

Stop Navy Building, Scrap Many Ships, Is American Plan

Secretary Hughes Presents to Disarmament Conference Proposal for Ten-Year Naval Holiday.

(Continued From Page One.)
tarian, Ajax, Hood, Renown, Republic, Tiger—22.
Total tonnage, 604,450.
Japan: Nagato, Hanga, Ise, Yamashiro, Fu-So, Settsu, Kirishima, Haruna, Hi-Yei, Kongo—10.
Total tonnage, 299,700.
Regarding the naval armaments of France and Italy, the American proposal says:
"In view of the extraordinary conditions due to the world war affecting the existing strength in the navies of France and Italy, the United States does not consider necessary the discussion at this stage of the tonnage allowance of these nations, but proposes it be reserved for the later consideration of this conference."
Completing 1916 Program.
The United States is now completing its program of 1916, calling for 10 new battleships and six battle cruisers. One battleship has been completed. The others are in various stages of construction in some cases from 60 to 80 per cent of the construction has been done. On these 15 capital ships now being built over \$330,000,000 has been spent. Still the United States is willing in the interest of an immediate reduction of naval armaments to scrap all these ships.
For the United States the program would scrap all capital ships under construction, 15 in number, and 15 of the older battleships.

Required of England.
Great Britain would stop construction of her four new ships of the Hood type, and scrap all her second and first-line battleships up to the King George V class.
Japan would abandon plans for two battleships and four battle cruisers not yet laid down, and in addition would scrap three capital ships and four battle cruisers in process of construction and all 50 of the pre-dreadnaught and battleships of the second line.
A proviso also would be included permitting replacement of capital ships when they were 20 years old and prohibiting construction of any ship built in replacement with a tonnage of more than 35,000 tons. The text of the proposals as its details concern the three leading naval powers, is as follows:
The United States proposes, if this plan is accepted:
"1. To scrap all capital ships now under construction. This includes six battle cruisers and seven battleships on the ways and in the course of building, and two battleships launched.
"The total number of new capital ships to be scrapped is 15. The total tonnage of the new capital ships when completed would be 618,000 tons.
U. S. to Scrap 30.
2. To scrap all of the older battleships up to, but not including the Delaware and North Dakota. The number of these old battleships to be scrapped is 15. Their total tonnage is 227,740 tons.
Thus, the number of capital ships to be scrapped by the United States if this plan is accepted, is 30, with an aggregate tonnage (including that of ships in construction, if completed), of 845,740 tons.
GREAT BRITAIN. The plan contemplates that Great Britain and Japan shall take action which is fairly commensurate with this action on the part of the United States.
"It is proposed that Great Britain:
"1. Shall stop further construction of the four new Hoods, the new capital ships not yet laid down, but upon which money has been spent. The four ships, if completed, would have a tonnage displacement of 172,000 tons.
"2. Shall, in addition, scrap her pre-dreadnaughts, second line battleships, and first line battleships, up to but not including the King George V class.
"These, with certain pre-dreadnaughts which it is understood have already been scrapped would amount to 19 capital ships and a tonnage reduction of 411,375 tons.
"The total tonnage of ships thus to be scrapped by Great Britain (including the tonnage of the four Hoods, if completed) would be 583,425 tons.
Proposed for Japan.
JAPAN—It is proposed that Japan:
"1. Shall abandon her program of ships not yet laid down, viz., the K-11, Owari No. 7 and No. 8 battleships and Nos. 5, 6, 7 and 8 battle cruisers.
"It should be observed that this does not involve the stoppage of construction, as the construction of none of these ships has begun.
"2. Shall scrap three capital ships (the Mutsu, launched, the Aso, the Kago, in course of building) and four battle cruisers (the Amagi and Akagi, in course of building, and the Atoga and Takao, not yet laid down, but for which certain material has been assembled).
"Would Scrap Seven Ships.
"The total number of new capital ships to be scrapped under this paragraph is seven. The total tonnage of these new capital ships when completed would be 289,100 tons.
"3. Shall scrap all pre-dreadnaughts and battleships of the second line. This would include the scrapping of all ships, up to, but not including the Settsu, that is, the scrapping of 10 old ships, with a total tonnage of 159,828 tons.
"The total reduction of tonnage on vessels existing, laid down, or for which material has been assembled (taking the tonnage of the ships when completed), would be 448,923 tons.
"Thus, under this plan there would be immediately destroyed, of the navies of the three powers, 66 capital fighting ships, built and building, but a total tonnage of 1,878,043."
Limit U. S. Navy to 18.
It is proposed that it should be agreed by the United States, Great Britain and Japan that their navies with respect to capital ships, within

Alliance City Manager Tells How Plan Operates

If Omaha Is to Have Modern Government It Must Eliminate Politicians and Substitute Business Men, Says Kemmish.

If Omaha is to modernize its municipal government and win the city manager plan, it must be led by its business men instead of its politicians," said N. A. Kemmish yesterday. "When the city commission is elected under the manager plan it ought to be made up of an entirely new batch of citizens. If it isn't, then things will run on in the same old way, no matter how the government is changed."
Mr. Kemmish is Nebraska's only city manager. Since taking hold of affairs in Alliance, early this year, he has put in economies that more than have paid his salary. In the public safety department he made a saving of 25 per cent on police expenses and 60 per cent on the fire division. Expenses in the public service department have been cut 35 per cent. More work is being done now than before, and no salaries have been reduced. He is an engineer, with long experience in managing public utilities.

Watch System Operate.
Many cities in the state are watching the progress of Alliance under the new system, and Mr. Kemmish is in demand as speaker before civic organizations. He now is on his way to attend a national convention of city managers in Chicago, and on his way home will address the Kiwanis club at St. Joseph, which is considering the city manager plan. It is probable that he will speak later before a business men's organization in Omaha.
"Politics and business don't mix," is the slogan of Mr. Kemmish. "The plain American citizen, who is not in with any political machine, is beginning to realize that our old system of city government does not fit modern needs," he said. "Is it any wonder that our costs of government have gone up by leaps and bounds? It would actually pay the city of Omaha to hire a big executive at \$50,000 a year to handle its municipal affairs. Of course, no such salary would have to be paid, but the saving would warrant it."
Present System Wrong.
"Our city government, and especially our national government, has grown to be one of the most gigantic business institutions, requiring the highest skilled and trained business men available. Yet we continue to place men in office who have had little or no business training and have little or no conception of the problems before them. How long would a business man continue in business operating under such a system?
"Suppose, for example, that a business house employed only the most popular or good looking managers, stenographers and bookkeepers, without ascertaining whether or not they have ever had any business training or knowledge of how to keep a set of books or run a type writer. Suppose they had an unlimited capital to draw from that such a business would fail. Everyone knows it would fail and yet we cling to that very idea in our city government and complain because our taxes are high."
Present Plan Expensive.
"Under our old system we select a man who can pull the most votes. If he is a vote getter he is the man we want. We elect him and he proceeds to run a business in which he has had no previous knowledge or experience. He is full of ideas as to how the city should be run. He proceeds to try these out by putting them into practice at the taxpayers' expense. About the time he begins to really learn something about the business it is time for a change, and out he goes, and we vote for another green hand to take his place and try his luck, with equal results. All three months after the making of the agreement, shall consist of certain ships designated in the proposal and number for the United States 18, for Great Britain 22, for Japan 10.
The tonnage of these ships would be as follows:
Of the United States, 500,650; of Great Britain, 604,450; of Japan, 299,700. In reaching this result, the age factor in the case of the respective navies has reached appropriate consideration.
Replacement.
With respect to replacement the United States proposes:
1. That it be agreed that the first replacement tonnage shall not be laid down until 10 years from the date of the agreement.
2. That replacements be limited by an agreed maximum of capital ship tonnage as follows:
For the United States, 500,000 tons.
For Great Britain, 500,000 tons.
For Japan, 300,000 tons.
3. That subject to the 10-year limitation above fixed and the maximum standard, capital ships may be replaced when they are 20 years old by new capital ship construction.
4. That no capital ship shall be built in replacement with a tonnage displacement of more than 35,000 tons.
"I have sketched the proposal only in outline," said Secretary Hughes, "leaving the technical details to be supplied by the formal proposition which is ready for submission to the delegates."
"The plan includes provision for the limitation of auxiliary surface combatant craft. This term embraces three classes, that is:
"1. Auxiliary surface combatant craft such as cruisers (exclusive of battle cruisers), flotilla leaders, destroyers and various surface types.
"2. Submarine.
"3. Airplane carriers.
"I shall not attempt to review the proposals for these various classes as they bear a definite relation to the provisions for capital fighting ships."

a change in government for name only. The city manager should be chosen for his business qualifications and not for political reasons. If he has ever been in politics, especially in the community in which he is to serve, that alone should disqualify him as his old political friends will want to dictate to him and influence him for their own personal benefits.
"He must be industrious and must not take an active part in any one particular club or organization, but must be free to exercise his best judgment and have only the welfare of the entire city at heart. He must be an executive, capable of showing consideration for those with whom he deals and must have ability to know and the courage to do at all times what is just and right for the best interests of the entire city."

City Attorney of Grand Island Pays Damages for Accident

Grand Island, Neb., Nov. 12.—(Special Telegram.)—All of the damage claims and the criminal complaint growing out of the accidental death of William Sothman, president of the Goehring Sothman company, last August, were settled when Harold A. Prince, city attorney, confessed judgment in the sum of \$9,000 and pleaded guilty to the lighter of the counts of the state's complaint, misdemeanor, in exceeding the speed limit at the time, and was given the maximum fine under the lighter count. The attorney collided with Sothman, driving a light runabout which he used in his business of building contractor. Sothman was hurled through the windshield and upon a cement pavement and was instantly killed. After a thorough investigation, County Attorney Supp filed a complaint under the new statute which permits a jury to decide a felony with imprisonment for manslaughter, or only unintentionally causing death and permitting a money fine.
Sothman was protected by the employers liability act, the Goehring Sothman company having insured his

life. Two companies have been satisfied in the judgment, aside from Mrs. Sothman, widow and administrator for the two children.
In the district court the county attorney agreed to accept, upon the request of Mrs. Sothman for dismissal, a plea on the light charge with a maximum fine of \$50. In the police

court City Attorney Prince filed his own complaint against himself, pleaded guilty and paid a fine of \$25 and costs.
Prisoner Pleads Guilty To Desertion of Family
Aurora, Neb., Nov. 12.—(Special.)—Clifford Smith, who recently was

returned from California by Sheriff James E. Howard, pleaded guilty to wife and child desertion when arraigned before County Judge Fred Jeffers and was bound over to the district court. Smith has been absent from the state for several years and has been working in the oil fields of California.


Attorney Congratulated For Winning Bread Fight

Lincoln, Nov. 12.—(Special.)—"Congratulations on winning the bread bill."
This telegram was received today from Omaha by Assistant Attorney General C. L. Dort, signed by the following Omaha men: United States Marshal Dennis H. Cronin, James Walsh, Frank E. Showell, John F. McArdle, James McLeod, Samuel Rothwell and Harry Asher.

Must Choose Carefully.
"By applying the same business principles to our public corporation or city business that we do to a private corporation we will get the same results and do it just as efficiently. In a private corporation all the stockholders do not try to run the business. They choose among themselves a board of directors who act on all matters of general policy for the stockholders. This board appoints a general manager and holds him responsible for the success or failure of the business. If he cannot produce results they fire him and get someone else who can. It is the same way in the city manager form of government. The city's business is carried on by men trained in business practices.
"The best type of man for a city to obtain as city manager is usually an engineer who is a successful business manager of a public utility corporation or a private corporation. This type of man has had experience in meeting and dealing with the public. This is especially true of those cities owning one or more public utilities. It is more important that a city secure a competent manager than it is for a private corporation. This is true because in his activities the city manager comes into contact with nearly every line of business in the city. The matter of choosing a city manager is a very important one. Whether this form of government is a success or not depends largely upon the man chosen.
He must have the following qualifications:
Must Be Honest Official.
"Above all he must be honest. This should be an inherited trait of character and not simply acquired. He must be honest in all of his dealings with city affairs and give the same treatment and consideration to each and every citizen regardless of the social or financial standing they may have in the community.
"He should not be a politician in any sense of the word. If politics are to rule there is no need to make

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