

American plan discarded any attempt to calculate fleet ratios in terms of national needs. There was no way from that standpoint it was said authoritatively, to give Japan a proportion of more than 50 per cent of the strength of any other power.

So, it was added, the scheme of calculating in capital ship tonnage the present existing strength of each of the three major navies and cutting off further building by agreement was worked out. Then to induce an agreement, a percentage for Japan exceeding her existing strength was offered by the United States, and that was 60 per cent.

The basic principle of the plan is to "stop where you are." It was asserted on authority of the American group, Japanese claims for a 70 per cent ratio were characterized as "very extravagant." In view of the existing strength of her fleet, in reality, it was said, that figure would represent an increase of 17 per cent in the present Japanese naval power while the strength of Great Britain and the United States remained stationary.

If a race is to be stopped, all competitors must stop together, it was said. One can not expect to run another ten yards. Yet it is a fact that the Japanese in sub-committee, have urged that Japan be permitted under an agreement reached by a conference called to limit naval armament, to construct tonnage which would add 17 per cent to her navy before stopping building.

Vice-Admiral Kato's contention for seventy per cent has been presented at the meetings of the naval experts. Whether it was presented by authority of the Japanese delegation is doubtful, but it was recalled by American officials that Admiral Baron Kato, a member of the delegation, had announced to the press early in the conference that Japan's purpose was to seek a "slightly higher general tonnage" than the Hughes plan contemplated.

To support the American view it was revealed that if the strength of the American and Japanese fleets were calculated in terms of ships now in commission, plus keels of capital ships laid down, the ratio would be 100 to 43 against Japan. If the rule were applied to add to commission capital craft and keels laid down ships on which money had been expended for materials, the ratio would be 100 to 55. If the comparison were made on the basis of completion of ships building in addition to ships afloat, the ratio would be 100 to 43.

Another suggestion from Japanese forces that the comparison should be made on the basis of ships in commission alone was instantly rejected by the American delegates. That would mean that the United States would not only scrap all ships on which more than \$25,000 had been spent, but would not be allowed to count that expenditure in estimating her naval strength.

Still another suggested method of comparison was that all pre-dreadnaughts less than 20 years old of either navy be included. That calculation would have made the ratio 100 to 49.

So, from any point of view, Japanese experts have been able to approach the question, the American 40 per cent ratio offer allows Japan a greater proportionate strength than she now has.

Any attack on the 5-5-3 ratio, it was added, with the full weight of the American delegation as sponsor for the statement, is to be regarded only as an attack on the fundamental principle of the whole naval plan.

100 to 49 against Japan. As a modification, it was suggested that pre-dreadnaughts more than 20 years old be included and this would work out at 100 to 52.

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MEDICAL AND X-RAY SOCIETIES TO OPEN MEETING TOMORROW

All arrangements for the joint meeting of the Medical and Surgical association of the Southwest, holding its seventh annual session, and the Pacific Coast Roentgen society, holding its fifteenth semi-annual session, have been completed by the Maricopa County Medical society, it was announced yesterday.

The headquarters for the meeting will be at the Hotel Adams, and advance reservations are indicating that a record attendance will be present when the conference opens.

Temporary partitions have been built in the basement of the Heard building, dividing the large room into a U-shaped space for the commercial exhibits and a central auditorium for the scientific program and exhibits.

Among those who will take part in the meeting are Dr. William Thomas Coughlin, professor of surgery at St. Louis university, who will give the principal address on surgery, lecturing on "The More Recent Surgery of the Face and Mouth, Thursday morning, Dr. E. Avery Newton, an internist of Los Angeles, who has visited several Arizona medical gatherings and who will give an address on medicine tomorrow evening, Dr. J. L. Tierney of St. Louis university, who will speak on "Differential Diagnosis of the Duodenum," and Dr. Robert V. Day of Los Angeles, who will present a paper on "Common Infections of the Kidney," and Dr. Nelson W. Janney, formerly head of the metabolic clinic of the Memorial hospital at Santa Barbara.

Many other noted physicians and surgeons of the West will take part in the meeting.

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in the affairs of the meeting, representing points as far distant as Seattle, Portland, San Francisco, Los Angeles, El Paso and Albuquerque, with representatives present also from almost every city of Arizona and New Mexico.

A feature of the meeting will be the morning clinics in surgery at St. Joseph's hospital and the medical clinics at the Pathological laboratory on Friday and at the Gosa laboratory on Saturday. The clinics tomorrow morning will be held by Dr. Goodrich and Dr. Hanzel; on Friday by Dr. E. P. Palmer, Dr. Tutthill, Dr. McLoone, Dr. Martin, Dr. Schwartz, and Dr. Sollard on radium treatment.

On Saturday the operative clinics will be conducted by Dr. Smith, Dr. Sweek, Dr. Yandell and Dr. Harbridge.

A daily bulletin will be issued by the Maricopa County Medical society giving the details of each day's program, together with other items of interest connected with the meeting.

A comprehensive series of social functions have been planned by a committee consisting of Mrs. Anclil Martin, Mrs. A. M. Tutthill and Mrs. Kimball Assistance. They have enlisted the assistance of Dr. Sollard and the other doctors to assist in the entertainment of the visiting women, of whom there will be an unusual number, attracted by the climatic conditions of Phoenix and the attractive social program of the meeting.

On Thursday evening there will be a theater party at the Rialto, meeting at the mezzanine floor at 8 o'clock. After the show refreshments will be served at Donofrio's. On Friday morning, the visiting ladies will be taken to Chandler for luncheon at the San Marcos, and a drive about the valley, Friday evening, the main social event of the meeting will be held. This will be the dinner and dance at the Country club, where an attendance of about 200 is expected.

On Saturday, at noon, luncheon will be served by the hostesses to the visiting ladies at the Country club, followed by an auto drive.

In addition to these social affairs for the ladies, a social hour for the men will follow the Thursday evening meeting, with refreshments served in the exhibit rooms of the Heard basement, just adjacent to the meeting room.

French War Brides Ask Marshal Foch Take Them Home

ST. MARYS, Idaho, Nov. 29.—Tears came to the eyes of Marshal Foch here today when three French war brides pleaded with him to take them back to their native land.

"We love America, but we are lonely for France," they told him. "You must never forget France, but you must love your new home and honor your husbands," the marshal replied.

Marshal Foch was presented with a silver ingot by R. D. Leeper, Idaho American Legion commander and representative of Governor Davis.

Tampa Cigar Workers Strike Is Called Off

TAMPA, Fla., Nov. 29.—The strike of union workers employed by local cigar factories which had affected approximately 12,000 men in all the branches of the industry for 10 days, was called off today by the equalization board.

Refusal of about 3,000 workers to remain on strike and refusal of the manufacturers to meet any demands of the men were assigned by the board as reasons for calling off the strike. All members of the board resigned.

STATE ROAD WORK TOPIC OF MADDOCK AT KIWANIS MEET

In an address which was as timely as it was informative, and which delighted his auditors as much as it gave them a new insight into the workings of the state highway department, Tom Maddock, state engineer, outlined to the members of the Kiwanis club yesterday the inside facts of the controversy of the department, the Apache Trail, the road to Yuma, the Florence-Superior highway, the "mystery building" in which the department is now housed, and a number of other pertinent subjects in which the club members, as businessmen and taxpayers, were interested.

Maddock's address was easily one of the most instructive to which the club has given its attention in recent months, and it was delivered cogently and with so much humor and pathos that those who heard it knew that they were attending one of the real events of the club. The talk was made in the "mystery building" at Seventeenth avenue and Jackson street, where the department is now housed, and it was followed by a tour through the roadmaking plant of the state highway department.

After welcoming the Kiwanians as the guests of the state engineer's office, Maddock entered upon a discussion of the so-called "mystery building" in which the state highway department is now located.

"The 'mystery building,'" he said, "is the first public building in the state to be erected without costing the taxpayers a cent. This structure is being paid for by the state highway department equipment we have received from the war department through the department of agriculture, and that central is being paid for enough to pay for this entire edifice.

"We are still receiving these funds, and so we will be able ultimately to pay for the lot on which the building stands and for necessary additions, and you may judge for yourself whether the investment is not one of the best which the state has ever made. The total cost will be a little more than \$50,000—money which has come not from the taxpayers but from those who were more than glad to pay to the state for the benefits they were receiving in turn.

"The building was built by workmen from the state highway department, started were employed on the Mariquette bridge. When that job was completed the men were told that if they would give their labor to this building during the months of April, May and June they would be paid in July, but we knew that we would have money for them at that time. They consented to the agreement and worked faithfully and honestly during three months when we were able to pay them their due. They believed in Arizona—that it is able to pay its debts and to carry out its obligations, and this building is the result of that belief.

"But there is another 'mystery' in the state engineer's office—and this is the state highway department. There is really no 'state highway department.' What is usually termed this is merely an outgrowth of the work of the state engineer's office in the matter of road building, and in reality has no existence outside that office. The state highways are only those which are built with state funds, or which are built by the state in conjunction with county funds.

"The functions of the so-called state highway department, however, are becoming so important that it is probable that it will more and more become a distinct part of the work of the state engineer.

"The speaker here took occasion to show that the burden of taxation concerning which he complained is being borne not due to the road building activities of the commonwealth, laying particular stress upon the fact that the appropriations made by the legislature for roads were 50 per cent below those of the preceding one, and drawing attention to the fact that the gasoline tax, which is the only source of revenue for the state highway department, is not only an indirect tax upon the citizen and one which is not felt, but is the only means whereby the tourist can be assessed for the support of the roads over which he travels.

"He followed this with a short discussion of the Apache Trail, which plans now under way for its betterment. He pointed out that more than \$200,000 will soon be in hand for its improvement, and that the work to be done with this money will result in making the highway passable and "ridable" at all times. New bridges, a culvert system and the surfacing of the road are contemplated, he said.

Mr. Maddock then talked on the Phoenix-to-Yuma road and difficulties in the way of completing this much desired highway. The salient points of his remarks were that it will soon be possible to start work on a gravel road from a point 40 miles this side of Yuma, which is already paved, to the Maricopa county line. He then talked on the Florence-Superior highway and gave a definite idea of what is being done there with prison labor from the state penitentiary.

At the close of his address he was roundly applauded.

Following the chairman of the board of supervisors of Riverside county, California, who with other members of the board of supervisors of that county and several residents of Blythe, Cal., who were guests of J. C. Dobbins during the luncheon, expressed his appreciation of the entertainment which had been afforded him and his companions in Maricopa county and emphasized his hope that the Phoenix-to-Yuma road, which the Ehrenberg road, might soon be a paved thoroughfare to Los Angeles.

"You in Maricopa county are showing California something worth while in road making," Hamilton said, "and it is my hope that we in California will adopt the standards of road building which you have conceived and are carrying out."

"The meeting was opened by President Royal W. Lester, who announced the result of the nominating election of officers and which was held last week. The 10 nominees for the 10 offices open to the members and for which they will be chosen at next week's election, are, in the order of the number of votes given for each, Jay Aldrich, A. E. Egan, R. W. Leber, A. J. Tutthill, Earl Drake, J. O. Saxon, Charles Willis, E. S. Clark, Press Bancroft and George Judson.

The meeting was then turned over to L. B. Hitchcock, city engineer, who was chairman of the day. The attendance prize, a necktie, a pair of gloves and a pair of socks, given by Tom McReynolds was won by Fred C. Faine. Chairman Hitchcock then introduced State Engineer Maddock, who delivered the address of the day.

Another brief address was made by Joseph R. Loftus in support of the Boy Scout campaign. The cigars smoked during the meeting were given by John T. Urner, whose son, Harold Edward, was born on Thanksgiving day.

A new member of the club, J. Webb Smith, automobile editor of The Arizona Republican, and artist in charge of the Sunday Roundup page, was introduced and was given a hearty welcome. The guests of the club yesterday were: W. J. Galbraith, L. J. Brooks, James Parker, E. D. Morrison, Denver, E. L. Avery, E. C. Moore, E. S. Galster, T. S. Dull, Jerome, G. W. Kays, G. A. Beckert, Los Angeles; A. L. Uhler, C. T. Washburn, E. K. Herrshar, M. L. Schoenthal, Blythe, Cal.; Henry C. Blythe, V. B. Wilson, Wilson; Blythe; Neil Hinkle, Blythe, and Charles Hamilton, Rowley Smith, J. A. Packard and J. L. Davis, supervisor of Riverside county, California.

Arbuckle Witness Under Arrest

hear Arbuckle's testimony were absent today. The court room was filled throughout the day, however, and there were many in the corridors.

Beside her evidence regarding Miss Rapp's health, Mrs. Hardeck was asked concerning a visit made to her by Frank McConnell, San Francisco police detective sergeant. McConnell earlier in the day denied on the witness stand a statement made by Mrs. Irene Morgan, defense witness, that she had sought to induce Mrs. Morgan not to testify.

The defense was successful in having the conversation between Mrs. Hardeck and McConnell kept from the records "until the court can decide on its admissibility."

Portuguese Air Fleet Destroyed By Storm

LISBON, Nov. 29.—The greater portion of the Portuguese air fleet was destroyed yesterday during a heavy storm which broke over the military aviation camp a short distance outside Lisbon. Among planes destroyed one was being constructed to attempt a flight from Lisbon to Portuguese Guinea in equatorial West Africa. Several soldiers were injured.

\$750,000 FEDERAL AID DUE ARIZONA

Outstanding unpaid federal aid warrants in Arizona at the present time amount to three quarters of a million dollars, according to a statement received from the state highway headquarters. With \$150,000 received by the state treasurer yesterday the amount credited to the government during the month of November amounts to \$98,000. The September federal aid funds were \$37,000, while in October the amount was \$142,000.

Of the \$750,000 due Arizona, Thos. Maddock, state engineer, said that \$525,000 which had been approved by the district engineer had been forwarded for payment, while the remainder was in process of approval between federal engineers at San Francisco and Albuquerque.

Mr. Maddock said he was of the opinion that \$600,000 would be paid by Jan. 1, at which time there will be an additional \$200,000 or more due, as there is fully that amount in transit.

FOUND GUILTY ON CHARGE OF FRAUD

Bernard Collins yesterday was found guilty by a jury in the superior court on a charge of obtaining money by means of fraud and deception. He will be sentenced today by Judge Stanford. Collins was charged with obtaining \$5 from the Ford soda shop through the alleged clever manipulation of currency in receiving change from an employee of the shop.

According to the testimony in the case, Collins, in payment for food at the Ford soda shop, gave Al Wright, the clerk, a \$10 bill and received a \$5 bill and silver in change. Collins, Wright said, put the bill in his pocket and after placing 15 cents with the silver, asked that it be changed into a \$5 bill. After he had placed the second \$5 bill on the counter, Wright testified, Collins then said he would take the \$10 bill in place of the silver and the second \$5 bill.

After Collins had left the shop, Wright said, he discovered Collins had never returned the first \$5 bill and he asked E. W. Title, police officer, to arrest him. Amelia Dilman of the Wood Confectionery told of Collins coming into that place and declared he had short-changed her in the same manner. Collins denied the charge when testifying in his own defense.

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THE DAIRY COW In the Salt River Valley Rapid strides have been made by the dairy industry during 1921. The farmer who interests himself in the dairy cow and her products, is enjoying the feeling of security that is derived from a steady monthly income.

THE DAIRY COW In the Salt River Valley Rapid strides have been made by the dairy industry during 1921. The farmer who interests himself in the dairy cow and her products, is enjoying the feeling of security that is derived from a steady monthly income. Dairying with good management in the Salt River Valley is profitable. The cost of equipment is very low as the mild winters and sunny climate make stabling unnecessary. Alfalfa is the principal feed and the three essentials for successfully raising alfalfa are here—soil, sunshine and water.

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Another full carload just received. M. J. B. Coffee, 1-lb. can 41c

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Grand Central Meat Market

Table with 2 columns: Meat Name and Price. Includes items like Prime Rib Steak, Country Pork, Sausage, Calf Tongue, and Veal Loin Steak.

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Their Opening Today, Nov. 30th Candy of every description made 'Right' before your eyes under the most sanitary conditions from the purest of ingredients.

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