NEW ARMS TREATY PROPOSED IN HOUSE

Cruisers and Fleet Submarines Are Problem.

MORE CRAFT NECESSARY

Appropriations Committee Serves Notice That Building or Limitation Is Imperative.

WASHINGTON, D. C., Dec. 13.—(By the Associated Press.)—Brunt notice that the United States cannot avoid a new naval programme in swift cruisers and fleet submarines unless treaty limitations are extended to such craft was served by the house appropriations committee today in reporting the $295,806,538 naval appropriation bill.

A six-line provision placed in the bill by the committee requested President Harding to negotiate with Great Britain, France, Japan and Italy for such an extension of the treaty, limitation of aircraft to be included.

A committee report said large cruisers and submarine programmes were planned abroad, adding:

"In other words, competition is on again in the single direction to which the unratified agreement (the Washington naval treaty) does not extend, and if it be allowed to go on unchecked, the purse strings again must be relaxed and this government, like all others, will be constrained to launch a new programme to the extent necessary to keep us at least abreast of any of the other powers."

Harding Not Consulted.

President Harding was not consulted by the committee with relation to its limitation conference request. The project for negotiations apparently came as a surprise, even to naval officials. It was originated by Chairman Kelley of the naval appropriations sub-committee. The chief reason prompting Mr. Kelley to propose a new naval conference was understood to have been the light cruiser programme recommended by the naval general board. No mention of this is included in the published copies of committee hearings on the bill. The programme urged, however, as necessary to keep the United States navy on a parity with other navies in cruisers, included 16 new light cruisers, within the 10,000-ton size limitation of the Washington treaty and to cost $188,000,000.

Administration officials who were closest to the Washington arms conference deliberations expressed the view tonight that there appeared little likelihood of success for new negotiations to limit in accordance with the "5-5-3" or some other ratio the size of cruiser and submarine fleets.

Agreement Basis Lacking.

The conference, it was pointed out in prolonged discussions, had found no basis of agreement possible on these points or as to fighting aircraft. The French position at the conference in opposition to limiting submarine fleets, it was added, brought a specific reservation by British delegates of the right to build anti-submarine craft, such as light cruisers and destroyers, without restriction save as to the maximum size of cruisers, 10,000 tons, and limitation of the maximum size of guns they could carry to 8-inch weapons.

In addition to the new cruiser programme the committee is known to have been informed of the general board's recommendation that a start be made on modernizing the pre-Jutland battleships of the navy, the point being made that Great Britain has already remodelled to a large extent to increase gun range and deck protection her capital ships to be retained under the treaty. The American modernization project would cost in the neighborhood of $60,000,000, it has been estimated. Lacking such remodeling work, American 14-inch-gun ships would remain outranged by otherwise similar but modernized British ships by five miles, navy officers have declared.

Precedent Is Sought.

Faced with this double prospect of heavy naval expenditure in the near future, Chairman Kelley turned to the precedent of the accepted capital ship ratio in search of a way to avoid such outlays. The request to the president was placed at the very end of the 55-page naval bill. It reads:

"The president is requested to enter into negotiations with the governments of Great Britain, France, Italy and Japan with the view of reaching an understanding or agreement relative to limiting the construction of all types and sizes of sub-surface and surface craft of 10,000 tons standard displacement or less and of aircraft."

The suggestion was made by some members of the house that the paragraph might be subject to a point of order and hence go out into the house. It was indicated, however, that there was every reason to believe the senate would put it back into the bill, which in the shape of a conference report would bring it before the house, to be voted up or down.

Expense Declared Great.

It was said by committee friends of the Kelley proposal that the saving in capital ship expenditures under the arms treaty would be more than offset in the building of lighter vessels of a size permitted by the treaty, and that this situation possibly prevailed as to other participating nations.

The bill will be taken up tomorrow, and while the disarmament item is not expected to be reached before Thursday at the earliest, Mr. Kelley, in charge of the bill, will explain at the outset the nature of the request and give his reasons for the proposed step.

Approving the committee action, Representative Byrnes, South Carolina, ranking democrat of the subcommittee, said today that while the actual naval cost next year would reach $225,000,000, the budget of the British navy this year, including the colonies, was $338,000,000.

"These figures show the necessity," said Mr. Byrnes, "for the provision requesting the president to call another conference for the limitation of naval armament not included in the recent conference."

When the naval bill, with its disarmament provision as prepared by Mr. Kelley's sub-committee, was presented to the full appropriations committee members it was approved without a word of discussion on that point.

BOOTH MAY REPLY TODAY

(Continued From First Page.)

ure to appropriate the federal aid by congress leaves very little in sight for co-operation. The Dalles-California highway on the south and north ends is now dependent on the federal aid and there are several other important road projects which are in grave danger of not materializing for years owing to the attitude of the law-making body at Washington, D. C.

Oregon City and the highway commission locked horns yesterday. The commission has selected Seventh street as a route through the town because it is safer and for a number of other reasons. Oregon City—or, rather, the mayor and Chris Scheubel—object and insisted yesterday that the route would have to go on Fifth street or there wouldn't be any assistance offered by the city.

The commission had agreed, if the Seventh-street route was financed, that the state would take care of the Pacific highway from Canemah to the city limits. When the committe from Oregon City yesterday afternoon laid down the ultimatum that the route had to be Fifth street or nothing, the commission withdrew its offer of assistance and informed Oregon City that it will have to look for relief to the successors of the present commissioners.

This action on the part of Oregon City means that Pacific highway traffic will have to bump along over the planks along the basin, across the tracks of the Southern Pacific railroad. The commission had decided that Seventh street was the safest route, but that if the town refused to finance that location the commission would make the location permanent along the basin. Yesterday the commission simply let the subject drop.

The highway commission has the power to locate highways through municipalities, but has no authority to buy the right of way or do the grading. Oregon City not only did not like the location and refused to obtain the right of way, but the town, being financially embarrassed, it was not even paying for the necessary grading, that money having been contributed by the Portland Railway, Light & Power company, the Southern Pacific and a mill or two.

Grading Is Promised.

Benton county assured the commission that it will start grading the road between Corvallis and Albany to standard as soon as possible, and Linn county agreed to maintain the present structure across the Willamette river for the life of the bridge. These agreements were made in order to have the Albany-Corvallis road placed on the state map to connect the west side highway and Pacific highway. When the present bridge is condemned, probably seven or ten years hence, the commission stipulates that Benton county will provide a new bridge without cost to the state.

Lincoln county's delegation offered about $12,000 for the Alsea highway, promised about $10,000 for the Devil's Lake-Neskowin section of the coast highway and asked that a road from Salmon river to Dolph be placed on the forest map for future development. Lincoln county has $40,000 for a bridge across the Yaquina river at Toledo, and requested the state bridge department to prepare a design.

No progress was made by the Gilliam county delegation asking for completion of the 17-mile gap of the John Day highway in that county. The commission said that Gilliam county would have to contribute if the work is to be undertaken, much as the commission desires to close up gaps.

Jackson county asked for a joint meeting of the commission and federal officers relative to grading and surfacing that last nine miles on the Crater lake highway between Prospect and Medford. The meeting may be arranged this week.

Several Deschutes county matters were taken under advisement for a few days, among them being the section of The Dalles-California highway from Allen ranch south. This has been held up more than a year because of the prospect of the Benham Falls irrigation reservoir being built, in which case the location of the road would have to be changed.

Bids Are Considered.

Disposition of bids received yesterday follow:

Clackamas county, Sandy-Cherryville section Mt. Hood loop, 7.4 miles surfacing, A. D. Kerr, $24,336. Referred to engineer to confer with bonding company.

Columbia county, Rainier section Columbia river highway, .91 miles paving. A. D. Kern, concrete, $23,713.25, awarded.

Linn county, Tangent-Shedd section Pacific highway, 1.96 miles paving. A. V. Kern, bithulithic, $50,606; referred to engineer.

Linn county, Murder creek section Pacific highway, .62 miles paving, Soiheim & Gustafson, concrete, $15,273; awarded.

The following bids were referred to Lane county court:

Lane county-Goshen section, Willamette highway, 875 miles grading and surfacing, Warren Con struction Co., $82,571. Goldson-Cheshire section Willamette Valley-Florence highway, 4.12 miles grading and surfacing, A. C. Mathews, $40,929. Lost creek bridge, on Goshen-Lowell section of Willamette highway, E. D. Olds, $9033.

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WASHINGTON SOLON ADVOCATES SUBSIDY

Senator Jones Sees Benefit in Pending Measure.

TREASURY RAID CHARGED

Florida Democrat Declares Bill Is Designed to Pay Persons Not Entitled to Help.

WASHINGTON, D. C., Dec. 13.—The administration shipping bill was held up before the senate today as a measure "for the benefit of the American farmer, the American business man and the American nation," and on the other hand as "a direct raid on the treasury to pay some people to do what ought to do what they ought to do without payment."

The measure was before the senate for more than four hours, and during that time was praised by Senator Jones of Washington, chairman of the commerce committee, and was attacked by Senator Fletcher of Florida, ranking democratic member of the same committee.

While the discussion proceeded on the floor, foes of the measure and advocates of rural credits legislation further cemented their alliance designed to displace thes hip bill in favor of the farm measure.

Indications became increasingly apparent, however, that this move could not be made in the near future, as no rural credit bill possessing any considerable degree of support appeared in sight in the senate committee workrooms.

Senator Jones, in concluding his opening statement on behalf of the shipping bill, which he began yesterday, appealed for the support of it by the farmers and by labor.

He emphasized the national defense possibilities of a firmly established American merchant marine and declared that the German merchant marine won the war for the allies.

When senators expressed surprise at the declaration, he presented figures to show that German ships which were seized in American ports carried 600,000 American soldiers to France, whereas American ships transported only 248,000 troops.

Senator Fletcher quoted Chairman Lasker of the shipping board as having said that "it is pure bunk" to charge that the cost of operating American ships was increased materially by the La Follette seaman's act.

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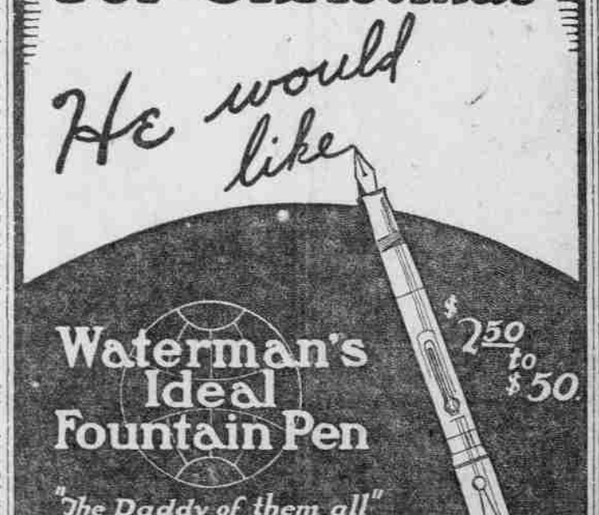

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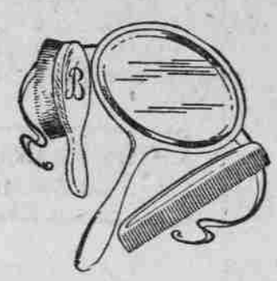

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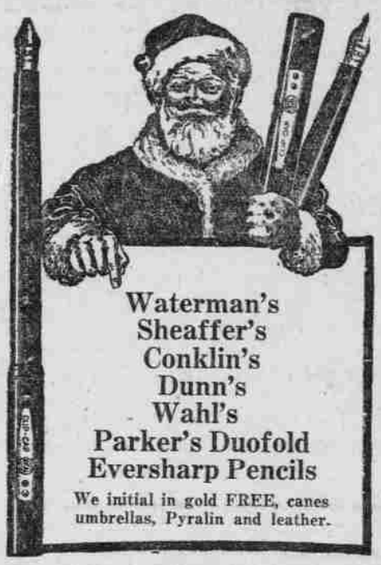

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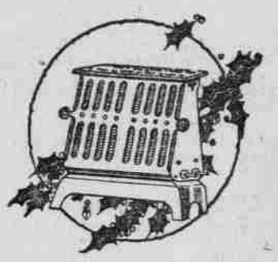

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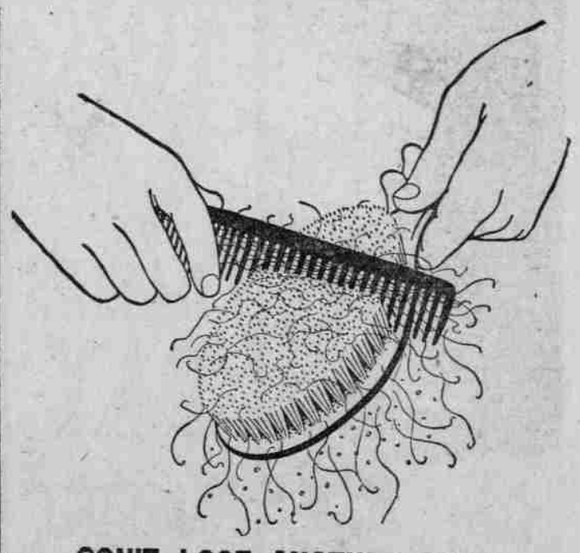

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