

DRASTIC REDUCTION IN NAVIES IS ASKED

10-YEAR HALT IS WANTED

Scrapping of Capital Warships Also Suggested—Cut Would Be in Effect Soon.

(Continued From First Page.)

The replacement vessel is more than three months past completion. That no battleship replacement whatever be undertaken for 10 years from date of the agreement.

That no combatant craft be acquired except by construction and none be so disposed of that it might become part of another navy.

Regulations Are Suggested. That regulations to govern conversion of merchant craft for war purposes be drawn up, because of the importance of the merchant marine in "inverse" ratio to the size of naval armaments.

Those are the features of the sweeping challenge Secretary Hughes presented to the other naval powers. There was complete accord covering every phase of the question, but the essence of the proposal lay in this: That the United States believe no far beyond what she asked Great Britain or Japan to do, viewed from the financial losses involved.

Following is the full official text of the American proposal as laid before the conference:

Interests Thought Protected.

The United States proposes the following plan for a limitation of the naval armaments of the conferring nations. The United States believes this plan safely guards the interests of all concerned.

In working out this proposal, the United States has been guided by four general principles:

(a) The elimination of all capital shipbuilding programmes, either actual or projected.

(b) Further reduction through the scrapping of certain of the older ships.

(c) That regard should be had to the existing naval strength of the conferring powers.

Ships Are to Be Scrapped.

(d) The use of capital ship tonnage as the measure of strength for navies and a proportionate allowance of auxiliary combatant craft prescribed.

Proposal: For a limitation of naval armaments.

Capital ships. United States.

1. The United States to scrap all ships now under construction and on their way to completion. This includes six battle cruisers and seven battleships of the "Oregon" class, building and two battleships launched.

Note: (Paragraph 1 involves a reduction of 150,000 tons.)

2. The United States to scrap all battleships up to but not including the Delaware and North Dakotas.

Note: (The number of old battleships scrapped under paragraph 2 is 15; their total tonnage is 237,740. The grand total of capital ships to be scrapped is 30, aggregating 487,740 tons.)

Great Britain.

3. Great Britain to stop further construction on the four new Hood's.

Note: (Paragraph 3 involves a reduction of four new capital ships, but yet laid down, but on which money has been spent, with a total tonnage when completed of 172,000 tons.)

4. In addition to the four Hood's, Great Britain to scrap her pre-dreadnoughts, second-line battleships and first-line battleships up to but not including the King George V class.

Note: (Paragraph 4 involves the disposition of 19 capital ships (certain of which are to be scrapped) with a tonnage reduction of 411,375 tons. The grand total tonnage of ships scrapped under this agreement will be 899,115 tons.)

Japan.

5. Japan to abandon her programme of ships not yet laid down, viz: The Kit, Owari, No. 7, No. 8, battleships and Nos. 5, 6, 7 and 8 battle cruisers.

(Paragraph 5 does not involve the stopping of construction on any ship on which construction has begun.)

6. Japan to scrap three battleships: The Mutsu, launched; the Tosa and Kaga, building; and the four battle cruisers the Amagi and Akagi, building, and the Atago and Takao, not yet laid down, but for which certain material has been assembled.

(Paragraph 6 involves a reduction of seven new capital ships under construction with a total tonnage when completed of 288,100 tons.)

Setras Would Be Retained.

7. Japan to scrap all pre-dreadnoughts and capital ships of the second line. This to include scrapping of all ships up to but not including the Setras.

Note: (Paragraph 7 involves the scrapping of ten older ships with a total tonnage of 159,828 tons. The grand total reduction of tonnage on vessels existing, laid down or for which materials have been assembled is 448,925 tons.)

France and Italy.

8. In view of certain extraordinary conditions due to the world war as affecting existing strengths of the navies of France and Italy, the United States does not consider necessary the discussion at this stage of the proceedings the tonnage allowance of these nations, but proposes it to be reserved for later consideration of the conference.

Other New Construction.

9. No other new capital ships shall be constructed during the period of this agreement except replacement tonnage as provided hereinafter.

10. If the terms of this proposal are agreed to, then the United States, Great Britain and Japan agree that their navies, three months after the making of this agreement, shall consist of the following capital ships:

List of capital ships: United States—Maryland, California, Tennessee, Idaho, Mississippi, New Mexico, Arizona, Pennsylvania, Oklahoma, Nevada, Texas, New York, Arkansas, Wyoming, Utah, Florida, North Dakota, Delaware.—Total: 18; total tonnage, 390,000.

Great Britain—Royal Sovereign,

Royal Oak, Resolution, Ramilles, Revenge, Queen Elizabeth, Warapite, Valiant, Barham, Malaya, Benbow, Empress of India, Iron Duke, Marlborough, Erin, King George V, Centurion, Ajax, Renown, Hood, Repulse, Tiger, Total: 27; total tonnage, 694,450.

Japan—Nagato, Huzumi, Ise, Yamashiro, Fu-So, Settsu, Kirishima, Haruna, Hi-Yel, Kongo. Total: 10; total tonnage, 299,200.

Disposition of old and new construction:

(a) Capital ships shall be disposed of in accordance with methods to be agreed upon.

Replacement: (b) Tonnage basis for capital ship replacement under this proposal to be as follows: United States, 500,000 tons. Great Britain, 500,000 tons. Japan, 300,000 tons.

Ship's Life Not to Exceed 20 Years.

(c) Capital ships 20 years from date of completion may be replaced by new capital ship construction, but the keels of such new construction shall not be laid until the tonnage which it is to replace is 17 years from date of completion. Provided, however, that the first replacement tonnage shall not be laid down until ten years from the date of the signing of this agreement.

(d) The scrapping of capital ships replaced by new construction shall be undertaken not later than the date of completion of the new construction and shall be completed within three months of the date of completion of new construction; or if the date of completion of new construction is delayed, then within four years of the laying of the keels of such new construction.

(e) No capital ships shall be laid down during the term of this agreement whose tonnage displacement exceeds 35,000 tons.

(f) The same rules for determining tonnage of capital ships shall apply to the ships of each of the powers party to this agreement.

Information Is to Be Given.

(g) Each of the powers party to this agreement agrees to inform promptly all of the other powers party to this agreement concerning:

(1) The names of the capital ships to be replaced by new construction.

(2) The date of authorization of replacement tonnage.

(3) The dates of laying the keels of replacement tonnage.

(4) The displacement tonnage of each new ship to be laid down.

(5) The actual date of completion of each new ship.

(6) The fact and date of the scrapping of ships replaced.

(7) No fabricated parts of capital ships, including parts of hulls, engines and ordnance, shall be constructed previous to the date of authorization of replacement tonnage. A list of such parts will be furnished all powers party to this agreement.

Lost Craft May Be Replaced.

(h) In case of the loss or accidental destruction of capital ships, they may be replaced by new capital ships constructed in conformity with the foregoing rules.

Auxiliary combatant craft: 13. In treating this subject combatant craft have been divided into three classes:

(a) Auxiliary surface combatant craft.

(b) Submarines.

(c) Airplane carriers and aircraft.

(d) Auxiliary surface combatant craft.

14. The term auxiliary surface combatant craft includes cruisers (exclusive of battle cruisers); flotilla leaders, destroyers and all other types except those specifically exempted in the following paragraph:

15. Existing monitors, unarmored surface craft as specified in paragraph 14 under 3000 tons, supply ships, tenders, repair ships, tugs, minesweepers and vessels readily convertible from merchant vessels.

A list of such parts will be furnished all powers party to this agreement.

New Craft Would Be Barred.

16. No new auxiliary combatant craft may be built from this agreement regarding limitation of naval armaments that exceed 3000 tons displacement and 15 knot speed, and carry more than four five-inch guns.

17. It is proposed that the total tonnage of cruisers, flotilla leaders and destroyers allowed each power shall be as follows:

For the United States, 450,000 tons. For Great Britain, 450,000 tons. For Japan, 270,000 tons.

Provided, however, that no power party to this agreement whose total tonnage of auxiliary surface combatant craft on November 11, 1921, exceeds the prescribed tonnage shall be required to scrap such excess tonnage until replacements begin, at which time the total tonnage of auxiliary surface combatant craft for each nation shall be reduced to the prescribed allowance as herein stated.

Limitation of new construction.

18. (a) All auxiliary surface combatant craft whose keels have been laid down November 11, 1921, may be carried to completion.

(b) No new construction in auxiliary surface combatant craft except replacement tonnage as provided hereinafter shall be laid down during the period of this agreement; provided, however, that such nations as have not reached the auxiliary surface combatant tonnage allowance hereinbefore stated may construct tonnage up to the limit of their allowance.

Scraping of old construction.

19. Auxiliary surface combatant craft shall be scrapped in accordance with methods to be agreed upon.

Tonnage Is Suggested.

(b) Submarines. 20. It is proposed that the total tonnage of submarines allowed each power shall be:

For the United States, 90,000 tons. For Great Britain, 90,000 tons. For Japan, 54,000 tons.

Provided, however, that no power party to this agreement whose total tonnage in submarines on November 11, 1921, exceeds prescribed tonnage shall be required to scrap such excess tonnage until replacements begin, at which time the total tonnage of submarines for each nation shall be reduced to the prescribed allowance as herein stated.

Limitation of new construction.

21. (a) All submarines whose keels have been laid down by November 11, 1921, may be carried to completion.

(b) No new submarine tonnage except replacement tonnage as provided hereinafter shall be laid down during the period of this agreement; provided, however, that such nations as have not reached the submarine tonnage allowance hereinbefore stated may construct tonnage up to the limit of their allowance.

Scraping of old construction.

22. Submarines shall be scrapped in accordance with methods to be agreed upon.

Auxiliary combatant craft, replacement tonnage: 23. (a) Cruisers 17 years of age from date of completion may be replaced by new construction. Keels for such new construction shall not be laid until the tonnage it is intended to replace is 15 years of age from date of completion.

(b) Submarines 12 years of age from date of completion may be replaced by new construction. Keels of such new construction shall not be laid until the tonnage it is intended to replace is 11 years of age from date of completion.

(c) Submarines 12 years of age from date of completion may be replaced by new submarine construction, but the keels of such new construction shall not be laid until the tonnage which the new tonnage is to replace is 11 years of age from date of completion.

cept replacement tonnage as provided hereinafter shall be laid down during the period of this agreement; provided, however, that such nations as have not reached the submarine tonnage allowance hereinbefore stated may construct tonnage up to the limit of their allowance.

Scraping of old construction.

23. Submarines shall be scrapped in accordance with methods to be agreed upon.

(c) Airplane carriers and aircraft. 24. It is proposed that the total tonnage of airplane carriers on November 11, 1921, exceeds the prescribed tonnage shall be required to scrap such excess tonnage until replacements begin, at which time the total tonnage of airplane carriers for each nation shall be reduced to the prescribed allowance as hereinbefore stated.

Limitation of new construction, airplane carriers: 24. (a) All airplane carriers whose keels have been laid down by November 11, 1921, may be carried to completion.

(b) No new airplane carrier tonnage except replacement tonnage as provided herein shall be laid down during the period of this agreement; provided, however, that such nations as have not reached the airplane carrier tonnage hereinbefore stated may construct tonnage up to the limit of their allowance.

Scraping of old construction: 25. Airplane carriers shall be scrapped in accordance with methods to be agreed upon.

Auxiliary combatant craft, replacement tonnage: 26. (a) Cruisers 17 years of age from date of completion may be replaced by new construction. Keels for such new construction shall not be laid until the tonnage it is intended to replace is 15 years of age from date of completion.

(b) Submarines 12 years of age from date of completion may be replaced by new submarine construction, but the keels of such new construction shall not be laid until the tonnage which the new tonnage is to replace is 11 years of age from date of completion.

(c) Airplane carriers 20 years of age from date of completion may be replaced by new airplane carrier construction, but the keels of such construction shall not be laid until the tonnage which it is to replace is 17 years of age from date of completion.

Surface Vessels Restricted.

(e) No surface vessels carrying guns of caliber greater than 8-inch shall be laid down for replacement or auxiliary combatant surface craft.

(f) The same rules for determining tonnage of auxiliary combatant craft shall apply to the ships of each of the powers party to this agreement.

(g) The scrapping of ships, replaced by new construction shall be undertaken not later than the date of completion of the new construction and shall be completed within three months of the date of completion of new construction; or if the date of completion of new construction is delayed, then within four years of the laying of the keels of such new construction.

(h) Each of the powers party to this agreement agrees to inform all of the other powers party to this agreement concerning:

(1) The names or numbers of the ships to be replaced by new construction.

(2) The date of authorization of replacement tonnage.

(3) The dates of laying the keels of replacement tonnage.

(4) The displacement tonnage of each new ship to be laid down.

(5) The actual date of completion of each new ship.

(6) The fact and date of the scrapping of ships replaced.

(7) No fabricated parts of auxiliary combatant craft, including parts of hulls, engines and ordnance, will be constructed previous to the date of authorization of replacement tonnage. A list of such parts will be furnished all powers party to this agreement.

Aircraft Limit Not Asked.

(3) In case of the loss or accidental destruction of capital ships of this class they may be replaced by new construction in conformity with the foregoing rules.

Aircraft. 27. The limitation of naval aircraft is not proposed.

Note: (Owing to the fact that naval aircraft may be readily adapted from special types of commercial aircraft, it is not considered practicable to prescribe limits for naval aircraft.)

General restriction on transfer of combatant vessels of all classes.

28. The powers party to this agreement bind themselves not to dispose of combatant vessels of any class in such a manner that they later may become combatant vessels in another navy. They bind themselves further not to acquire combatant vessels from any foreign source.

29. No capital ship tonnage nor auxiliary combatant craft tonnage for foreign account shall be constructed within the jurisdiction of

any one of the powers party to this agreement during the term of this agreement.

Merchant marine. 30. As the importance of the merchant marine is inverse ratio to the size of the naval armaments, regulations must be provided to govern its conversion features for war purposes.

Schoolmasters Form Club.

BEAVERTON, Or., Nov. 12.—(Special.)—Temporary organization of a schoolmasters' club was perfected at the annual institute of Washington county schools at Hillsboro this week.

M. J. Fenenga of Forest Grove, president, E. B. Nedry of Tigard read a paper setting forth the purpose of the club. A meeting will be held at Beaverton on December 3. City Superintendent Nash is chairman for this meeting.



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The originality and skill of the clever Parisian are at once apparent in these beautiful bags. They are genuine works of art, developed in conventional and floral designs, in contrasting and harmonizing color motifs, and are executed only by infinite skill and patience.

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Treating Eyestrain

Eyestrain Is Not a Disease

Near-sightedness, far-sightedness, astigmatism and muscular imbalance are corrected without medicine. A person suffering from eyestrain, who at the same time is enjoying good health, is at a loss to know just what to do. He feels he does not need a physician, but knows that he needs relief.

Many people still speak of near-sightedness, far-sightedness, astigmatism and muscular trouble, as if they were some kind of eye disease, but they are no more a disease than a small ear or a large nose.

Eyestrain is caused by a faulty shape or false position of the eyeball, which condition renders vision unsatisfactory or painful, and is relieved by wearing correctly ground glasses.

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Ready-to-use Table Cloths, Napkins and Damask by the yard. Everything desirable and of qualities that are dependable, although prices quoted are far less than formerly. Here are just a few of the offerings:

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64-inch, full bleached mergerized Damask, shown in an extensive variety of designs.

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Extra heavy bleached Damask of fine mergerized finish and 70 inches wide; all choice patterns.

18x18-Inch Hemmed Mercerized Napkins, choice designs at \$3.00 Doz.

22x22-Inch All-Linen Napkins of special value at \$10 and \$12.50 Doz.

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70x84-inch, 6-pound, made in Oregon, all-wool Blankets in pink, blue, gray and tan plaid styles. You'll find these to be exceptional value at this special price.

Timely Underpriced Offerings in Women's Knit Underwear

Practically every style and weight garment you might wish is shown in our extensive stock of Women's and Children's Knit Underwear and many lines are now quoted at prices which will make selection a very desirable purchase at this time. The following offerings are especially important.

Women's Wool-Mixed Union Suits

Sizes 34 to 38 at \$2.50

Sizes 40 to 44 at \$2.75

These suits are of a well-known make and are good, serviceable garments for wear. Made with high neck and long sleeves, Dutch neck, elbow sleeves and ankle length; regular sizes 34-38-38 at \$2.50 suit; outsizes 40-42-44 at \$2.75 suit.

Women's Fleece Union Suits

Sizes 36 to 38 at \$1.49

Sizes 42 to 44 at \$1.69

Good serviceable garments for winter wear. In Dutch neck, elbow sleeve and ankle length. Sizes 36-38 at \$1.49 suit and outsizes 42 and 44 at \$1.69 suit.

Women's Wool-Mixed Vests and Pants

Sizes 34, 36, 38 at \$1.69 Garment

Sizes 40, 42, 44 at \$1.98 Garment

Vests are Dutch neck, elbow sleeve and Tights are knee and ankle length. Regular sizes 34, 36 and 38 at \$1.69 a garment, and Outsizes 40, 42 and 44 are priced at \$1.98 a garment.

All-wool Mackinaws

Splendid garments in regulation styles with large collar and belt. Prices have been reduced to—

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YOUTHS' AT \$8.45

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