BRITAIN IS GIVEN 20 SHIPS, U. S. 18 AND JAPANESE 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

Dependent, of course, on a suitable "Lig three" have entered into the following arrangement:

5-5-3 in their capital or fighting ships over a period of 10 years.

2-To allow Japan, under this agree ment, 10 capital ships, totalling 313,000 Great Britain 20 capital ships, totalling 582,050 tons, and the United JAPAN GAINS TONNAGE States 18 capital ships, totalling 525,850 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 the 525,000 tons for Great Britain and 315,000 tons for Japan

STATUS QUO MAINTAINED 5-In the matter of fortifications and tained, except for the Hawaiian islands, Australia, New Zealand and Japan Fortifications on the Philippine proper. Fortifications on the Philippine coast defenses of the United States and Canada may be.

6-That naval holiday with respect to capital ships, originally proposed by the United States, is to be maintained except for the permission to construct such ships as are permitted under the ar-

rangement.
Interest of the public centers to a large extent—and the same interest will how the agreement finally reached compares with that originally p Hughes, Briefly, it is this: proposed by

Japan, "because of national pride in possessing the greatest ship afloat, virtually completed," wished to retain the new superdreadnaught Mutsu. She was permitted to do this upon condition that she scrap the Settsu. The adjustment gave her a net gain of 13,600 tons in capital ship strength over the Hughes

The adjustments will make no added

burden on the Japanese taxpayers be-Mutsu is complete The United States to meet this added strength was awarded two additional vessels, the Colorado and the Washingfinishing them would be less by far Erin, King George V. addition it is contended they will last for 20 years whereas the North Dakota and the Delaware would have to be re placed within 10 years.

ENGLAND BUILDS TWO

Great Britain, because she has but one vessel of the post-Jutland type, apexceed 37,000 tons, under American calculations. In exchange for this she scraps four older vessels. The adjustment gives her a net loss of 22,400 tons in capital ship strength as compared with the original Hughes proposal. In addition to losing this tonnage the British taxpayers are confronted with the necessity of spending millions in the constructions of two new vessels.

As for the naval holiday, it remains in the agreement with the modifications made necessary by the changes in the original Hughes program. The respective fleets by the altera-

tions in the original plan will be both stronger and more modern. It is this fact which may play an important part in the discriminating analysis which will be made of the arrangement by such menators as Borah, Lafollette and others who had looked for more severe cutting of naval armaments.

There were some caustiquemarks made as follows: by those looking upon the naval pro-gram with some skepticism that the "holiday" proposed by Hughes has been reduced to more or less of a "short

FRANCE AND ITALY NEXT

In all events that is the arrangem -unless France and Italy kick over the whole thing. If France goes through her demands for a navy greater than that of Japan, and Italy demands would be an immediate withdrawal by Great Britain from the arrangement. The sub-committee on naval armament already has begun discussion of the

French and Italian programs. Great Britain and the United States have taken the position that neither France nor Italy 820,940 tons. should have a greater ratio than 1.7 as compared with five for England and America, and three for Japan. France seeks a ratio of ? .5.

It is contended by "big three" leaders. however, that America, England and Japan have offered an example in sacrifice that even the French "national pride" must recognize and abide by in coming to terms such as will successfully complete the whole naval program. When that agreement is reachced there will be a plenary session announcing the

Last of Quartet Receives Sentence

Astoria, Dec. 16.-Convicted of assault with a dangerous weapon as a result of the shooting of John Janson on Clatsop Plains last fall, Frank Bradley, Thursfour years in the state penitentiary. Bradley was one of the four men indicted in the case. George Hart was acquitted, the jury disagreed in the of R. Nicodemus and Frank Bay pleaded guilty and is serving a prison term of five years.

Ball and Chain to Be Veteran's Lot

Walla Walla, Wash., Dec. 16 .- Gerald Rummell, former service man who espest house, where he was under quaran- as the number of ships to be retained tine for smallpox, was picked up in and scrapped is concerned, dependent Pasco Thursday by Officer Sullivan. He upon a suitable agreement with France

SOLDIER'S RODY RETURNED Marshfield, Dec. 16.-Word was re-

ceived here Thursday that the body of Allen Mercer of Cooston, who died while club voted to invite Mrs. Cora Wilson serving with the army in France, would Stewart, Kentucky woman orator, to here soon after Christmas

Agreement

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

"An agreement has been reached be tween the three powers—the United States of America, The British empire and Japan-on the subject of naval ratio. The proposal of the American govdelegates regard as the greatest step ernment that the ratio should be 5-5-3 steamship man of the Pacific coast. Two is accepted. It is agreed that with respect to fortifications and naval bases in the Pacific region, including Hong Keng, the status quo shall be mainagreement with France and Italy, the tained, that is that there shall be no increase in these fortifications and naval bases except that these restrictions shall not apply to the Hawaiian islands. Aus-1-To maintain relative strength of tralia, New Zealand and the islands composing Japan proper or, of course, to the coasts of the United States and Canada as to which the respective powers retain their entire freedom,

"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, one of her older ships, which, under the American savings to be made in that direction. proposal, was to have been retained This would leave the number of Japanese capital ships the some, that is 16, as under the American proposal. The retennaval bases in the Pacific region, in- tion of the Mutsu by Japan, in place of eluding Hong Kong, the status quo (no the Settsu, makes a difference in net additional strengthening) shall be maintonnage of Japan's capital ships 313,300 tons as against 299,700 tons under the original American proposal.
"While the difference in tonnags i

small, there would be considerable ference in efficiency, as the retention of the Mutsu would give to Japan two (2) post-Jutland ships of the latest design. "In order to meet this situation and to preserve the relative strength on the basis of the agreed ratio, it is agreed that the United States shall complete two (2) of the ships in course of conhe the guiding factor in the attitude of Washington, which are now about 90 per congress on the arrangement-on just cent completed, and scrap two (2) of the older ships, that is the North Dakota and 18 feet. the Delaware, which, under the original proposal, were to be retained. would leave the United States with the same number of capital ships, that is 18, as under the original proposal, with a tonnage of 525,850 tons, as against 500,-650 tons, as originally proposed. Three (3) of the ships would be post-Jutland ships of the Maryland type.

ENGLAND BUILDS TWO "As the British have no post-Jutland ships except the Hood, the construction of which is only part post-Jutland, it is agreed that in order to maintain proper relative strength, the British government may construct two (2) new ships not to exceed 35,000 legend tons each, that is, calculating the tonnage accordscrap two older vessels, the North Da- ing to British standards of measurekota and Delaware. This adjustment ment, or, according to American calcugive the United States a net gain lations, the equivalent of 37,000 tons tons in capital ship strength each. It is agreed that the British govover the Hughes proposal. These vessels ernment shall, on the completion of these are each about 20 per cent complete two (2) ships scrap four (4) of its ships and it is estimated the money spent in of the King George V'type, that is the than that lost in scrapping them. In Ajax, which were to have been retained under the original American proposal. This will leave the British capital ships n number 20 as against 22 under the American proposal. Taking the tonnag of the two (2) new ships-according to American calculation-it would amount to 74,000, and the four ships nage of 22,400 tons, leaving the British of channel near the end of the jetty tonnage of capital ships 582,050 instead

of 604,450. This would give the British, as against the United States, an excess tonnage of 56,200 tons, which seemed to be fair in view of the age of the ships of the Royal Sovereign and Queen Elizabeth

LIMIT 37,000 TONS "The maximum limitation for the ton-

nage of ships to be constructed in replacement is to be fixed at 35,000 legend ons, that is according to British standards of measurement, or, according to merican calculations, the equivalent of 37,000 tons, in order to give accommodation to these changes. The maximum tonnage of capital ships is fixed for the purpose of replacement, on the basis of American standards of calculation,

"United States, 525,000 tons. "Great Britain, 525,000 tons.

"Japan, 315,000 tons. "Comparing this arrangement with the original American proposal it will be observed that the United States is to scrap 30 ships as proposed, save that there will be scrapped 13 of the 15 ships under construction and 17 instead of 15 of the

"The total tonnage of the American ships to be scrapped under the original proposal, including the tonnage of ships construction if completed, was stated as 845,740 tons. Under the present arrangement the tonnage of the 30 ships to be scrapped, taking that of the ships in construction if completed, would be

ENGLAND SCRAPS 23

"The number of Japanese ships to be retained remains the same as under the original proposal. The total tonnage of the ships to be scrapped by Japan under the original American proposal, taking the tonnage of new snips when completed, was stated to be 448,923 tons. The total tonnage of the ships to be scrapped under the present arrangement is 435,328 tons. Under the original proposal Great Britain was to scrap 19 capital ships (including certain pre-dreadnoughts already scrapped), whereas, under the present arrangement she will scrap four more, or a total of 23. The total tonnage of ships to be scrapped by Great Britain, including the tonnage of the four Hoods, to which the proposal referred as laid down, if completed, was stated to be 583,375 tons. The corres ponding total of scrapped ships under the new arrangement will be 22,600 tons nore, or 605,975 tons.

"Under the American proposal there were to be scrapped 65 capital fighting ships, built and building, with a total tonnage (taking ships laid down as completed) of 1,873,943 tons. Under the present arrangement, on the same basis of calculation, there are to be scrapped 68 capital fighting ships with a tonnage of 1.861,643 tons.

HOLIDAY MAINTAINED

"The naval holiday of 10 years with respect to capital ships as originally proposed by the American government is to be maintained except for the pern to construct ships a's above stat-

"This arrangement between the United Tuesday from the county farm States, Great Britain and Japan, is so far will be returned to the pest house and and Italy as to their capital ships, a held there under a ball and chain, matter which is now in course of nego-

> WOMAN ORATOR INVITED Chehalis Wash., Dec. 16.—The Rotary come to Chehalis, January 4 to give an address on illiteracy.

Text of Naval FRUIT SHIPMENTS **BEST BY STEAMER** ars recommended next year for dredging maintenance, no funds left on hand. will consume \$2000 for snagging and renoval of obstructions. Willapa River and Harbor-A depth of 18 feet has been attained from Willapa Bay to the forks of the river at Raymond, with the project 13 per cent com-

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 night by Captain Robert Dollar, veteran bundred and fifty-seven delegates, bank- At the bar the water is 22 feet; inside. ers, manufacturers, exporters and importers, shippers and transportation men,

Warning that foreign competitors are nel project calls for 24 feet at the har wake and fighting for commercial suplain that the opportunity of the Northwest is to carry its products to all parts of the world and sell them by straightway American business methods, was the keynote of the opening session Arthur M. Geary of Portland, repre enting the Northwest fruit industries, said he believed shipping of fruit through the Panama canal in refrigerator ships

offered advantages and pointed to the

\$2,600,000 TO GO TO

(Continued From Page One)

gress a report favoring further improve ment, costing \$18,000, and \$12,000 annual maintenance.

Coos Bay—Funds will be exhausted

next July. To complete the project. \$145,000 and two years' time required Congress is asked for \$60,000 for next iscal year for use in rock removal. Conrolling depth on ocean bar is 29 feet on shoal inside is 26 feet and between the entrance and the head of the bay,

Coos River-Funds on hand, \$1900, will be used by end of fiscal year. Three thousand dollars requested for maintenance.

Siuslaw River-Water is seven feet leeper on the bar than before the jetties were built. There remained unexpended \$2756 and this is considered sufficient or maintenance. Controlling depth at the bar is 14 feet. Propect is pending before congress for improvement o channel at cost of \$35,300 and annual

naintenance of \$14,000. Yaquina River-Vessels drawing eet can ascend to Toledo. No funds equested, no expense for maintenance

anticipated in 1922 or 1923. Yaquina Bay and Harbor-Jetty cor struction has added five or six feet to permanent channel depth over the bar with the existing project 62 per cent complete and the north jetty 3 per cent complete. Depth at the jettles, 19 feet and at shoal inside south jetty, 14 feet Funds will be exhausted by under program calling for \$247,474 to be spent on jetties the present fiscal The engineers estimate \$300,000 year. can be used to advantage in the next fiscal year in the extension of the north

jetty. TO RESTORE CHANNEL

proaching the Mutsu class, was permit-ted to build two new vessels, neither to there would be a reduction in net ton-the bar gives 18 to 22 feet, but showing Tillamook Bar and Bay-Channel over caused less favorable condition than last year. The \$15,886 on hand on July 1 last s considered sufficient to run to the end of the next fiscal year, using it to restore the 16-foot channel from the entrance to Bay City, which has shoaled, and for maintenance of the south jetty. Nehalem Bay-Channel over the bar

shows 10 feet for 250-foot width, and 9 feet for 200-foot width. No funds asked : \$12,000 on hand in July from previous allotments.

Cascades Canal-Has 8 feet of water and 7 feet in the open river in the rapids pelow. There is \$10,200 unexpended and o work proposed. Celllo Canal—Has 8 feet of water and feet on the sills, 10 feet at Three Mile There is a balance of \$108,000

and no new work necessary.

ABOVE CELILO SECTION Columbia river and tributaries above Celilo to the mouth of Snake river-More work required to give satisfactory chan-nel through the rapids and \$6325 on hand will be exhausted by next July. Estimate of \$12,500 submitted, mainly for operation of steamer Umatilla. Controling depth of water over shoals is 4 feet

at lowest period, for about 15 days. Snake River-Five-foot project to Lewston 78 per cent complete. A balance of \$3300 carries maintenance to next July, and \$10,000 is suggested for the fiscal year 1923, mainly to operate the

Mouth of the Columbia River-Channel s "at least 40 feet" for entrance 6500 feet est vessels of the Pacific can enter and leave at all normal stages of tide, and in any weather except the most severe storms. Bar-bound vessels, once common, are now rarely to be seen." draft of 34 feet is practicable at low water with a smooth bar. It is proposed expend \$126,700 to June 30, 1923, for maintenance, and this sum is already available.

PROJECT NEARLY COMPLETE

Columbia and Willamette Rivers below Portland and Vancouver-Project is considered 75 per cent complete. Work to be done mainly dike and revetment. Project depth of 30 feet was available at end of fiscal year except at Harrington Point, where it was 27 feet. There is usually water 30 feet deep from Portland to the sea from March to July, 27 feet August to October and 29 feet November to February. It is estimated \$6,414,000 has been saved on freight in the lower river because of this improve ment, \$4,279,000 on oil alone. The \$485, 000 available in July is to be used by next July in operation of dredges, with recommended for new work chiefly diking, in the fiscal year 1923 and \$542,000 for maintenance in the same Before congress is a report avoring dredging, dike and revetmen ork to cost \$750,000 and \$1,000,000 on four-year program of contraction work

CLATSKANIE RIVER Clatskanie River-Funds are exhausted, \$6200 recommended for next fiscal year for maintenance (dredging). There pending a report of the engineers for project 6 feet deep and 40 feet wide tween Clatskanie and the main channel of the Columbia, to cost \$4620, and annual maintenance of \$2000.

Willamette River above Portland and amhill River-Project above Oregon City is 75 per cent complete. Funds are now practically exhausted. There is eeded \$43,000 next year for maintenar chiefly operation of dredges Mathloms and Champ Falls of the Willamette-More rock

should be removed from canal bottom to complete project, but is adequate as it is for existing funds asked. NEW DAM NEEDED

Lewis River, Wash.—Funds just now exhausted. Should have \$14,300 for new

dam and revelment work in next fisca year and \$7400 more for ma Cowlitz River-Here also funds are exhausted and \$11,000 is asked for next year for dredging and auxiliary works to clear debris and sediment.

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 1923 it is

proposed to send \$265,000, \$114,000 of it

for dredging, \$140,000 for rock removal.

Grays Harbor and Bar-The control

ing depth has reached 22 feet; the chan-

funds, \$44,000, will operate dredge Michie

until next fiscal year, and for 1923 con-

Hoquiam River-Project depth of 18

feet has been reached and no funds are

required beyond \$500 for surveys, which

IN FUTURE CHANNEL WORK

of the entire nation would be

Locally the river and harbor budget

ought surprise and gratification. It

nended by the president is \$27,000,000

The channel maintenance plan of the

lower Columbia is changing. Perma-

nent works to narrow the channel at

shoaling points is the necessity, accord-

ing to both army and port engineers.

Major R. Park of the United States

bor budget as submitted contemplates

After the 30-foot channel has been con-

firmed it is proposed to seek successive lepths of 32, 33, 34 and 35 feet, with

channel widening from 300 to 500 feet

The river and harbor report is dis-

which interviewed the foreign trade de-

partment of the Portland Chamber of

Charles Hall of Marshfield, head of the

delegation. "A southwest storm of 10

days' duration will shoal our entrance

dredging project has proven a failure.

But the jetty project was not even re-

ported by the army engineers and all

that is allowed is continuance of the

Washington, Dec. 16.-(I. N. S.)-Re-

uction of the annual appropriation from

\$10,000,000 to \$6,670,000 for work on the

dississippi river below St. Louis was

suggested today in the annual report of

he United States army chief of en-

4,907,000 from available funds on the

project during the current fiscal year.

the river off St. Louis between the

nouths of the Ohio and Missouri rivers

pointed out that lack of repairs had

provements during the last 10 years.

caused a loss of \$2,000,000 to river im-

ing awaited by the board of army en

gineers and Major General Beach, chief

of engineers, gives assurance that it will

be handled in time for action by the

river and harbor committee at the pres-

ent session. That committee has not

SHOCK TO BERKELEY

(Continued from Page One)

charged a taxicab after a long ride

through Virginia and the surrounding

Police believe he committed suicide

In Elston's overcoat, which was found

n the river bank, was found a note, un-

"I am in a chain of circumstances." "

fense was innocently made in the begin-

ring. I hope all facts will come out

my distant and worthy people, clean and

Representative Barbour of California

close personal friend of the dead con-

note. Barbour said that Elston was in-

base, which was stricken from the last

naval ap ropriation bill after a bitter

fight in the senate. This matter, Bar-

bour said, seemed to prey on Elston's

The police believe that Elston leaped

into the river near the highway bridge

over which he had ridden in his tour

into Virginia. They also believe that he

was searching for a spot from which

to end his life. The absence of Elston

from his home worried his friends and

they notified the police after which a

Elston attended a committee meeting

He phoned his office Wednesday tha

e would not be at work because he

did not feel well. A physician who at-

tended him on that day said he was

suffering from a nervous breakdown

The driver of the taxi in which Elston

rode said he went by the spot where

the body was found several times and

dismissed the taxi in front of the treas-

(Continued From Page One)

Far Eastern tangle aside tentatively

the prospects are that the most acute

respect to China. The delegates from

the latter country have been sitting pa-

tiently waiting for the conference to ac-

complish something concrete for China besides mere declarations of principles.

situation of all has yet to develop with

WINS CONCESSION

search began. The river was dragge

luesday and went to his home.

"it spells ruin, although my of-

was unable to explain the

yet begun framing the bill.

country.

ddressed

generous."

ury building.

SOLON'S SUICIDE IS

t also thanked "local authorities"

assistance in constructing levees.

ineers. He asked permission to spend

The spending of \$550,800 for dredging

APROPRIATION IS ADVISED

etties alone will control the situation.

"We ask for \$3,900,000 for jetties

he Coos Bay harbor entrance."

ometimes as much as 20 feet

REDUCTION IN MISSISSIPPI

neffective dredging plan."

was also recommended.

COOS BAY NEEDLESSLY

ointing to the Coos Bay delegation

DEPTH OF 35 FEET IS AIM

only \$13,000,000. The budget

gress is asked for \$660,000, \$600,000 of 1

there to South Bend: 12 feet.

for a bar dredge.

such improvement.

as soon as possible.

commerce Thursday.

pleted.

24 FEET IS SOUGHT

ises and pledges of the same kind fore. While they are not openly pressing any disapproval of the that the new treaty places no restrain upon the hand of Japanese with respe Skamokawa Creek-Two thousand dolto the mainland of Asia and merely binds Japan not to infringe upon the rights of other powers in the Pacific

What is to be done to limit Japanes

Grays River-Maintenance next year islands. CHINESE WANT SHANTUNG

> on 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 usval matters and to do away with the Anglo-Japanese alliance, feeling that, after all, these were the principal objects of the whole gathering, so far as public opinion was concerned. On the other hand, Mr. Hughes in his original invitation to the powers summoning this conference laid down the principle that the peace of the rorld would not be achieved until Far The Eastern questions are adjusted. conference has for the moment set up nachinery to solve certain theoretical questions with respect to Pacific is-

> The vital matters affecting China have been sidestepped as much as pos-The Chinese fear the evasion is sible. o be permanent and that the conference s to adjourn with nothing more than new set of declarations which will not be any more binding upon Japan than past pronouncements.

There is some ground for their suspihad been noised about that the recom-mended budget for river and harbor shown a disposition to appoint investigating commissions to report at a later date perhaps a year or two hence. There has been such pressure to settle the Chinese problem as has influenced the course of the delegates on either the naval ratio or the Anglo-Japanese alliance. The conversations concerning Shantung are not viewed hopefully in Chinese quarters.

The net of the whole situation is f the American delegation concedes another point to Japanese pride and refuses to interfere in the settlement of Eastern situation so far as the Chinese are concerned will have been very little mproved by the Washington confer-The Chinese officials here are pprehensive that America's readiness o yield to Japan on the Yap mandate as well as the American decision to alter the original Hughes naval proposals in order to satisfy Japanese pride and seniment is an omen of Japanese-American cooperation which spells trouble

NAVAL PLAN HALTED BY FRENCH DELEGATES

(Continued From Page One)

pposing this idea, suggesting slashing nstead of naval upbuilding and indicatng her readiness to accept any reasonable figure assigned to her, equal to that of France. She is quite content to take figure of 1.7 or thereabouts in the 5-5-3 atio for America, Great Britain and Japan.

This became known positively today. along with the fact that British experts are tentatively proposing the figure two The report or slightly under as the ratio to be given France and Italy.

Coupled with the spectacular and disurbing demand by France came notification today from Arthur J. Balfour that Great Britain will ask total abolition of submarines.

WORRIED, SAY ENGINEERS RESULT IS FEARED Washington, Dec. 16 .- (WASHING-TON BUREAU OF THE JOURNAL)bon in yesterday's meeting for the right to build ten capital ships of 35,000 tons The Oregon delegation today has telegrams from Portland and the state each in the ten years starting with 1925. chambers of commerce seemingly based Italy opposed, through Senator Schanzer, on erroneous reports that the proposed who pointed out this was a tremendous Coos Bay harbor improvement was not increase involving heavy economic conbrought forward in time for inclusion sequence. in the river and harbor bill. It is ex-Britain opposes and America's delegaplained that the report of the district tion holds the result of such a program engineer, known to be favorable, is be-

BRITAIN TO STABT WORK

ON SUPER-DREADNOUGHTS London, Dec. 16.-(I. N. S.)-As a reington conference, Britain will restart work on her super-dreadnoughts of the Hood type immediately, according to the Evening Standard today. The Evening Standard attacks the decision as a blow to British taxpayers.

The Pall Mall Gazette, on the other hand, welcomes the Washington decision as a "Christmas message of good will to the whole world,"

JAPAN REJOICES OVER RETENTION OF MUTSU

By Clarence DaBose Tokio, Dec. 16 .- (U. P.) -- The retention by Japan of the superdreadnaught Mutsu, which was allowed in the final 'naval holiday" settlement at the arms conference, was gratifying to all circles in Japan.

The first reaction of approval, however, was later tinged with some criti-cism of the fact that the United States etained the dreadnoughts Colorado and Washington.

straying means embarrassment to The tenor of the complaints is that the two American battleships are uncompleted, whereas the Mutsu is already

terested in the proposed Alameda naval OPPOSED BY BOOTH

(Continued From Page One) standing that no money was to be ex-

pended in construction until after the Old Oregon Trail and other important state roads were improved. Commissioner Barratt interrupted with query as to what influences

hind the movement. The proposed road. he said, would run through a sand and sagebrush desert and had no scenic or mmercial value. "If tourists were forced through the desert." he said, "and saw nothing but sand they would say to h-l with Ore-

gon. Two other roads through scenic regions suffice at present for this travel." NO SELFISH AIMS

Commissioner Yeon said he was con-

vinced that the Chamber of Commerce was not trying to dictate to the high way commission, but that it simply ask ed for the designation of the road, leav-ing it to the discretion of the highway undertaken. Ottenheimer said that this was tru-

and that Portland had no selfish in-terest in the proposition, looking merely to the best interest of the entire state. He called attention to the fact that the federal government was interested in the cut-off and would probably insist that it be made, On the request of the Deschutes county court the commission ordered

a survey made from the city limits of Bend eastward, a distance of one and half miles, to a connection with the improved section of the Central Oregon The Chinese have been given prom- im

highway, preparatory to making loca-A delegation from Klamath county inuired as to the plans of the com ion in that county the coming year. was said that the county was contem plating a bond issue with which to rais unds to meet the state on a 50-50 on the Ashland-Klamath Falls and Crater lake road.

PROMISES WITHHELD

The commission said it was not yet ion to promise anything more that had been agreed upon. It was desired though, said the commission, that the ounty signify whether it would prefer to have the available funds for The Dalles-California highway applied to the amms Mill-Fort Klamath section or on the section next to the Deschutes county

That high tide in state highway work was reached during the passing year was impressed on county delegations by the state highway commission The total expenditure this year including state, county and federal cooperation, was approximated \$18,000,000. For the coming year there is only in sight about \$14,000,000. This includes final authorization of \$7,000,000 state bonds which, when sold, will bring the state to its constitutional limit of indebtedness for road purposes. In view of this situation the commis

sion is saying to county delegations that there seems no possibility of increasing the limit of cooperation that has already been agreed on as next year's agenda. COUNTY TAKES CONTRACT

Union county was awarded the con tract for grading 18 miles of the Island

City-Elgin section of the La Grande oseph highway on its bid of \$67,609. For grading 10 miles of the Myrtle Point-Bridge section of the Coos-Bay Roseburg road the lowest bidder was the Warren Construction company, \$139,189. The bid which was satisfactory to the ommission was referred to the engineer. with power to make minor adjustment Similar action was taken in the case of the project of grading and gravel surfacing 8.5 miles of the Crater lake

highway between Medford and Agate for which W. C. Stone was the lowest bidder, \$62,957. For grading one quarter of a mile of he Pacific highway at Myrtle creek, the old of H. J. Hildeburn, \$8422, was referred to the engineer, as the project is

one in which the city is interested. With approximately \$14,000,000 available from state, county and federal sources, the highway commission sees the end of its construction unless further funds are made available through legisative action. As a result of this limitation of funds

the commission is asking counties not to expect an increase in amounts already set aside. Grant county, for example, was told that the commission would keep its agreement to appropriate \$150, 000 for the John Day highway through the county, but did not see its way clear to add to this amount. CALIFORNIA ROUTES UP

In the matter of the location of The Dalles-California highway at The Dalles, the report of the engineer showed that the eight-mile route is four miles longer route. To grade and macadamize the road from The Dalles to Dufur by the eight-mile route will cost, according he estimate, \$193,200.

The estimated cost by the short or per cent route is \$138,100. Notwithstanding the difference in mileage and estimated cost, County Judge Adkinson said he favored the eight-mile route. The commission took the question under adrisement.

A. J. Johnson of Corvallis, appeared pefore the commission asking for the establishment of the road between Albany and Corvallis as a state highway. He represented that there was a sentiment in his county for a bond issue to prepare the grade and that it would be advantageous to prepare for the requirement of the state preparatory to taking also takes a stand against the conside road over

He pointed out that this link was very mportant in making the Pacific highway a through route. Owing to the unfinished condition of the east side Pacific highway south of Albany, travel will go, he said, from Albany to Corval-lis to get the benefit of a paved road. Under present conditions, he said, it was impossible to keep the road in shape and that next summer this condition would intensified. It was hardly fair to Benton county to throw all this extra maintenance on its shoulders, he thought. Besides being unwilling to add to the present state road mileage, the commission said that its financial condition would not warrant the contemplated expenditure of \$300,000 for this road.

HIGHWAY TO WAIT From the expressions of the Lane county court and A. Schmidt of Albany, unofficially represented in Linn county, t does not look as though the problem f building the Pacific highway between Harrisburg and Junction will be solved for some time. Lane county said it was unable to finance the grade. It was the general opinion that a permanent road can never be constructed through

the river bottom. As to the alternative of building from Harrisburg to Coburg, it was pointed out that this would involve an increased distance of several miles, which would involve a heavy expense to the state for paving although the building of the grade would cost the counties much less than to build a bridge at Harrisburg and a grade to Junction. The commission said that it was a problem which is giving it much concern in its desire to finish the Pacific highway. As there is no solution in sight it is probable that the ferry will be maintained for a while longer and the road kept passable through the river bottom.

IRISH TREATY WINS IN BOTH HOUSES

(Continued From Page One) 'I have come to London in

said he. Sir James' reference to the "boundaries

question" concerned the British premier's speech in commons Wednesday when he intimated the frontiers of Ulster might be delimited. Sir James met Austen Chamberlain just before noon and conferred with the premier in the afternoon DAIL EIREANN MAY VOTE ON

PEACE SETTLEMENT TOMORROW Dublin, Dec. 16 .- The Dail Eireann to day concluded the secret debate on the Anglo-Irish treaty and probably will meet tomorrow to take final action on

close at 2:30 p. m. after nearly two

lavs' debate. This was an indication that the major fight between Michael Collins, Arthur Griffith and Eamonn de Valera had been terminated. Followers of Collins and Griffith en-

husiastically predicted an easy victory

when the pact is brought up for a fina

came after midnight conferences among leaders. Up to this time Eamonn De

"The backs of the 'die-hards' have been broken and now the way is paved for sanction of the peace pact by a big majority." a leader of the pro-treaty A change of tone in the proceedings

forces in his fight against ratification. There had been a buil in the enthusiass of the Collins-Griffith adhere

De Valera is understood to have pro posed to Dail Eireann that the treaty e amended to exclude certain features to which he objected. He has been holding out for an all-Ireland parliament which would give the Sinn Fein complete domination of all Ireland, but he has expressed willingness to give Ulster province wider powers in local affairs. De Valera is understood to have suffered a reverse in a test vote but he still is making a strong fight.

The advisability of putting the treaty up to the Irish people in a referendum was discussed at length today, it is learned.

OPPOSE ROAD FUNDS

(Continued From Page Fourteen) imitation from 4 to either 5 or 6 per cent as the legislature might determine. MORE MONEY NEEDED

The highway program is up against the proposition that it either must slow down at the end of the next year or have nore money. If the money is not voted at the special election of May next, the program would, of legal necessity, be ostponed until the regular session. that were done the constitutional amendment could not be submitted to the people prior to the general election of 1924, unless a special election to be set shortly after the regular legislative session of 1923.

In spite of this fact, however, various nembers of the Multnomah delegation are frank in their opposition to the consideration of any road financing measure at the coming special session of next week.

Representative Gordon of Multnomah

AGAINST LEGISLATION

says: "I want to see the legislature stick as close to the program outlined by the governor in calling the session as possible. Extra legislation is always caused by various departments coming to the session with bills in their hands. is not the desire of the legislature, out is forced upon it. "I do not think this is the time to consider other road legislation than that

necessary for the protection of the roads ow built, as outlined by the governor." Senator Joseph says: "I am opposed to considering any amendment to provide additional funds for the highway department at the special session. Representative Hindman says: not in favor of considering any amendment for road financing at this time. Before we go too far we ought to stop

and find out where we are going. hear lots about the destruction of the roads and we ought to find out about their character and what we are doing before we take up further financing plans. BEQUIRES CONSIDERATION

"It is a bad time to consider any further bond extensions or road taxes," Representative Kubli, chairman of the Multnomah delegation, thinks. "I have Multnomah delegation, thinks. always been in favor of good roads. want to see them developed, but I do not believe in forcing the issue." Representative Harvey Wells remarks

cautiously: "It is a very serious situation and needs careful consideration. We must not stop the progress of the state,' while Representative W. C. North says he does not want to commit himself on the question until he has time to give it careful consideration.

Speaker Bean, who is at the Imperial eration of such an imendment at this "I have heard that such an time. amendment is going to be brought the legislature by Jim Stewart," he said, "and, though I have not given the matter much consideration, on general principles I would be against it at this

Logging Camps to Keep Going to Get Logs for Sawmills

Continued operation of logging camps in Western Oregon and Western Washington throughout the winter months, so ar as weather conditions permit, will be necessary to supply the increasing demand for logs to the lumber mills. acording to a bulletin issued by W. C. Ruegnitz, executive secretary of Loyal Legion of Loggers and Lumber-

Mill and retail yard lumber stocks are short throughout the Northwest, ac-sording to the report. Both log and prices have stiffened materially furing the past 30 days and indications point to a marked improvement in the lumber business for 1922, the bulletin stated.

BENJAMIN F. POND Funeral services for Benjamin F. nd, who died Thursday, will be held at 2:30 o'clock Saturday afternoon in the Finley chapel. Mr. Pond had been in the real estate business for 11 years and was a member of the Portland Realty board. He was 51 years old. A widow and one daughter, Mrs. Clara Pond Howard, survive him,

VANCOUVER MARRIAGE LICENSES Vancouver, Wash., Dec. 16.-The following marriage licenses were issued Thursday: Elmer W. Weatherford, 21, Lovland, Cal., and Ethel J. Ingersoll, 20, Portland; Basye Clay McKee, 21, and Ethel Flemming, 18, Portland; Thomas A. Nolan, legal, and Jennie Pearce, legal, Vancouver, Wash.; Hu-bert A. Ryder, 21, and Nellie Leona Roberts, 18, Albany, Or.

BUILDING PERMITS

Mrs. Amelia Keller, erect residence 301 Portland blvd., bet. Cleveland and Rodney; builder, Alex Anderson; \$3000.

Mrs. Amelia Keller, erect residence 297 Portland blvd. bet. Cleveland and Rodney; builder, Alex Anderson; \$3000. Benjamin Amsterdam, erect residence 630 E. 23rd st. bet. Franklin and Tibbetta; builder, Benjamin A. 23200. Benjamin Amsterdam, erect residence 632 E.
23rd st., bet. Franklin and Tibbetts; builder,
Schiewe Bros.; \$3200.
E. S. Fornard, erect residence 692 Kline st.,
bet. Pation rd. and Sherwood dr.; builder,
Lorens Bros.; \$8000.
Agnes Kullivan

Agnes Sullivan, erect residence 45 Portland blvd., bet. Concord and Penwick; builder E. M. Sullivan; \$2500. Agnes Sullivan. Agnes Sullivan, erect residence 49 Portland blvd., bet. Concord and Fenwick; builder, E. M. Sallivan; \$2500. Edith E. Paris, received Edith E. Paris, repair residence 686 E. 16th street, bet. Siskiyou and Klickitat; builder, same w. G. Hocks, erect residence for the control of the control W. G. Hocks, erect residence 1661 Klickitat, bet. E. 64th and E. 65th streets; builder, J. H. Thomas Jr.; \$3500.

James Mickle, erect store 110 N. 8th st., bet. Glisan and Flanders streets; builder, Charles W. Erin Co.; \$12,500.

H. J. Archibald, erect moids. icto Co.: \$12,500.

H. J. Archibald, erect residence 554 44th st., et. Taggart and Woodward ave.; builder, H. J. rehibald; \$3000.

Ida E. Torgler, repair residence 735 E, almon, bet. E. 21st and E. 22nd streets; build-

Salmon, bet. E. 21st and E. 22nd streets; builder, same as owner; \$1250.

Smith Hotal Co., repair hetel 234 6th st., bet. Salmon and Main streets; builder, same as owner; \$1200.

Mm. Stafford, erect residence 1601 Union ave., bet. Russett and Baldwin streets; builder, Howard Teel; \$2000.

Buugalow Coust. Co., erect residence 567 E. 66th st. N., bet Alameda and Hillcrest drive;

Uital Statistics

Marriages, Births. Deaths.

MARRIAGE LICENSES y Stern, legal, 352 College st., and Vidgoff, legal, 382 Jackson st. George W. London, legal, Garfield apts., and Kathryn Kay, legal, Garfield apts. Jack Montgomery, legal, 394 5th st., va Paddock, legal, city. Reginald H. Bunnage, legal, 696 Sherret ave., and Lula D. Johnson, legal, 1635 E. 16th st. John A. Skans, 28 738 Johnson st. and Dora C. Judd, 25, 882 Clinton st. Peter George, legal, 353 E. 1st st. N., and loanna Despotaki, legal, 353 E. 1st st. Jack Shemaryn, legal, 412 2nd st., and

Rachel Capelouto, legal, 428 2nd st. Jesse A. Lincoln, legal, 4927 66th st. S. E., and Elwilda J. Henika, legal, 6622 50th ave. Philip Chirus, legal, 731 Savier st., Florence DePauw, legal, 731 Savier st. Florence DePauw, legal, 731 Savier st.
Claude G. Tiddi, legal, Spokane, Wash, and
Helen J. Schuster, legal, Spokane, Wash,
John Schain, legal, 208 17th st., and Viclet.
R. Eruse, legal, 1336 7th st.
Frederick Frederickson, 28, 1067 E. 21st
st. and Roxie E. Teague, 22, 1687 Hereford st.
Leo W. Frazier, legal, 9 N. Broadway, and
Lulia M. Sceley, legal, Rector hotel.
Soloman Feldscher, logal, 464 E. Pine st.,
and Olga Burgbusch, legal, 464 E. Pine st.
Edward G. Gill, legal, 5004 33d ave. S. E.,
and Inez L. Ford, legal, 7343 53d ave. S. E.,
George H. Reynolds, legal, Paonia, Col., and
Christine Bramberg, legal, 712 Washington st.
Charles W. Goodwith, legal, Boardman, Or.,
and Ada Morrison, legal, city.

Christine Bramberg, legal, 712 Washington at.
Charles W. Goodwib, legal, Boardman, Or.,
and Ada Morrison, legal, city.
Norman B. McMillan, legal, 16 West Summer
st., and Lottle M. Desmend, legal, 270 Sixth st.
Eugene Southwell, legal, 540 Milwaukie st.,
and Amy Anderson, legal, 1579 East Hoyt st.,
city WEDDING CARD ENGRAVERS W. G. SMITH & CO.

BIRTHS

VOGET-To Mr. and Mrs. H. O. Voget, 88 E. 37th, Dec. 4, a son. SHOEMAKE-To Mr. and Mrs. A. E. Shoe-make, 146 E. 28th N., Dec. 10, a daughter. HAAG-To Mr. and Mrs. R. Haag, 762 E. 9th N., Dec. 14, a son.— MUNGER-To Mr. and Mrs. J. P. Munger, 412 E. 7th N. Dec. 6, a daughter, BENDSHALLER—To Mr. and Mrs. Charles F. Bendshaller, 388 E. Fessenden, Dec. 6, a WYNKOOP—To Mr. and Mrs. S. H. Wynkoop, Ardenwald, Dec. 14, a daughter, VRANZAN—To Mr. and Mrs. J. Vrangan, 871 E. Tibbets, Dec. 14, a son.

14 E. Burnside, Nov. 29, a daughter. DEATHS

DARIOTIS-To Mr. and Mrs. George Dariotis,

-Jane Huott, Good Samaritan hospital, Dec. 14, 78 years; carcinoma. NSON—John Anson, Sellwood hospital, Dec. 14, 66 years; lobar pneumonia.

OSTMAN—Felix Ostman, Emanual hospital,
Dec. 14, 42 years; carcinoma.

MILLER—John A. Miller, Good Samaritan hospital, Dec. 13, 45 years; strepococcus hemolyticus.

BECKETT.—Bertha L. Beckett, 1689 Taylors
Ferry road, Dec. 13, 47 years; sarcoma of RAUCH-Anna Rauch, 561 Gideon, Dec. 14. 45 years; cancer of stomach.

McCOLGAN—Dennis McColgan, 405 E. 37th
N. Dec. 14, 75 years; endocarditia.

FERRERA—Authony Ferrera, 250 N. 17th,
Dec. 13, 81 years; broncho pneumonia.

HISLOP—George Hislop, St. Vincents hospital,
Dec. 12, 67 years; carcinoma duodenum.

BAKER—Maria J. Baker, 621 Front, Dec. 13,
88 years; broncho pneumonia.

NEW TODAY

SCHARRER

East 3580

broncho pneumonia.

Catherine Scharrer, 340
ec. 13, 61 years; apoplexy.



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SPECIAL NOTICES (ADVERTISEMENT)

Madras. Oregon, December 15th, 1921

Sealed proposals will be received at the office of the Secretary, Board of Directors, Jefferson Water Conservancy District, Madras, Oregon, until 2:90 o'clock p. m., December 23rd, 1921, at which place and hour they will be opened its public, for the construction of dams, canals and appurtenances, of which the following table is a summary of the approximate quantities of the various kinds of work and material involved: kinds of work and material involved; SUMMARY OF QUANTITIES

Work or Material Unit. Clearing and grabbing.

EXCAVATION: Earth in foundation

Farth. common Loose rock

Solid rock

Tunnel SEMBANKMENT 9 RIP RAP 10 PAVING: GROUTED CONCRETE: Tunnel lin-6,780 29,060 8,025 375 210 3,616 2,798 212,800 37,500 43,660 ing Canal lining Plain Reinferced Reinforced Reinforced RUBBLE MASONRY: STEEL: Reinforcing METAL: In gates 20 METAL: In gates
21 In outlet gates
22 SIPHONS: Steel pipe
23 Wood pipe
24 LUMBER: Fir. Plain
25 Creosoted
26 Redwood
27 RADIAL GATES
28 FLUME: Creosoted wood

1,059,700 402,200 524,100

11,300

30 LATERAL SYSTEM, quantities not determined; to be built on basis of above unit prices.

Proposals must be on the blank forms furnished by the board and must be accompanied by a certified check for not less than 5 per cent of the aggregate amount of the bid, figured on the basis of the estimated quantities and the unit prices bid but which in no case need exceed \$50.000; such check to be drawn to the order of the secretary of Jefferson Water Conservancy District, as a guarantee that the bidder, if awarded the contract, will, within 10 days after the contract is delivered to him for that purpose, execute the same, and furnish a surety bond, to be approved by the board and payable to said District for its use, for the faithful performance of the contract, in the sum of 25 per cent of the contract price; said contract and bond to be on the standard forms which have been adopted by the board.

If the successful bidder shall fail to execute the contract or to furnish astisfactory bond within the time hereimbefore specified, or as extended by the board, the saved shall thereupon become void, in which case the proceeds of the certified check shall become the property of the district, and the contract may be awarded to the next lowest responsible bidder.

Each bidder must, in his proposal, present satisfactory writence that he has been engaged in constructing works of the general character covered by his proposal, and that he is fully prepared, and has the necessary capital, to begin the work promptly, and to conduct it as required by the contract and specifications. Proposals not contanting such evidence will not be necessary capital, to begin the work promptly, and to conduct it as required by the contract and specifications. . Lump sum of stream ... Limps
30 LATERAL SYSTEM, quantitie

29 COFFER DAMS: Care

mized as bids.

Awards, if made, will be made to the lowest responsible bidder. The right is reserved to reject any or all bids, and to waive any technical defects, as the interests of the district may re-Plans, specifications, and other data can be seen and inspected at the office of the Board of Directors, Madras, Oregon.