

Sums Voted for Nation's Defense in Last 18 Years

A special Washington dispatch to the New York World, dated Sept. 18, says: The last annual report of the secretary of the treasury shows that there were disbursed for the navy department in 1879, \$15,125,126.84, and for the war department \$40,425,660.73; and in 1914 \$139,682,186.28 and \$173,522,804.20 respectively. The disbursements for 1889 were: For the navy, \$21,378,809.31; for the army, \$44,435,270.85. For 1897 (the year President Cleveland went out and President McKinley went in) they were: For the navy, \$34,561,546.29; for the army, \$48,950,267.89.

There has been a rapid increase in appropriations annually for both the navy and the army. The World has collected data to show where some of the large sums provided by congress for the two arms of national defense have gone. The appropriations began to rise by leaps and bounds after the republicans got control of the government in 1897. The money provided for the navy quadrupled between the day President McKinley was inaugurated and the day President Taft left the White House.

A statement giving the expenditures on account of the navy from 1794 to 1914 inclusive shows that congress provided for the navy department \$3,071,179,958.99.

During the sixteen years from 1897 to 1913, when President Wilson went in, the republicans expended \$1,464,604,422.47 of the money appropriated for the navy.

The disbursements for the navy the last year President Cleveland was in amounted to \$27,147,732.38, and for the first full year of the McKinley regime, 1898, \$58,823,984.80.

Further Political Interests

Much money appropriated by congress for the army and navy has been wasted in naval stations or army posts that furthered the political interests of men in congress.

A flagrant instance of the cost to the navy of a pet naval station of an influential member of the house committee on naval affairs is shown in the Great Lakes training station of the navy, which was fostered and developed by George E. Foss, of Chicago, who for years was chairman of that important house committee. At the rate of 6 per cent the interest on the investment at the Great Lakes station, exclusive of maintenance, amounted to \$202 per head for recruits there last year. In other words, the United States starts out with a handicap of \$202 per man per year at the Great Lakes plant when it begins to train its recruits for the navy. The contract between the congress-made training station at Chicago and the naval-officer-made station at St. Helena, Va., is very great.

The disbursements for the navy for 1913 were \$133,262,861.97.

Many of the navy yards and stations have been continued from year to year against the advice of expert navy men.

Secretary Meyer did not materially reduce his estimates for the navy yards until his last report, which was in a few days before his successor was named. The figures for the navy yards and stations for the four years of the Taft administration were very much larger than they will be for the present regime.

Costly Shore Stations

During the Taft administration congress authorized the expenditure of \$21,928,572 on shore stations, of which about \$13,500,000 was authorized during the first two years and

more than \$8,000,000 during the last two.

In the two naval appropriation bills that have passed congress since President Wilson came in the total sum authorized for expenditure on naval shore stations was but \$3,920,880; about \$2,300,000 a year was authorized. The money appropriated by the democrats has gone to the navy, to new ships and to other improvements.

The house committee on expenditures in the navy department at the next session of congress will conduct an investigation to see what has become of all the money provided by congress during the last eighteen years for the development of the navy. The committee will undertake to find out how much of the money appropriated was wasted on pet schemes fostered in various states by senators and members of the house. It will search for the waste places and try to eliminate them.

It is constantly charged that many of the navy yards are without value to the navy. Secretary Daniels has undertaken to make them useful by turning them to various lines of work for the navy.

The manufacture of torpedoes has been started at the Washington navy yard, and the output of the Newport factory has been practically doubled. The department has also begun the manufacture of mines, and within a short time will have thirty-one for every nine mines it had two years ago, increasing the supply about 244 per cent.

The Boston and Philadelphia navy yards have been equipped to build larger auxiliary craft; The Portsmouth yard has begun constructive work on submarines; the scope of construction work at Mare Island, Charleston and Norfolk has been extended to include destroyers. The equipment of these three yards to build quickly men-of-war adds materially to the "readiness" of the navy. Until a year ago none of the navy yards, except New York and Mare Island, was prepared to build ships.

A \$195,000,000 Investment

There are in the United States between thirty and forty navy yards and stations, the property of which is estimated to be worth about \$195,000,000. The first of these yards was established at Portsmouth, N. H., in 1800. Others were established as follows: One at Boston in 1800, at New York in 1801, at Philadelphia in 1868, at Washington in 1800, at Norfolk in 1800, at Mare Island in 1854, at Puget Sound in 1891, all first-class yards. The one at Hawaii was established in 1899.

Second class navy yards at home are at Charleston, established in 1901; Pensacola, Fla., 1828; New Orleans, 1849. The second class navy yards abroad are at Cavite, established in 1898, and at Alangapo in 1901.

Naval stations at home are Port Royal, 1883, and Key West, 1854.

Naval stations abroad: Guantanamo, 1903; San Juan, 1898; Guam, 1898; Tutuila, 1900.

Training stations: Newport, 1869; California, 1893; Great Lakes, 1905.

Coaling stations: New London, 1868; Yokohama, 1900; Frenchman's Bay, 1899; Bradford, 1900; Pichilingue, Mex., 1900; San Diego, Cal., 1904; Tiburon, 1904; Sitka, 1900.

Miscellaneous: Annapolis, 1845; naval proving ground, 1890; Las Animas (naval hospital), 1907; Culebra (naval base), 1904.

The United States has at home and

EXPENDITURES FOR THE ARMY AND NAVY DURING 120 YEARS BEGINNING IN 1794

Here is a bird's-eye view of the military expenditures of the United States:

Total naval expenditures, 1794 to 1914, inclusive, \$3,071,179,958
Two-fifths of this sum was spent from 1897 to 1913, inclusive, \$1,464,604,422.

The annual expenditures have grown in recent years as follows:

| | |
|-----------------------|-----------------------|
| 1879.....\$15,125,126 | 1898.....\$58,823,984 |
| 1889..... 21,378,809 | 1904.....102,956,101 |
| 1897..... 34,561,546 | 1914.....139,682,186 |

The army expenditures have grown as follows:

| | |
|-----------------------|------------------------|
| 1879.....\$40,425,660 | 1914.....\$173,522,804 |
|-----------------------|------------------------|

Total estimated present value of navy yards and naval stations, \$195,000,000.

The sites cost \$2,836,375; the buildings, improvements, and machinery, 1800 to 1910, cost \$159,173,509; the maintenance, including repairs, has cost \$159,604,944; average yearly cost of maintenance is now about \$12,251,954.

The total sums provided for the principal yards, 1899 to 1916, inclusive, have been: Brooklyn, \$7,809,729; Philadelphia, \$6,381,569; Washington, \$3,230,505; Norfolk, \$7,055,147; Boston, \$4,754,250; Portsmouth, \$4,622,425.

During the Taft administration the appropriations for naval shore stations averaged over \$5,000,000 a year. In the Wilson administration they have averaged \$2,300,000 a year, the bulk of the appropriation going for new ships and other improvements.

abroad fourteen navy yards proper, Great Britain 12, Germany 4, and France 8.

Portsmouth, Boston, Philadelphia and Mare Island.

Original Cost

Original cost for sites of United States navy yards and stations amounted to \$2,836,375.89.

The total expenditures for building public works, improvements and machinery installed in the various buildings from June 30, 1800, to June 30, 1910, were \$159,173,509.34.

The total maintenance for the same, including repairs, was \$159,604,944.51. This makes the total cost of land, public works, machinery and maintenance \$320,613,796.74. The average yearly cost of maintenance for five years was about \$12,251,954.84.

The original cost of the site of the Portsmouth yard was \$110,500; Boston, \$360,782.26; New York, \$590,123.15; the Philadelphia yard was a gift; Washington, \$157,099; Norfolk, \$478,517; Mare Island, \$83,491; Puget Sound, \$18,212.50; Charleston, \$105,207; Pensacola is a military reservation; New Orleans, \$15,000; Hawaii, \$58,150; Cavite and Alangapo, acquired by conquest; Port Royal, \$5,000; Key West, \$156,111.83; Guantanamo, leased; San Juan and Guam, acquired by conquest; Tutuila, \$45,125.39; Newport, \$69,850; California, military reservation; Great Lakes, a gift; New London, a gift; Frenchman's Bay, \$24,650; Bradford, \$35,000; San Diego, Cal., military reservation; Tiburon, \$80,000; Sitka, military reservation; Annapolis, \$405,345.76; naval proving ground, \$38,220; Las Animas, military reservation; Culebra, acquired by conquest.

Secretary Meyer, in 1910, recommended that the navy yards at New Orleans and Pensacola be given up and that the secretary of the navy be authorized to make such disposition of property, under the navy, as seemed best. Both yards, he said, were entirely unnecessary for the service of the fleet.

The total appropriations for the navy yards and stations at Portsmouth, Boston, Brooklyn, Philadelphia, Washington, Norfolk, Port Royal, Charleston, Pensacola, Key West, New Orleans, Puget Sound, Mare Island, Annapolis, Indian Head, Hawaii, Cavite, Guantanamo, Alangapo and Pearl Harbor and the torpedo station for the years 1899 to 1916, inclusive, amount to \$83,947,742.03. The foregoing figures cover appropriations for four dry-docks — at

Annual Appropriations

The appropriations, by years, for some of the leading navy yards were: Total, 1916, \$873,380; 1915, \$1,790,500 — these being two full years under the Wilson administration; 1914, \$2,343,800; 1913, \$3,258,700; 1912, \$6,275,200; 1911, \$5,901,027.71 — these being the four years under Mr. Taft.

The appropriations for the navy yards for 1910 were \$4,061,955; 1909, \$3,984,810; 1908, \$2,983,330; 1907, \$3,187,550; 1906, \$3,423,700; 1905, \$9,589,671; 1904, \$3,851,440; 1903, \$6,436,325; 1902, \$7,967,610; 1901, \$5,952,867.32; 1900, \$4,935,286.50; 1899, \$2,578,687.50.

The 1911 appropriation provided \$55,250 for Portsmouth, \$105,000 for Boston, \$716,000 for Brooklyn, \$215,000 for Philadelphia, \$146,000 for Washington, \$895,000 for Norfolk, \$2,000 for Pensacola, \$64,677.71 for New Orleans, \$885,000 for Puget Sound, \$102,000 for Mare Island, \$10,000 for Indian Head, \$2,500,000 for Pearl Harbor, \$57,100 for the torpedo station.

The 1912 appropriation provided \$229,000 for Portsmouth, \$277,000 for Boston, \$879,000 for Brooklyn, \$160,000 for Philadelphia, \$109,500 for Washington, \$332,500 for Norfolk, \$70,000 for Charleston, \$107,000 for Key West, \$989,000 for Puget Sound, \$345,000 for Mare Island, \$24,500 for Indian Head, \$378,500 for Guantanamo, \$2,262,000 for Pearl Harbor, \$87,200 for the torpedo station.

For 1915 the appropriation provided \$22,000 for Portsmouth, \$143,500 for Boston, \$265,000 for Brooklyn, \$100,000 for Philadelphia, \$25,000 for Washington, \$180,000 for Port Royal, \$155,000 for Puget Sound, \$257,000 for Mare Island, \$200,000 for Indian Head, \$38,000 for Guantanamo, \$70,000 for Pearl Harbor, \$260,000 for the torpedo station.

The sums provided for the various navy yards for the years 1899 to 1916, inclusive, are: Portsmouth, \$4,622,425; Boston, \$4,754,250; Brooklyn, \$7,809,729; Philadelphia, \$6,381,569; Washington, \$3,230,505.32; Norfolk, \$7,055,147.50; Port Royal, \$742,325; Charleston, \$4,069,800; Pensacola, \$707,300; Key West, \$943,670; New Orleans, \$1,829,777; Puget Sound, \$6,541,697; Mare Island, \$5,477,881; Indian Head, \$904,122; Hawaii, \$151,400; Cavite, \$1,790,500.