

BRITAIN EXPECTED TO INCREASE NAVY

Observers Say Mediterranean Crisis May Invoke Escalator Clause.

BY CONSTANTINE BROWN.
Despite the official denial from London that the British government does not intend to invoke the escalator clause to increase the British Navy above the present limitations of the London naval agreement, certain responsible quarters in Washington believe that such a move is inevitable.

The international situation, in consequence of the probable defiance of the League of Nations by Italy, is such that Great Britain, unless she denounces the naval agreements some time this year, must avail herself of article 21 of the London naval treaty to re-establish her "two-power standard" in the Mediterranean. It is certain that Great Britain will not denounce the Washington and the London naval treaties. And it is equally certain that the British admiralty has informed the cabinet that unless the British Navy is considerably strengthened by new naval constructions it could not assume the responsibility of maintaining the lines of communications with the empire in case of trouble in the Mediterranean.

Article 21, generally known under the name of "escalator clause," was inserted in the London treaty at the insistence of the British admiralty in order to take care of a situation in which the British naval power might appear threatened by nations not belonging to the tripartite agreement.

Provisions of Article.

This article provides: "If during the term of the present treaty the requirements of security of any high contracting party in respect of vessels of war limited by * * * the present naval treaty are in the opinion of that party materially affected by new construction of any other power, other than those who have joined * * * this treaty, the high contracting party will notify the other parties * * * as to the increase required to be made in its own tonnage within one or more of the categories of such vessels of war, specifying the proposed increase * * * and shall be entitled to make such increase."

In order not to put the other signatories of the naval treaty in an inferior position, the escalator clause provides that "upon such a notification, the other parties, signatory of this treaty, shall be entitled to make a proportionate increase in the category or categories specified, and the said other parties shall promptly advise with each other through diplomatic channels as to the situation thus presented."

The British admiralty has been worried about the two standard power in the Mediterranean. During the Naval Conference of 1930, the British admirals were saying frankly that the existing ratios were not sufficient because:

- "While the British cruisers had to assure the lines of communications between the British Isles and the far-flung empire, the French and the Italians had to take care only of the Mediterranean basin."
- "The tonnage agreed upon for British submarines was much smaller than the tonnage of submarines possessed by France and Italy individually. This constituted a menace to the British lines of communications and in order to cope with the situation the time may come when the British Navy will have to increase the number of its light cruisers and destroyers."
- "The following comparative data gives a clear picture of the predicament of the British admiralty today: Submarines—Great Britain, 66; Italy, 77, and France, 111. Destroyers—Great Britain, 197; Italy, 98, and France, 98. Light and heavy cruisers—Great Britain, 67; Italy, 27, and France, 18. Thus, while Great Britain has a distinct superiority on paper in the cruiser class, the other two Mediterranean powers have an overwhelming superiority in submarines and equal the British in destroyers."
- "Furthermore, even in the cruiser class, the British are not in a particularly overpowering position. Of their 67 cruisers only 35 are under 15 and are either building or appropriated for, but not in commission yet. The French have 13 and the Italians have 19 brand-new ships in that category and the Italian light cruisers are supposed to be faster than the British. In the destroyer class the British are not much better off. Only 56 of these vessels are under 15, while the French have the same number of under 15 vessels and the Italians possess 55 brand-new fast vessels of this type."

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SPECIAL NOTICES.

NOTICE IS HEREBY GIVEN THAT THE American Security & Trust Company has declared a quarterly dividend of \$1.40 per share on its common stock of \$1,400,000, payable on October 1, 1935, to the holders of record at the close of business on September 28, 1935.

CORCORAN THOM, President.
FREDERICK H. SIDDONS, Secretary.

NOTICE IS HEREBY GIVEN THAT WILLIAM H. HAZZARD, of the firm of Hazzard & Son, 1000 14th St. N.W., has been appointed executor of the estate of the late WILLIAM H. HAZZARD, deceased, and has accepted the appointment.

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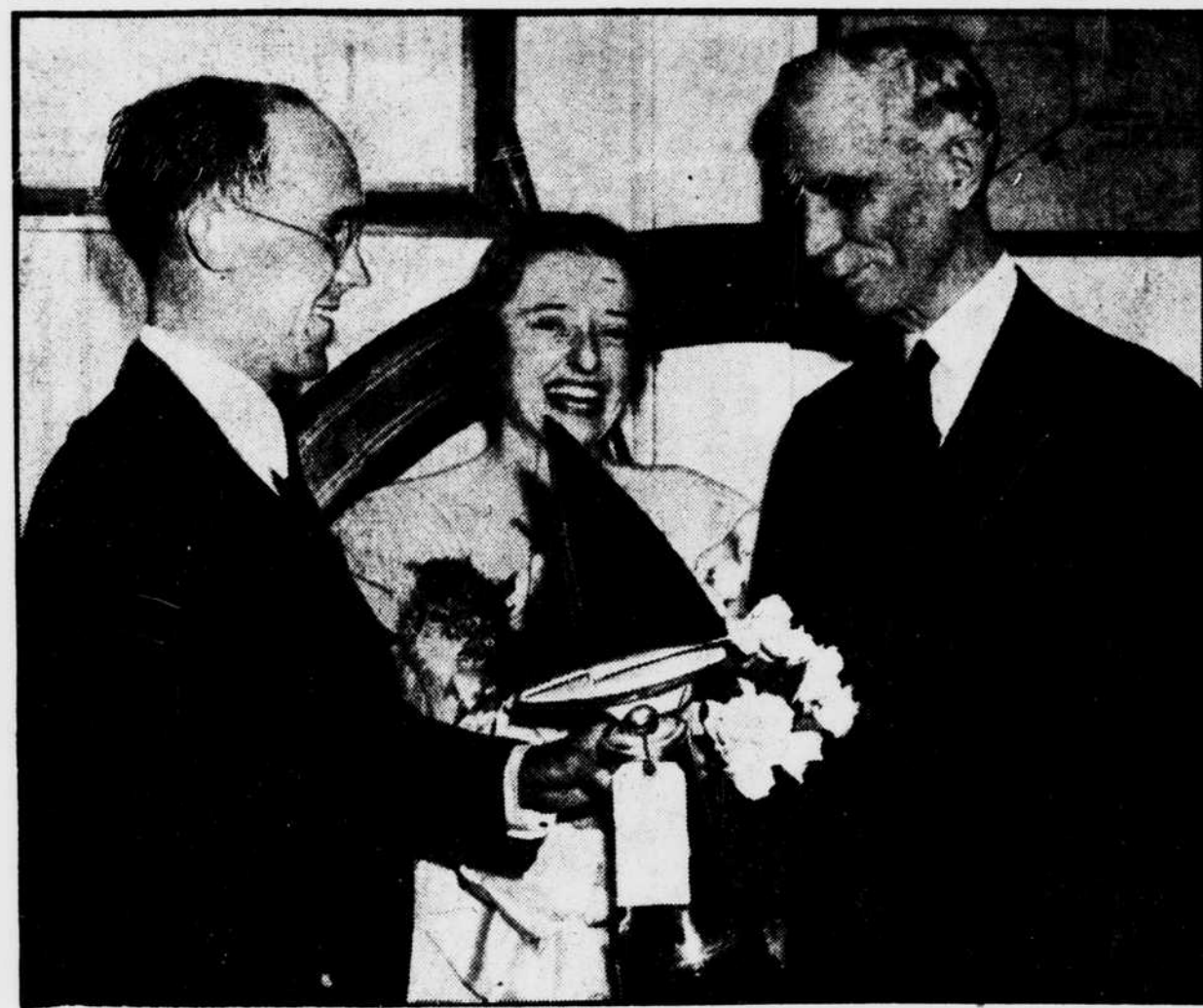
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The Queen and Honored Subject



Under a blaze of colored lights at the Corinthian Yacht Club last night winners of the sailing and pageant events in the President's Cup regatta received their trophies from District Commissioner Melvin C. Hazen, Miss Evelyn Standley, "queen of the regatta," and yachting officials.

D. Verner Smythe, winner of first place in the comet class, is shown above with the queen and Commissioner receiving a trophy donated by The Evening Star. A reception at the yacht club followed the awarding of prizes.

Regatta

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blade for men, and quad single blade for men—an international trophy tilt.

At 8 o'clock tonight the annual dinner and reception will be held at the National Press Club.

The vagaries of sail boating were never better illustrated than in the free-for-all which wound up yesterday's four-event program, for which 12 trophies—for the first three in each race—were given by The Evening Star.

Bringing out almost everything that would carry a sail among its 43 entries, which included Carl Ackerman's 60-year-old sloop Hattie B, the free-for-all was all of that, and the finish, decided entirely by handicaps, was comparable to a horse race in which the winner turns out to be one that was left at the post.

Zephyr Wins With Handicap.

The 24-foot yawl Zephyr, owned by John Marsh, commodore of the Potomac Sailing Association, and manned by Mr. and Mrs. Ronald Orr, finished far down the list, but was declared the winner, its handicap of 70 minutes and 54 seconds, deducted from actual sailing time of 1 hour, 57 minutes and 11 seconds, lowering the corrected time to 46:17 for the 5 miles.

Two other trailers, "60" and "61" of the moth class, entered from the Maryland Yacht Club, also aided by high handicaps, finished second and third—the same positions they had held in the race for moths in the morning.

The racers went off in three groups, and the fastest elapsed time was scored by the Madic, a double-ended sloop, also from the Maryland Y. C., which went past the finish line in 1 hour, 15 minutes and 39 seconds after the start. The Madic is owned by William W. Henz of Baltimore, and although it started from scratch in the third flight, it was the fourth to finish.

Sassy Gives a Thrill.

The real thrill of the race was furnished by the Sassy, owned by D. Verner Smythe, and the Serena, the entry of Clyde Cruik, which had battled it out earlier in the day in the comet class race.

For the greater part of the 5 miles the pair, off with the second bunch, went along like a team, Smythe aided by Cushing Daniel, and Cruik by E. Covert, but at the end the Sassy was going away. The handicap time element, however, eliminated them from consideration.

In winning the comet race, Smythe not only outdistanced his own field, but that in the sailing canoe race, which had started 10 minutes before the comets got away.

Third in the comets was the Freya, of D. H. Fowler, with R. S. Doyle as crew.

In the sailing canoes, the winner was J. S. Van Kamen, whose side was 16-year-old Verna Hazard, one of several members of her sex who took part in the races. She saw her father and brother finish behind her, Jack Hazard and his son John running second, and John Oxley, sailing alone, third.

It was first announced that Jim Hood was third, but a recheck of the time replaced him with Oxley.

Jaycee Turns Over.

While Capital sailors were taking the honors in the other classes, the moth race was an all-Baltimore affair, the Jaycee, skippered by W. Johnson, winning after turning over before the start, and the "60" and "61" following in order.

As the sail races ended, the Coast Guard and Red Cross put on novelty marine events for the benefit of the crowd which continued to grow all during the day.

In a colorful water carnival and garden reception at the Corinthian Yacht Club last night, winners of the sailing events received their trophies, and several hundred enthusiasts gathered under a multitude of bright

Auto's Back-fire Alarms U. S. Agents Guarding Roosevelt

By the Associated Press.

KANSAS CITY, September 28.—Forty pairs of secret service eyes turned quickly to the main street viaduct this morning in the half light of dawn and flashlight and machine guns were hitched to a more convenient angle in a hurry.

An automobile had passed while President Roosevelt's special train was being serviced at the Union Station; and backfired twice.

The President slept on.

lights for one of the social events of the regatta. Thousands of spectators lined the shores of the Potomac to witness a parade of approximately 40 craft.

Decorated to resemble a lighthouse with a flashing beacon, Norval K. Tabler's 55-foot power yacht was declared by judges the most attractive boat on the water. The entry owned by E. C. Baltz, which was illuminated as a gondola, placed second, and Edgar N. Brawner's yacht, featuring a golden cup decoration, was rated third.

The Naval Air Station and the District Fire Department, which transformed its fire tug into an illuminated fountain, were awarded trophies for participation and co-operation.

Commissioner Melvin C. Hazen and the "queen of the pageant," Miss Evelyn Standley, daughter of Rear Admiral William H. Standley, presented the awards.

Complete with music by the Metropolitan Police Department's Boys' Club Band and a series of boxing, tumbling and wrestling exhibitions, the program at the yacht club was crammed with activity and color. A dance concluded the evening.

Tomorrow's program will start at 12:30. The second heat of the President's Cup will go at 3:40 o'clock and the final at 4:45 o'clock. The American speed boat championship, a 15-mile test, will terminate the regatta at 5:30 o'clock.

An added attraction both today and tomorrow will be the mile trials for speed boats, which will be run from 10 to 1 o'clock in Georgetown channel. Some new records are predicted. At 9 o'clock tomorrow there also will be rowing and canoe races.

CAPITAL MAN KILLED BY TRUCK IN GEORGIA

By the Associated Press.

AUGUSTA, Ga., September 28.—A man identified by officers as Lyle Russell Way of Washington, D. C., was killed by a truck near here yesterday.

Edward A. McClosky told a coroner's jury he and Way had gone to sleep at the edge of the highway and that evidently Way had rolled onto the highway. He awakened in time to see the accident, McClosky said. The truck did not stop.

McClosky said they were on their way to Florida from Washington.

A search of available records made here today failed to establish Way's identity as a resident of this city. Neither was it found that McClosky lived here.

REALTOR HITS PROJECT

MADISON, Wis., September 28 (AP).—A. J. Dexter, Minneapolis realtor, yesterday told the north central regional meeting of the National Association of Real Estate Brokers that the Federal Government cannot go on playing "Santa Claus" in any further Matanuska Valley developments.

"All the Government accomplished by the Matanuska transfer," he said, "was to give land values in the Northwest a black eye."

WOODRING TO TALK TO WAR MOTHERS

Several Hundred Arrive Here for Tenth National Convention.

Several hundred mothers of American doughboys, many of whom made the supreme sacrifice during the World War, were gathered at the Wardman Park Hotel today for the tenth national convention of American War Mothers.

The Convention Committee, headed by Mrs. Mary T. Shanahan of Washington, has arranged a week's program of business sessions, patriotic ceremonies and social affairs for the delegates coming from 37 different States.

Assistant Secretary of War Woodring will deliver the principal address at 8:30 o'clock tonight in the official opening program, which includes a concert by the 3d Cavalry Band, a procession, brief speeches by national officers, a variety of instrumental music and an address by Mrs. William E. Ochiltree, national president.

Visiting War Mothers this morning reviewed the combat troops stationed at Fort Myer, Va., and made a pilgrimage to Arlington National Cemetery. Preliminary sessions of the National Executive Board were held yesterday.

Tomorrow a group of the War Mothers will attend 9 o'clock mass and visit the catacombs of the Franciscan Monastery. Others will attend special services at 11 a.m. at the National City Christian Church. A reception at the national headquarters and memorial services are on the program for the afternoon and evening.

Business sessions will begin Monday and continue every day next week until Friday. Election of officers is scheduled for Tuesday. Although several delegates from the East are expected to seek the presidency, so far only one candidacy, that of Mrs. Howard C. Boone of Kansas City, has been announced.

Roosevelt

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tration have engaged, have borne good fruit."

He said it was true the burden of agricultural debt had not been eliminated but it had been "decisively and definitely lightened." Since May, 1933, he said, half a million farmers had borrowed more than \$1,800,000,000 through the Farm Credit Administration, and with farm mortgage interest "the lowest in history," more than \$50,000,000 this year on interest alone.

The President said farmers knew from their own pocketbooks that their income had been increased.

"The record," he said, "is there to prove the case—an increase of \$1,800,000,000 in farm cash income in 1933 over 1932; \$1,900,000,000 increase in 1934 over 1933, and an estimated \$2,400,000,000 increase in 1935 over 1934. That makes a total increase of \$5,300,000,000 over what the farmers' income would have been if the 1932 level had been continued.

Factories Are Busy.

"It is surprising, in the light of this improved income, that the farm implement factories in Illinois and New York and the automobile factories of Michigan, and the steel mills of Pennsylvania are springing into activity. Is it any wonder that smoke is pouring once more from chimneys long smokeless? Is it any wonder that workers long without regular jobs are going back to work? Now, with export surpluses no longer pressing down on the farmers' welfare, and with fairer prices, farmers really have a chance for the first time in this generation to profit from improved methods."

Before the stop here President Roosevelt gave blunt notice to the world that failure to renew the naval limitations treaties, or their renunciation, "could change American policy" to build only to treaty strength.

This was regarded as a direct reply to published reports of an intention by Great Britain to renounce the treaties.

No official word of Great Britain's step had been received, but Mr. Roosevelt kept an eye on the situation today as he traveled to a demonstration by the United States fleet next Wednesday off San Diego, Calif.

The President's brief statement announced "the United States adheres to the Washington and London treaties," and added an intention to follow them unless "other nations exceeded the limits provided by these treaties."

RABBIT CHASES HUNTER



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Needed CLIP THIS COUPON, bring it with you Tonite—Pick out your Fall ensemble (as above) and just hand the salesman this filled in coupon! We'll open a Kaufman Budget-Charge Account in your name and deliver your new outfit Monday. No Cash Payment needed—just pay in 6 semi-monthly payments, as suggested below!

Three Months to Pay Beginning October 16th

SAVE \$9.05 on your new Fall Outfit and simply pay for it like this:

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Pay \$5 on December 1st
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