

The Week

ANNOUNCEMENT of the Pershing expeditionary force, the fixing of midsummer dates for the drafting of the National Guard into Federal service, and Secretary Baker's forecast of September 1 as the approximate date for the calling up of the new draft army, enable us to visualize the general outlines of the General Staff's policy for bringing our strength to bear in Europe. First will go our very best soldiers, men of the Regular Army and the Marine Corps, fresh from service in Mexico and the West Indies. They will go, not merely for the purpose of exercising moral influence on the Germans and, by incurring heavy casualties, to stimulate the war feeling at home, but to hit out at the Germans as soon and as hard as they can. Immediate reinforcements for the first expedition will come, after the regular army, from the National Guard, which stands next in training and experience. Then will come the new draft army, which will have had the necessary three months of intensive training by the end of the year, while the three-quarter million men of regular army and National Guard are being utilized. Common-sense agrees with sound military policy in bringing our men into battle in the order of their fitness.

THAT part of the War Deficiency bill relating to shipping, as summarized in Washington dispatches, lacks neither vigor nor comprehensiveness. The President is authorized to place a mandatory order with any person or firm for new ships or materials; to demand of any yard or plant the whole of its output of ships or materials; and to cancel, alter, or take over any existing contract for the production of ships or material. If compliance is refused, or reasonable prices are not made, the yards or plants may be taken over by the Government. The sum of \$250,000,000 is to be set aside for the purchase or requisition of ships now being built, and \$500,000,000 for the construction of ships—\$150,000,000 of the first sum and \$250,000,000 of the second to be available immediately. It may be assumed that the bill as outlined meets the wishes of Gen. Goethals and Chairman Denman. The measure will give the Government next to absolute control of an industry which, on February 1, was building 403 steel ships of 1,495,601 tons and 161 wooden ships of 201,623 tons. Mr. Denman has announced that 250,000 additional tons have already been contracted for by the Government. American tonnage already afloat is outside the Shipping Board's control, as is shown by its simple request that owners furnish 30,000 tons of coastwise shipping for overseas commerce. But it is believed that Congress will be asked to empower the Board to commandeer coastwise ships for transatlantic service.