

"NAVAL HOLIDAY" URGED BY CHURCHILL FOR ALL NATIONS

Plan to Suspend Battleship Building Indorsed by Secretary Daniels.

Meanwhile Increased Activity In Naval Construction Is Noted Everywhere.

CLOSE on the heels of the announcement that Winston Churchill, first lord of the British admiralty, urges strongly that all the great nations join in a "naval holiday," the same being a period of a year or more, during which the powers shall refrain from building battleships, comes the news that the first keel plates of the great super Dreadnought Pennsylvania, destined to be the most powerful fighting machine in the world, have been laid at Newport News, Va. Almost simultaneously the battleship Texas, just completed and at present the largest war vessel afloat, justifies the predictions of her builders by averaging a speed of 21.128 knots on the five high speed runs which marked the climax of her standardization trial at Rockland, Me.

From all the rest of the world news comes also of increased activities in naval construction. Nearly all the naval programs of the great powers contemplate the building of from one to five battleships annually for the next five years. Even New Zealand is planning a navy of her own, the first step in this direction being the building of a cruiser of the Bristol type of 4,800 tons displacement to cost \$2,000,000, which on occasion may become a part of the formidable fleet of Great Britain.

Germany, too, will adhere to her existing program of naval construction

but a bagatelle compared to what the great powers of Europe and Japan are spending, with new vessels superseding and making obsolete all that have been built before.

"The world today is facing the anomaly of making its navy less adequate by increasing it, for when new vessels are built with their more powerful armament they render useless the smaller warships, save for coast defense."

Would Benefit Humanity.

The secretary said that such an agreement joined in by Germany, England, France, Russia, Japan and the United States would result in the greatest benefit to humanity in general from an economic standpoint.

"Unless some such agreement is soon reached," he said, "every citizen will figuratively be carrying a soldier on his back."

Secretary Daniels' statement is directly in line with the offer Mr. Churchill made directly to Germany, as the chief rival of Great Britain.



Photo by American Press Association. BATTLESHIP TEXAS, MOST POWERFUL FIGHTING MACHINE Afloat, ON HER TRIAL TRIP.

while he was discussing the British naval expenditures of \$375,000,000 a year and warning the nation of the inevitable heavy increase in armament if the rivalry continued.

After making his plea for a universal "naval holiday" Mr. Churchill expressed the opinion that if Great Britain and Germany took the lead all the other great countries would follow suit, and they would all be just as great and as sound as if they had built the ships at present projected.

Feasibility of Plan.

If Austria and Italy did not build, the obligation, he said, would be removed from France and Great Britain, and the fact that the triple alliance (Germany, Austria-Hungary and Italy) was just now building no ships would make the proposal possible without the slightest danger or risk.

That no one will take issue with Mr. Churchill on the question of the benefit accruing to the world if his suggestion should be adopted is self evident. The problem lies in its feasibility, at present at least.

Great navies are rising everywhere. France, Russia, the United States, Japan, even Greece and the South American states, to say nothing of Austria-Hungary and Italy, in addition to England and Germany, are spending millions on naval construction.

The difficulty will be to set a time far enough in the future and yet not too remote to be of practical value to the present generation when all the nations will find it convenient to arrest for a time their naval development.

In the meantime the shipyards of every nation will be busy turning out great war machines, which, despite their enormous cost, become obsolete within but little more than the time it takes to build one of them.

As far as the United States is concerned, the annual naval budget will probably not be much changed, although the completion of the Panama canal will add much to the effectiveness of our navy in some respects.

Canal Strengthens Navy.

Far from greatly adding to the sea power of the United States, however, the canal will really be a negligible factor, although it was formerly claimed that its opening would double the navy's effectiveness. But it will increase its possibilities for coast defense vastly.

In this connection Secretary Daniels recently asserted that the canal, while adding much greater mobility to our fleets, would not greatly increase their strength except as defenders of our coasts.

"During the long campaign," said the secretary, "one of the strongest arguments for the large expenditure was that such a canal would double the efficiency of the navy. We were told also that it would make for efficiency in the army and make the

United States the dictator of the western hemisphere and the mistress of the seas.

Larger Navy Unnecessary.

"Now that the canal is nearing completion and the day is near at hand when ships will sail from San Francisco to the Caribbean in about 240 hours, as against the 1,824 hours it took the Oregon to sail around Cape Horn, we are told that the building of the canal demands twice as large a navy as formerly and that control of the canal demands a large standing army on the isthmus.

"The canal will not double the effectiveness of our navy, but it will greatly increase its ability to defend every part of the coast on the Pacific as well as the Atlantic. It will not virtually multiply the numbers of the army."

Yet even if the canal will not greatly augment the sea power of the United States, except as regards coast defense, there is no reason why battleship construction should not be curtailed. It only remains for some of the powers to show the way.

Bryan Peace Plan.

Many regard the plan of Mr. Churchill as following in logical sequence the suggestion of William J. Bryan, secretary of state, that the nations of the



© 1913, by American Press Association. SECRETARY OF THE NAVY JOSEPHUS DANIELS.

world enter into peace treaties, agreeing to try the arbitration of difficulties before going to war. A similar idea was embodied in Secretary Bryan's original proposal to the world powers for a universal peace pact, but was abandoned when it became evident that strong opposition would follow.

If Great Britain, Germany, France, Russia and Japan would adopt the British suggestion there is scant doubt that the United States would readily join in the agreement, and now that the plan has been presented in concrete fashion to the whole world it may not be long before negotiations between some of the powers are opened.

STATE LIFE INSURANCE TRIED OUT IN WISCONSIN.

Man Who Drafted Law Authorizing System Gets the First Policy.

The first policies in a state life insurance fund in America have just been issued by the insurance department of Wisconsin. Former Speaker Charles A. Ingram of Durand, who introduced the bill in the 1911 session to create state insurance, received the first policy.

Applications came from several states, but under the law policies may be issued only to residents of Wisconsin.

The lawmaking provision for state life insurance was enacted after the idea had been worked out by Commissioner of Insurance Ekern and a legislative committee. A study had been made of similar laws in Germany, Great Britain, Italy and Belgium.

No policy is issued for a larger amount than \$1,000. When the number of policy holders reaches 1,000 the maximum policy will be issued for \$2,000, and when the number reaches 2,000 the maximum policy will be for \$3,000, the highest amount authorized.

Existing governmental machinery will be used in the administration of the law without the creation of additional offices. No paid agents will be employed.

BARS PHOTOS IN WATCHES.

Illinois Central Issues an Efficiency Order to Operating Employees.

No longer may engineers, conductors, brakemen and other employees in the operating department of the Illinois Central railroad carry pictures of their wives, sweethearts and babies on their watch crystals. An order against the practice has just been issued by the management.

Officials of the company have decided that such pictures are likely to distract the attention of employees from their work, and that accidents might result. The order also specifies plain dials of a uniform design.

"This rule may seem to be a small matter, but, after all, it is the little things that count," said Vice President W. L. Park in discussing the order. "Every railroad man will admit that success in the operating department requires strict attention to duty."

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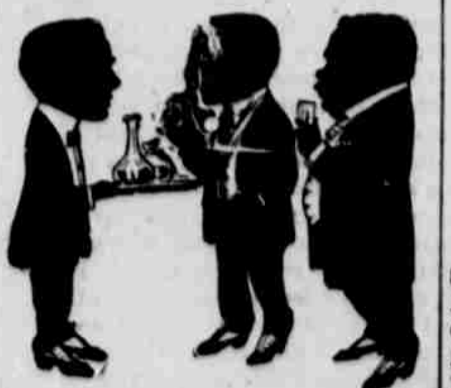
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Local Market Report.

Corrected Oct. 15, for the benefit of Argus readers by the Malheur Mercantile Company.
Eggs, per dozen, 40c.
Butter, per pound, 30c.
Oats, per hundred, \$1.50
Wheat, per hundred, \$1.50
Hay, per ton, \$5.
Potatoes, per hundred, 1.00
Onions, per hundred, \$2.00.
Apples, per box, \$1.00. to \$1.50
Chickens, dressed, per pound, 18c
Pork, dressed, 9 to 10c.
Pork, live, 7 to 7 1/2 c.
Veal, 9 to 10c.
Beef, 11c to 12c

Methodists.

Sunday School—10 A M
Preaching Service—11 A M
Junior League—3 P M
Epworth League 6:30 P M
Preaching Service—7:30 P M
Thomas Johns, PASTOR.

Congregational Church Notice

Sunday Services,
Sunday School 10 a m
Preaching Services 11 a m
C E Meeting 7 p m
Preaching Services 8 p m
Midweek Lectures every Wednesday evening 8 o'clock
Philip Koenig, Pastor.

CATHOLIC CHURCH

Mass at 8 A M on 1st and 3rd Sunday of each month. On all other Sundays at 10 A M.
H. A. Campo, Rector

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Rev. Rob't J. Davidson D D Pastor. Services at 11:00 a m and 7:30 p m Sab'ath school at 10:00 a m

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