

HOW SOON CAN NAVY BE READY FOR SEA BATTLE?

Only Ten First-Line First-Class Battleships in Commission—Reserve Fleet of Twenty Battleships Could Be Put to Sea in Forty-eight Hours, But Sadly Lacking in Men.

By F. M. KERBY.
NEW YORK, Feb. 14.—How long will it take the United States navy to get ready if the United States gets into war?

How much of a navy is there that can actually take the high seas and maintain itself there continuously, if war comes?

These are the questions flying about the nation today.

Here are the cold facts:

Ten First-Line Ships.

The navy has in commission today just ten first-line dreadnaught battleships of the latest design. To fill out the "first line" of defense, the fleet contains at present four of the best of the pre-dreadnaught ships.

As a "screen" for this little fleet, there are in commission 14 cruisers of all types and 38 destroyers fully manned, while 18 more destroyers are in commission, operating with reduced complements of men.

For coast defense purposes—including those in the Philippines, Hawaii and the canal zone—there are 40 submarines in commission.

This, with certain necessary auxiliary vessels, comprise the active fleet today.

Eliminating certain of the cruisers, destroyers and older submarines, it is the fleet in the Atlantic which is available instantly.

Other Available Ships.

These vessels have practically full crews, are in real, active service and could sail at once on wireless orders to any point.

What else is available?

Forty-eight other fighting vessels are "in commission in reserve" with one-half crews, and all equipment on board except full stores.

These include two first-line dreadnaughts, 18 pre-dreadnaughts, 17 cruisers of all types and 11 destroyers.

So far as sailing is concerned, these vessels could actually put to sea within 48 hours.

But—and it is a big "but" indeed—they would go to sea sadly lacking trained men to operate the machinery and the guns.

More Men Needed.

If war is declared, the president will immediately authorize increase from 74,700 to 87,000 men, as provided in the last naval appropriation bill.

In addition, there would be available 636 officers and 7706 men in the naval militia—partially trained men who could go on shipboard at once with some knowledge of their duties.

It is estimated by Secretary of the Navy Daniels that there are now in this country 20,000 officers and men who have been trained in the navy and have gone into civil life.

A start has been made on the organization of a reserve, and it is estimated 5000 trained men of this class could be secured at once.

In addition to the vessels "in commission" and "in reserve" there are other vessels, of smaller military value, "in ordinary"; this is to say, with 5 to 10 per cent of a full crew, and all equipment except full supplies.

Old Line Ships.

Ships "in ordinary" take about two weeks to make ready for sea, and as much longer as is necessary to raise their crews to full strength.

The navy now has one cruiser, two destroyers, three submarines and 12 torpedo boats in ordinary.

In addition, there are three very old second-line battleships, four cruisers, one submarine and some auxiliaries "out of commission"; these vessels would require months to make ready for sea, and are of so small military value as to be practically out of the navy list.

Within a month, therefore, the active fleet would contain, counting ships in commission, in reserve and in ordinary, at the present time: Thirty-eight battleships of the first and second line, 32 cruisers of all classes, 69 destroyers, 41 submarines and 13 torpedo boats, counting only the real fighting vessels of the fleet.

New Battleships.

Five big new battleships are in various stages of completion; eight destroyers are on the ways or being fitted out, and 31 submarines are in the course of construction.

These are the only ships authorized prior to August 29, 1916, and do not include the ships of the "three-year

DEFENSE LEAGUE FOR PROMOTION MILITARY ROAD

SEATTLE, Feb. 14.—Articles of incorporation of the Pacific Coast Defense League were filed at Olympia, Tuesday, February 13, with E. F. Sweeney, Harry W. Carroll, W. Thompson, H. C. Henry of Seattle; Chester Thorne, John S. Baker, John F. Lyon, of Tacoma; D. D. Merrill of Everett; J. M. Langsdorf of Vancouver; Theo. B. Wilson, H. L. Pihork, W. M. Laid, John F. Carroll, J. C. Ainsworth, S. Benson, M. C. Dickinson, A. L. Mills, of Portland; George Putnam, of Medford; J. H. Albert of Salem, Grant D. Miller and George S. Daniels of Oakland, Edward F. Harris and John M. Perry of Stockton, as incorporators.

Military Roadway.

The primary object of the league is to secure the construction of a military highway from the Canadian to the Mexican border, and congress will be immediately asked to make an appropriation for this purpose. As a beginning of the work, the legislatures of the three coast states have been asked to memorialize congress, and already the legislature of the state of Oregon has passed a memorial. An identical one is now in the Washington and California legislatures.

This matter has been agitated for some time, but no concerted effort has been made to secure favorable action until the present time. As a means of assembling troops along the coast in order to protect any locality that may be endangered, the military highway has been considered the most feasible and practicable matter of protection that can be afforded the coast at the present time. By means of this road the troops from any given locality or army post can be concentrated at any place on the coast within a very few hours and, with the great number of automobiles available at any time, the entire military strength of the Pacific coast could be concentrated; for the defense of any particular locality, quicker than by any other means.

To Mobilize Autos.

Those who have studied the situation feel that the solution of our present defenseless condition rests in a properly constructed highway with necessary connections between interior points and all strategic places on the coast. By means of this highway not only troops, but guns of every calibre and munitions of war could be rushed to the defenses of the coast with only a very short notice.

One of the enthusiastic supporters of this move has pointed out that there are more than a quarter of a million automobiles and auto trucks in our three coast states, and they would be able to transport an army with its equipment from any point in these three states to either the Canadian or the Mexican border within seventy hours, in event of threatened invasion from either of the most distant points along the coast.

The work of incorporating the league and securing favorable action by the legislatures of the three states has been done by R. W. Emerson of Seattle, brother of Representative Henry L. Emerson of Ohio.

Under pressure, with the working twenty-four hours a day, it is probable that nearly all these vessels now under construction could be put into commission before the end of the year 1917, with the exception of two or three battleships.

That similar speed would be made on the newly authorized ships goes without saying, and the most effective means employed would be the immediate taking over of all private dockyards and their use for naval construction work.

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THOUSAND MEN TO BE EMPLOYED AT HAPPY CAMP

The report that extensive development are to take place this summer at Happy Camp is further confirmed by an account given to Welborn Beeson of Talent last Saturday, by a young doctor of Nevada, who is in charge of 49 doctors, who handle medical work for the Guggenheim interests on a contract basis.

According to the story of this doctor 1000 men will be placed at work at Happy Camp this summer in the development of the Thompson holdings. Thompson is a millionaire mine promoter and manufacturer, being heavily interested in the Henderson Manufacturing Co., who turn out Indian motorcycles.

To provide an outlet for the Happy Camp ore production, the doctor stated, plans are under way for the pushing of a railroad from Crescent City to Happy Camp, construction to be done by Twoby Bros. This construction will start during the early summer.

The railroad line would be approximately fifty miles in length. Former reports of railroad construction from Crescent City to Happy Camp have given the route as via Cook and Green Pass. Mr. Beeson, who is thoroughly familiar with the ground, having made reconnaissance of the country for the government during 1915, stated that a more favorable route would be found by skirting Squaw Lake and Elliott Creek at some distance, gaining by the additional mileage sufficient elevation to carry the road at easy grade through Wards Creek at an elevation of 5,160 feet rather than crossing the Applegate, traversing rough country and going through the Cook and Green Pass.

By this route the railroad will pass within three or four miles of the Blue Lodge, and perhaps closer. Also the line would pass directly Climb Springs.

By the construction of this line it will be possible to haul ore by rail from Crescent City and ship by boat from there to Tacoma for smelting, providing a much lower tonnage rate.

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UNITED STATES NOT TO REAFFIRM PRUSSIAN TREATY

WASHINGTON, Feb. 14.—While the United States considers that Germany has given grounds on which it might properly and justly denounce the Prussian-American treaties of 1799 and 1828, it was declared at the state department today that the government will continue to live up to the spirit of the old conventions.

It was indicated that there would be no reaffirmations or extensions as asked by Germany, but that the United States prefers to leave the old conventions as they stand.

The United States considers that Germany's failure to accept the seaman's bill amendment to square the law with the treaty and the illegal interferences with commerce between this country and Germany's enemies by submarine warfare in defiance of the treaty, leave this government free to take whatever action it deems best.

The seaman's bill provided that unless foreign governments accepted its provisions as an amendment to commercial treaties, such as those in question, the treaties should be abrogated. Moreover, the treaty provides that even in case of war, the nation remaining neutral shall have entire freedom of commerce even with the ports of the enemy. This provision has been violated by German submarine warfare.

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Starring the Great White Event

All This Week An Unusual Display and Sale of New Summer Styles in White Merchandise "Star" Values in Every Line

We were pleased with the enthusiastic comments of those who attended the great White Event on its first day. It showed in an unmistakable manner that our endeavors to give you an out-of-the-ordinary White Event are appreciated.

The scenes will be shifted tomorrow, new values making their appearance. We particularly wish to impress upon you the fact that whatever you buy here during this event is right in quality, right in style and unusually low in price.

Here Is Tomorrow's List of Star Values

Star Values IN Corset Dept. Just received a shipment of New Braisseres, nicely trimmed with lace, a real \$1 value, this sale 69c Women's New Model Corsets, made of good coutil, all sizes, cheap at \$1. 69c this sale, pair. Children's Knit Waists, all sizes, very special, 15c each.	Star Values IN White Goods 36-in. fine Bleached Muslin, cheap at 12 1/2c, this sale, yard. 9c 36-in. Fine White Cambric, cheap at 15c, this sale, yd. 12 1/2c Fine Longcloth, cheap at 12 1/2c a yard, special for this sale, 10 yards \$1.10 45-inch Lingerie Batiste, well worth 50c, for this sale, yard. 35c Pleisse Crepe, for underwear, real 25c value, 18c this sale, yard.	Star Values IN Towels 25 doz. Fine Cotton Towels, good size, special, each. 7c 25 doz. Large Size Turkish Towels, worth 30c, this sale. 21c "Bell in Hand" Linen Crash, a good 18c value, sale price, yd. 15c Linen Finish Huck Towels, worth today 30c, very special, each. 21c Extra Large Bath Towel, 27x54 inches, \$1.00 value, sale price, each. 69c
Star Values IN Neckwear Women's fine New Neckwear, consisting of large collars made of organdie and batiste, very special, each. 25c	Star Values IN White Hosiery 25 doz. Women's fine White Lisle Hose, all sizes, a splendid 35c grade, this sale, pair. 29c	Star Values IN White Gloves A new shipment of White Chamoisette Gloves, all sizes, washable, a good quality, this sale, pair. 69c

BASEBALL STRIKE IS DECLARED OFF

NEW YORK, Feb. 14.—The baseball players' strike, insofar as it would affect the National league, was virtually called off this afternoon as a result of efforts by John McGraw, manager of the New York Nationals, acting as unofficial mediator between the club owners and the Baseball Players' fraternity.

OUCH! LUMBAGO? Try Musterole. See How Quickly It Relieves

You just rub Musterole in briskly, and usually the pain is gone—a delicious, soothing comfort comes to take its place. Musterole is a clean, white ointment, made with oil of mustard. Use it instead of mustard plaster. Will not blister. Many doctors and nurses use Musterole and recommend it to their patients. They will gladly tell you what relief it gives from sore throat, bronchitis, croup, stiff neck, aches, neuralgia, congestion, pleurisy, rheumatism, bruises, pains and aches of the back of joints, sprains, sore muscles, bruises, chilblains, frost-bite, colds of the chest (it often prevents pneumonia). Always dependable.



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First Dose of Pape's Cold Compound Relieves All Gripes Misery.

Don't stay stuffed-up! Quit blowing and snuffing! A dose of "Pape's Cold Compound" taken every two hours until three doses are taken will end gripe misery and break up a severe cold either in the head, chest, body or limbs.

It promptly opens clogged-up nostrils and air passages; stops nasal discharge or nose running; relieves sick headache, dizziness, feverishness, sore throat, sneezing, soreness and stiffness.

"Pape's Cold Compound" is the quickest, surest, safest known and costs only 25 cents at drug stores. It acts without assistance, tastes nice, and causes no inconvenience. Don't accept a substitute.



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YOUNG people and young firms find the most definite start to success in a connection with the First National Bank. It is not so large that it has outgrown its willingness to serve—nor is it so small that it does not possess the ability.

Young man or young woman do you realize that you cannot find an experienced business person who has not become associated with some good bank? It is not too early for you to begin.

Capital \$100,000
1st National Bank
 MEDFORD OREGON

Star Values in Waists Another shipment of the celebrated "Wirthmor" Waists, in new spring styles; you will be surprised at the wonderful bargains offered exclusively in Medford for, each. \$1.00 Just a few of those sample Silk Waists in crepe de chene and taffeta, up to \$7.00 values, for this sale only. \$4.48 each.	Star Values in Sheets Pillowslips and Spreads 72x90 Bleached Sheets, worth today 75c, this sale, each. 48c 42 and 45-inch Pillow Slips, worth 18c, this sale, each. 12 1/2c 81x90 Bleached Sheets, hemstitched, good quality, worth \$1.25, very special, each. 89c 25 Full
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