Thompson,
Olav Johnson,
Ole P. Oraker,
Byron C. Howard,
William S. White,
Francis G. Randall,
Franz J. M. Parduhn,
Henry I. Edwards,
Christopher Murray,
John P. Judge,
John C. Lindberg,
Birney O. Halliwill,
Albert Seeckts,
William C. Bean,
James A. Martin,
William H. Dayton,
Edward W. Furey,
Arthur W. Bird,
Willis Dixon,
Charles Allen,
Adolph Peterson,
William E. O'Connell,
Harry T. Johnson,
Harry N. Huxford,
Thomas James,
William Fremgen,
Daniel W. Nelson,
Joseph H. Aigner,
Clarence D. Holland,
Frederick T. Lense,
Axel V. Kettels,
John W. Merget,
Albert A. Hooper,
Harry Champeuo,
George R. Veed,
Niels A. Johnsen,

Isidor Nordstrom,
Charles H. Foster,
James H. Bell,
John J. Clausey,
Charles H. Anderson,
Edward S. Tucker,
Charles Dunne,
George J. Lovett,
Walter Collins,
Frederick W. Teepe,
Edwin W. Abel,
Albert C. Byrne,
George L. Russell,
Orrin R. Hewitt,
Otto T. Purcell,
William R. Gardner,
Joseph R. Bradshaw,
George W. Fairfield,
William M. Miller,
Joseph C. Stein,
Louis F. Miller,
Robert M. Huggard,
Paul B. Cozine,
Earl F. Holmes,
John Atley,
Gregory Cullen,
Bertram David,
George Knott,
Thomas Macklin,
Richard O. Williams,
Michael Macdonald,
Charles S. Schepke,
George D. Samonski,
William O. King,
James E. Orton,
William Cronan,
Charles L. Bridges,
Arthure Langfield,
Albert Klingler,
John Ronan,
William Seach,
William T. McNiff,
Meade H. Eldridge,
Ernest R. Piercey,
William R. Buechner,
Bernhard Schumacher, and
Benjamin F. Singles.

Lieut. Maurice R. Pierce to be a lieutenant commander in the Navy, for temporary service, from the 18th day of January, 1918.

Lieut. Charles L. Best to be a lieutenant commander in the Navy, for temporary service, from the 23d day of January, 1918.

Lieut. (Junior Grade) Calvin T. Durgin to be a lieutenant in the Navy, for temporary service, from the 18th day of January, 1918.

Lieut. (Junior Grade) Humbert W. Ziroli to be a lieutenant in the Navy, for temporary service, from the 23d day of January, 1918.

Ensign Charles B. Babson to be a lieutenant (junior grade) in the Navy, for temporary service, from the 15th day of October, 1917.

The following-named chief warrant officers to be ensigns in the Navy, for temporary service, from the 1st day of July, 1917:

Charles B. Babson,
Thomas W. Smith,
William Derrington, and
Henry McEvoy.

Machinist Claude S. Padgett to be an ensign in the Navy, for temporary service, from the 15th day of August, 1917.

Boatswain Walter B. Buchanan to be an ensign in the Navy, for temporary service, from the 10th day of October, 1917.

The following-named officers to be ensigns in the Navy, for temporary service, from the 31st day of January, 1918:

William M. Fester,
Clarence E. Miller,
Homer E. Curlee,
Stuart L. Johnson,
Joe B. Cadenbach,
John L. Kershaw,
Patrick H. Foley, and
Harold D. Kent.

The following-named enlisted men to be ensigns in the Navy, for temporary service, from the 31st day of January, 1918:

William J. Lowe,
Thomas F. Eagan,
Carl H. Forth,

William W. Funk,
Ivan E. Pitman,
Henry C. Vogt,
Vern W. McGrew,
Frank A. Jahn,
Gustave O. Kolle,
Robert N. Lockart,
Conrad L. Bayer,
Edward J. Sherry,
Richard E. Miegel,
William T. Crone,
Albert F. Holst,
Gilbert R. Whitworth,
Conrad E. Nordhus,
Arthur E. Redding,
Richard Higgins,
David R. Knape, and
Marcus L. Kurtz.

The following-named officers of the United States Naval Reserve Force to be ensigns in the Navy, for temporary service, from the 31st day of January, 1918:

John F. W. Gray,
Gysbert V. S. Harvey,
James L. Lohrke,
Fred P. Ritchie,
John G. Kenlon,
Hancock Banning, jr., and
Enoch S. Farson, jr.

Ensign Michael Spring, of the National Naval Volunteers, to be an ensign in the Navy, for temporary service, from the 31st day of January, 1918.

The following-named officers to be rear admirals in the Navy, for temporary service, from the 1st day of February, 1918:

Joseph Strauss,
Edward W. Eberle, and
Robert E. Coontz.

The following-named officers to be captains in the Navy, for temporary service, from the 1st day of February, 1918:

Leigh C. Palmer,
Albert W. Marshall,
Thomas A. Kearney,
Dudley W. Knox,
Edward McCauley, jr.,
William L. Littlefield,
Earl P. Jessop,
Arthur Crenshaw,
Amon Bronson, jr.,
Harry E. Yarnell,
Arthur MacArthur,
David E. Theleen,
Arthur J. Hepburn,
Thomas C. Hart,
Cyrus R. Miller,
Orin G. Murfin, and
Luther M. Overstreet.

The following-named officers to be commanders in the Navy, for temporary service, from the 1st day of February, 1918:

David McD. LeBreton,
Andrew C. Pickens,
Nathaniel H. Wright (additional number),
Prentiss P. Bassett,
Husband E. Kimmel,
Robert A. Dawes,
Paul E. Dampman,
Clyde S. McDowell (additional number),
Paul P. Blackburn,
Charles C. Soule, jr.,
Charles H. Bullock,
Lawrence P. Treadwell,
Halsey Powell,
Forde A. Todd,
Cleon W. Mauldin,
Chester L. Hand,
Aubery K. Shoup,
Abram Claude,
Nathan W. Post,
William F. Halsey, jr.,
Roscoe F. Dillen,
Allen B. Reed,
Christopher R. P. Rodgers,
David W. Bagley,
Walter A. Smead,
Arthur C. Kail,
Clarence E. Wood,
Max M. Frucht,

Charles S. Joyce,
Ormond L. Cox (additional number),
Royal E. Ingersoll,
Herbert F. Leary,
Chester W. Nimitz,
Reuben B. Coffey,
Joseph V. Ogan,
Albert T. Church (additional number),
Logan Cresap,
John N. Ferguson,
Louis C. Farley,
Arthur C. Stott,
William C. McClintic,
Byron McCandless,
Roscoe C. MacFall,
Robert L. Irvine,
Bruce L. Canaga, and
Walter B. Woodson.

Pvt. Robert A. Barnet, jr., Marine Corps Reserve, to be a second lieutenant in the Marine Corps, for temporary service, from the first day of February, 1918.

CONFIRMATIONS.

Executive nominations confirmed by the Senate February 13, 1918.

To BE ASSISTANT TREASURER.

Willard B. Vandiver to be Assistant Treasurer of the United States at St. Louis, Mo.

To BE SOLICITOR OF THE DEPARTMENT OF LABOR.

John W. Abercrombie to be Solicitor of the Department of Labor.

APPOINTMENT IN THE ARMY.

Rev. James Thomas Moore to be chaplain.

PROVISIONAL APPOINTMENTS IN THE ARMY.

INFANTRY ARM.

To be second lieutenants.

Harry A. Seymour,
Edward J. Oliver,
Ralph K. Fletcher,
Thomas R. McCarron,
LeRoy Warring Wilson,
Oscar Peace Hilburn,
Ray Archie Martin,
Thomas Franklin Troxell,
Thomas Entrekin Hibben,
Vance Lawton Richmond,
Earle Trask Loucks,
Alfred Dorrance Cameron,
Herbert Sutherland Havens,
Joseph Eldridge Pierce,
John Goldthwait Davis,
William Ewart Gladstone Cooper,
George Hunter Passmore,
Wayne Marshall,
George Orenthus Allen Daughtry, jr.,
Eugene Joseph Minarelli Fitz-Gerald,
Frank Brevard Hayne, jr.,
Newton Gale Bush,
Paolo Hoffoss Sperati,
Alan Lindsay Hart,
Worden Henry Cowen,
Russell Lincoln Bonnell,
Harold Louis Morian,
LeRoy Welling Nichols,
Francis Dundas Ross,
Keith Francis Driscoll,
Harvey J. Silvestone,
Charles Martin Chamberlain, jr.,
Harry Barnes Sepulveda,
Sherman Lawrence Hougen,
Melvin Pratt Spalding,
Bernard Meredith,
Harold G. Johnstone,
Manoah Newton Swetnam,
William Fenton Newton,
Andrew Frederick Hassel,
Edward Reynolds Schaufliker,
Louis Arthur Kuerzi,
Orlando Cobden Brown,
Frank Henry Hollingsworth,
Keelah Bouve,
Thomas Aloysius O'Brien,

Edward Andrew O'Malley, jr.,
 Francis M. Fuller,
 Sidney Abdill Sands,
 Christian Allen Schwarzwaelder,
 Allan Benjamin Clayton,
 Howard Nichols Merrill,
 George Stanley Victor Little,
 Gordon F. Stephens,
 William Mac Gregor Hall,
 William Oscar Nelson,
 Pierce Butler, jr.,
 Albert Carder Ames,
 Charles Lawrence Bolte,
 William A. Moss,
 Eugene Crehan Callahan,
 William Howell Duncan,
 John Bliss Brainerd, jr.,
 Theodore F. Wessels,
 Edward Law,
 Sherman K. Burke,
 Arthur J. McChrystal,
 Reynier Jacob Wortendyke, jr.,
 Malcolm Fraser Lindsey,
 Willard Smith,
 Jean Elsworth Nelson,
 Kirkwood Duval Scott,
 Horace Oscar Cushman,
 William Maine Hutson,
 Thomas Maury Galbreath, jr.,
 Carter Glass, jr.,
 Lambert Alexander Wood,
 Thomas Phillips,
 David Henry Finley,
 Robert Sayre Fitz Randolph,
 Eli A. Barnes,
 Richard Francis Bailey,
 Myron Morris Andrews,
 Richard Stillings Hevenor,
 Albert Edward Purchas, jr.,
 Bryan Grimes Dancy,
 Vinton Lee James, jr.,
 William F. Campbell,
 Louis Tulane Bass,
 Charles J. Carey,
 Stuart Cutler,
 Elbert Gary Spencer,
 John Reuben Boatwright,
 Graeme K. Howard,
 Lester Nelson Allyn,
 Henry Lester Barrett,
 Howard W. Sears,
 Raphael Semmes,
 Robert Edward McDonald,
 Elmer R. Ames,
 Thomas Samuel Morrison, jr.,
 Raymond R. Tourtillott,
 George Albert Hadd,
 Leo Augustine Dunbar,
 James S. Candee,
 Joseph Purnell Cromwell,
 Harry Mash Mayo, jr.,
 Bernard P. Hoey,
 Arleigh Lyle Willis,
 Eustace Peabody Strout,
 Wallace William Parker,
 Ray Maxey Hare,
 Walter Francis Mullins,
 Henry Lord Page King,
 Craig Parsons Cochrane,
 Harry W. Koster,
 Alfred James McMullin,
 Eugene Elliot Pratt,
 Julien Hequembourg Needler,
 Frank Joseph Knell,
 Gerald Leonard Marsh,
 William A. Wieland,
 John Conrad Cattus,
 Edmond Sheppard Donoho,
 Donald Newman Swain,
 John Frank Mead,
 Charles McFarland Petty,
 Harold A. Black,
 Robert Joseph McElroy,
 George Phillip Seneff,
 Harry C. Boehme,

Russell G. Ayres,
 William A. Wappenstein,
 Charles H. Owens,
 Carter Collins,
 Clarence Earle Lovejoy,
 William Ayres Gray, jr.,
 Hays Matson,
 George Edwin Abrams,
 Clifton Rodes Breckinridge, jr.,
 Charles McKnight, jr.,
 Richard Lee Tayloe,
 Albert D. Foster,
 Ralph Eberlin,
 Edward T. Harrison,
 Donald P. Spalding,
 Ereil D. Porter,
 Warner Harwood,
 Clyde Alexander Fowler,
 Laurence Jerome Potter,
 Claude Alfred White,
 Brayton Wilbur,
 John Franklin Farnsworth,
 Chester Boothe Blakeman,
 Henry Norris Bakken,
 Archer L. Lerch,
 Rodney S. Sprigg,
 Milton W. Emmett,
 John Arthur Pierce,
 Wendell Lapsley Clemenson,
 Jonathan W. Edwards,
 William Hill Thomas,
 Charles James Deahl, jr.,
 Frank Macdonald Ogden,
 Bruce Field Higgenbotham,
 William Otway Owen,
 Arcadi Gluckman,
 Reginald Dunham Grout,
 Dale Milton Hoagland,
 Charles Augustin Campbell, jr.,
 Maurice Webster Ocheltree,
 Roy T. Rouse,
 Ivan B. Snell,
 Wendell Westover,
 James Wilson Rice,
 William Edgar,
 Gustav Henry Lamm,
 James Polk Gammon,
 James Arthur Giacomini,
 Henry K. White,
 Alva William Snyder,
 Ralph Pierce Van Zile,
 Talbot Bass Fowler,
 Matthew Francis Garvey,
 Samuel Littler Metcalfe,
 Frank Wilbur Halsey,
 Kirby Green,
 Myron Joseph Conway,
 Harold Clifton Reed,
 Samuel Hamilton Ladensohn,
 Clyde Arthur Ames,
 Irwin Lytle Lummis,
 Joseph Glenn Babb,
 Hollis Benjamin Hoyt,
 Clarence Morrill Collord,
 Russell Leamer McKown,
 Frederick Wright Hackett,
 Roy George Rom,
 Fred H. Reynolds,
 Van Courtright Walton,
 Matthew Weaver Steele,
 Lawrence Walter Marshall,
 John August Otto,
 Joseph Burton Sweet,
 Walter David Luplow,
 Carey Jarman,
 John Horatio Helmer,
 Sidney Preswick Howell,
 Henrik Antell,
 John Lionel Weeks,
 Arthur Gustavus Levy,
 Lewis R. Byington,
 Cecil W. Borton,
 Donald Finnerman,
 Harper Allen Holt,
 Leon Lightner Kotzebue,

Leander Ivon Shelley,
 Arvid P. Croonquist,
 James Edward Cole, jr.,
 Roger Morton,
 Gunther Orsinger,
 Gregory Alexander Harrison,
 Paul McCauley Boston,
 Elmer Leroy Mott,
 Thomas Reed Holmes,
 Harold Whitcomb Batchelder,
 Jay Hawenstine Cushman,
 John Percy Redwood,
 Robert Henry Engle,
 Samuel Young Dinkins,
 Roscoe Irwin Mac Millan,
 Nicholas Dodge Woodward,
 Henry Robert Horak,
 James Francis Burke,
 Henry Carroll Switzer,
 William Kenneth Dickson,
 Clarence Ames Martin,
 Elmer John Croft,
 Mark Gerald Brislaw,
 Edgar Leon Noel,
 Henning Linden,
 Gerold Edward Luebben,
 Thomas White Proctor,
 Robert Francis Kelley,
 George Jabez Leftwich, jr.,
 Neely Powers,
 Harrison Gardner Reynolds,
 Trevor Washington Swett,
 George Read, jr.,
 James Clayton Clements,
 Charles Huntington Jacobs,
 Hanford Mac Nider,
 Alexander Dickson Wilson,
 Edward Newton Wigton,
 Eric Frederick Pihlgard,
 Leslie N. Ross,
 Arthur Warren Mudge, jr.,
 Thomas Harry Nicholl,
 James Leslie Hubbell,
 Benjamin Hoyt Decker,
 Walter Alexander Dumas,
 Edwin Emerson Keatley,
 W. R. Barksdale Stevens,
 Earle Lucas Hazard,
 Moses Taylor, jr.,
 George Holladay McKee,
 Leet Wilson Bissell,
 William Blackburn White,
 George Comfort Parkhurst,
 Luther Wight Turner,
 William Hornbeek Deyo,
 Francis Wesley Dunn,
 Don Magruder Scott,
 Allen Wylie Cook,
 Robert Edward Wysor, jr.,
 Robert Dechert,
 James E. Wharton,
 William Ozman Wyckoff,
 Carleton Smith,
 Paul Conover Gripper,
 Martin Dunlap Barndollar, jr.,
 Raymond Clarence Alley,
 Francis C. Lewis,
 Lewis Simons,
 James Harold Day,
 James Moore Austin,
 Albert Watson Vinal,
 Paul Grattan Corker,
 Hiram Russell Ide,
 James Alfred Rogers,
 Randolph Randall Brown,
 Leon Roy Mead,
 Harold Cyril Conick,
 Loren A. Wetherby,
 James Joseph Coghlan,
 Samuel Hazzard Cross,
 Carl Unversacht Luers,
 Bernard Butler McMahon,
 Carlton Banigan,
 Winchester Kelso, jr.,
 George Edwin Fingarson,
 Leaver Richardson,
 Lawrence Mitchell York,
 James Frank Lilley,
 Elwood Miller Stokes Steward,
 Herbert Leroy Scales,
 Ernest Albert Rudelius,
 Joseph Welch Emery, jr.,
 William Lee Blanton,
 Harold Eugene Sturcken,
 Milton Petersen,
 Gillette Hill,
 Stuart Mortimer Firth,
 Porter Pise Wiggins,
 Eugene Willford Markey,
 Barnard Pierce,
 Robert Armstrong Cochran,
 Proctor Calvin Gilson,
 Paul Bacon Matlock,
 Charles Wordsworth Nevin, 2d,
 William Lambert Kleitz,
 Orville William Harris,
 Stanley Raymond Putnam,
 Harold Dean Comey,
 John Thomas Zellars,
 Alexander Coldclough Dick,
 Richard Alfred McClure,
 Robert Kinloch Massie, jr.,
 Twomey Michael Clifford,
 Harry Andrew Welsch, jr.,
 Tranny Lee Gaddy,
 Dennis Joseph O'Toole,
 Melvin Holmes Leonard,
 Ben Corley Marable,
 Arthur Adolph Weiskopf,
 Francis Osborn Noble,
 John Adams Ballard,
 Harry Hood Martin,
 Herbert T. Perrin,
 Arthur Wallace Pope, jr.,
 Joseph Bartholomew Conmy,
 Emons Bert Whisner,
 George Wesley Griner, jr.,
 Hugh Tullock Mayberry,
 Charles Duke Pearce, jr.,
 Edward Dickinson McDougal, jr.,
 Phillip Wager Lowry,
 Charles Paine Winsor,
 John Doble,
 Moses McKay Darst,
 Robert Reese Smith,
 Evan C. Dresser,
 James Gates Carr,
 Daniel Ely Farr,
 Chester McNutt Woolworth,
 Roland Malone Glenn,
 Harry Staples Robertson,
 Lawrence Moss Arnold,
 Arthur Reynolds Knott,
 Samuel O'Connor Neff,
 Philip Edward Brown,
 Olaf Phillips Winningstad,
 Raymond Merlin Myers,
 Paul Snowden Russell,
 Herbert Coleman Smith,
 Edward Nahum Mitchell,
 James Albert Van Sant,
 William Eugene Stanley,
 Frank Shepherd Spruill, jr.,
 George Arthur Davis,
 Laurin L. Williams,
 George Van Wyck Pope,
 Edwin Manly Allison,
 George Ellsworth Butler,
 Edgar Lewis Clewell,
 Herbert Arthur Buermeyer,
 Leo Roy Moody,
 William McLean Christie,
 Leon Draper Gibbens,
 Mark Merton Grubbs,
 Robert Alexander Kinloch,
 Joel Rankin Burney,
 Franklin Prague Shaw,
 Winfield Harrison Scott,
 Arthur Gilles Davidson,
 Harold Ashlyn White,

Campbell Nelson Jackson,
 Joel Albert Fite,
 James Alexander Black,
 Clarence R. Peck,
 Glenn Gordon Hall,
 Charles Clifford Gillette,
 Wallace Eugene Hawkins,
 Ralph Morton McFaul,
 Forrest Prow Barrett,
 Beal Hendrix Siler,
 Emmett George Lenihan,
 Edward Hines, jr.,
 Bird Little,
 Evan Charles Williams,
 James Allan O'Neill,
 Coulter Malcolm Montgomery,
 Einar Walter Chester,
 James Allen Griffin,
 Guy Cummins McKinley, jr.,
 Gordon Prescott Savage,
 Harold Hugh McClune,
 Kingsley Barham,
 Lester Earl MacGregor,
 Harold Pearson Gibson,
 Lloyd Ross Besse,
 Willard John Mason,
 Percival Robert Bowey,
 Hugh Merle Elmendorf,
 William Nevin Given,
 Charles Fearn Sutherland,
 Lance Edward Gowen,
 Edward Payson Hayward,
 Gilbert Everhard Parker,
 Francis Beeston Myer,
 Arthur Seymour Nevins,
 Gustave Villaret, jr.,
 Horace Edward Watson,
 Lester Austin Webb,
 Royal Crosby Carpenter,
 Edwin Sanders Van Deusen,
 Robert Stanley Boykin,
 Edward Morris Ford,
 William Lawrence Phillips,
 George Alfred Hunt,
 Kenneth Gray Reynolds,
 Robert Hardwick Warren, jr.,
 Vyse Beckwith Whedon,
 John Walcott,
 Philip Harrison Condit,
 John Ernest Dahlquist,
 Russell Symonds Fisher,
 Luther Kennedy Brice,
 John Mitchell Dale,
 Jack Edward Duke, jr.,
 Tom Sherman Brand,
 Charles Morris Ankcorn,
 James Robinson Urquhart,
 John Walter Saladine, jr.,
 Morrill Watson Marston,
 Morrison Chalmers Wood,
 Alymer Bluford Atkins,
 Robert Robinson,
 John Dwight Filley, jr.,
 William Edward Bergin,
 John Ollis Crose,
 Samuel Robert Epperson,
 Leslie Fisher Tanner,
 Frederick Levenworth Bramlette,
 Benjamin Wilson Venable,
 Myron Everhart Bagley,
 John Lawrence Murphy,
 John William Freels,
 Eugene Faber Gillespie,
 George Warren Setzer, jr.,
 James Bragdon Mudge,
 Allan Hanson Snowden,
 Earl Leslie Renhstorff Askam,
 Irvin Levi Swanson,
 Phillip Delano Richmond,
 William Walter Timmis,
 Gayle McFadden,
 Burt Eugene Skeel,
 Henry Augustus Brickley,
 Thomas Patrick Barry, jr.,
 Roger Wisner,

Merril Virgil Reed,
 A. Pledger Sullivan,
 Douglas Outlaw Langstaff,
 Ralph Watson Hickey,
 George Keyes Page,
 Thomas Lewis Reese,
 William Burbridge Yancey,
 Leo James McCarthy,
 Griffin Duff Vance,
 Earl Franklyn Paynter,
 Joseph Michael O'Grady,
 Clifford Ruskin Wright,
 Donald McGill Marshman,
 John Scott Coleman,
 Harrison Bruce Beavers,
 Elbridge Colby,
 Herbert Daskum Gibson,
 Goulding Kumler Wight,
 Harry Squire Wilbur,
 Albert Sigfred Johnson,
 Clarence Otis Black,
 Paul Blassengame Robinson,
 William Lamont Coulter,
 Glen Elroy McCarthy,
 Joseph Henry Hinwood, jr.,
 Russell Fleming Walthour, jr.,
 James Crawford DeLong,
 Joseph Patrick Lawlor,
 Timothy Asbury Pedley, jr.,
 Charles Norton Owen,
 Charles Russell Gideon,
 Archie MacInnes Palmer,
 Jack Breeden Chadwick,
 John Raymond Bair,
 James Sullins Varnell,
 Arthur Ferdinand Dahlberg,
 Russell Comstock Chapman,
 Edwin Turner Bowden,
 Eugene Mark Frederick,
 Cassius Hayward Styles,
 Fisher S. Harris,
 Frederick John Slackford,
 George Fisher Dashiell,
 Ray Edison Porter,
 Frank Exley Barber,
 Julian Erwin,
 John Earl Brannan,
 George Washington Brodie, jr.,
 Waldron Joseph Cheyney,
 Edward Russell Jobson,
 Albert Sidney Lewis, jr.,
 Edward Seguin Couch,
 William Joseph Devine,
 Edward Huger Carpenter, jr.,
 Charles Campbell Brooks,
 Gordon Kaemmerling,
 Francis Relyea Holmes,
 William Volney Rattan,
 Rosswell Eric Hardy,
 Wilbur Copley Herbert,
 Ross Martin,
 Alexander McCook Craighead,
 William Mason Smith, jr.,
 James Mansfield Symington,
 Herron White Miller,
 Maurice Russel Fitts,
 Marvin Rood Dye,
 Emanuel Reyenthaler Wilson,
 William Irving Truitt,
 Lloyd Zuppann,
 John Kirkland Rice,
 Hammond Davies Birks,
 James Holden Hagan,
 Lester Smith Ostrander,
 Edward Tannahill White,
 Edward Allen Whitney,
 Arthur Brinton Jopson,
 Charles Paul Cullen,
 Frederick Harold Gnarini,
 Roscoe Bunyan Ellis,
 John Albert Langan,
 Jeremiah Emmet Murphy,
 Edward Gibson Perley,
 Frank Milton Conroy,
 Charles Spurgeon Johnson,

Albert Ralph Boomhower,
 Hugh Andrew Wear,
 George Allan Miller,
 David Loring, jr.,
 Stockbridge Carleton Hilton,
 James Dixin Everett,
 Gordon Congdon King,
 Jackson Roger Sharman,
 Harvey Clark McClary,
 Willard James Freeman,
 Jay Melvin Fields,
 George Anthony Horkan,
 Samuel Craumer Thompson,
 Harry Winant Caygill,
 Emery St. George,
 David Dean Barrett,
 William Willard Burke,
 Arthur Dudley Fay,
 William Barney Pitts,
 Thomas Harry Ramsey,
 Paul Delmar Davis,
 Lewis Burnham Rock,
 Gaillard Pinckney,
 Benjamin Franklin O'Connor,
 Fred Currie Milner,
 William Parks Driskell, jr.,
 George Kenney Bowden,
 Lloyd Wallace Georgeson,
 Francis Marion Darr,
 William Clarke Webster,
 Francis Thomas Ward,
 Frederick William Wendt,
 William C. Thurman,
 Robert Eviston Shideler,
 Oliver William Fannin,
 Charles Frost Craig,
 Arthur Leland Turner,
 Henderson Donaldson Emery,
 Oscar K. Wolber,
 Russell Slocum,
 Karl Eugene Henion,
 Thomas Lindsay Creekmore,
 George Orial Clark,
 William Carrington Stettinius,
 Russell J. Potts,
 William Hoover Craig,
 John Rupley Schwartz,
 Thaddeus C. Knight,
 Ollie William Reed,
 Frank Ewell Boyd,
 Louis Wilsom Maddox,
 Clark Olds Tayntor,
 Ernest Eugene Stansbery,
 Malvern Jesse Nabb,
 Andrew Henry Hilgartner,
 John Clyde Glithero,
 Eugene Phillip Watkins,
 Richard Noble Armstrong,
 Phillip John Sexton,
 W. Fulton Magill, jr.,
 Harry Curry,
 Ethan Allen Hitchcock Shepley,
 Otis Beal Adams,
 Millard Fillmore Staples,
 Hugh Henderson Drake,
 Joseph Herbert Kelleher,
 Benjamin Risher Sleeper,
 James Joseph Kelley,
 Walter Byron Fariss,
 Robert John Wagoner,
 William Edgar Vernon,
 Felix V. Embree,
 William Thomas Makinson,
 Clarence Ewir Allen, jr.,
 George F. Herrick,
 Joseph Williams McCall, jr.,
 John Richard Hunneman,
 Winfred Earl Merriam,
 Laurence MacHatton Tharp,
 Clive A. Wray,
 Donald Potter Vail,
 Thomas Brevard Steel,
 Douglas Brooks Baker,
 Harold Hunter White,
 Thomas Watson Butler,

Everett Busch,
 Frank Gordon Busteed,
 Frank Laurie Scott, jr.,
 John Wilbur Heisse,
 Douglas Geoffrey McGrath,
 Stephen Clough Peabody,
 Max Bernstein,
 Herschel Vespasian Johnson,
 William Bernard Clark,
 Stewart Darden Hervey,
 James Lee Blanding,
 Frank Joyce Pearson,
 J. Gordon Hussey,
 Lester Thomas Miller,
 Leo Donovan,
 George Edwin Kirk,
 Frank Welch Hayes,
 Vincent Rochester Bartlett,
 Samuel Merrill Bemiss,
 Richard Lawrence Holbrook,
 James King Hoyt, jr.,
 Julian Gilliam Hart,
 William Murray Leffingwell,
 John Theodore Sunstone,
 Arthur Bee McDaniel,
 Harold Henry Schaper,
 Randall Thomas Kendrick,
 Percy McCay Vernon,
 Samuel Ward Perrott,
 Jay Albert Richardson,
 Milton Whitney, jr.,
 Emile James Boyer,
 Harry Melvin Bardin,
 Joseph Phocion Gullet,
 Leander Forest Conley,
 Paul Patrick Reily,
 Peter J. Lloyd,
 Paul Stuart Buchanan,
 Cranston Gullatt Williams,
 Lewis Berkeley Cox,
 Theodore Morton Cornell,
 Launcelot Minor Blackford,
 Frederick Webster Deck,
 Fernand George Dumont,
 Stephen Young Mann,
 Joseph Houston Payne,
 George Elmer Braker, jr.,
 Paul Vincent Kellogg,
 Langdon Douglas Wythe,
 John Osborne Flaunt, jr.,
 Giles Frederic Ewing,
 Fred William King,
 Ivy Winfred Crawford,
 John Stone Fishback,
 Robert Saxton Downing,
 Clement Austin Reed,
 George Mountford Hancock,
 Jesse Benjamin Smith,
 Selden Spencer Smith,
 John Reed Hodge,
 Arthur Richard Walk,
 Leslie Egner Toole,
 Lewis Aloysius List,
 James Frederick Johnson, jr.,
 Francis Murray Brady,
 Eubert Harrison Malone,
 Wayne William Schmidt,
 Theodore Wright Crossen,
 James Footville Butler,
 Herbert Gerhard Peterson,
 Truman Morris Martin,
 Herman Livingston Rogers,
 Veno Earl Sacre,
 Warner Bernie Van Aken,
 Richard Gardiner Plumley,
 Charles Rexford Davis,
 Cecil Leland Rutledge,
 Theodore Christian Gerber,
 Charles John McCarthy, jr.,
 Robert William Duthie,
 James Nathaniel McClure,
 Garth Bly Haddock,
 Maurice Thompson Moore,
 Charles Hutchins McMahon,
 Lawrence Leonard William Meinzen,

Courtland Marcus Hulings,
 Alan Erlenborn,
 George LeConte Ramsey,
 John Johnson Albright,
 Robert Jones King,
 Raymond Edwin Vermette,
 Alexander Adair,
 Edward Streicher Rothrock,
 Grant Alexander Schlieker,
 Raymond Joseph Hurley,
 Elmer Ellsworth Stone, jr.,
 Burnett Forrest Treat,
 William Grant Hilliard, jr.,
 Albert Cushing Cleveland,
 Leslie Marshall Skerry,
 Walter Carper Phillips,
 Anthony Joseph Touart,
 Henry Percy Gray,
 Dan Harold Riner,
 Robert Morriss Browning,
 Malcolm Palmer Bail,
 Arthur E. Easterbrook,
 Gordon Cumming,
 Raymond Boyd Jauss,
 Thaddus Ernest Peterson,
 Harry John Collins,
 Edgar V. Maher,
 Guy Blanton Hazelgrove,
 George Anderson King, jr.,
 Henry Paul Hollowell,
 Chester Franklin Price,
 Harley Martin Kilgore,
 Richard Johnson Broyles,
 Will Ellis May,
 William Rinehart Jutte,
 John Norris Zigler,
 Herbert Clinton Smith,
 Plautus Ibern Lipsey,
 Marshall Hood McCarthy,
 Henry Ide Eager,
 George Prather Van Ripper,
 Edmund Serle Bell,
 Archie Winning Hutton,
 Charlton Mayer Theus,
 Harold Reimers Bechtel,
 Thomas Harry Frost,
 Robert Ernest Archibald,
 Harold Bayless Alexander,
 Buhl Moore,
 Jesse Faust Wentz,
 Henry Donald Paton,
 Felix Taber Simpson,
 Chauncey Vernon Crabb,
 Harry Joseph Rockafeller, jr.,
 Frank Columbus David,
 John White Easley,
 Adrian Robert Brian,
 Burton Loren Lucas,
 Elijah Garrett Arnold,
 Russell R. Riddell,
 Walter Russell Ketcham,
 George Stephen Wear,
 Wilbur Fisk Littleton,
 William Huger Labouisse,
 Walter Throckmorton Scott,
 Elizur Kirke Hart Fessenden,
 John Emmett Curran,
 John Wilson O'Daniel,
 John Snader McCloy,
 Frederick Winant, jr.,
 Smith Goodwin Fallaw,
 Harry Dalton Kendrick,
 Howard Wallace Cowan,
 Walter Eugene Perkins,
 Evan Haynes,
 Joseph Richard Busk,
 Alonzo Loveland Johnston,
 Andrew Lyman Cooley,
 Harry Frank Thompson,
 Leonard Corydon Barrell,
 James Aloysius McCarthy,
 Carl McKee Innis,
 William Henry Allen,
 William Ernest Paschal,
 Faxon H. Bishop,

Benjamin Witwer Pelton,
 Joseph William McKenna,
 Lyman Hague Thompson,
 Francis Aaron Cochrane,
 Thomas Brounlee Longre,
 Paul Leon Porter,
 Thomas Cherrington Vickers,
 Losco Lafayette McDaniel,
 Stanley Joseph Grogan,
 Henri Wolbrette,
 Robert Brice Waters,
 Lloyd Bidwell Jones,
 Stonewall Jackson,
 Hamilton Fish Armstrong,
 Henry Carrington Jordan,
 Robert Elting Woodward,
 Gerald Preshaw,
 William Kenyon Lloyd,
 Harold Quentin Moore,
 Reuben Samuel Parker, jr.,
 Ward Rathbun Clark,
 Charles Davis Jencks,
 Warner Beardsley Gates,
 Francis Scott Fitzgerald,
 Max Albert Tuttle,
 William Miller Bouknight,
 Farlow Burt,
 Warren Joseph Clear,
 Phillip Henry Didriksen,
 Oscar Joseph Neundorfer, jr.,
 Westwood Bowden Hays, jr.,
 Henry Atwater Van Dyke,
 Frederick Aloysius Norton,
 Allen Williamson Talley,
 Wellborn Saxon Priddy,
 O. D. Wells,
 Russell Thurston Fry,
 William Baker Norris, jr.,
 Lenoard Myrton Gaines,
 Madison Percy Jones,
 Ross Berry Smith,
 Samuel Irvine Anderson,
 Phillip Rice Hough,
 Walter B. Huff,
 Merle J. Adams,
 Jefferson Aloysius Healy,
 Thomas Bennett Woodburn,
 Thomas Kenneth Johnston,
 James William Payne,
 Arthur Paulfrey Terry,
 William B. Wilson,
 Stanley French Griswold,
 John Thomas Dibrell,
 Wilbur Thomas Hooven, jr.,
 Edmund Jones Lilly, jr.,
 Stephen David Lankester,
 Oliver R. Hayes,
 Daniel Hail Ripley,
 Eugene Goldsmith Shrock,
 Cornelius Edward Ryan,
 Raymond William Miller,
 Thomas Garlot Hannan,
 Henry Gottfritz Young,
 John Edwin Hull,
 Charles Augustus Rawson,
 James Franklin Corn,
 Barkley Edward Lax,
 Earle Edward Horton,
 Carl Mark Rutan,
 Thomas Francis Bresnahan,
 John Campbell Cleave,
 Koger Marion Still,
 Alexander Hamilton Garnjost,
 Herbert F. Thomas,
 Donald Weldon Brann,
 Samuel Joseph Arthur Kelley,
 Arthur Arnold Baker,
 Joseph Nathan Arthur,
 Gilman Kimball Crockett,
 Thomas Edison Roderick,
 Wallace Alan Mead,
 James Henry Howe,
 James Sherman Medill,
 John Jurey Howard,
 James Kennedy Moorhead,

John Cleveland Robinson Hall,
Robert Artel Case,
Ray Winfield Harris,
John James Lyons,
Elbert Wilson Lockwood,
Charles Fuller Frizzell, jr.,
William Benjamin Oliver, jr.,
Robinson Earl Duff,
Leon Wilcomb Hilliard,
David Jenkins Ewing,
Walter Colen Blalock,
William Arthur Reid,
Hamilton Johnston,
Raymond Godfrey Lehman,
Irvine Callander Scudder,
John Russell Deane,
Richard Zeigler Crane,
George William Smith,
Hilliard Vincent MacGowan,
George Smith Berry, jr.,
Carl Harms Schroeder,
Guy Sidney Williams,
William Claude Briggs,
Christopher Sutton Robinson,
William Cadwalader Price, jr.,
Paul Samuel Beard,
Norman Bemis Chandler,
Richard Ogle Welch,
Richard Head Trippe,
Roswell Herbert Bill,
Harry Arthur Robinson,
Wright Helm Johnson,
George William Clover,
Francis Xavier Callahan,
Percy Lee Manefee,
Donald Bentley Doan,
Edwin Allan Smith,
Harvey Gwin Thomas,
Edward Walter Moses,
Richard Grant,
James Leftwich Harrison,
Roy Shedrick Meek,
Floyd C. Harding,
Rolfe Saunders Sample,
Wesley Clayton Thompson,
Charles Byron McColley,
Robert Edward Kennington,
Percy Lee Sadler,
George Luther Morrow,
Robert Weed Doye,
William Cecil Rymer,
Virgil Lourie Blanding,
George Franklin Ludington,
Henry Fletcher Martin,
Alan Grant Paine,
Irving Smith, jr.,
Frederic Clayton Stiles,
Eugene Raymond Vawter,
Charles Robert Woody,
Hugh Coy Courtright,
Evan Marshall Sherrill,
Wendell Tyng Smith,
James Wylie Arnold,
Bernard Franklin Hurless,
Dorsey Gooch Myers,
Louis James Hublas,
George Winslow Washburn,
Lynn Helm, jr.,
James Archibald Edmond,
Raymond Mathias Heckman,
Francis Robert Dunlop Holran,
Harold Tibbitts Gallager,
Allan Prescott Tappan,
Beverly Daniel Evans, jr.,
Robert Frayser Wilson,
Milton Jarrett Norman,
James Watson Porch,
John Henry Hilldring,
William Jennings Davis,
Emory Adolphus Peck,
Edward Adolph Vosseler,
William Donald McMillin,
Arthur Breckinridge Wade,
James Gideon Kyle,
John Hurst Rodman,

William Dan Powell,
Hulsey Beall Cason,
Samuel John Cole,
Louis Patrick Tiers,
David Lamson Wood, jr.,
George Giltner Bell,
Edward Thorp Lane, jr.,
James Fairbank Smith,
William Charles Louissell,
Herbert Benjamin Wilcox,
Edward Russell White,
Harold Thompson Ammerman,
Paul Harwood Plough,
Jesse Eckard Whitt,
William Emanuel Goe,
Henry Seton,
William Leonard Ritter,
Robert Winchell Patterson,
Marion Herman Cardwell,
Charles Patterson Whiteman,
Joseph Atherton Richards,
Ellis De Vern Willis,
Gerald Fessenden Beal,
Charles Henry Sears,
Druid Emmet Wheeler,
Charles Royall Lugton,
Michael Johann Perret,
Charles Herbert Eypper,
Stewart Elvin Reimel,
Douglas Power Newell,
Kendall Jordan Fielder,
Frederick Page Geyer,
George Joseph Trimble,
William Curtis De Ware,
Hugh Donald Adair,
William Ellery Loring,
Lester Clinton Wing,
Joseph Robbins Bibb,
Joseph C. Behan, jr.,
Benjamin Hilsdon Bartholow,
Irving McNeil Ives,
John Raeburn Green,
Reginald R. Bacon,
James Danial Tucker,
Russell Conwell Snyder,
David Broome Van Pelt,
Harry Ezra Pond,
Harvey Allan Tonnesen,
Shuyler Bailey Marshall, jr.,
Neal Tuttle,
William Hubbell Emerson,
George Eddy Cook,
George Chalmers McDermid,
George Washington Young, jr.,
Pete Crisspell Black,
Eugene Hill Mitchell,
Leslie Harrod Blank,
Donald Stevens Grimm,
Benton Lamar Boykin,
Walter Michael Eugene Sullivan,
Kameil Maertens,
Raymond John Considine,
Allan James Kennedy,
John Clark Cutrer,
Clifton Rogers Gordon,
Martin Luther Howard,
Leo Joseph Farrell,
Bradford Seely Covell,
James Galt Elder,
Walter Shea Wood,
Frank Owen Stephens,
William Henry Quarterman, jr.,
Benjamin Brandon Bain,
Ira Clarence Eaker,
Tom Dunbar Halliday,
Paul Harrison Arthur,
Stanton Louis Bertsehey,
Warren Miles Amerine,
Romeyn Beck Hough, jr.,
Henry Cowles Merritt, jr.,
Cheney L. Bertholf,
Dudley Edwards Bell,
Clarence Bovaird Nixon,
William Carl Glass,
Sidney Clifford,

Harry Lee Franklin,
 Isham Rowland Williams,
 Edwin L. Collins,
 John Bestor Meriweather,
 John Franck Dahringer,
 Frank George Hinman,
 Robert Edward Lee Cook, jr.,
 Colbert Sullivan,
 Grahame Molloy Bates,
 Walter Rooke Evans,
 Robert Quail Whitten,
 Edward Reese Roberts,
 Donald L. Bressler,
 Walter Ernst Lauer,
 Albert Hugh Dumas,
 Paul Shober Jones,
 Paul Thompson Baker,
 Louis Samuel Nast Phillipp,
 Albert Woodbury Emmons,
 Robert Porter Bell,
 Harold William Keller,
 Edwin William Piburn,
 James Clyde Williams,
 James Johnston McCutcheon,
 William Henry Clark, jr.,
 Kenneth Stoddard Whittemore,
 Albert Carl Maack,
 Addison Leavens Martin,
 Mack Morgan Lynch,
 Henry Philip Folwell,
 Robert Perry Mahon, jr.,
 Judson Gordon Martell,
 Frank Huber Partridge,
 Franklin Knight Kennedy, jr.,
 George Claiborne Royall, jr.,
 Herbert Crittenden Segur,
 Lynwood Herbert Smith,
 Leo Vivian Cowin,
 David Pinckney Powers,
 Stewart Alexander McHie,
 Robb Steere MacKie,
 Derrill de Saussure Trenholm,
 John Stafford Marion Cromelin,
 Walter Raymon Gartin,
 Michael Edmond Halloran,
 Idwal Hubert Edwards,
 Paul James Vevia,
 Ralph Burnham Gibson,
 Henri de La Chapelle,
 James Barclay Smith,
 Kenneth Victor Elliott,
 Martin Sims Read,
 Richardson Bronson,
 Paul Steele,
 Fred Thurston Marsh,
 Luther Nathaniel Johnson,
 Archibald Ralph Gordon,
 Earle Rowe Spaulding,
 Stanley Augustus Anderson,
 Robert Emmett Cummings,
 Philip Gerald Carroll,
 Winter Davis Horton,
 Harry Fayette Schoonover,
 Francis Letcher Lafon,
 Louis Simmons Stickney,
 Tarlton Fleming Parsons,
 John Bethea Stratford,
 John Ralston Graham,
 George Henry Gillin,
 James Larkin Dikes,
 Ben Curtis McComas,
 Kenneth B. Gunn,
 Maurice Garver Stubbs,
 Boniface Campbell,
 Cyril Kelly Richards,
 Archibald Andrew Fall,
 Vernon William Aikins,
 Frank Romaine Schucker,
 George Stewart Warren,
 John Weeks Cunningham,
 Roland Sylvester Dingley,
 John Leo Davey,
 Sam Berto Hearn,
 William Goode Wilson,
 Harry Walker Farmer,

James Martin Belwood,
 James Patrick O'Reilly,
 Henry Oscar Swindler,
 Delos Grosvenor Smith,
 Alfred Leslie Haig,
 Haskell Allison,
 Fred Othello Mills,
 Herman P. Quentin,
 George Downes Parnell,
 Bruce Glenn Kirk,
 William Dacre Hamilton,
 Davis Jones,
 Russell Skinner,
 John Hager Randolph,
 Bernard Amander Bingham,
 Burwell Alexander Atkinson,
 John Ashby Jones,
 Norris Adron Wimberley,
 Herbert Ralph Kerbow,
 Lloyd Leander Boughton,
 Stephen Edward Huriey,
 Marquis George Eaton,
 Gerald William Norman,
 Robert Leonard Hooven,
 Walton Alfred Elliott,
 John Alexander Klein,
 Arthur Harold Luse,
 Clayton Seraska Whitehead,
 William Arthur Swift,
 John Edwin Grose,
 Robert Creighton Wright,
 Kilburn Roby Brown,
 Carl Bullitt Rauterberg,
 Everett Latimer Rice,
 Lawrence A. Kurtz,
 Leland Thompson,
 Martin Stevenson Chester,
 Francis Marion Dudley,
 Marcel Henry Mial,
 Clarence Allen Ludlum, jr.,
 William Connor Samford,
 Harry Reichelderfer,
 Joseph Samuel Snyder,
 Rufus Harold Milne,
 Samuel Francis Cohn,
 Alexander Russell Bolling,
 Duncan Thomas Boisseau,
 John Thomas Lucey, jr.,
 James Leonard Garza,
 Evan Jervis Morris,
 Walter Brighton Davis,
 Robert Francis Campbell,
 John Dunbar Chambliss,
 Lewis Charles Beebe,
 John Augustus Rodgers,
 Sam Murray,
 Joseph Kilgore,
 Lewis Church Chamberlin,
 Horace Deming Wilce,
 Thomas Newton Stark, and
 Edward Hanson Connor, jr.

PORTO RICO REGIMENT OF INFANTRY.

To be second lieutenants.

Edgardo Vazquez, jr.,
 Virgil Norberto Cordero,
 Mario Cordero,
 Timoteo Sapia,
 Juan Luis Oliver,
 Edwardo Andino Romanach,
 Guillermo Geddes Latimer, and
 Rafael Pirazzi.

PROVISIONAL APPOINTMENTS, BY PROMOTION, IN THE ARMY.

INFANTRY ARM.

To be captains.

First Lieut. Joseph P. Vachon,
 First Lieut. Harry O. Davis,
 First Lieut. Floyd Hatfield,
 First Lieut. Earl Landreth,
 First Lieut. Richard T. McDonnell,
 First Lieut. Harold P. Kayser,
 First Lieut. Basil D. Spalding,
 First Lieut. Henry J. C. Humphrey,
 First Lieut. Gordon W. Ellis,

First Lieut. George L. Febiger,
 First Lieut. Theodore W. Sidman,
 First Lieut. Claud E. Stadtman,
 First Lieut. Mitchell Hilt,
 First Lieut. John B. Warfield,
 First Lieut. Clarence R. Huebner,
 First Lieut. Harold G. Lewis,
 First Lieut. Frederick McCabe,
 First Lieut. Morton L. Landreth,
 First Lieut. Irving H. Engleman,
 First Lieut. Clarence W. Emerson,
 First Lieut. Frederick J. von Rohan,
 First Lieut. Frederick Schoenfeld,
 First Lieut. Earl J. Dodge,
 First Lieut. Paul J. McDonnell,
 First Lieut. Eustis L. Poland,
 First Lieut. Curtis T. Huff,
 First Lieut. Paul Hathaway,
 First Lieut. Clarence F. Jobson,
 First Lieut. Alfred R. Hamel,
 First Lieut. Hardin C. Sweeney,
 First Lieut. Eugene M. Landrum,
 First Lieut. Arthur J. O'Keefe,
 First Lieut. James A. Anderson,
 First Lieut. Adelbert B. Stewart,
 First Lieut. William F. Lee,
 First Lieut. Donavin Miller,
 First Lieut. George W. Teachout,
 First Lieut. Clarence R. Oliver,
 First Lieut. Frederick W. Huntington,
 First Lieut. Howard J. Houghland,
 First Lieut. Thomas J. Griffin,
 First Lieut. Chester A. Davis,
 First Lieut. Conrad L. Dennis,
 First Lieut. Roland R. Long,
 First Lieut. Arthur Van Dine,
 First Lieut. Corday W. Cutchin,
 First Lieut. Charles B. Oldfield,
 First Lieut. Charles J. Allen,
 First Lieut. John L. Dunn,
 First Lieut. Raymond Wortley,
 First Lieut. William B. Wynn,
 First Lieut. Louis A. Welch,
 First Lieut. Schiller Scroggs,
 First Lieut. Charles A. McGarrigle,
 First Lieut. Alexander P. Withers,
 First Lieut. Orville E. Lewis,
 First Lieut. Lonnie H. Nixon,
 First Lieut. William F. Freehoff,
 First Lieut. Shelby Ledford,
 First Lieut. Austin A. Adamson,
 First Lieut. Charles M. Crooks,
 First Lieut. William G. Livesay,
 First Lieut. Carl J. Lambeth,
 First Lieut. Robert L. Christian,
 First Lieut. William H. Crom,
 First Lieut. George R. F. Cornish,
 First Lieut. Delphin E. Thebaud,
 First Lieut. George S. Clarke,
 First Lieut. William F. Donnelly,
 First Lieut. Adolph C. Weidenbach,
 First Lieut. Fred McL. Logan,
 First Lieut. Truman Smith,
 First Lieut. Joseph W. G. Stephens,
 First Lieut. Adolph Unger,
 First Lieut. Richard K. Sutherland,
 First Lieut. Shelby M. Tuttle,
 First Lieut. Robert G. Moss,
 First Lieut. Emil W. Leard,
 First Lieut. Walter F. Adams,
 First Lieut. Joseph N. Greene,
 First Lieut. Sereno E. Brett,
 First Lieut. Harry L. Reeder,
 First Lieut. Jay E. Gillfillan,
 First Lieut. Lester T. Gayle, jr.,
 First Lieut. Turner M. Chambliss,
 First Lieut. James N. C. Richards,
 First Lieut. John F. Ehlert,
 First Lieut. Theron G. Methven,
 First Lieut. Francis M. Van Natter,
 First Lieut. Paul L. Ransom,
 First Lieut. Rice M. Youell,
 First Lieut. James H. Holmes, jr.,
 First Lieut. Manton S. Eddy,
 First Lieut. Charles E. Moore,

First Lieut. Gabriel T. Mackenzie,
 First Lieut. Erskine S. Dollarhide,
 First Lieut. Barnwell R. Legge,
 First Lieut. Alexander W. Dillard,
 First Lieut. Edward M. Almond,
 First Lieut. Charles P. Stivers,
 First Lieut. Robert C. Van Vliet, jr.,
 First Lieut. Charles L. Chaffee,
 First Lieut. Bohun B. Kinloch,
 First Lieut. Richard K. Smith,
 First Lieut. Percy W. Clarkson,
 First Lieut. Leo S. Gerow,
 First Lieut. Stuart G. Wilder,
 First Lieut. Harry I. T. Creswell,
 First Lieut. Charles E. Purviance,
 First Lieut. Lloyd H. Cook,
 First Lieut. John T. Bossi,
 First Lieut. Charles T. Senay,
 First Lieut. Egmont F. Koenig,
 First Lieut. Arthur H. Goddard,
 First Lieut. Peter K. Kelly,
 First Lieut. James A. Edgerton,
 First Lieut. Lawrence J. I. Barrett,
 First Lieut. Wendell H. Woolworth,
 First Lieut. John R. Brooke, jr.,
 First Lieut. Frank L. Culin, jr.,
 First Lieut. Daniel S. Appleton,
 First Lieut. Ralph E. McLain,
 First Lieut. Ralph C. Smith,
 First Lieut. Thomas S. Arms,
 First Lieut. Raymond D. Bell,
 First Lieut. Archelaus L. Hamblen,
 First Lieut. William H. Humphreys,
 First Lieut. Paul W. Mapes,
 First Lieut. Robert C. Macon,
 First Lieut. Frederic C. Dosé,
 First Lieut. Stephen P. Jocelyn, jr.,
 First Lieut. John D. Townsend,
 First Lieut. Henry H. Worthington,
 First Lieut. George L. Kraft,
 First Lieut. John S. Switzer, jr.,
 First Lieut. James C. Cook,
 First Lieut. Allen F. Kingman,
 First Lieut. Abraham Tabachnik,
 First Lieut. William A. Rawls, jr.,
 First Lieut. Hamilton K. Foster,
 First Lieut. Constant L. Irwin,
 First Lieut. Willis E. Comfort,
 First Lieut. Leven C. Allen,
 First Lieut. Joseph Quesenberry,
 First Lieut. Robert O. Jones,
 First Lieut. Oliver A. Hess,
 First Lieut. Edward A. Allen,
 First Lieut. Carroll M. DeWitt,
 First Lieut. George L. Pepin,
 First Lieut. Clarence B. Carver,
 First Lieut. Jedediah H. Hills,
 First Lieut. Edwin E. Schwien,
 First Lieut. Dan D. Howe,
 First Lieut. John E. Copeland,
 First Lieut. Lloyd N. Keesling,
 First Lieut. John H. Humbert,
 First Lieut. Joseph L. Lancaster,
 First Lieut. David R. Kerr,
 First Lieut. Everett G. Smith,
 First Lieut. Lyman S. Frasier,
 First Lieut. Howard E. Hawkinson,
 First Lieut. Julius A. Mood, jr.,
 First Lieut. Sidney S. Eberle,
 First Lieut. Joseph N. Dalton,
 First Lieut. Charles N. Stevens,
 First Lieut. James S. Bailey,
 First Lieut. Henry C. Long, jr.,
 First Lieut. William E. Lucas, jr.,
 First Lieut. Victor Parks,
 First Lieut. Walter A. Pashkoski,
 First Lieut. Roscius H. Back,
 First Lieut. Oscar F. Carlson,
 First Lieut. Richard G. Tindall,
 First Lieut. Roy L. Taylor,
 First Lieut. Leander R. Hathaway,
 First Lieut. German W. Lester,
 First Lieut. Karl Engeldinger,
 First Lieut. Francis A. Byrne,
 First Lieut. Harry J. Selby,

First Lieut. Farragut F. Hall,
 First Lieut. Orville M. Moore,
 First Lieut. Walter R. McClure,
 First Lieut. Charles E. Speer,
 First Lieut. Baldwin Williams-Foote,
 First Lieut. Edmund Wilhelm,
 First Lieut. George H. Butler,
 First Lieut. Frank C. Foley,
 First Lieut. Leonard R. Boyd,
 First Lieut. Withers A. Burress,
 First Lieut. Arthur J. Hoffmann,
 First Lieut. Harry L. Bennett, jr.,
 First Lieut. Joseph J. McConville,
 First Lieut. John C. Platt, jr.,
 First Lieut. Thomas H. Ward,
 First Lieut. Edward H. Nichols,
 First Lieut. Lawrence B. Glasgow,
 First Lieut. Alfred D. Hayden,
 First Lieut. Melville W. F. Wallace,
 First Lieut. Paul M. Ellis,
 First Lieut. Kirk A. Metzert,
 First Lieut. Thomas E. Mount,
 First Lieut. John P. Pryor,
 First Lieut. Jewett C. Baker,
 First Lieut. Robert B. Moore,
 First Lieut. Charles W. Jones,
 First Lieut. Edward H. Cotcher,
 First Lieut. Robert S. Miller,
 First Lieut. Paul N. Starlings,
 First Lieut. Charles Porterfield, jr.,
 First Lieut. Sevier R. Tupper,
 First Lieut. Frank E. Royse,
 First Lieut. Lawrence F. Stone,
 First Lieut. Aaron J. Becker,
 First Lieut. Wilson M. Spann,
 First Lieut. James V. Ware,
 First Lieut. Robert W. Brown,
 First Lieut. James R. Manning,
 First Lieut. Charles L. Steel,
 First Lieut. Stuart R. Carswell,
 First Lieut. Gilbert S. Harter,
 First Lieut. John W. Cotton,
 First Lieut. Ralph E. Wallace,
 First Lieut. Lawrence W. Fagg,
 First Lieut. Maury Mann,
 First Lieut. Rupert L. Purdon,
 First Lieut. Richard S. Jones,
 First Lieut. William C. Hanna,
 First Lieut. Leon G. Harer,
 First Lieut. Edwin M. Scott,
 First Lieut. Paul J. Dowling,
 First Lieut. John H. Jones,
 First Lieut. Rufus E. Wicker,
 First Lieut. Charles L. Briscoe,
 First Lieut. Hermann C. Dempewolf,
 First Lieut. Frank E. Hinton,
 First Lieut. Frank P. Tuohy,
 First Lieut. John R. Hermann,
 First Lieut. Louis T. Roberts,
 First Lieut. James M. Palmer,
 First Lieut. Ralph A. W. Pearson,
 First Lieut. Alfred Millard,
 First Lieut. Harry A. Ambs,
 First Lieut. William H. Bittenbender,
 First Lieut. Raymond H. Bishop,
 First Lieut. James A. Summersett, jr.,
 First Lieut. Hugh C. Gilchrist, and
 First Lieut. Allen T. Veatch.

To be first lieutenants.

Second Lieut. Charles A. Drake,
 Second Lieut. James L. Ballard,
 Second Lieut. Earl E. Major,
 Second Lieut. Lloyd C. Parsons,
 Second Lieut. Claudius M. Easley,
 Second Lieut. Claude G. Hammond,
 Second Lieut. Henry V. Dexter,
 Second Lieut. Ted H. Cawthorne,
 Second Lieut. Edward Harrah,
 Second Lieut. Nelson Hill,
 Second Lieut. Robert W. Corrigan,
 Second Lieut. Richard H. Elliott,
 Second Lieut. Robert H. Lord,
 Second Lieut. Mose K. Pigman,

Second Lieut. Otto J. Endres,
 Second Lieut. John J. Hannigan,
 Second Lieut. Ruthford L. Herr,
 Second Lieut. Herbert G. Esden,
 Second Lieut. Norman Spencer,
 Second Lieut. Hunter L. Girault,
 Second Lieut. Rex W. Minckler,
 Second Lieut. George A. Jackson,
 Second Lieut. Roy F. Lynd,
 Second Lieut. Hugo J. Endres,
 Second Lieut. Wade H. Johnson,
 Second Lieut. Robert C. Patterson,
 Second Lieut. Francis W. Kernan,
 Second Lieut. John N. McNaughton,
 Second Lieut. Samuel I. Speevack,
 Second Lieut. Maximilian Clay,
 Second Lieut. Frederick S. Schmitt,
 Second Lieut. Calvert H. Arnold,
 Second Lieut. Clarence L. Morton,
 Second Lieut. George S. Prugh,
 Second Lieut. Homer F. Tate,
 Second Lieut. Harold Montague,
 Second Lieut. Kenyon H. Clark,
 Second Lieut. Cyril M. Stillson,
 Second Lieut. Richard H. Johnston,
 Second Lieut. John B. Cockburn,
 Second Lieut. George T. Fleet,
 Second Lieut. Clifton M. Brown,
 Second Lieut. Arthur Bloch,
 Second Lieut. Edward J. Rasch,
 Second Lieut. Walter B. Flynn,
 Second Lieut. Otto W. Neidert,
 Second Lieut. Edwin S. Beall,
 Second Lieut. Ralph E. Bower,
 Second Lieut. Charles W. Ogden,
 Second Lieut. Peter W. Ebbert,
 Second Lieut. George L. Eberle,
 Second Lieut. Marcus B. Bell,
 Second Lieut. Henry Pascale,
 Second Lieut. Frank R. Marston,
 Second Lieut. George W. Swift,
 Second Lieut. Lorraine D. Fields,
 Second Lieut. Remington Orsinger,
 Second Lieut. William S. Morris,
 Second Lieut. Joseph W. Bollenbeck,
 Second Lieut. Kenneth C. Bell,
 Second Lieut. Arnold Michelson,
 Second Lieut. Thomas F. Keasler,
 Second Lieut. Monroe M. Friedman,
 Second Lieut. Lee C. Lewis,
 Second Lieut. Cyrus J. Rounds,
 Second Lieut. John D. Forsythe,
 Second Lieut. Samuel L. Alexander,
 Second Lieut. Albert D. Johnson,
 Second Lieut. Roger W. Morse,
 Second Lieut. Leslie T. Lathrop,
 Second Lieut. Andrew A. Cook,
 Second Lieut. Lewis A. Maury,
 Second Lieut. Dan W. Flickinger,
 Second Lieut. Robert D. Porter,
 Second Lieut. Ralph E. Richards,
 Second Lieut. Chester G. Hadden,
 Second Lieut. Ralph H. Wooten,
 Second Lieut. Kenneth B. Bush,
 Second Lieut. Donald C. Williams,
 Second Lieut. Russell D. Barnes,
 Second Lieut. Victor Patterson,
 Second Lieut. Thorgny C. Carlson,
 Second Lieut. Lyman C. Ward,
 Second Lieut. James D. Brown,
 Second Lieut. Harold C. McClelland,
 Second Lieut. Robert C. Brunson,
 Second Lieut. Walter E. Wynne,
 Second Lieut. Norman L. Baldwin,
 Second Lieut. Roger Howell,
 Second Lieut. Kenneth McIntosh,
 Second Lieut. Fred R. Wolff,
 Second Lieut. Arthur C. Carlton,
 Second Lieut. Robert V. Finney,
 Second Lieut. Peter F. Connor,
 Second Lieut. Philip D. Wessen,
 Second Lieut. Clement D. Johnston,
 Second Lieut. Edward J. Hardin,
 Second Lieut. Harman P. Agnew,

Second Lieut. Floyd Lyle,
 Second Lieut. Francis W. Stone, jr.,
 Second Lieut. Don C. Faith,
 Second Lieut. Charles B. Herrick,
 Second Lieut. Raymond Orr,
 Second Lieut. Thomas H. Austin,
 Second Lieut. James W. Anderson,
 Second Lieut. Edgar T. Fell,
 Second Lieut. Archibald R. MacKechnie,
 Second Lieut. Joseph B. Kilbride,
 Second Lieut. Francis H. Wilson,
 Second Lieut. Walter A. Mack,
 Second Lieut. Arthur F. Williams,
 Second Lieut. William H. Pender,
 Second Lieut. John C. Kernan,
 Second Lieut. Maxton H. Flint,
 Second Lieut. Edward M. Bates,
 Second Lieut. Edward J. Gorman,
 Second Lieut. Charles S. Pettee,
 Second Lieut. Elmer E. Hagler, jr.,
 Second Lieut. Sidney H. Negrotto,
 Second Lieut. Gustav J. Braun,
 Second Lieut. Frederick V. Burgess,
 Second Lieut. Everett L. Upson,
 Second Lieut. Walter R. Curfman,
 Second Lieut. Don F. Pratt,
 Second Lieut. Ralph E. Mooney,
 Second Lieut. Willard A. Reddish,
 Second Lieut. Ernest R. Percy,
 Second Lieut. Marcellus L. Countryman, jr.,
 Second Lieut. John C. Shaw,
 Second Lieut. Harry L. Stoner,
 Second Lieut. James M. Arthur,
 Second Lieut. Donald Van P. Yewell,
 Second Lieut. Asa F. Coleman,
 Second Lieut. Charles J. McIntyre,
 Second Lieut. Phillip M. Oviatt,
 Second Lieut. Edwin H. Randle,
 Second Lieut. Francis M. Rich,
 Second Lieut. Edwin G. Watson,
 Second Lieut. Leon F. Sullivan,
 Second Lieut. Walter C. Armstrong,
 Second Lieut. William B. Townsend,
 Second Lieut. Hunter McGuire,
 Second Lieut. Andrew L. Tucker,
 Second Lieut. Steven V. Wilson,
 Second Lieut. Edwin R. Rinker,
 Second Lieut. John H. Gibson,
 Second Lieut. George W. Gering,
 Second Lieut. Cecil M. Neal,
 Second Lieut. Jay W. Sechler,
 Second Lieut. Walter E. Ditmars,
 Second Lieut. Paul H. Darrington,
 Second Lieut. John W. Spaulding,
 Second Lieut. Sidney B. Scott,
 Second Lieut. Ralph H. Countryman,
 Second Lieut. Edwin E. Aldridge,
 Second Lieut. Edwin B. Crabill,
 Second Lieut. Reade M. Ireland,
 Second Lieut. Edmund W. Hill,
 Second Lieut. Alfred M. Shearer,
 Second Lieut. James R. Campbell, jr.,
 Second Lieut. Edward A. Mullen,
 Second Lieut. James O. Tarbox,
 Second Lieut. Harry F. Rusch,
 Second Lieut. Raymond F. Edwards,
 Second Lieut. Oren A. Mulkey,
 Second Lieut. Charles C. Bond,
 Second Lieut. Byron C. Brown,
 Second Lieut. Forrest M. Harmon,
 Second Lieut. Ralph C. Twelling,
 Second Lieut. Frank H. Trell,
 Second Lieut. Harold R. Priest,
 Second Lieut. Jabez G. Gholston,
 Second Lieut. Robert A. McClure,
 Second Lieut. Frederick N. Vnson,
 Second Lieut. Francis B. McCollom,
 Second Lieut. Reginald D. Pappé,
 Second Lieut. Joseph B. Wirt,
 Second Lieut. Graham R. Schweickert,
 Second Lieut. Norman P. Williams,
 Second Lieut. Charles H. Riggan,
 Second Lieut. Winfield W. Smith,
 Second Lieut. Milton R. Barclay,

Second Lieut. Harold C. Wasgatt,
 Second Lieut. Wannie L. Bartley,
 Second Lieut. Norman J. McMahon,
 Second Lieut. Donald M. Bartow,
 Second Lieut. Hilbert A. C. Jensen,
 Second Lieut. Frank A. Pattillo,
 Second Lieut. Paul L. Singer,
 Second Lieut. Joseph L. Ready,
 Second Lieut. James B. Scarr,
 Second Lieut. Lloyd R. Rogers,
 Second Lieut. Charles C. Ritcor,
 Second Lieut. Earl C. Flegel,
 Second Lieut. Abner W. Goree,
 Second Lieut. Herbert B. Wheeler,
 Second Lieut. Charles C. Nathan,
 Second Lieut. Crittenden A. C. Tolman,
 Second Lieut. William E. Tidwell,
 Second Lieut. James K. Cubbison,
 Second Lieut. Howard F. Ross,
 Second Lieut. Arthur J. Lacouture,
 Second Lieut. Clifford M. Olivetti,
 Second Lieut. Josiah B. Mudge, jr.,
 Second Lieut. Hugh S. Lee,
 Second Lieut. Wilbur S. Elliott,
 Second Lieut. Kirk E. B. Lawton,
 Second Lieut. Nell S. Edmond,
 Second Lieut. Harold Haney,
 Second Lieut. Tully C. Garner,
 Second Lieut. Wilmer Brinton, jr.,
 Second Lieut. Forrest M. Record,
 Second Lieut. Luther W. Dear,
 Second Lieut. Frederick C. Shantz,
 Second Lieut. Martin D. McAllister,
 Second Lieut. George W. Booth,
 Second Lieut. William R. Colbern,
 Second Lieut. Marcel A. Gillis,
 Second Lieut. John W. Carroll, and
 Second Lieut. Joshua S. Bowen.

CAVALRY ARM.

To be captains.

First Lieut. Harley C. Dagley,
 First Lieut. Charles L. Clifford,
 First Lieut. Gaston L. Holmes,
 First Lieut. George W. Wersebe,
 First Lieut. Milton R. Fisher,
 First Lieut. John S. Jadwin,
 First Lieut. Arthur P. Thayer,
 First Lieut. Edward R. Scheitlin,
 First Lieut. Edwin A. Martin,
 First Lieut. Jay D. B. Lattin,
 First Lieut. Frank G. Ringland,
 First Lieut. John B. Harper,
 First Lieut. Winchell I. Rasor,
 First Lieut. Oliver I. Holman,
 First Lieut. John J. John,
 First Lieut. Harry B. Flounders,
 First Lieut. Grover R. Carl,
 First Lieut. Hugh D. Blanchard,
 First Lieut. James G. Monihan,
 First Lieut. Anthony J. Kirst,
 First Lieut. William G. Simons,
 First Lieut. Rexford E. Willoughby,
 First Lieut. John D. Austin,
 First Lieut. John P. Kaye,
 First Lieut. Cleo D. Mayhugh,
 First Lieut. James W. Barnett,
 First Lieut. John C. Mullenix,
 First Lieut. Ross McCoy,
 First Lieut. Howard C. Tobin,
 First Lieut. John A. Weeks,
 First Lieut. Walter E. Buchly,
 First Lieut. Harold C. Mandell,
 First Lieut. Lester A. Sprinkle,
 First Lieut. Robert W. Grow,
 First Lieut. Terrill E. Price,
 First Lieut. William H. Kasten,
 First Lieut. Edwin Rollmann,
 First Lieut. Leon E. Ryder,
 First Lieut. Richard L. Creed,
 First Lieut. William M. Husson,
 First Lieut. Harry L. Putnam,
 First Lieut. Roderick R. Allen, and
 First Lieut. Adolphus W. Roffe.

To be first lieutenants.

Second Lieut. Marion Cox,
 Second Lieut. Hugh J. FitzGerald,
 Second Lieut. David P. Minard,
 Second Lieut. Paul J. Matte,
 Second Lieut. Hugo P. Wise,
 Second Lieut. Norman R. Hamilton,
 Second Lieut. Robert R. Hawes, jr.,
 Second Lieut. Joseph S. Robinson,
 Second Lieut. Murray H. Ellis,
 Second Lieut. Wolcott P. Hay,
 Second Lieut. Joseph I. Lambert,
 Second Lieut. Ralph W. Rogers,
 Second Lieut. William P. Medlar,
 Second Lieut. Lawrence A. Shafer,
 Second Lieut. Thurlby M. Rundel,
 Second Lieut. Charles B. B. Bubb,
 Second Lieut. Paul E. McDermott,
 Second Lieut. Gustav B. Guenther,
 Second Lieut. William H. Skinner,
 Second Lieut. Leslie F. Laurence,
 Second Lieut. Horace W. Forster,
 Second Lieut. Franklin C. Ketler,
 Second Lieut. Charles Pope,
 Second Lieut. Waldemar A. Falck,
 Second Lieut. Carl J. Rohsenberger,
 Second Lieut. Crawford M. Kellogg,
 Second Lieut. James V. McDowell,
 Second Lieut. Harry L. Hart,
 Second Lieut. James H. B. Bogman,
 Second Lieut. Robert H. Gallier,
 Second Lieut. Percy S. Haydon,
 Second Lieut. David J. Chaillé,
 Second Lieut. Albert E. McIntosh,
 Second Lieut. Jefferson Kinney, jr.,
 Second Lieut. Halbert H. Neilson,
 Second Lieut. Lehard C. McAuley,
 Second Lieut. Carl R. Johnston,
 Second Lieut. Dean R. DeMerritt,
 Second Lieut. Charles B. Sweatt,
 Second Lieut. John M. Sanderson,
 Second Lieut. Charles W. Walton,
 Second Lieut. James V. McConville, and
 Second Lieut. Ralston D. Livingston.

FIELD ARTILLERY ARM.

To be captains.

First Lieut. Erwin C. W. Davis,
 First Lieut. Emile G. DeCoen,
 First Lieut. Arthur N. White,
 First Lieut. Patrick L. Lynch,
 First Lieut. Ivan N. Bradley,
 First Lieut. John J. McCollister,
 First Lieut. Frank A. Roberts,
 First Lieut. William D. Alexander,
 First Lieut. Herbert L. Lee,
 First Lieut. Richard J. Marshall,
 First Lieut. Ralph T. Heard,
 First Lieut. Harcourt Hervey,
 First Lieut. Francis W. Sheppard,
 First Lieut. Robert W. Daniels,
 First Lieut. John S. Winslow, and
 First Lieut. George N. Ruhberg.

To be first lieutenants.

Second Lieut. Leon A. Des Pland, jr.,
 Second Lieut. Charles W. McCleary,
 Second Lieut. John L. Gammell,
 Second Lieut. James W. Emerson, jr.,
 Second Lieut. Ward H. Maris,
 Second Lieut. Roderick S. Patch,
 Second Lieut. Joseph W. Del Alamo,
 Second Lieut. Richard W. Hocker,
 Second Lieut. William McK. Dunn,
 Second Lieut. Willard S. Simpkins,
 Second Lieut. Rene J. LeGardeur, jr.,
 Second Lieut. Corydon H. Sutton, jr.,
 Second Lieut. Henry M. Ladd, jr.,
 Second Lieut. Gustav E. Moe,
 Second Lieut. Philip Ramer,
 Second Lieut. Ozro F. Rideout,
 Second Lieut. Floyd C. Marshall,
 Second Lieut. Harris M. Findlay,
 Second Lieut. Thomas F. Furness,

Second Lieut. Joseph L. Corcoran,
 Second Lieut. Dana M. Hubbard,
 Second Lieut. Clyde W. White,
 Second Lieut. Preston S. Hoyt,
 Second Lieut. Clifford A. Laffin,
 Second Lieut. Willis W. Hubbard,
 Second Lieut. Fairfax S. Landstreet,
 Second Lieut. Floyd W. Stewart,
 Second Lieut. Fairfax D. Downey,
 Second Lieut. Bernard C. Law,
 Second Lieut. George F. Downey, jr.,
 Second Lieut. Andrew Carrigan, jr.,
 Second Lieut. Harley Latson,
 Second Lieut. John V. Thompson,
 Second Lieut. Carl Z. Draves,
 Second Lieut. Archibald D. Fiske,
 Second Lieut. Samuel C. Holliday,
 Second Lieut. Emory M. Hoover,
 Second Lieut. William M. Garrison,
 Second Lieut. Leon J. Paddock,
 Second Lieut. Bryan C. Curtis,
 Second Lieut. Henry L. Nicholls,
 Second Lieut. Arthur N. Selby,
 Second Lieut. Thomas H. McKoy, jr.,
 Second Lieut. Walter A. Phillips,
 Second Lieut. Stuart M. Canby,
 Second Lieut. Harry Y. Stebbins,
 Second Lieut. Edmond D. Margrave,
 Second Lieut. Harry Darby, jr.,
 Second Lieut. Samuel P. Griffiths,
 Second Lieut. Joseph W. Loeff,
 Second Lieut. Charles B. Bonner,
 Second Lieut. Arthur L. Warren,
 Second Lieut. Thomas K. Vincent,
 Second Lieut. Merritt H. Greene,
 Second Lieut. William B. Weakley,
 Second Lieut. William B. Tucker,
 Second Lieut. Philip D. Tryon,
 Second Lieut. Ary C. Berry,
 Second Lieut. George Davidson, jr.,
 Second Lieut. David L. Ruffner,
 Second Lieut. Mark M. Serum,
 Second Lieut. Louis H. Penney,
 Second Lieut. Ross B. Warren,
 Second Lieut. Addison H. Douglass,
 Second Lieut. Arthur E. Fox, and
 Second Lieut. Lewis A. Bond.

COAST ARTILLERY CORPS.

To be captains.

First Lieut. Frederick W. Smith,
 First Lieut. Robert S. Barr,
 First Lieut. Charles J. Herzer,
 First Lieut. William M. Cravens,
 First Lieut. John B. Martin,
 First Lieut. Edwin C. Mead,
 First Lieut. William T. Roberts,
 First Lieut. Carl J. Smith,
 First Lieut. Dugald Mac A. Barr,
 First Lieut. James D. Mac Mullen,
 First Lieut. Charles W. Bundy,
 First Lieut. Charles D. Y. Ostrom,
 First Lieut. Donald M. Cole,
 First Lieut. James C. Hutson,
 First Lieut. Francis A. Hause,
 First Lieut. Edward E. Mac Morland,
 First Lieut. Henry B. Holmes, jr., and
 First Lieut. Arvid M. Pendleton.

PROVISIONAL APPOINTMENTS, BY TRANSFER, IN THE ARMY.

Second Lieut. Keith F. Driscoll, Infantry, to be second lieutenant of Cavalry.
 Second Lieut. Joseph A. Nichols, Cavalry, to be second lieutenant of Infantry.
 Second Lieut. Earle L. Hazard, Infantry, to be second lieutenant of Cavalry.
 Second Lieut. James J. Roach, Cavalry, to be second lieutenant of Infantry.
 Second Lieut. Leonard Lucado Mintgomery, Cavalry, to be second lieutenant of Infantry.

TRANSFER TO THE ACTIVE LIST OF THE ARMY.

Second Lieut. Charles W. Harris to the grade of captain in the Infantry Arm.

PROMOTIONS IN THE ARMY.

CAVALRY ARM.

To be captains.

First Lieut. William E. Shipp,
 First Lieut. Calvin De Witt, jr.,
 First Lieut. James M. Crane,
 First Lieut. Lucien S. S. Berry,
 First Lieut. Victor W. B. Wales,
 First Lieut. Joseph M. Tully,
 First Lieut. Pettus H. Hemphill,
 First Lieut. Hugh Mitchell,
 First Lieut. Robert LeG. Walsh,
 First Lieut. Clarence S. Maulsby,
 First Lieut. George S. Andrew,
 First Lieut. Spencer A. Townsend,
 First Lieut. Arthur M. Jones,
 First Lieut. Thomas G. Peyton,
 First Lieut. Junius H. Houghton,
 First Lieut. Douglas J. Page,
 First Lieut. James N. Caperton,
 First Lieut. Charles C. Smith,
 First Lieut. Harrison Herman,
 First Lieut. William W. Dempsey,
 First Lieut. Robert R. D. McCullough,
 First Lieut. Chapman Grant,
 First Lieut. Duncan G. Richart, and
 First Lieut. Daniel A. Conner.

To be first lieutenants.

Second Lieut. Grayson C. Woodbury,
 Second Lieut. Duncan G. McGregor,
 Second Lieut. Thomas J. Heavey,
 Second Lieut. Wallace F. Safford,
 Second Lieut. Joshua A. Stansell,
 Second Lieut. Raymond E. S. Williamson,
 Second Lieut. David C. G. Schlenker,
 Second Lieut. Harry T. Wood,
 Second Lieut. Earl F. Knoob,
 Second Lieut. Robert E. Symmonds,
 Second Lieut. John R. W. Diehl,
 Second Lieut. Rudolph D. Delehanty,
 Second Lieut. William H. W. Reinburg,
 Second Lieut. Elmer H. Almqvist,
 Second Lieut. Frank L. Carr,
 Second Lieut. Frank E. Bertholet,
 Second Lieut. Marion Carson,
 Second Lieut. Rossiter H. Garity,
 Second Lieut. Frank C. Jedlicka,
 Second Lieut. Leo B. Conner,
 Second Lieut. John B. Saunders,
 Second Lieut. Arthur B. Custis,
 Second Lieut. Desmond O'Keefe,
 Second Lieut. Hal M. Rose,
 Second Lieut. Frederick J. Durrschmidt,
 Second Lieut. Milton W. Davis, and
 Second Lieut. John B. Bellinger, jr.

FIELD ARTILLERY.

To be first lieutenants.

Second Lieut. Thurston E. Wood,
 Second Lieut. John M. Johnson,
 Second Lieut. William O. Reeder,
 Second Lieut. William K. Kolb,
 Second Lieut. William R. Gerhardt,
 Second Lieut. Theodore E. Buechter,
 Second Lieut. Frederick E. Tibbetts, jr.,
 Second Lieut. Samuel D. Ringsdorf,
 Second Lieut. Redmond F. Kernan, jr.,
 Second Lieut. Theodore L. Futch,
 Second Lieut. Russell L. Meredith,
 Second Lieut. William I. Wilson,
 Second Lieut. Harold A. Cooney,
 Second Lieut. John T. Knight, jr.,
 Second Lieut. Miles A. Cowles,
 Second Lieut. Lawrence McC. Jones,
 Second Lieut. Gordon G. Heiner, jr., and
 Second Lieut. Edward J. Wolff, jr.

COAST ARTILLERY CORPS.

To be captains.

First Lieut. Martin J. O'Brien,
 First Lieut. Joseph C. Haw,
 First Lieut. Iverson B. Summers, jr.,
 First Lieut. Clifford R. Jones,
 First Lieut. John B. Wogan,

First Lieut. Clesen H. Tenney,
 First Lieut. Frank E. Emery, jr.,
 First Lieut. Edward C. Wallington,
 First Lieut. Carl E. Hocker,
 First Lieut. Richmond T. Gibson,
 First Lieut. Edward B. Hyde, jr.,
 First Lieut. Herbert R. Corbin,
 First Lieut. Charles H. Chapin,
 First Lieut. William P. Cherrington,
 First Lieut. Charles R. Finley,
 First Lieut. Albert W. Draves,
 First Lieut. Benjamin S. Beverley,
 First Lieut. Carl L. Marriott,
 First Lieut. Hugh A. Ramsey,
 First Lieut. Willis McD. Chapin,
 First Lieut. Carl S. Doney,
 First Lieut. James de B. Walbach,
 First Lieut. Richard M. Levy,
 First Lieut. Ellicott H. Freeland,
 First Lieut. James C. Ruddell,
 First Lieut. Joseph J. O'Hare,
 First Lieut. William G. Patterson,
 First Lieut. Frank C. Scofield,
 First Lieut. Ferdinand F. Gallagher, and
 First Lieut. Barrington L. Flanigen.

MEDICAL CORPS.

Maj. William R. Davis to be lieutenant colonel.

TEMPORARY PROMOTIONS IN THE ARMY.

INFANTRY ARM.

Lieut. Col. Hugh D. Wise to be colonel.
 Maj. Hugh D. Wise to be lieutenant colonel.
 Maj. Alfred W. Bjornstad to be lieutenant colonel.

To be majors.

Capt. Edwin J. Nowlen,
 Capt. Sylvester C. Loring,
 Capt. Jacob Schick,
 Capt. Roy W. Ashbrook, and
 Capt. Sam P. Herren.

CAVALRY ARM.

To be colonels.

Lieut. Col. James N. Munro,
 Lieut. Col. William S. Valentine,
 Lieut. Col. Henry C. Smither,
 Lieut. Col. Roy B. Harper, and
 Lieut. Col. Thomas A. Roberts.

To be lieutenant colonels.

Maj. Leonard L. Deitrick, and
 Maj. Richard B. Going.

To be majors.

Capt. Chauncey StC. McNeill,
 Capt. Frank K. Ross,
 Capt. Herman Kobbe,
 Capt. John A. Warden,
 Capt. John B. Johnson,
 Capt. Harold L. Gardiner, and
 Capt. Claude DeB. Hunt.

To be captains.

First Lieut. Charles C. Smith,
 First Lieut. Harrison Herman,
 First Lieut. William W. Dempsey,
 First Lieut. Robert R. D. McCullough,
 First Lieut. Chapman Grant,
 First Lieut. Duncan G. Richart,
 First Lieut. Daniel A. Connor,
 First Lieut. Harley C. Dagley,
 First Lieut. Charles L. Clifford,
 First Lieut. Gaston L. Holmes,
 First Lieut. George W. Wersebe,
 First Lieut. Milton R. Fisher,
 First Lieut. John S. Jadwin,
 First Lieut. Arthur P. Thayer,
 First Lieut. Edward R. Scheiflin,
 First Lieut. Edwin A. Martin,
 First Lieut. Jay D. B. Lattin,
 First Lieut. Frank G. Ringland,
 First Lieut. John B. Harper,
 First Lieut. Winchell I. Razor,
 First Lieut. Oliver I. Holman,
 First Lieut. John J. Bohn,
 First Lieut. Harry B. Flounders,
 First Lieut. John C. Garrett,

First Lieut. Grover R. Carl,
 First Lieut. Hugh D. Blanchard,
 First Lieut. James G. Monihan,
 First Lieut. Anthony J. Kirst,
 First Lieut. William G. Simmons,
 First Lieut. Rexford E. Willoughby,
 First Lieut. John D. Austin,
 First Lieut. John P. Kaye,
 First Lieut. Cleo D. Mayhugh,
 First Lieut. James W. Barnett,
 First Lieut. John C. Mullenix,
 First Lieut. Ross McCoy,
 First Lieut. Howard C. Tobin,
 First Lieut. John A. Weeks,
 First Lieut. Walter E. Buchly,
 First Lieut. Harold C. Mandell,
 First Lieut. Lester A. Sprinkle,
 First Lieut. Robert W. Grow,
 First Lieut. Terrill E. Price,
 First Lieut. William H. Kasten,
 First Lieut. Edwin Roliman,
 First Lieut. Leon E. Ryder,
 First Lieut. Richard L. Creed,
 First Lieut. William M. Husson,
 First Lieut. Harry L. Putnam,
 First Lieut. Roderick R. Allen,
 First Lieut. Adolphus W. Roffe,
 First Lieut. Ion C. Holm,
 First Lieut. Robert C. Candee,
 First Lieut. Joseph L. Phillips,
 First Lieut. Kenneth McCatty,
 First Lieut. Joseph W. Geer,
 First Lieut. Edwin D. Morgan, jr.,
 First Lieut. Leslie B. C. Jones,
 First Lieut. Kramer Thomas,
 First Lieut. James R. Finley,
 First Lieut. Willard S. Wadleton,
 First Lieut. Hale S. Cook,
 First Lieut. John M. Jenkins, jr.,
 First Lieut. Beverly H. Coiner,
 First Lieut. Albert D. Chipman,
 First Lieut. Arthur H. Truxes,
 First Lieut. Gordon J. F. Heron,
 First Lieut. Carl C. Krueger,
 First Lieut. Hugh M. Gregory,
 First Lieut. Oron A. Palmer,
 First Lieut. Stanley Bacon,
 First Lieut. Samuel V. Constant,
 First Lieut. William C. Chase,
 First Lieut. Norman E. Fiske,
 First Lieut. Donald O. Miller,
 First Lieut. Richard D. Gile,
 First Lieut. Wilson T. Bals,
 First Lieut. Cyrus J. Wilder,
 First Lieut. Harold C. Fellows,
 First Lieut. John T. Pierce, jr.,
 First Lieut. Henry H. Anderson,
 First Lieut. George M. Herringshaw,
 First Lieut. Thomas F. Limbocker,
 First Lieut. Cornelius M. Daly,
 First Lieut. Richard B. Trimble,
 First Lieut. Arthur S. Harrington,
 First Lieut. Frank L. Whittaker,
 First Lieut. Philip H. Sherwood,
 First Lieut. Robert S. La Motte,
 First Lieut. George M. Gillet, jr.,
 First Lieut. Arthur E. Pickard,
 First Lieut. James F. Dewhurst,
 First Lieut. Donald S. Perry,
 First Lieut. Thomas S. Poole,
 First Lieut. Frederick G. Rosenberg,
 First Lieut. Frederick R. Lafferty,
 First Lieut. Carl H. Strong,
 First Lieut. Robert L. Beall,
 First Lieut. Meade Frierson, jr.,
 First Lieut. Arthur T. Lacey,
 First Lieut. David W. Craig,
 First Lieut. Edmund M. Barnum,
 First Lieut. Thomas A. Dobyms, jr.,
 First Lieut. John T. Minton,
 First Lieut. William T. Haldeman,
 First Lieut. Edward S. Bassett,
 First Lieut. Edward F. Shaifer,
 First Lieut. George M. Peabody, jr.,
 First Lieut. Athael B. Ellis,

First Lieut. Harrie K. Dalbey,
 First Lieut. John W. McDonald,
 First Lieut. Victor Kerney,
 First Lieut. David H. Blakelock,
 First Lieut. Rinaldo L. Coe,
 First Lieut. Harold J. Duffey,
 First Lieut. Jay K. Colwell,
 First Lieut. Amory C. Cotchett,
 First Lieut. Otis Porter,
 First Lieut. Arthur C. D. Anderson,
 First Lieut. Emory M. Mace,
 First Lieut. Harry H. Dunn,
 First Lieut. George L. Morrison,
 First Lieut. Renn Lawrence,
 First Lieut. Joseph A. Covington,
 First Lieut. John L. Rice,
 First Lieut. Nelson M. Imboden,
 First Lieut. Randolph Dickins,
 First Lieut. John N. Steele,
 First Lieut. Eugene M. Dwyer,
 First Lieut. Wharton G. Ingram,
 First Lieut. Edward S. Moale,
 First Lieut. Adrian St. John,
 First Lieut. Frederick J. Holzbaur,
 First Lieut. George H. Carruth,
 First Lieut. Robert M. Carswell,
 First Lieut. Walter C. Merkel,
 First Lieut. Joseph M. Hurt, jr.,
 First Lieut. George I. Speer,
 First Lieut. Charles B. Duncan,
 First Lieut. Ferris M. Angevine,
 First Lieut. Julian W. Cunningham,
 First Lieut. Sam G. Fuller,
 First Lieut. Clinton A. Pierce,
 First Lieut. Thomas M. Cockrill,
 First Lieut. Delmore S. Wood,
 First Lieut. Arthur Vollmer,
 First Lieut. Otto B. Trigg,
 First Lieut. George W. L. Prettyman,
 First Lieut. Thomas M. Turner,
 First Lieut. Horace L. Hudson,
 First Lieut. Lawrence C. Frizzell,
 First Lieut. Jean F. Sabin,
 First Lieut. Robert F. White,
 First Lieut. Henry D. Jay,
 First Lieut. Ray L. Burnell,
 First Lieut. Arthur W. Hartman,
 First Lieut. John W. Berry,
 First Lieut. Joseph N. Marx,
 First Lieut. George Sawtelle,
 First Lieut. Ray Harrison,
 First Lieut. William F. Daugherty,
 First Lieut. John T. Cole,
 First Lieut. Stephen H. Sherrill,
 First Lieut. Charles H. Gerhardt,
 First Lieut. Walter H. Schulze,
 First Lieut. Herbert C. Holdridge,
 First Lieut. Albert C. Smith,
 First Lieut. Nicholas W. Lisle,
 First Lieut. Percy G. Black,
 First Lieut. Albert C. Stanford,
 First Lieut. Laurence B. Meacham,
 First Lieut. Louis Le R. Martin,
 First Lieut. William K. Harrison, jr.,
 First Lieut. Josiah F. Morford,
 First Lieut. Ernest N. Harmon,
 First Lieut. Joseph S. Tate,
 First Lieut. Arthur M. Harper,
 First Lieut. John W. Confer, jr.,
 First Lieut. Herbert N. Schwarzkopf,
 First Lieut. Robert N. Kunz,
 First Lieut. Charles S. Kilbourn,
 First Lieut. Charles R. Johnson, jr.,
 First Lieut. Bertrand Morrow,
 First Lieut. Coalter B. Compton,
 First Lieut. Folsome R. Parker,
 First Lieut. Guy H. Doshier,
 First Lieut. Cecil R. Neal,
 First Lieut. Myer S. Silven,
 First Lieut. William H. Symington,
 First Lieut. Phillip B. Fryer,
 First Lieut. Donald C. Hawley,
 First Lieut. Vernon L. Padgett,
 First Lieut. Jay W. MacKelvie,
 First Lieut. Francis T. Bonsteel,

First Lieut. William E. Barott,
 First Lieut. Wallace F. Hamilton,
 First Lieut. Frank Nelson,
 First Lieut. William E. McMinn,
 First Lieut. Edmund M. Crump,
 First Lieut. Herman F. Rathjen,
 First Lieut. Daniel J. Keane,
 First Lieut. Milo J. Warner,
 First Lieut. Le Roy Davis,
 First Lieut. Anthony J. Tittinger,
 First Lieut. Max D. Holmes,
 First Lieut. Charles A. Ellis,
 First Lieut. Demas L. Sears,
 First Lieut. Bankston E. Mattox, jr.,
 First Lieut. Frank H. Barnhart,
 First Lieut. John A. Moschner,
 First Lieut. George E. Harrison,
 First Lieut. Wesley J. White,
 First Lieut. Alton W. Howard,
 First Lieut. Nolan Ferguson,
 First Lieut. Richard W. Carter,
 First Lieut. Kenneth Rowntree,
 First Lieut. George A. King,
 First Lieut. James B. Lockwood,
 First Lieut. Lionel L. Meyer,
 First Lieut. Frederick H. L. Ryder,
 First Lieut. John W. Weeks,
 First Lieut. Theodore B. Apgar,
 First Lieut. Jefferson B. Osborn,
 First Lieut. Mortimer H. Christian,
 First Lieut. Marcus R. Monsarratt,
 First Lieut. Fabius B. Shipp,
 First Lieut. James J. Cecil,
 First Lieut. George A. Moore,
 First Lieut. James M. Shelton,
 First Lieut. Albert R. Kuschke,
 First Lieut. George W. Gay,
 First Lieut. Forsyth Bacon,
 First Lieut. Ralph L. Joyner,
 First Lieut. Roscoe S. Parker,
 First Lieut. Heywood S. Dodd,
 First Lieut. Kent C. Lambert,
 First Lieut. George E. Huthstainer,
 First Lieut. Richard B. Lloyd,
 First Lieut. Maurice Morgan,
 First Lieut. Gilbert E. Bixby,
 First Lieut. Eugene Burnet,
 First Lieut. Charles F. Houghton,
 First Lieut. Harry A. Buckley,
 First Lieut. James E. Slack,
 First Lieut. Culver S. Mitcham,
 First Lieut. William O. Johnson,
 First Lieut. Harold B. Gibson,
 First Lieut. John D. Hood,
 First Lieut. Charles S. Lawrence,
 First Lieut. Melvin S. Williamson,
 First Lieut. Evarts W. Opie,
 First Lieut. Frank P. Stretton,
 First Lieut. Paul Hurlburt,
 First Lieut. Aaron Y. Hardy,
 First Lieut. Earl B. Wilson,
 First Lieut. Edmund J. Engel,
 First Lieut. John E. Grant,
 First Lieut. Jack M. Reardon,
 First Lieut. Lewis Mesherry,
 First Lieut. Lewis A. Weiss,
 First Lieut. Francis E. Cheney,
 First Lieut. Robert P. Mortimer,
 First Lieut. Lee T. Victor,
 First Lieut. Henry C. Caron,
 First Lieut. William W. Powell,
 First Lieut. Robert F. Merkel,
 First Lieut. Carroll A. Powell,
 First Lieut. Frank C. De Langton,
 First Lieut. Ivan N. Waldron,
 First Lieut. Carter R. McLennan,
 First Lieut. Frederick Gearing,
 First Lieut. Geoffrey Galwey,
 First Lieut. Louis G. Gibney,
 First Lieut. William D. Adkins,
 First Lieut. John B. Hartman,
 First Lieut. Harry C. Jones,
 First Lieut. James E. Simpson,
 First Lieut. Charles J. Booth,
 First Lieut. William T. Hamilton,

First Lieut. Richard C. Boyan,
 First Lieut. Edward K. Jones,
 First Lieut. Harry P. Shaw,
 First Lieut. Frederick F. Duggan,
 First Lieut. Harry H. Baird,
 First Lieut. Francis H. Waters,
 First Lieut. William T. Bauskett, jr.,
 First Lieut. Carlisle B. Cox,
 First Lieut. Walter L. Bishop,
 First Lieut. Donald R. McComas,
 First Lieut. Liburn B. Chambers,
 First Lieut. John W. Burke,
 First Lieut. Charles W. Jacobson,
 First Lieut. Edgar R. Garlick,
 First Lieut. Henry P. Ames,
 First Lieut. Richard F. Leahy,
 First Lieut. Howard C. Okie,
 First Lieut. William L. Gibson,
 First Lieut. James L. Francisus,
 First Lieut. Eddie J. Lee,
 First Lieut. Elmer P. Gosnell,
 First Lieut. Raymond D. Adolph,
 First Lieut. Donald A. Stroh,
 First Lieut. Russell T. George,
 First Lieut. Thomas C. McCormick,
 First Lieut. Erskine A. Franklin,
 First Lieut. Wallace H. Gillett,
 First Lieut. Robert D. Thompson, jr.,
 First Lieut. John E. Maher,
 First Lieut. John E. Selby,
 First Lieut. Arthur L. Marek,
 First Lieut. Herbert E. Watkins,
 First Lieut. Raymond L. Newton,
 First Lieut. William R. Irvin,
 First Lieut. Alfred L. Baylies,
 First Lieut. Lathan H. Collins,
 First Lieut. Ralph B. Skinner,
 First Lieut. Candler A. Wilkinson,
 First Lieut. Milton A. Lowenberg,
 First Lieut. John A. Hettinger,
 First Lieut. George A. Goodyear,
 First Lieut. Paul H. Morris,
 First Lieut. Francis E. S. Turner,
 First Lieut. Guy D. Thompson,
 First Lieut. George A. Parsons,
 First Lieut. David W. Barton,
 First Lieut. Martin R. Rice,
 First Lieut. Philip C. Clayton,
 First Lieut. Hans E. Kloepper,
 First Lieut. Edward A. Everett, jr.,
 First Lieut. Herbert A. Myers,
 First Lieut. Norman N. Rogers,
 First Lieut. Temple E. Ridgely, and
 First Lieut. Harry W. Maas.

FIELD ARTILLERY ARM.

To be captains.

First Lieut. Erwin C. W. Davis,
 First Lieut. Emile G. De Coen,
 First Lieut. Arthur N. White,
 First Lieut. Patrick L. Lynch,
 First Lieut. Ivan N. Bradley,
 First Lieut. John J. McCollister,
 First Lieut. Frank A. Roberts,
 First Lieut. William D. Alexander,
 First Lieut. Herbert L. Lee,
 First Lieut. Richard J. Marshall,
 First Lieut. Ralph T. Heard,
 First Lieut. Harcourt Hervey,
 First Lieut. Francis W. Sheppard,
 First Lieut. Robert W. Daniels,
 First Lieut. John S. Winslow,
 First Lieut. George N. Ruhberg,
 First Lieut. Armand Durant,
 First Lieut. Thomas T. Handy,
 First Lieut. Frank B. Tipton, jr.,
 First Lieut. Stanley F. Bryan,
 First Lieut. Oliver L. Haines,
 First Lieut. Oscar I. Gates,
 First Lieut. Gerald E. Brower,
 First Lieut. William J. Jones,
 First Lieut. Yarrow D. Velsey,
 First Lieut. William B. Dunwoody,
 First Lieut. Charles B. Thomas,
 First Lieut. Oliver J. Bond, jr.,

First Lieut. Robert H. Ennis,
 First Lieut. Benjamin E. Carter,
 First Lieut. Henry B. Parker,
 First Lieut. Francis Fielding-Reid,
 First Lieut. Harold R. Ristine,
 First Lieut. Edmund B. Edwards,
 First Lieut. Oscar L. Gruhn,
 First Lieut. Theodore W. Wrenn,
 First Lieut. Harold W. Rehm,
 First Lieut. John B. Pitney,
 First Lieut. Clifford H. Tate,
 First Lieut. Ottomar O'Donnell,
 First Lieut. Oliver P. Echols,
 First Lieut. Clement Ripley,
 First Lieut. Edward M. Smith,
 First Lieut. John O. Hoskins,
 First Lieut. William Clarke,
 First Lieut. Albert R. Ives,
 First Lieut. Arthur Brigham, jr.,
 First Lieut. William M. Jackson,
 First Lieut. Joseph A. Sheridan,
 First Lieut. Hugh C. Minton,
 First Lieut. Charles W. Gallaher,
 First Lieut. Laurence V. Houston,
 First Lieut. Stacy Knopf,
 First Lieut. James M. Garrett,
 First Lieut. David M. Pope,
 First Lieut. Eugene H. Willenbacher,
 First Lieut. Louis C. Arthur, jr.,
 First Lieut. John F. Hubbard,
 First Lieut. Franklin M. Davison,
 First Lieut. William E. Shepherd, jr.,
 First Lieut. Robert M. Bathurst,
 First Lieut. William H. Saunders,
 First Lieut. Charles E. Hurdis,
 First Lieut. Henry J. Schroeder,
 First Lieut. James K. Tully,
 First Lieut. John M. Devine,
 First Lieut. Harold A. Nisely,
 First Lieut. James L. Guion,
 First Lieut. George D. Wahl,
 First Lieut. Basil H. Perry,
 First Lieut. Ray H. Lewis,
 First Lieut. Solomon F. Clark,
 First Lieut. Augustus M. Gurney,
 First Lieut. Oliver B. Cardwell,
 First Lieut. William O. Butler,
 First Lieut. Rex W. Beasley,
 First Lieut. Frank Langham,
 First Lieut. William F. Maher,
 First Lieut. Walter F. Wright,
 First Lieut. Sidney F. Dunn,
 First Lieut. Louis W. Hasslock,
 First Lieut. Breckinridge A. Day,
 First Lieut. Paul C. Harper,
 First Lieut. Joseph Kennedy,
 First Lieut. George D. Shea,
 First Lieut. John V. D. Hume,
 First Lieut. Woodrow W. Woodbridge,
 First Lieut. Gervas S. Taylor,
 First Lieut. John G. Pennypacker,
 First Lieut. Richard H. Schubert,
 First Lieut. Edward F. Marx,
 First Lieut. Wilbur C. Carlan,
 First Lieut. George R. Rede,
 First Lieut. Gilbert P. Kearns,
 First Lieut. Van Rensselaer Vestal,
 First Lieut. John H. Carriker,
 First Lieut. Peter P. Michalek,
 First Lieut. William G. Gough,
 First Lieut. Joseph A. Mulherrin,
 First Lieut. Azel W. McNeal,
 First Lieut. William B. Wright, jr.,
 First Lieut. Victor H. Bridgman, jr.,
 First Lieut. Wendell L. Bevan,
 First Lieut. Henry J. Macpeake,
 First Lieut. Frank W. Lykes,
 First Lieut. Richard T. Guthrie,
 First Lieut. Ittai A. Luke,
 First Lieut. Roger Griswold,
 First Lieut. Henry Lockwood, jr.,
 First Lieut. Alan L. Campbell,
 First Lieut. Oscar B. Ralls, jr.,
 First Lieut. John R. Larkin,
 First Lieut. Douglas R. Coleman,

First Lieut. George P. Winton,
 First Lieut. George J. Downing,
 First Lieut. Wallace W. Crawford,
 First Lieut. Christiancy Pickett,
 First Lieut. Rush H. Rogers,
 First Lieut. John C. Adams,
 First Lieut. Arthur C. Waters,
 First Lieut. Ernest T. Barco,
 First Lieut. Lester A. Daugherty,
 First Lieut. Walter G. Witt,
 First Lieut. Joseph E. Takken,
 First Lieut. Raymond J. Watrous,
 First Lieut. Jerome J. Waters, jr., and
 First Lieut. Thomas G. Hanson, jr.

COAST ARTILLERY CORPS.

To be majors.

Capt. Richard H. Williams,
 Capt. Alfred M. Mason,
 Capt. Kenneth C. Masteller,
 Capt. Joseph Matson,
 Capt. Francis H. Lincoln,
 Capt. William H. Wilson,
 Capt. Edward D. Powers,
 Capt. Charles E. N. Howard,
 Capt. Claudius M. Seaman,
 Capt. Hugh J. B. McElgin,
 Capt. Arthur L. Fuller,
 Capt. Henry R. Casey,
 Capt. David Y. Beckham,
 Capt. Richard C. Marshall, jr.,
 Capt. John O. Steger,
 Capt. Rex Van Den Corput,
 Capt. James A. Thomas,
 Capt. James D. Watson,
 Capt. Frank T. Hines,
 Capt. James Totten,
 Capt. Wesley W. K. Hamilton,
 Capt. Benjamin H. Kerfoot,
 Capt. Edward Canfield, jr.,
 Capt. Arthur H. Bryant,
 Capt. Edward M. Shinkle,
 Capt. William R. Bettison,
 Capt. Gordon Robinson,
 Capt. Claude E. Brigham,
 Capt. James Prentice,
 Capt. Howard S. Miller,
 Capt. William H. Menges,
 Capt. Francis J. Behr,
 Capt. John R. Musgrave,
 Capt. Albert L. Rhoades,
 Capt. William E. Murray,
 Capt. Graham Parker,
 Capt. Norris Stayton,
 Capt. Richard Furnival,
 Capt. Ralph D. Herring,
 Capt. William E. De Sombre,
 Capt. Glen F. Jenks,
 Capt. Clarence B. Ross,
 Capt. Richard H. Jordan,
 Capt. James B. Taylor,
 Capt. Brainerd Taylor,
 Capt. Frank Geere,
 Capt. Charles E. Wheatley,
 Capt. Adam F. Casad,
 Capt. John E. Munroe,
 Capt. Walter K. Wilson,
 Capt. Offnere Hope,
 Capt. John O'Neil,
 Capt. Owen G. Collins,
 Capt. Frederic H. Smith,
 Capt. Charles H. Patterson,
 Capt. Lewis Turtle,
 Capt. Clifford Jones,
 Capt. Louis C. Brinton, jr.,
 Capt. Paul D. Bunker,
 Capt. Louis R. Dice,
 Capt. William M. Colvin,
 Capt. Henry W. Bunn,
 Capt. Harry L. Morse,
 Capt. Mark L. Ireland,
 Capt. Charles R. Alley,
 Capt. Lucian B. Moody,
 Capt. Fulton Q. C. Gardner,
 Capt. John W. McKie,

Capt. James B. Dillard,
 Capt. Carr Waller,
 Capt. David McC. McKell,
 Capt. Matthew A. Cross,
 Capt. Henning F. Colley,
 Capt. Albert H. Barkley,
 Capt. Walter Singles,
 Capt. Bollo F. Anderson,
 Capt. Edward E. Farnsworth,
 Capt. William T. Carpenter,
 Capt. Frank H. Phipps,
 Capt. Thomas Duncan,
 Capt. Thomas M. Spaulding,
 Capt. Benjamin H. L. Williams,
 Capt. Halsey Dunwoody,
 Capt. Le Roy Bartlett,
 Capt. Robert C. Eddy,
 Capt. Julius C. Peterson,
 Capt. James F. Walker,
 Capt. Ellery W. Niles,
 Capt. Adelno Gibson,
 Capt. John L. Holcombe,
 Capt. James S. Dusenbury,
 Capt. Lloyd B. Magruder,
 Capt. Sidney H. Guthrie,
 Capt. Nathan Horowitz,
 Capt. Lloyd P. Horsfall,
 Capt. Charles G. Mettler,
 Capt. Charles B. Gatewood,
 Capt. Joseph H. Pelot,
 Capt. Morgan L. Brett,
 Capt. Forrest E. Williford,
 Capt. Earl McFarland,
 Capt. Joseph A. Green,
 Capt. Alexander G. Pendleton, and
 Capt. John C. Henderson.

To be captains.

First Lieut. Martin J. O'Brien,
 First Lieut. Joseph C. Haw,
 First Lieut. Iverson B. Summers, jr.,
 First Lieut. Clifford R. Jones,
 First Lieut. John B. Wogan,
 First Lieut. Clesen H. Tenney,
 First Lieut. Frank E. Emery, jr.,
 First Lieut. Edward C. Wallington,
 First Lieut. Carl E. Hocker,
 First Lieut. Richmond T. Gibson,
 First Lieut. Edward B. Hyde, jr.,
 First Lieut. Herbert R. Corbin,
 First Lieut. Charles H. Chapin,
 First Lieut. William P. Cherrington,
 First Lieut. Charles R. Finley,
 First Lieut. Albert W. Draves,
 First Lieut. Benjamin S. Beverley,
 First Lieut. Carl L. Marriott,
 First Lieut. Hugh A. Ramsey,
 First Lieut. Willis McD. Chapin,
 First Lieut. Carl S. Doney,
 First Lieut. James de B. Walbach,
 First Lieut. Richard M. Levy,
 First Lieut. Ellicott H. Freeland,
 First Lieut. James C. Ruddell,
 First Lieut. Joseph J. O'Hare,
 First Lieut. William G. Patterson,
 First Lieut. Frank C. Scofield,
 First Lieut. Ferdinand F. Gallagher,
 First Lieut. Barrington L. Flaunigen,
 First Lieut. Frederick W. Smith,
 First Lieut. Robert S. Barr,
 First Lieut. Charles J. Herzer,
 First Lieut. William M. Cravens,
 First Lieut. John B. Martin,
 First Lieut. Edwin C. Mead,
 First Lieut. Will'am T. Roberts,
 First Lieut. Carl J. Smith,
 First Lieut. Dugald Mac A. Barr,
 First Lieut. James D. Mac Mullen,
 First Lieut. Charles W. Bundy,
 First Lieut. Charles D. Y. Ostrom,
 First Lieut. Donald M. Cole,
 First Lieut. James C. Hutson,
 First Lieut. Francis A. Hause,
 First Lieut. Edward E. MacMorland,
 First Lieut. Henry B. Holmes, jr.,

First Lieut. Arvid M. Pendleton,
 First Lieut. Leslie V. Jefferis,
 First Lieut. Stuart A. Hamilton,
 First Lieut. Howard F. Gill,
 First Lieut. Gerald R. Butz,
 First Lieut. Joseph W. Barker,
 First Lieut. Shuey E. Wolfe,
 First Lieut. Frank J. Atwood,
 First Lieut. Carl C. Terry,
 First Lieut. Fred G. French,
 First Lieut. Edward A. Murphy,
 First Lieut. Jep C. Hardigg,
 First Lieut. Dale D. Hinman,
 First Lieut. George D. Davidson,
 First Lieut. Robert E. Turley, jr.,
 First Lieut. Richard B. Webb,
 First Lieut. Moses Goodman,
 First Lieut. Kenneth S. Purdie,
 First Lieut. Jules E. Piccard,
 First Lieut. Robert E. Phillips,
 First Lieut. William R. Stewart,
 First Lieut. Edgar Nash, jr.,
 First Lieut. Vincent B. Dixon,
 First Lieut. Wilmer S. Phillips,
 First Lieut. Otis A. Wallace,
 First Lieut. Edgar H. Underwood,
 First Lieut. Howard S. Thomas,
 First Lieut. Paul H. French,
 First Lieut. Horace L. Whittaker,
 First Lieut. Gordon de L. Carrington,
 First Lieut. James Q. Rood,
 First Lieut. James L. Hatcher,
 First Lieut. Ira B. Hill,
 First Lieut. Berthold Vogel,
 First Lieut. Odes T. Pogue,
 First Lieut. William Chason,
 First Lieut. Evan C. Seaman,
 First Lieut. Clarence E. Cotter,
 First Lieut. Gordon B. Welch,
 First Lieut. James M. Evans,
 First Lieut. Cedric F. Maguire,
 First Lieut. Edward E. Murphy,
 First Lieut. Marshall M. Williams, jr.,
 First Lieut. Henry R. Behrens,
 First Lieut. Edward C. Seeds,
 First Lieut. Edison A. Lynn,
 First Lieut. Milton P. Morrill,
 First Lieut. Guy H. Drewry,
 First Lieut. Raphael S. Chavin,
 First Lieut. John L. Scott,
 First Lieut. Alva F. Englehart,
 First Lieut. Harold R. Jackson,
 First Lieut. Morris K. Barroll, jr.,
 First Lieut. Walter W. Warner,
 First Lieut. Walter F. Vander Hyden,
 First Lieut. Ira A. Crump,
 First Lieut. Elbert L. Ford, jr.,
 First Lieut. Samuel H. Bradbury, jr.,
 First Lieut. James L. Hayden,
 First Lieut. Scott B. Ritchie,
 First Lieut. George S. Beurket,
 First Lieut. Burnett R. Olmsted,
 First Lieut. Joel G. Holmes,
 First Lieut. James A. Code, jr.,
 First Lieut. William Sackville,
 First Lieut. Leroy H. Lohmann,
 First Lieut. Christian G. Foltz,
 First Lieut. Aaron Bradshaw, jr.,
 First Lieut. William W. Cowgill,
 First Lieut. Harry R. Pierce,
 First Lieut. Lawrence C. Mitchell,
 First Lieut. Alexander H. Campbell,
 First Lieut. Marvil G. Armstrong,
 First Lieut. John R. Nygaard,
 First Lieut. James L. Keane,
 First Lieut. John A. Messerschmidt,
 First Lieut. Benjamin Bowering,
 First Lieut. Henry F. Grimm, jr.,
 First Lieut. Henry Linsert,
 First Lieut. Donald L. Dutton,
 First Lieut. Leland A. Miller,
 First Lieut. Arthur N. Harrigan,
 First Lieut. Percy C. Hamilton,
 First Lieut. Robert A. Laird,

First Lieut. Porter P. Lowry,
 First Lieut. Joseph W. Hazell,
 First Lieut. John B. Day,
 First Lieut. Nelson Dingley, 3d,
 First Lieut. Carl R. Adams,
 First Lieut. Edward C. Lohr,
 First Lieut. Byron T. Ipoek,
 First Lieut. George W. Hovey,
 First Lieut. Ernest L. Bigham,
 First Lieut. Raymond H. Schutte,
 First Lieut. Carl R. Crosby,
 First Lieut. Charles T. Halbert,
 First Lieut. Claude G. Benham,
 First Lieut. Roy D. Burdick,
 First Lieut. Franklin A. Green,
 First Lieut. Harrie J. Rechtsteiner,
 First Lieut. Willard W. Irvine,
 First Lieut. William D. Evans,
 First Lieut. Clarence N. Winston,
 First Lieut. Albert M. Jackson,
 First Lieut. Lyle B. Chapman,
 First Lieut. Joseph P. Kohn,
 First Lieut. Robert J. Van Buskirk,
 First Lieut. Frederick L. Topping,
 First Lieut. Thomas R. Phillips,
 First Lieut. Charles S. Erswell, jr.,
 First Lieut. Lewis Merriam, jr.,
 First Lieut. Fenton G. Epling,
 First Lieut. Ross G. Hoyt,
 First Lieut. William Mayer,
 First Lieut. Hubert A. McMorrow,
 First Lieut. Douglas G. Clark,
 First Lieut. Vernon G. Cox,
 First Lieut. Ralph G. Lockett,
 First Lieut. John H. La Fitte,
 First Lieut. Leon C. Dennis,
 First Lieut. Clarence L. Stevens,
 First Lieut. Caruthers A. Coleman, and
 First Lieut. William F. Lafrenz.

WITHDRAWALS.

Executive nominations withdrawn from the Senate February 13, 1918.

CAVALRY ARM.

To be captains.

First Lieut. Ion C. Holm, Cavalry, from October 12, 1917, vice Capt. John A. Pearson, placed on the detached officers' list.

First Lieut. Robert C. Candee, Cavalry, from October 12, 1917, vice Capt. Olan C. Aleshire, placed on the detached officers' list.

First Lieut. Joseph L. Phillips, Cavalry, from October 12, 1917, vice Capt. Kinzie B. Edmunds, placed on the detached officers' list.

First Lieut. Kenneth McCatty, Cavalry, from October 23, 1917, vice Capt. Stewart O. Elting, detailed in the Quartermaster Corps.

First Lieut. Joseph W. Geer, Cavalry, from October 23, 1917, vice Capt. Ben Lear, jr., detailed in the General Staff.

First Lieut. Edwin D. Morgan, jr., Cavalry, subject to examination required by law, from October 23, 1917, vice Capt. Morton C. Mumma, detailed in the General Staff.

First Lieut. Leslie B. C. Jones, Cavalry, subject to examination required by law, from October 23, 1917, vice Capt. William H. Cowles, detailed in the Inspector General's Department.

First Lieut. Kramer Thomas, Cavalry, from October 31, 1917, vice Capt. John Kennard, detailed in the Quartermaster Corps.

First Lieut. James R. Finley, Cavalry, from November 5, 1917, vice Capt. Orlando C. Troxel, died November 4, 1917.

First Lieut. Willard S. Wadleton, Cavalry, from November 5, 1917, vice Capt. Joseph M. Tully, placed on the detached officers' list.

First Lieut. Hale S. Cook, Cavalry, from November 5, 1917, vice Capt. John A. Berry, placed on the detached officers' list.

First Lieut. John M. Jenkins, jr., Cavalry, from November 5, 1917, vice Capt. Verne R. Bell, placed on the detached officers' list.

First Lieut. Beverly H. Coiner, Cavalry, from November 5, 1917, vice Capt. Mack Garr, placed on the detached officers' list.

First Lieut. Albert D. Chipman, Cavalry, from November 5, 1917, vice Capt. William C. Christy, detailed in the Quartermaster Corps.

First Lieut. Arthur H. Truxes, Cavalry, from November 5, 1917, vice Capt. Henry D. F. Munnikhuysen, detailed in the Quartermaster Corps.

First Lieut. Gordon J. F. Heron, Cavalry, from November 5, 1917, vice Capt. Leon M. Logan, detailed in the Quartermaster Corps.

First Lieut. Carl C. Krueger, Cavalry, subject to examination required by law, from November 5, 1917, vice Capt. James S. Mooney, detailed in the Quartermaster Corps.

First Lieut. Hugh M. Gregory, Cavalry, from November 5, 1917, vice Capt. Lindsley D. Beach, detailed in the Quartermaster Corps.

First Lieut. Oron A. Palmer, Cavalry, from November 6, 1917, vice Capt. Pearson Menoher, placed on the detached officers' list.

First Lieut. Stanley Bacon, Cavalry, from December 11, 1917, vice Capt. George B. Comly, detailed in The Adjutant General's Department.

First Lieut. Samuel V. Constant, Cavalry, subject to examination required by law, from December 19, 1917, vice Capt. Abbott Boone, detailed in the Signal Corps.

First Lieut. William C. Chase, Cavalry, from December 22, 1917, vice Capt. George A. Purington, detailed in Ammunition Train.

First Lieut. Norman E. Fiske, Cavalry, from December 29, 1917, vice Capt. John C. Montgomery, detailed in Ammunition Train.

First Lieut. Donald O. Miller, Cavalry, from December 29, 1917, vice Capt. Ralph I. Sasse, detailed in Ammunition Train.

To be first lieutenants.

Second Lieut. Vance W. Batchelor, Cavalry, with rank from October 12, 1917, vice First Lieut. Ion C. Holm, promoted.

Second Lieut. Truman E. Boudinot, Cavalry, with rank from October 12, 1917, vice First Lieut. Robert C. Candee, promoted.

Second Lieut. James R. Wood, Cavalry, with rank from October 12, 1917, vice First Lieut. Harrison Herman, placed on the detached officers' list.

Second Lieut. William J. Gallagher, Cavalry, with rank from October 12, 1917, vice First Lieut. Chapman Grant, placed on the detached officers' list.

Second Lieut. Charles Rudd, Cavalry, with rank from October 12, 1917, vice First Lieut. Daniel A. Conner, placed on the detached officers' list.

Second Lieut. James G. Strobbridge, Cavalry, with rank from October 12, 1917, vice First Lieut. Harley C. Dagley, placed on the detached officers' list.

Second Lieut. Stephen Boon, jr., Cavalry, with rank from October 12, 1917, vice First Lieut. George W. Wersebe, placed on the detached officers' list.

Second Lieut. Harold G. Holt, Cavalry, with rank from October 12, 1917, vice First Lieut. Milton R. Fisher, placed on the detached officers' list.

Second Lieut. Walter Gunther, Cavalry, with rank from October 12, 1917, vice First Lieut. John S. Judwin, placed on the detached officers' list.

Second Lieut. Roy V. Morledge, Cavalry, with rank from October 12, 1917, vice First Lieut. Arthur P. Thayer, placed on the detached officers' list.

Second Lieut. John W. Noble, Cavalry, with rank from October 12, 1917, vice First Lieut. Edward R. Scheitlin, placed on the detached officers' list.

Second Lieut. Herman R. Crile, Cavalry, with rank from October 12, 1917, vice First Lieut. Edwin A. Martin, placed on the detached officers' list.

Second Lieut. Joseph E. Torrence, Cavalry, with rank from October 12, 1917, vice First Lieut. John B. Harper, placed on the detached officers' list.

Second Lieut. Charles G. Hutchinson, Cavalry, with rank from October 12, 1917, vice First Lieut. James G. Monihan, placed on the detached officers' list.

Second Lieut. Chester P. Dorland, Cavalry (Signal Corps), with rank from October 12, 1917, vice First Lieut. Anthony J. Kirt, placed on the detached officers' list.

Second Lieut. Ernest D. McQueen, Cavalry, with rank from October 12, 1917, vice First Lieut. Rexford E. Willoughby, placed on the detached officers' list.

Second Lieut. Archie E. Groff, Cavalry, with rank from October 12, 1917, vice First Lieut. John D. Austin, placed on the detached officers' list.

Second Lieut. George D. Wiltshire, Cavalry, with rank from October 12, 1917, vice First Lieut. John P. Kaye, placed on the detached officers' list.

Second Lieut. Alfonso F. Zerbee, Cavalry, with rank from October 12, 1917, vice First Lieut. James W. Barnett, placed on the detached officers' list.

Second Lieut. Jackson B. Wood, Cavalry, with rank from October 12, 1917, vice First Lieut. Howard C. Tobin, placed on the detached officers' list.

Second Lieut. Arthur J. Wehr, Cavalry, with rank from October 12, 1917, vice First Lieut. John A. Weeks, placed on the detached officers' list.

Second Lieut. Robert C. Scott, Cavalry, with rank from October 12, 1917, vice First Lieut. Lester A. Sprinkle, placed on the detached officers' list.

Second Lieut. Ernest F. Apeldorn, jr., Cavalry, with rank from October 12, 1917, vice First Lieut. Terrill E. Price, placed on the detached officers' list.

Second Lieut. John R. Evans, jr., Cavalry, with rank from October 12, 1917, vice First Lieut. Arthur C. D. Anderson, placed on the detached officers' list.

Second Lieut. De Lancey Bentley, Cavalry, with rank from October 24, 1917, vice First Lieut. Nelson M. Imboden, placed on the detached officers' list.

Second Lieut. William P. Rauch, Cavalry, with rank from October 24, 1917, vice First Lieut. Randolph Dickins, placed on the detached officers' list.

Second Lieut. John A. Garvin, Cavalry, with rank from October 24, 1917, vice First Lieut. Wharton G. Ingram, placed on the detached officers' list.

Second Lieut. Daniel D. Streeter, Cavalry, with rank from October 24, 1917, vice First Lieut. Edward T. Moale, placed on the detached officers' list.

Second Lieut. Randolph Russell, Cavalry, with rank from October 24, 1917, vice First Lieut. Frederick J. Holzbaun, placed on the detached officers' list.

Second Lieut. Brock Putnam, Cavalry, with rank from October 24, 1917, vice First Lieut. Joseph M. Hurt, jr., placed on the detached officers' list.

Second Lieut. Leland L. Miller, Cavalry, with rank from October 24, 1917, vice First Lieut. Charles B. Duncan, placed on the detached officers' list.

Second Lieut. Edwin M. Sumner, Cavalry, with rank from October 24, 1917, vice First Lieut. Ferris M. Angevine, placed on the detached officers' list.

Second Lieut. William J. McChesney, jr., Cavalry, with rank from October 24, 1917, vice First Lieut. Sam G. Fuller, placed on the detached officers' list.

Second Lieut. Joseph Sheehan, Cavalry, with rank from October 24, 1917, vice First Lieut. Delmore S. Wood, placed on the detached officers' list.

Second Lieut. James M. Currin, Cavalry, with rank from October 24, 1917, vice First Lieut. Laurence C. Frizzell, placed on the detached officers' list.

Second Lieut. Thomas H. Green, Cavalry, with rank from October 24, 1917, vice First Lieut. Henry D. Jay, placed on the detached officers' list.

Second Lieut. William H. C. Grimes, Cavalry, with rank from October 24, 1917, vice First Lieut. George Sawtelle, placed on the detached officers' list.

Second Lieut. Russell C. Winchester, Cavalry, with rank from October 24, 1917, vice First Lieut. Ray Harrison, placed on the detached officers' list.

Second Lieut. James S. Rodwell, Cavalry, with rank from October 24, 1917, vice First Lieut. Charles H. Gerhardt, placed on the detached officers' list.

Second Lieut. Charles F. Choate, 3d, Cavalry, with rank from October 24, 1917, vice First Lieut. Walter H. Schulze, placed on the detached officers' list.

Second Lieut. Charles D. Ryan, Cavalry, with rank from October 24, 1917, vice First Lieut. Herbert C. Holdridge, placed on the detached officers' list.

Second Lieut. Nathaniel Holmes, Cavalry, with rank from October 24, 1917, vice First Lieut. Nicholas W. Lisle, placed on the detached officers' list.

Second Lieut. Kirk Broadus, Cavalry, with rank from October 24, 1917, vice First Lieut. William K. Harrison, jr., placed on the detached officers' list.

Second Lieut. Paul Blackmer, Cavalry, with rank from October 24, 1917, vice First Lieut. Josiah F. Morford, placed on the detached officers' list.

Second Lieut. Herbert A. Suman, Cavalry, with rank from October 24, 1917, vice First Lieut. Ernest N. Harmon, placed on the detached officers' list.

Second Lieut. Harold de B. Bruck, Cavalry, with rank from October 24, 1917, vice First Lieut. Herbert N. Schwarzkopf, placed on the detached officers' list.

Second Lieut. Donald A. Young, Cavalry, with rank from October 24, 1917, vice First Lieut. Robert N. Kunz, placed on the detached officers' list.

Second Lieut. Hans C. Minuth, Cavalry, with rank from October 24, 1917, vice First Lieut. Charles S. Kilburn, placed on the detached officers' list.

Second Lieut. Edwin C. Gere, Cavalry, with rank from October 24, 1917, vice First Lieut. Charles R. Johnson, jr., placed on the detached officers' list.

Second Lieut. John M. Sweeney, jr., Cavalry, with rank from October 24, 1917, vice First Lieut. Mortimer H. Christian, placed on the detached officers' list.

Second Lieut. George G. Ball, Cavalry, with rank from October 24, 1917, vice First Lieut. Heywood S. Dodd, placed on the detached officers' list.

Second Lieut. Samuel C. Skemp, Cavalry, with rank from October 24, 1917, vice First Lieut. Maurice Morgan, placed on the detached officers' list.

Second Lieut. Jacob M. Carter, jr., Cavalry, with rank from October 25, 1917, vice First Lieut. Carter R. McLennan, placed on the detached officers' list.

Second Lieut. Thomas P. Hazard, Cavalry, with rank from October 25, 1917, vice First Lieut. James L. Franciscus, placed on the detached officers' list.

Second Lieut. Francis C. Dossert, Cavalry, with rank from October 25, 1917, vice First Lieut. Erskine A. Franklin, placed on the detached officers' list.

Second Lieut. George W. Ewing, jr., Cavalry, with rank from October 25, 1917, vice First Lieut. Herbert E. Watkins, placed on the detached officers' list.

Second Lieut. Crawford C. Madeira, Cavalry, with rank from October 25, 1917, vice First Lieut. Lathan A. Collins, placed on the detached officers' list.

Second Lieut. Charles P. Davis, Cavalry, with rank from October 25, 1917, vice First Lieut. John A. Hettinger, placed on the detached officers' list.

Second Lieut. Harry R. Kilbourne, Cavalry, with rank from October 25, 1917, vice First Lieut. Lloyd W. Biggs, placed on the detached officers' list.

Second Lieut. Elmer E. Finck, Cavalry, with rank from October 25, 1917, vice First Lieut. William D. Savage, placed on the detached officers' list.

Second Lieut. Harry H. Semmes, Cavalry, with rank from October 25, 1917, vice First Lieut. Kenneth McCatty, promoted.

Second Lieut. Clifford A. Eastwood, Cavalry, with rank from October 25, 1917, vice First Lieut. Joseph W. Geer, promoted.

Second Lieut. Guy A. Russell, Cavalry, with rank from October 25, 1917, vice First Lieut. Leslie B. C. Jones, promoted.

Second Lieut. Fenton S. Jacobs, Cavalry, with rank from November 5, 1917, vice First Lieut. Beverly H. Coiner, promoted.

Second Lieut. Catesby ap C. Jones, Cavalry, with rank from November 5, 1917, vice First Lieut. Albert D. Chipman, promoted.

Second Lieut. Charles Wharton, Cavalry, with rank from November 5, 1917, vice First Lieut. Arthur H. Truxes, promoted.

Second Lieut. W. Dirk Van Ingen, Cavalry, with rank from November 5, 1917, vice First Lieut. Carl C. Krueger, promoted.

Second Lieut. Herbert V. Scanlan, Cavalry, with rank from November 5, 1917, vice First Lieut. Hugh M. Gregory, promoted.

Second Lieut. Sigurd von Christerson, Cavalry, with rank from November 5, 1917, vice First Lieut. Frank H. Barnhardt, placed on the detached officers' list.

Second Lieut. Kenneth O. Spinning, Cavalry, with rank from November 10, 1917, vice First Lieut. Louis Cansler, detailed in the Signal Corps.

Second Lieut. Curt E. Hansen, Cavalry, with rank from December 1, 1917, vice First Lieut. Richard N. Mather, dismissed.

Second Lieut. Vincent P. Ryan, Cavalry, with rank from December 2, 1917, vice First Lieut. Horace K. Havlicek, died December 1, 1917.

Second Lieut. Raymond C. Blatt, Cavalry, with rank from December 11, 1917, vice First Lieut. Stanley Bacon, promoted.

Second Lieut. Clinton de Witt, Cavalry, with rank from December 22, 1917, vice First Lieut. William C. Chase, promoted.

Second Lieut. Harold J. Adams, Cavalry, with rank from December 29, 1917, vice First Lieut. Norman E. Fiske, promoted.

Second Lieut. William B. Van Auken, Cavalry, with rank from December 29, 1917, vice First Lieut. Donald O. Miller, promoted.

Second Lieut. Harold Kitson, Cavalry, with rank from January 8, 1918, vice First Lieut. Merl J. Flatt, appointment terminated.

Second Lieut. John Boies, Cavalry, with rank from January 9, 1918, vice First Lieut. Alan B. Edson, appointment terminated.

INFANTRY ARM.

To be major with rank from November 29, 1917.

Capt. Harry H. Pritchett, Infantry, vice Maj. George E. Goodrich, detailed in the Signal Corps.

To be major with rank from November 30, 1917.

Capt. Edward L. Field, Infantry, vice Maj. James W. H. Reisinger, detailed in the Quartermaster Corps.

To be majors with rank from December 1, 1917.

Capt. Earl C. Buck, Infantry, vice Maj. Charles B. Elliott, resigned commission as temporary major.

Capt. Jere Baxter, Infantry, detached officers' list, vice Maj. Edmund C. Waddill, resigned commission as temporary major.

Capt. A. Ellicott Brown, Infantry, vice Maj. Arthur M. Ferguson, detailed in The Adjutant General's Department.

Capt. James M. Lockett, Infantry, vice Maj. Harry Hawley, resigned commission as temporary major.

To be majors with rank from December 4, 1917.

Capt. Eugene Robinson, Infantry, vice Maj. Jacob W. S. Wuest, detailed in the Signal Corps.

Capt. Jesse C. Drain, Infantry, detached officers' list, vice Maj. William W. Bessell, detailed in The Adjutant General's Department.

To be major with rank from December 10, 1917.

Capt. Alexander W. Chilton, Infantry, detached officers' list, vice Maj. Joseph F. Ware, detailed in the Signal Corps.

To be major with rank from December 14, 1917.

Capt. William E. Morrison, Infantry, detached officers' list, vice Maj. Alfred W. Bjornstad, promoted lieutenant colonel.

To be majors with rank from December 19, 1917.

Capt. Donald J. MacLachlan, Infantry, vice Maj. Resolve P. Palmer, detailed in the Signal Corps.

Capt. Charles H. Rice, Infantry, vice Maj. James G. Boswell, detailed in the Signal Corps.

To be captains.

First Lieut. Sigurd J. Simonsen, Infantry, to be captain from December 2, 1917, subject to examination, vice Capt. James A. O'Brien, transferred to the detached officers' list.

First Lieut. Thomas G. Bond, Infantry, to be captain from December 19, 1917, subject to examination, vice Capt. Otis K. Sadtler, detailed in the Signal Corps.

HOUSE OF REPRESENTATIVES.

WEDNESDAY, February 13, 1918.

The House met at 12 o'clock noon.

The Rev. William Couden, of Washington, D. C., offered the following prayer:

O God, Father Almighty, from wicked intrigue and unholy sedition defend our country. Let our growth as a Nation be not merely an accruing of worldly wealth and potency, but in equal measure at least edify us in the things not seen but eternal.

We beseech Thee to give success to our fighting forces on sea, on land, and in the air; and to be with every individual man of them in office and in the ranks, and with every doctor, nurse, Red Cross worker, and laborer for moral health among our forces.

For ourselves personally, we beg Thee, let not our desires outrun conscience. Bar us from insidious fallacies of act as well as of thought. Steer a right course for us between our wistfulness and our power. And keep us in correct relationship to self, to our neighbor, and to Thee; that for us the dear Savior may not have lived and died in vain. Amen.

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

CHANGE OF REFERENCE.

Mr. CLARK of Florida. Mr. Speaker—

The SPEAKER. For what purpose does the gentleman from Florida rise?

Mr. CLARK of Florida. Mr. Speaker, I rise to make a motion to change the reference of a bill. I move that the bill H. R. 9642, referred to the Committee on Labor, be rereferred to the Committee on Public Buildings and Grounds.

The SPEAKER. Has the gentleman authority to make that request from the committee?

Mr. CLARK of Florida. Yes; by direction of the committee I make the motion, and pending that I ask—

The SPEAKER. The Clerk will report the bill.

Mr. CLARK of Florida. Then I will not make the unanimous-consent request. I simply wanted the House to understand what it was.

The SPEAKER. The gentleman from Florida, by authority of the Committee on Public Buildings and Grounds, moves that the bill which the Clerk is about to report be taken from the Committee on Labor and rereferred to the Committee on Public Buildings and Grounds. The Clerk will report the bill.

The Clerk read as follows:

A bill (H. R. 9642) to authorize the Secretary of Labor to provide housing for war needs.

Be it enacted, etc. That the Secretary of Labor, for the purposes of providing housing, transportation, and other community facilities for employees of the Government and for industrial workers engaged in industries connected with the national defense and security, and their families, is hereby authorized and empowered within the limits of the amounts herein authorized—

(a) To purchase, lease, construct, requisition, or acquire by condemnation or otherwise such houses, buildings, furnishings, improvements, facilities, and parts thereof as he may determine.

(b) To purchase, lease, requisition, or acquire by condemnation or otherwise any improved or unimproved land or any right, title, or interest therein, on which such houses, buildings, improvements, facilities, and parts thereof have been or may be constructed.

(c) To equip, manage, maintain, alter, sell, lease, exchange, or otherwise dispose of such lands or right, title, or interest therein, houses, buildings, improvements, facilities, parts thereof, and equipment, upon such terms and conditions as he may determine.

(d) To aid in providing, equipping, managing, and maintaining houses, buildings, improvements, and facilities by loan or otherwise to such person or persons and upon such terms and conditions as he may determine.

The Secretary of Labor may exercise any power and discretion herein granted, and may enter into any arrangement or contract incidental thereto, through such agency or agencies as he may create or designate.

Sec. 2. That whenever the Secretary of Labor shall purchase, lease, requisition, or acquire by condemnation or otherwise such land or right, title, or interest therein, or such houses, buildings, furnishings, improvements, facilities, and parts thereof, he shall make just compensation therefor, to be determined by him, and if the amount thereof so determined is unsatisfactory to the person entitled to receive the same, such person shall be paid 75 per cent of the amount so determined and shall be entitled to sue the United States to recover such further sum as, added to such 75 per cent, will make up such amount as will be just compensation therefor in the manner provided for by section 24, paragraph 20 and section 145 of the Judicial Code.

Sec. 3. That upon the requisition of or the filing of a petition for the condemnation hereunder of such land, or any right, title, or interest therein, or such houses, buildings, furnishings, improvements, facilities, and parts thereof, immediate possession thereof may be taken to the extent of the interest to be acquired, and the same may be occupied and used, and the provisions of section 355 of the Revised Statutes, providing that no public money shall be expended upon such land until the written opinion of the Attorney General shall be had in favor of the validity of the title, nor until the consent of the legislature of the State in which the land is located has been given, shall be, and the same are hereby, suspended as to all real estate acquired hereunder.

Sec. 4. That the word "person" used herein shall include any person, trustee, firm, or corporation.

Sec. 5. That the power and authority granted in paragraphs (a), (b), and (d) hereof shall cease with the termination of the present war with Germany.

Sec. 6. That for carrying out the provisions of this act, and for the administration thereof, the sum of \$50,000,000 is hereby appropriated out of any funds in the Treasury not otherwise appropriated.

Mr. LONDON. Mr. Speaker, a parliamentary inquiry.

The SPEAKER. The gentleman will state it.

Mr. LONDON. Is this motion debatable?

The SPEAKER. It is not.

Mr. LONDON. Reserving the right to object—

The SPEAKER. The gentleman can not object.

Mr. LONDON. I ask unanimous consent to make a statement for one minute.

Mr. FLOOD. Mr. Speaker, I make the point of order that there is no quorum present.

The SPEAKER. The gentleman from Virginia makes the point of order that there is no quorum present. The Chair will count. [After counting.] One hundred gentlemen are present, not a quorum.

Mr. KITCHIN. Mr. Speaker, I move a call of the House.

The SPEAKER. The gentleman from North Carolina [Mr. KITCHIN] moves a call of the House.

The motion was agreed to.

The SPEAKER. The Doorkeeper will lock the doors, the Sergeant at Arms will notify absentees, and the Clerk will call the roll.

Mr. CLARK of Florida. Mr. Speaker, a parliamentary inquiry.

The SPEAKER. The gentleman will state it.

Mr. CLARK of Florida. On this call is the vote on the motion?

The SPEAKER. No; the vote is simply "present."

The roll was called, and the following Members failed to answer to their names:

Almon	Dyer	Knutson	Scully
Anderson	Edmonds	LaGuardia	Sisson
Ashbrook	Ellsworth	McCormick	Smith, Charles B.
Austin	Fairchild, Geo. W.	Magee	Snyder
Britten	Flynn	Maher	Steenerson
Brumbaugh	Godwin, N. C.	Miller, Minn.	Sterling, Pa.
Capstick	Goodall	Montague	Strong
Carlin	Gray, Ala.	Nicholls, S. C.	Sullivan
Chandler, N. Y.	Gray, N. J.	Olney	Temple
Classon	Hamilton, N. Y.	Padgett	Tilson
Coady	Haskell	Platt	Vare
Crosser	Hastings	Pratt	Yenable
Curry, Cal.	Heintz	Ragsdale	Volstead
Davidson	Holland	Riordan	Ward
Davis	Hollingsworth	Rodenberg	Watson, Pa.
Dewalt	Hood	Rowland	White, Ohio
Dillon	Humphreys	Sanders, La.	Wilson, La.
Drukker	Johnson, S. Dak.	Sanders, N. Y.	Young, N. Dak.
Dunn	Ketner	Scott, Pa.	