

## PRESIDENT WILSON'S MESSAGE

**National Preparedness Main Theme of Head of Nation. Submits Definite Plan to Increase Present Standing Force of Regulars and For Four Hundred Thousand Citizen Soldiers Raised in Increments of One Hundred and Thirty-three Thousand.**

**F**OLLOWING is the message of President Wilson delivered at a joint session of the senate and house at the beginning of the Sixty-fourth congress:

Gentlemen of the Congress—Since I last had the privilege of addressing you on the state of the Union the war of nations on the other side of the sea, which had then only begun to disclose its portentous proportions, has extended its threatening and sinister scope until it has swept within its flame some portion of every quarter of the globe, not excepting our own hemisphere, has altered the whole face of international affairs, and now presents a prospect of reorganization and reconstruction such as statesmen and peoples have never been called upon to attempt before.

The president tells how this country practiced neutrality and declares that he hopes that when the time comes for readjustment and recuperation this country will be of infinite service. Referring to Central and South American problems, the president declares that we should retain unabated the spirit which has inspired us throughout the whole life of our government and which was so frankly put into words by President Monroe.

We have been put to the test in the case of Mexico, and we have stood the test. Whether we have benefited Mexico by the course we have pursued remains to be seen. Her fortunes are in her own hands. But we have at least proved that we will not take advantage of her in her distress and undertake to impose upon her an order and government of our own choosing. Liberty is often a fierce and intractable thing, to which no bounds can be set and to which no bounds of a few men's choosing ought ever to be set. Every American who has drunk at the true fountains of principle and tradition must subscribe without reservation to the high doctrine of the Virginia bill of rights, which in the great days in which our government was set up was everywhere among us accepted as the creed of free men. That doctrine is, "That government is or ought to be instituted for the common benefit, protection and security of the people, nation or community;" that "of all the various modes and forms of government, that is the best which is capable of producing the greatest degree of happiness and safety and is most effectually secured against the danger of maladministration, and that when any government shall be found inadequate or contrary to these purposes a majority of the community hath an indubitable, inalienable and indefeasible right to reform, alter or abolish it in such manner as shall be judged most conducive to the public weal." We have unhesitatingly applied that heroic principle to the case of Mexico and now hopefully await the rebirth of the troubled republic, which had so much of which to purge itself and so little sympathy from any outside quarter in the radical but necessary process. We will aid and befriend Mexico, but we will not coerce her, and our course with regard to her ought to be sufficient proof to all America that we seek no political suzerainty or selfish control.

### PAN-AMERICANISM HAS NONE OF EMPIRE'S SPIRIT.

**Economic Adjustments Inevitable Within the Next Generation.**

The moral is that the states of America are not hostile rivals, but co-operating friends, and that their growing sense of community of interest, alike in matters political and in matters economic, is likely to give them a new significance as factors in international affairs and in the political history of the world. It presents them as in a very deep and true sense a unit in world affairs, spiritual partners, standing together because thinking together, quick with common sympathies and common ideals. Separated, they are subject to all the cross currents of the confused politics of a world of hostile rivalries; united in spirit and purpose, they cannot be disappointed of their peaceful destiny.



Photo by American Press Association. PRESIDENT WILSON'S LATEST PICTURE. (From snapshot taken on Nov. 26.)

This is pan-Americanism. It has none of the spirit of empire in it. It is the embodiment, the effectual embodiment, of the spirit of law and independence and liberty and mutual service.

The president calls attention to the meeting in Washington recently of representatives of the pan-American republics and says that economic adjustment is inevitable in the next generation.

No one who really comprehends the spirit of the great people for whom we are appointed to speak can fail to perceive that their passion is for peace, their genius best displayed in the practice of the arts of peace. Great democracies are not belligerent. They do not seek or desire war. Their thought is of individual liberty and of the free labor that supports life and the uncensored thought that quickens it. Conquest and dominion are not in our reckoning or agreeable to our principles. But just because we demand undisturbed development and the undisturbed government of our own lives upon our own principles of right and liberty, we resent, from whatever quarter it may come, the aggression we ourselves will not practice. We insist upon security in prosecuting our self-chosen lines of national development. We do more than that. We demand it also for others. We do not confine our enthusiasm for individual liberty and free national development to the incidents and movements of affairs which affect only ourselves. We feel it wherever there is a people that tries to walk in these difficult paths of independence and right. From the first we have made common cause with all partisans of liberty on this side the sea and have deemed it as important that our neighbors should be free from all outside domination as that we ourselves should be; have set America aside as a whole for the uses of independent nations and political freedom.

Out of such thoughts grow all our policies. We regard war merely as a means of asserting the rights of a people against aggression. And we are as fiercely jealous of coercive or dictatorial power within our own nation as of aggression from without. We will not maintain a standing army except for uses which are as necessary in times of peace as in times of war.

### SUGGESTS BROAD PLAN FOR NATIONAL DEFENSE.

**Increase Standing Regular Force—Four Hundred Thousand Citizen Soldiers.**

But war has never been a mere matter of men and guns. It is a matter of disciplined might. If our citizens are ever to fight effectively upon a sudden summons, they must know how modern fighting is done, and what to do when the summons comes to render themselves immediately available and immediately effective. And the government must be their servant in this matter, must supply them with the training they need to take care of themselves and of it. The military arm of their government, which they will not allow to direct them, they may properly use to serve them and make their independence secure, and not their own independence merely, but the rights also of those with whom

**Declares That if Full Navy Program Is Carried Out We Will Have a Fleet For Defense That Will Be "Fitted to Our Needs and Worthy of Our Traditions." Greatest Danger to Country Comes From Within Our Borders.**

they have made common cause, should they also be put in jeopardy. They must be fitted to play the great role in the world, and particularly in this hemisphere, for which they are qualified by principle and by chastened ambition to play.

It is with these ideals in mind that the plans of the department of war for more adequate national defense were conceived which will be laid before you, and which I urge you to sanction and put into effect as soon as they can be properly scrutinized and discussed. They seem to me the essential first steps, and they seem to me for the present sufficient.

They contemplate an increase of the standing force of the regular army from its present strength of 5,023 officers and 102,985 enlisted men of all services to a strength of 7,136 officers and 134,707 enlisted men, or 141,843 all told, all services, rank and file, by the addition of fifty-two companies of coast artillery, fifteen companies of engineers, ten regiments of infantry, four regiments of field artillery and four aero squadrons, besides 750 officers required for a great variety of extra service, especially the all important duty of training the citizen force of which I shall presently speak, 792 non-commissioned officers for service in drill, recruiting and the like and the necessary quota of enlisted men for the quartermaster corps, the hospital corps, the ordnance department and other similar auxiliary services. These are the additions necessary to render the army adequate for its present duties, duties which it has to perform not only upon our own continental coasts and borders and at our interior army posts, but also in the Philippines, in the Hawaiian Islands, at the isthmus and in Porto Rico.

By way of making the country ready to assert some part of its real power promptly and upon a larger scale should occasion arise the plan also contemplates supplementing the army by a force of 400,000 disciplined citizens, raised in increments of 133,000 a year throughout a period of three years. This it is proposed to do by a process of enlistment under which the serviceable men of the country would be asked to bind themselves to serve with the colors for purposes of training for short periods throughout three years and to come to the colors at call at any time throughout an additional "furlough" period of three years. This force of 400,000 men would be provided with personal accoutrements as fast as enlisted and their equipment for the field made ready to be supplied at any time. They would be assembled for training at stated intervals at convenient places in association with suitable units of the regular army. Their period of annual training would not necessarily exceed two months in the year.

The president says it is up to the patriotic young men of the country to respond to this call.

### COMPREHENSIVE PLAN FOR GREATER NAVY.

**Always Looked to It as Our First and Chief Line of Defense.**

The program which will be laid before you by the secretary of the navy is similarly conceived. It involves only a shortening of the time within which plans long matured shall be carried out, but it does make definite and explicit a program which has heretofore been only implicit, held in the minds of the committees on naval affairs and disclosed in the debates of the two houses, but nowhere formulated or formally adopted. It seems to me very clear that it will be to the advantage of the country for the congress to adopt a comprehensive plan for putting the navy upon a final footing of strength and efficiency and to press that plan to completion within the next five years. We have always looked to the navy of the country as our first and chief line of defense; we have always seen it to be our manifest course of prudence to be strong on the seas. Year by year we have been creating a navy which now ranks very high indeed among the navies of the maritime nations. We should now definitely de-

termine how we shall complete what we have begun and how soon.

The program to be laid before you contemplates the construction within five years of ten battleships, six battle cruisers, ten scout cruisers, fifty destroyers, fifteen fleet submarines, eighty-five coast submarines, four gunboats, one hospital ship, two ammunition ships, two fuel oil ships and one repair ship. It is proposed that of this number we shall the first year provide for the construction of two battleships, two battle cruisers, three scout cruisers, fifteen destroyers, five fleet submarines, twenty-five coast submarines, two gunboats and one hospital ship; the second year two battleships, one scout cruiser, ten destroyers, four fleet submarines, fifteen coast submarines, one gunboat and one fuel oil ship; the third year two battleships, one battle cruiser, two scout cruisers, five destroyers, two fleet submarines and fifteen coast submarines; the fourth year two battleships, two battle cruisers, two scout cruisers, ten destroyers, two fleet submarines, fifteen coast submarines, one ammunition ship and one fuel oil ship, and the fifth year two battleships, one battle cruiser, two scout cruisers, ten destroyers, two fleet submarines, fifteen coast submarines, one gunboat, one ammunition ship and one repair ship.

The secretary of the navy is asking also for the immediate addition to the personnel of the navy of 7,500 sailors, 2,500 apprentice seamen and 1,500 marines. This increase would be sufficient to care for the ships which are to be completed within the fiscal year 1917 and also for the number of men which must be put in training to man the ships which will be completed early in 1918. It is also necessary that the number of midshipmen at the Naval academy at Annapolis should be increased by at least 300 in order that the force of officers should be more rapidly added to, and authority is asked to appoint, for engineering duties only, approved graduates of engineering colleges, and for service in the aviation corps a certain number of men taken from civil life.

If this full program should be carried out we should have built or building in 1921, according to the estimates of survival and standards of classification followed by the general board of the department, an effective navy consisting of 27 battleships of the first line, 6 battle cruisers, 25 battleships of the second line, 10 armored cruisers, 13 scout cruisers, 5 first class cruisers, 3 second class cruisers, 10 third class cruisers, 108 destroyers, 18 fleet submarines, 157 coast submarines, 6 monitors, 20 gunboats, 4 supply ships, 15 fuel ships, 4 transports, 3 tenders to torpedo vessels, 8 vessels of special types and two ammunition ships. This would be a navy fitted to our needs and worthy of our traditions.

But armies and instruments of war are only part of what has to be considered if we are to consider the supreme matter of national self-sufficiency and security in all its aspects. There are other great matters which will be thrust upon our attention whether we will or not. There is, for example, a very pressing question of trade and shipping involved in this great problem of national adequacy. It is necessary for many weighty reasons of national efficiency and development that we should have a great merchant marine. The great merchant fleet we once used to make us rich, that great body of sturdy sailors who used to carry our flag into every sea, and who were the pride and often the bulwark of the nation, we have almost driven out of existence by inexcusable neglect and indifference and by a hopelessly blind and provincial policy of so called economic protection. It is high time we repaired our mistake and resumed our commercial independence on the seas.

With a view to meeting these pressing necessities of our commerce and availing ourselves at the earliest possible moment of the present unparalleled opportunity of linking the two Americas together in bonds of mutual interest and service, an opportunity which may never return again if we miss it now, proposals will be made to the present congress for the purchase or construction of ships to be owned and directed by the government similar to those made to the last congress, but modified in some essential particulars. I recommend these proposals to you for your prompt acceptance with the more confidence because every month that has elapsed since the former proposals were made has made the necessity for such action more and more manifestly imperative. That need was then foreseen. It is now acutely felt and everywhere realized by those for whom trade is waiting, but who can find no conveyance for their goods. I am not so much interested in the particulars of the program as I am in taking immediate advantage of the great opportunity which awaits us if we will but act in this emergency. In this matter, as in all others, a spirit of common counsel should prevail, and out of it should come an early solution of this pressing problem.

## Two Newberry Boys Meet Tragic Death in Capital

**ASHBY DAVENPORT AND WILLIAM SWITTENBERG**

**AUTO CRASHES INTO SEABOARD FREIGHT TRAIN.**

**Accident Occurred on Elmwood Avenue in Columbia Early Sunday Morning.**

Special to The Herald and News.

Columbia, Dec. 6.—Mr. Ashby W. Davenport and Mr. Wm. C. Swittenberg, both Newberry boys who have been living in Columbia for the past several years, met a horrible death at an early hour on Sunday morning, when an automobile in which they were riding dashed into a freight train on the Seaboard Air Line railway which was crossing Elmwood avenue, this city. Mr. Swittenberg was instantly killed, his body being mangled, and Mr. Davenport died in a very short time in a local hospital to which he was rushed in an unconscious condition.

The bodies of the two young men were taken to Newberry this morning for interment in Rosemont cemetery this afternoon.

In the car with Messrs. Davenport and Swittenberg at the time of the fatal accident was Mr. J. Frank Falls, a Newberry boy who has also been working in Columbia for some time.

The young men lived on Elmwood avenue, near Main street. It seems they had gone up Elmwood across the Seaboard track, and had turned and were coming back down Elmwood towards Main, when they ran into the train. The testimony at the inquest was to the effect that the gates had been lowered upon the approach of the train, and that the automobile smashed the gates. The gates have red lanterns attached, and the watchman says these were burning.

A coroner's jury was empanelled and the inquest was begun on Sunday afternoon. Owing to the inability of Mr. Falls to appear, as a result of the severe shock which he sustained, the inquest was adjourned until tonight. Mr. Falls had a miraculous escape from death, being thrown from the car and only bruised.

The freight train was north-bound, and consisted of more than forty cars. The watchman at the crossing says an automobile which he took to be the same car that was wrecked a few minutes later, crossed the track, going towards Elmwood cemetery, just ahead of the train, and a few minutes later smashed into the train on the other side of the street. The young men had evidently gone up towards the cemetery and turned around, and were coming back down Elmwood to the home at which they boarded.

Mr. Davenport represented the Atlantic Life Insurance company, and Mr. Swittenberg was bookkeeper for J. M. Van Metre. Mr. Swittenberg had worked late on Saturday night on his books, and the supposition is that Mr. Davenport had picked him up after the store had closed.

Messrs. Davenport, Swittenberg, Falls, and Messrs. William Scurry and Roof, Mr. Scurry being also from Newberry and Mr. Roof being a Newberry college man, had been rooming at the same home in the same community for the past couple of years. They were all doing well in a business way in Columbia; and were popular among a large circle of friends. It was only on Friday that Mr. Scurry was called to Newberry on account of the sudden death of his father. Within the short space of forty-eight hours after had been cruel to four of the five close companions.

Messrs. Davenport and Swittenberg, the deceased, were well liked in business and social circles, and their untimely death was a severe shock. The car which Mr. Davenport was driving at the time of the accident was an Oakland touring car, which he had secured through an arrangement with his company on account of his increasing insurance business. They were sober and industrious and genial, and the future was bright for them.

Mr. Swittenberg and Mr. Davenport were riding on the front seat of the

automobile at the time of the accident, with Mr. Davenport at the wheel. Mr. Falls was in the rear seat. While his injuries are not serious, the shock was severe. The train had almost cleared the crossing when the accident occurred.

Your correspondent has lived in the same block with the two young men who were killed for the past two years. Coming from the same town, and living so close together in Columbia, it was natural that our association should be close, and I feel a sense of personal loss in their tragic death. In a city where speed mania seems to have seized most of the owners and drivers of automobiles, and where the regulation and control of motor cars has seemed to me sometimes to be almost criminally careless, I regarded Mr. Davenport as a careful driver, and was surprised to read in the testimony at the inquest that he had been fined for fast driving a few nights before the accident. It gives me a great deal of pleasure to be able to testify for them that, with all the opportunity I have had of observing them in Columbia, their conduct was that of young gentlemen who were working hard to establish themselves in the world, and who were succeeding, quietly, soberly and industriously.

The street along which they were running is paved, and they were coming down hill from the cemetery towards the track.

The Columbia State gives the following report of the inquest, which was adjourned over until tonight.

### The Inquest.

S. E. Harmon, M. D., of Columbia said that he was called about 2 o'clock Sunday morning to Wayne street and Elmwood avenue, where he found a wrecked automobile. The train had gone. Two bodies were lying there, Mr. Davenport's being nearest the railroad track and Mr. Swittenberg's about 20 feet from the automobile. Mr. Davenport was still alive, but unconscious. Mr. Swittenberg was dead. After examining the bodies Dr. Harmon went with Mr. Davenport to the hospital, where he died not more than 30 minutes after his arrival. Both young men had injuries about the head that would be sufficient to cause death. Mr. Swittenberg's legs were crushed and Mr. Davenport had injuries about the body. The wrecked automobile was standing parallel with the Seaboard tracks, not more than three to six feet away from the rails, and the crossing gate on the southwest side was broken to splinters according to Dr. Harmon. He also said that he saw pieces of a broken lantern, but he didn't notice this especially.

W. E. Fulmer, M. D., who had also been called to the scene of the accident, substantiated what Dr. Harmon had said.

### Eye Witness Examined.

Job Schumpert of 935 Gervais street, a flagman in the employ of the Seaboard Air Line railway, who was on duty Saturday night at the Elmwood crossing, testified that an automobile passed, going westward at about 50 miles an hour. This machine went out of sight, he said, and just then the headlights of the extra freight appeared. He pulled down the gates and rang the gong. He saw something go up against the train and he went out to see what had happened. "What do you all mean?" he said he asked of the third occupant of the machine. This was about 2 o'clock, according to Mr. Schumpert. He said that there were red lanterns burning on each of the four gates, and he exhibited to the jury a broken lantern, which he said was the one that was hanging on the gate which was smashed in the accident. When asked how long it was between the time he saw a machine speed out Elmwood and the time of the accident he said about three minutes. He would not swear that it was the same automobile, but said that he supposed it to be the same. Mr. Schumpert testified that he didn't see the car on its eastbound trip until he saw a flash when the machine struck the train. He declared that the lights on the crossing gates were burning. The lamp was examined and found to

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