

HALF BILLION ASKED BY DANIELS FOR NAVY BUILDING NEXT 5 YEARS

Secretary Presents Annual Report to Congress, Requiring the Biggest Expenditures in History for Carrying Out Program for Great Sea Power by 1920—Special Pleas for Battle Cruisers.

Washington, Dec. 13.—Details of the half-billion dollar navy building program for the five years continuing plan recommended to Congress are contained in the annual report of Secretary Daniels, made public today.

The report shows that for the first time in the history of the department the Secretary's recommendations increase the expenditures proposed by the General Board. In this connection the Secretary says:

"My recommendation of a five-year program embraces the same number as proposed by the General Board in the distribution it made in the five-year program of dreadnaughts, battle cruisers, scouts and destroyers. I recommend 15 fleet submarines where the General Board recommends nine, and I recommend 58 coast submarines as against 55 recommended by the General Board. For additional reserve ammunition, my recommendation is \$25,000,000, whereas the General Board recommends \$13,000,000. They recommend something more for other craft. My total for the five years is \$502,482,314. The General Board's total is \$499,876,000, a very slight difference for the five years, though the board's recommendation for the first year is much larger than the department's estimate."

The five-year program for new ships and equipment of those already authorized reaches a grand total of \$592,421,214, with large appropriations for reserve ammunition and aviation.

Secretary Daniels differed from the General Board in one important particular at least as to the program although the total number of ships to be constructed and the types recommended are those proposed by the board. The Secretary says:

"The General Board was called upon for advice in this connection and the department has accepted its recommendations as regards numbers of capital ships. As regards their distribution over a five-year period, it was concluded in view of all the circumstances, that it would be best to make this as nearly uniform as might be. This course has obvious practical advantages. It enables us to view the present congested condition of the shipbuilding industry in this country. Moreover, since the maximum rate of expenditure upon the capital ships, the safe construction of the program, will not be reached immediately, it enables us to concentrate more at first upon submarines and other quickly-built craft, so that we will get our return for our expenditures in the shape of completed vessels."

It is understood the board recommended a particularly large program for the first year.

The Secretary calls attention to the fact that he established a precedent last year in making public the report of the General Board, which he will follow this year at a later date. The result, he says, is certain to arouse discussion as to the propriety of recommendations of the board and of the Secretary, but adds:

"But discussion makes for knowledge and a wise decision. The General Board is influenced by professional views, while the Administration takes into consideration the whole national policy and does not overlook the question of national revenues."

Following will be the composition of the fleet in 1921, built or building, if the program is carried out, according to the General Board's calculations, the Secretary says:

Battleships, first line	27
Battleships, second line	25
Armored cruisers	10
Scout cruisers	12
Cruisers, first class	5
Cruisers, second class	10
Cruisers, third class	10
Destroyers	108
Fleet submarines	15
Coast submarines	57
Monitors	2
Gunboats	20
Supply ships	4
Fuel ships	15
Transports	4
Tenders to expeditions	3
Special types	3
Ammunition ships	2

Urging the necessity of a continuing building program the Secretary says it is the "greatest way to raise the efficiency of our fleet," and that "it is to be gained by sudden fluctuations and changes in policy."

"If a vote had been taken a few months ago," he adds, "as to types of ships to be constructed, a large majority of the people would doubtless have voted to go into building submarines on a scale so large as to leave money for other fighting craft. Recently in navy circles the pendulum may be said to have swung away from an overlarge undersea program with emphasis again placed upon the dreadnaught."

"My first thought was to present a plan for a 10-year period, but the argument against determining upon a program for a longer term than five years seemed conclusive, for in this day of invention and development it would hardly be safe to try to determine types of ships for a long term of years. We know what other countries have built and are building, and we know the needs which constant practice and maneuvers of the past 12 months by our own fleet have taught us. Therefore the best expert judgment approves the number and types of ships which are recommended. If there are those who believe even without these five years changes in types of ships or in equipment or armament will be so marked as to make the carrying out of the recommendations deny the benefit of new discoveries, the completely new type of ship, Congress is asked to make appropriations only for a year at a time, in accordance with custom. Any succeeding Congress will make such alterations

as experience may prove desirable, without a reduction of the strength of the fleet to be constructed upon the plan proposed."

Secretary Daniels says his decision to recommend a continuing building policy was reached after "much reflection, conference with able experts of the Navy and patriotic men in civil walks of life." He lays stress on the fact that he is the first Secretary of the navy to recommend such a course although the General Board in 1903 urged that a definite program be mapped out which would lead to the establishment of a fleet of 48 battleships by 1919. Of the five year program recommended the Secretary says:

"I hope Congress will endorse it by so large a vote of its members as to make certain its continuance by Congress to come."

The full total of the navy budget for the year is \$217,652,174; all but \$132,230,047, of which will go for ships now under construction or to be authorized. The remainder contemplates the increased personnel and general running expenses of the navy afloat and ashore.

In comparison with the enormous expenditures abroad," the secretary writes, "the large expenditure is necessary if our fleet is to be able to encounter the modern navies of the European war, which are in a better position to spend money in times of peace for preparation than to run the risk, however remote, of sorely wanting ships and munitions if suddenly needed."

The secretary comments at length on the need of battle cruisers of the proposed 35 knot type. The events of the European war are recounted to show the part these craft have played and the reasons for including six of them in the building program. As to the battleships of the future, the secretary says the suggested vessels are of much greater displacement and heavier armament than anything heretofore contemplated for any navy.

The department is now discussing plans for ships of 36,000 tons and armed with 16-inch or perhaps 17-inch guns. The secretary says the plan has not yet been approved, but his estimates are based on ships to cost \$23,000,000 each which would allow for the increased size.

Secretary Daniels takes another radical step in his report, in that he proposes a system of promotion of officers by seniority to be abandoned in favor of promotion by selection. He goes at length into the results of the seniority system, finding that it produces "distortion in the lower grades, combined with absolute lack of professional incentive throughout all grades."

Officers now hold the grade of captain for an average of two years, he says, and rear admirals for only six months before retirement for age overtakes them. About 11,600 officers, he states, must pass through the grades of captain and rear admiral in the next 40 years under the present plan.

"In selection by merit practicable under our existing form of government," the secretary asks, "virtually all officers admit it would be the best system, he says, but dismisses it with the statement that for political reasons it would become promotion by political influence or favoritism. He does not subscribe to this view. He believes in promotion on basis of practicality upon the vote of the officers senior to the grade under consideration would unquestionably select approximately the most efficient officer in that grade. The result would be, he says, to develop a "strong stimulus for professional efficiency," to provide for utilization of every competent officer and to give higher commands to men peculiarly fitted to hold them."

"Active service," the secretary adds, "grown up with efficiency, and not age should supersede the inflexible rule of retiring all officers at a given age. It is suggested that the present law regarding officers at 62 years of age be changed so as to provide that officers be retired 41 years after their graduation at the Naval Academy. The effect of such legislation would make the average age of retirement 63 years, he says, and the statutory age of retirement is 64 years."

"I renew my recommendation for a change in the law of retirement pay so that it shall be graded, the pay to be based upon the length of service. It should also differentiate between total and partial disability. The retired pay of the navy last year aggregated \$3,385,826.35. It is an abuse of the Republic's generosity to give three-fourths retired pay to all. The law should be changed and reformed."

Turning to the problem of finding adequate auxiliary ships for the navy in war time, the secretary says he has not included any vessels in his building program except those which must be used constantly for the navy in peace or war. On a war basis, he adds, the navy would need 400 additional ships or a tonnage of 172,000 to carry fuel and supplies and do other auxiliary work. About \$69,000,000 for this work could be drawn from the present merchant marine, he says, but some method must be found to supplement the merchant fleet.

"The solution for the government," the report continues, "is to construct from time to time, a sufficient and suitable auxiliary fleet, proportioned to the needs of the navy, and to have such auxiliary vessels operated in commerce during peace times in such a way as will preserve them and train the essential naval reserve of men, and while doing this relieve the government of the burden of cost of maintenance through the income of earnings of the vessels employed in commerce. Such a policy would give to the navy, without cost for its operation during peace, a perfect auxiliary. Of course these ships should be built upon navy plans and manned by American citizens trained under navy regulations, which would make them

efficient in time of war.

In recommending again the construction of a government armor-plate factory and also urging that a protective factory be added to the navy's equipment and that every navy yard be equipped for construction as well as repair work, Secretary Daniels again lays stress on his theory that the government should be able to build any part of the equipment needed for the navy from battlehips to aeroplane motors in order that true competition of private bidders for government contracts may be obtained together with an actual knowledge of what the cost of construction should be.

In addition to the foregoing the report includes the following recommendations:

1. An increase of 11,500 men in the enlisted personnel of the navy and marine corps; an adequate increase of officers to be provided by enlarging the force of midshipmen at the Naval Academy to the full capacity of the institution, by admitting to junior grades and for engineering duty only graduates of technical schools, and by opening to civilian aviators the navy aviation corps.

2. Extension of the Navy Reserve Act for the purpose of forming reserves of power boats, aviators and radio operators and to increase the desirability of the reserve service to honorably discharged enlisted men of the regular navy. A detailed plan in this connection will be presented to Congress at a later date. The need of the present Naval Auxiliary Service should be placed in the Naval Reserve, the report says, and the highhouse and coast service men and equipment also should be placed under navy jurisdiction and training for use in event of war.

3. Increased naval militia appropriations to include the construction of suitable vessels for the Illinois and Minnesota departments and supplies and the purchase of naval militia use in training.

4. Construction of an adequate research laboratory for the use of navy engineering and scientific bureaus, and the creation of civilian scientists recently created under Thomas A. Edison as chairman. The report states that five million dollars for this purpose was the amount suggested by the civilian board members but Secretary Daniels makes no specific recommendation although he includes a preliminary figure in his estimates for the first year's expenditure.

5. Expenditure of one million dollars to re-engine the battleship North Dakota, the scout cruiser Salem and the destroyers Henley and Mayrant.

6. Construction of a drydock at the Norfolk yard to accommodate the largest battleship.

7. Further legislation for adequate oil land reserves for the navy.

8. Legislation to make the service more attractive, including increased powers to grant discharge by purchase and various changes in rankings.

HARNESS BROOK TO KEEP WATER OUT OF CELLARS

Remington Co. Makes Huge Concrete Pipes and Diverts Stream.

To change the course of a small brook that flows through the tract of land on which the Remington Arms Co. has already built houses east of Hospital Hill, the company is constructing a huge pipe line that will cost in the neighborhood of \$5,000. Sections of reinforced concrete pipes five feet in diameter and about seven feet in length are being constructed in a plant that the company has established near the ice pond of the New England Ice Cream Co.

Portuguese negro laborers, under white bosses, are employed in the manufacture of the pipes. About 200 already have been constructed and placed along the section of the ditch, part of which has already been dug east from Summerfield avenue. The brook, which has its source in a spring in the swamp west of Sacramento avenue and north of Boston avenue, flows in a southerly direction, making a turn at Boston avenue and flows down East avenue through where the company has about 50 brick houses partly constructed. The pipes of the east row of houses there are filled with water. So crooked is its course that bridges have been built over the brook at Boston and at Success avenues. It is designed to carry out the water entirely away from the property. The pipe line will have an outlet in Bruce's brook near Boston avenue.

The pipe line will be in no sense a sewer and none of the adjoining property owners will be allowed to tap into it except for outlets from springs which may rise in the property in the neighborhood. It is expected that the pipe will be completed within another month.

POLICE PATROL IN HOT PURSUIT OF AUTO THIEVES

The police patrol with Dennis Toolan at the wheel afforded considerable excitement to pedestrians on Main street about 8:30 o'clock last night when it was seen in hot pursuit of a Ford car that had been stolen at Gilbert and Main streets. The chase ended at Seaside park where the auto was abandoned by a trio of young men who stole the machine, the property of Oscar Frankel of 709 Pembroke street. The identity of the boys who stole the machine is yet unknown by the police.

POINTS OF INTEREST.

Give a gift of intrinsic value. Many appropriate suggestions will be found in E. H. Dillon & Co.'s ad. today. Those who wish to make holiday gifts will find this store a treasure house of helpful suggestions. Gifts come first in the list of truly valuable gifts. They combine the elements of luxury and utility to an unusual degree. This store is showing an immense assortment of rich fur muffs and capotes and a selection of sumptuous fur sets that will delight the gift seeker. Many other useful articles at this popular store. Dainty shirt waists in lingerie, silk and crepe de chine, silk mittens, silk and woolen sweaters, cloth and plush coats, beautiful millinery, ostrich boas.—Adv.

Columbia Record Headliners

for

BERT WILLIAMS

WEBER & FIELDS

FRANK TINNEY

Note the Notes



"Never Mo!" and "Purpostus"

One continuous howl, from the first two words Bert Williams says. His sad, sad drawl and the pathetic music only help to render hearers helpless—the usual effect of Williams "song-talks" on the unfortunate audience.

A1853—10 inch, 75 cents

Trust Scene and Restaurant Scene

"Weber and Fields"—'nough said! If any one does not know yet what they can do to a grouch—let him hear this record, that's all. Two scenes that will jog your funny-bone at the rate of sixty laughs a minute.

A1855—10 inch, 75 cents

Frank Tinney's 1st Record and Frank Tinney's 2d Record

Packed jam-full of laughs—killingly funny—a record that will be recognized with glee by those who heard Frank Tinney from a two-dollar seat that was worth it. His "Second Record" on the reverse is guaranteed to match the first.

A1854—10 inch, 75 cents

Popular Hits of the Month

- A 1848 **BACK HOME IN TENNESSEE**. Collins and Harlan, baritone and tenor duet. 10-inch. 65c.
- A 1846 **BALLYMOONEY AND BIDDY MAGEE**. James F. Harrison, baritone. 10-inch. 65c.
- A 1850 **LISTEN TO THAT DIXIE BAND**. Collins and Harlan, baritone and tenor duet. 10-inch. 65c.
- A 1847 **BOUNCE ME JOHN, I'VE RUBBER HEELS ON**. The Three Quartets. 10-inch. 65c.
- A 1849 **IN THE GLORY OF THE MOON LIGHT**. Henry Ruby with Columbia Mixed Quartets. 10-inch. 65c.
- A 1860 **LOVE HERE IS MY HEART**. Reed Miller, tenor. 10-inch. 65c.
- A 1845 **BLUE DANUBE WALTZ**. Royal Marimba Band. 10-inch. 65c.
- A 1843 **DOWN IN BOM-BOMBAY**. Accordion Solo. Guido Deiro. 10-inch. 65c.
- A 1861 **HONOLULU RAG**. Palle K. Lusa and David E. Kaili, Hawaiian Guitar Duo. 10-inch. 75c.
- A 5733 **LOVE'S OLD SWEET SONG**. Corinne Rider-Selvey, soprano. 12-inch. \$1.50.
- A 1857 **MACUSHLA**. Hardy Williamson, tenor. 10-inch. 75c.
- A 5734 **HERODIADE**. Oscar Seagle, baritone with orchestra. 12-inch. \$1.50.
- A 5732 **RINALDO**. Julia Chausson, contralto. In Italian with orchestra. 12-inch. \$1.50.



But this is only an indication, a temptation, a foretaste of the life, the fun, the sentiment, the classic beauty offered in the new December supplement of Columbia Records. In addition to those records already mentioned you will find Orchestral Descriptions for the children; Christmas music for kiddies and grown-ups alike; Orchestral classics that should be in every record library; Tyrolean and German songs of the old country; Operatic selections delightfully rendered; and several trio numbers. Take some of these records home with you. They will be worked overtime throughout the holidays and many more days to come. On sale by all Columbia Dealers.

COLUMBIA GRAFONOLAS and DOUBLE-DISC RECORDS

F. E. BEACH, 362 Main Street. WEST END GRAFONOLA CO., 1184 State Street. OTTO WISSNER, Inc., 923 Main Street. HOWLAND DRY GOODS CO., Main and Cannon Streets. PIQUETTE PIANO CO., 60 Cannon Street. M. SONNENBERG PIANO CO., 1056 Main Street. WATKINS ART STORE, 1091 Broad Street.

CEDERHOLM ATTENDS COMMITTEE MEETING OF ICE COMMISSION

Former Alderman Frederick Cederholm, who was the first to advocate the establishment of a municipal ice and cold storage plant, attended on Saturday for the first time since his appointment, a meeting of the commission that is designed to carry out the project. On resolution of Mr. Cederholm, it was voted to employ Fletcher, Thompson & Co., contract-engineers of this city, to make surveys as to the kind of plant needed together with the kind of equipment. There is a bond issue of \$200,000 for the purpose of establishing the plant, but Mr. Cederholm believes that an estimate as to its probable cost should first be procured and other members of the commission agreed with him.

NOTABLES TO ATTEND BANQUET OF B. P. O. E.

The big dinner of Lodge 36, Beneficent and Protective Order of Elks, in commemoration of their 30th anniversary, will be held in the Stratfield tonight. The toastmaster will be Daniel J. Clifford, exalted ruler. Among the speakers and honorees will be Gov. Marcus H. Holcomb, State's Attorney Homer S. Cummings, former Congressman Jeremiah Donovan, John K. Tener, former Gov. of Pennsylvania; Thomas L. Reilly, former Congressman from Meriden; Judge Martin J. Cunningham, Danbury; Lieut.-Governor Clifford B. Wilson. Special musical and entertainment features have been provided. Nearly 500 persons will be seated.

CONGREGATIONALISTS' JOINT MEETING DRAGS MANY TO LYRIC THEATRE

Another successful Lyric theatre meeting under the auspices of the Congregationalists of this city, was held last night, addresses being by Rev. George O. Tamblin, pastor of the Olivet church, Rev. Gerald H. Beard, of the Park street church and Rev. Richard L. Swain of the South Congregational church. Several interesting addresses were rendered.

FOOTBALL PLAYER'S NECK INJURED; HE GOES TO HOSPITAL

Suffering from a dislocation of one of the bones of the back of his neck, as the result of a flying tackle in a football game yesterday, Patrick Connell, aged 21, of 108 Clinton avenue, is in St. Vincent's hospital. He will recover. An X-ray picture today shows that there has not been any injury to the spine. Connell is resting comfortably today.

GERMAN CANAL OPENED

Berlin, Dec. 13.—The Minden-Hanover waterway was opened today. This is the last link in the Rhine-Hanover canal which has been under construction for several years, at a cost of more than \$60,000,000. In celebration of the event public officials passed through the waterway in a motorboat.

TRINACRIA SOCIETY ELECTS OFFICERS.

The annual meeting of the Trinacria society held last night at 113 Fairfield avenue, resulted in the election of Joseph M. Calcuterra, the well known

Weather Forecast

New Haven, Dec. 13.—Forecast: Snow or rain tonight, Tuesday fair and colder. Connecticut: Snow or rain tonight, Tuesday partly cloudy, increasing east, shifting to north-west winds. A storm of considerable energy is central this morning over Ontario and another is central off the Jersey coast. They are causing unsettled weather with snow from Michigan eastward to Maine and along the coast north of Virginia. Pleasant weather prevails in the southern districts and between the Mississippi river and the Rocky Mountains. The peratures are low in the north-western districts. Zero temperatures were reported from North Dakota and Minnesota.

ALMANAC FOR TODAY

Sun rises 7:10 a. m.
Sun sets 4:24 p. m.
High water 5:22 p. m.
Moon sets 12:12 a. m.
Low water 11:26 p. m.

SYNTHETIC RUBBER FOR TIRES.

Berlin, Dec. 13.—Automobile tires of artificial rubber are now being made in Germany, the Overseas News Agency says. In his address to the Reichstag last week, Chancellor Von Bethmann-Hollweg said German inventors had discovered a method of producing synthetic rubber.

BRIEF NEWS NOTES.

The Atlanta council ordered a recall vote on Mayor James G. Woodward and four members of the police department. According to the London "Daily Times," Berlin landlords have lost more than \$25,000,000 in unpaid rents to date. William W. Canada, American consul at Vera Cruz for 18 years, arrived at New York to visit his home in Indiana. Fred Hill and Alfred Grenda, competing the American-Australian team won the annual New York six-day bicycle race. A man 72 years of age who applied to the Boston City hospital for treatment was found to be suffering from leprosy. Postmaster General Burleson's annual report shows a deficit of \$1,523,308 in the Post Office Department for the fiscal year of 1915. Dr. David K. Bergstrom, former Danish Minister of War, was appointed general consul to Canada by the government of Denmark. A man identified at Patrick Huffer of New York City, was struck by train and instantly killed at Bellerose L. I.