

BRITAIN'S GREAT 20 SHIPS, U. S. 18 AND JAPAN'S 10

By Robert J. Bender United Press Staff Correspondent (Copyright, 1921, by United News)

Washington, Dec. 16.—The United States, Great Britain and Japan have taken what Secretary Hughes and other delegates regard as the greatest step since the armistice toward maintaining the peace of the world.

Dependent, of course, on a suitable agreement with France and Italy, the "big three" have entered into the following arrangement:

- 1-To maintain relative strength of 5-3-3 in their capital or fighting ships over a period of 10 years. 2-To allow Japan, under this agreement, 10 capital ships, totalling 313,000 tons; Great Britain 20 capital ships, totalling 525,000 tons; and the United States 18 capital ships, totalling 525,850 tons.

3-To limit the tonnage of replacement vessels to 35,000 tons. 4-To limit total replacement tonnage in capital ships to 525,000 tons for Great Britain, 525,850 tons for the United States and 313,000 tons for Japan.

STATUS QUO MAINTAINED 5-In the matter of fortifications and naval bases in the Pacific region, including Hong Kong, the status quo (no additional strengthening) shall be maintained, except for the Hawaiian Islands, Australia, New Zealand and Japan proper. Fortifications on the Philippine Islands are not to be strengthened but may be weakened.

6-That naval holidays with respect to capital ships, originally proposed by the United States, be retained, except for the permission to construct such ships as are permitted under the arrangement.

Interest of the public centers to a large extent—and the same interest will be the guiding factor in the attitude of congress on the arrangement—on just how the agreement finally reached compares with that originally proposed by Hughes. Briefly, it is this:

Japan, "because of national pride in possessing the greatest ship afloat, virtually super-dreadnaught Mutsu. She was permitted to do this upon condition that she scrap the Settsu. The adjustment was made in the original proposal, but the original proposal was not to be replaced within 10 years.

ENGLAND BUILDS TWO "As the British have no post-Jutland ship on the stocks, she has but one vessel of the post-Jutland type, approaching the Mutsu class, neither to exceed 7,000 tons, under American calculations. In exchange for this she scrappage four vessels of the British class, which she scrap two older vessels, the North Dakota and Delaware. This adjustment will give the United States a net gain of 25,000 tons in capital ship strength over the Hughes proposal.

NO ADDED BURDEN The adjustments will make no added burden on the Japanese taxpayers because the Mutsu class, which she scrap, will be replaced by two additional vessels, the Colorado and the Washington, in return for which she scrap two older vessels, the North Dakota and Delaware. This adjustment will give the United States a net gain of 25,000 tons in capital ship strength over the Hughes proposal.

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Text of Naval Agreement

Washington, Dec. 16.—Following is the naval agreement announced to the sub-committee on naval armament Thursday by Secretary Hughes as reached in the course of negotiations between the United States, Great Britain and Japan, with respect to their capital fighting ships:

"An agreement has been reached between the three powers—the United States of America, The British empire and Japan, to limit the tonnage of replacement vessels to 35,000 tons. The proposal of the subject of naval replacement, which is to be maintained, that the ratio should be 5-3-3 is accepted. It is agreed that with respect to fortifications and naval bases in the Pacific region, including Hong Kong, the status quo shall be maintained, that is that there shall be no increase in these fortifications and naval bases except for the Hawaiian Islands, Australia, New Zealand and the islands composing Japan proper or, of course, to the coasts of the United States and Canada, with the same restrictive powers retain their entire freedom.

JAPAN GAINS TONNAGE "The Japanese government has found special difficulty with respect to the Mutsu, as that is their newest ship. In order to retain the Mutsu, Japan has proposed to scrap the Settsu, and to build two older ships, which, under the American proposal, was to have been retained. This would leave the number of Japanese capital ships at 10, as proposed under the American proposal. The retention of the Mutsu by Japan, in place of the Settsu, makes a difference in net tonnage of 25,000 tons, and the United States tonnage of Japan's capital ships 313,000 tons as against 298,700 tons as the original American proposal.

"While the difference in tonnage is small, it is a considerable difference in efficiency, as the retention of the Mutsu would give to Japan two (2) post-Jutland ships of the latest design. In order to retain this situation and to preserve the relative ratio of 5-3-3 on the basis of the agreed ratio, it is agreed that the United States shall complete two (2) of the ships in course of construction, and to scrap two (2) of the older ships, that is the North Dakota and the Delaware, which, under the original proposal, were to be retained. This would leave the United States with the same number of capital ships, that is 18, as under the original proposal, with a net gain of 25,000 tons in capital ship strength, as originally proposed. Three (3) of the ships would be post-Jutland ships of the Maryland type.

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FRUIT SHIPMENTS BEST BY STEAMER, SAYS A. M. GEARY

Tacoma, Wash., Dec. 16.—(U. P.)—America's opportunity in foreign commerce and difficulties that must be overcome will be told at the closing session of the foreign trade conference here tonight by Captain Robert Dollar, veteran steamship man of the Pacific coast. Two hundred and fifty-seven delegates, bankers, manufacturers, exporters and importers, shippers and transportation men, are attending the conference.

Warning that foreign competitors are awake and fighting for commercial supremacy, but at the same time making it plain that the opportunity of the Northwest is to carry its products to all parts of the world and sell them by straightaway American business methods, was the keynote of the opening session.

Representing the Northwest fruit industries, said he believed shipping of fruit through the Panama canal in refrigerated ships offered the best opportunity for the savings to be made in this direction.

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"While the difference in tonnage is small, it is a considerable difference in efficiency, as the retention of the Mutsu would give to Japan two (2) post-Jutland ships of the latest design. In order to retain this situation and to preserve the relative ratio of 5-3-3 on the basis of the agreed ratio, it is agreed that the United States shall complete two (2) of the ships in course of construction, and to scrap two (2) of the older ships, that is the North Dakota and the Delaware, which, under the original proposal, were to be retained. This would leave the United States with the same number of capital ships, that is 18, as under the original proposal, with a net gain of 25,000 tons in capital ship strength, as originally proposed.

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34 FEET IS SOUGHT

The required depth is 24 feet. Funds on hand at the end of the last fiscal year, amounting to \$129,000, will carry the operations of the dredge Oregon to next July, and for the fiscal year 1922 it is proposed to send \$265,000, \$114,000 of it for dredging, \$140,000 for rock removal.

At the mouth of North river, 27 feet; from there to South Bend: 12 feet. Grays Harbor and Bar—The controlling depth has reached 4 feet on the channel project calls for 24 feet at the bar. Work is 80 per cent done. Available funds, \$44,000, will operate dredge Michie to the bar, and the remaining \$12,000 congress is asked for \$60,000, \$60,000 of it for a bar dredge.

Hoquiam River—Project depth of 18 feet has been attained for the channel. Funds required beyond \$500 for surveys, which sum is on hand.

DEPTH OF 24 FEET IS AIM IN FUTURE CHANNEL WORK Locally the river and harbor budget surprised surprise and gratification. It had been noised about that the recommended budget for river and harbor work for the entire year would be only \$13,000,000. The budget recommended by the president is \$27,000,000.

The channel maintenance plan of the lower Columbia and the permanent works to narrow the channel shoaling points is the necessity, according to both army and port engineers. Major R. Park of the United States Army, who has charge of the harbor budget as submitted contemplates such improvement.

After the 30-foot channel has been completed it is proposed to seek successive depths of 30, 34 and 40 feet. The project with channel widening from 300 to 500 feet as soon as possible.

The river and harbor report is disappointing in that the dredging department of the Portland Chamber of Commerce Thursday.

"We ask for \$3,000,000 for jetties at the mouth of the Columbia, and the state Charles Hall of Marshfield, head of the delegation. "A south-west storm of 10 days' duration will show our entrance channel is only 20 feet deep. The dredging project is estimated to cost \$145,000, and two years' time required. Congress is asked for \$60,000 for next fiscal year for use in rock removal. Controlling depth on ocean bar is 29 feet, and the depth of the channel between the entrance and the head of the bay, 18 feet.

COOS BAY DEEPENED Shualow River—Water is seven feet deeper on the bar than before the jetties were built. There remained unexpended \$16 and this is considered sufficient for maintenance. Controlling depth at the bar is 14 feet. Project is pending before congress for improvement of channel to a depth of \$5,300 and annual maintenance of \$1,000.

Yaquina River—Vessels drawing 14 feet can ascend to Toledo. No funds requested, no expense for maintenance asked. The project is estimated to cost \$145,000, and two years' time required. Congress is asked for \$60,000 for next fiscal year for use in rock removal. Controlling depth on ocean bar is 29 feet, and the depth of the channel between the entrance and the head of the bay, 18 feet.

COOS BAY NEEDLESSLY WORRIED, SAY ENGINEERS Washington, Dec. 16.—(U. P.)—The Oregon delegation today has telegraphed to the committee on the subject of the proposed Coos Bay harbor improvement was not brought forward in time for inclusion in the river and harbor bill. It is explained in a report by a district engineer, known to be favorable, and awaited by the board of army engineers and Major General Beach, chief of engineers, gives assurance that it will be handled in time for action by the House committee on the subject of the proposed Coos Bay harbor improvement was not brought forward in time for inclusion in the river and harbor bill.

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CHINESE WANT SHANTUNG

What is to be done to limit Japanese aggression in China? The Chinese have appealed to the powers to do away with the treaty which Japan forced upon China during the war, containing the famous 21 demands. The Chinese have sought to regain Shantung. The tendency of the powers thus far is to try to get as much accomplished on naval matters and to do away with the Anglo-Japanese alliance.