

REPUBLICAN CONVENTION ON JUNE 7

EAST IS SNOW BOUND, TEMPERATURE IS DROPPING

Trains were Stalled in Drifts and Wire Communication Interrupted by First Big Showing Made by Winter.

STORM CONTINUES DURING THE DAY

Atlantic Coast is Being Swept by Cold Gale, With Real Old Fashioned Christmas Snow Drifts.

[United Press Leased Wire Service.] NEW YORK, Dec. 14.—Greater New York and the entire east coast awoke today storm bound. Trains were stalled in snow drifts and wire communication interrupted. Little relief was foreseen during the morning by the weather bureau and it was predicted the day would bring northwest gales, more snow and an accented drop in temperature. The New York Central had no work from any point outside Manhattan regarding trains from Chicago or other western points except that one local train from Albany had become stalled. All Boston to New York trains were delayed or snow bound. Two trains due from Boston last night arrived at seven a. m. today, heavily encrusted in snow and three others due between ten and eleven last night, had not reported this morning and were given up as "lost," until wire communication could be re-established. The New Haven coastal trains were kept up almost without exception. In some cases the passengers were required to spend the night in the cars, many miles between towns, according to reports here.

Heavy casualties were feared as a result of the storm. Twenty persons were injured, some seriously, at Otisville station, New York, when an Erie passenger engine plowed through a crowd crossing the tracks to board a train. In New York City a number of persons were struck by automobiles and other vehicles while forging their way through ankle deep slush that filled the streets. A heavy, wet fall of snow continued last night. Charles Levens, 75, was overcome and died of exposure at Springfield, Mass. Daybreak revealed New York in a hard plight. Snow piled as deep as two feet in some places, filled the streets and covered the sidewalks. Soon after the snow fall abated, a call by Street Cleaning Commissioner Featherstone demanded forty thousand men for work in shovelling paths for city traffic. Though warned of the storm's approach, New York was unable to pre-

pare to meet it. Other cities along the Atlantic coast also suffered heavily despite the weather bureau's bulletin warning of a storm off Sandy Hook, moving northeastward. Northwest winds were predicted today. The entire organizations of the New York Central and New Haven lines were thrown today into the work of clearing the lines and restoring communication. Many of the stalled trains were "excess fare" trains and heavy refunds must be made to each passenger for every hour's delay. The Empire State express, one of the New York Central's crack trains, after being "lost" five hours, reached New York at 3:45 a. m., masked in a deep coating of snow. New York commuters were verily complaining that they could not have been permitted to enter the trains. One commuter living fifteen miles out, was imprisoned for nine hours. Telegraph companies were having extreme difficulty in handling business today in a region extending from Boston to Philadelphia, as far west as Buffalo and Harrisburg. No estimates of property loss could be obtained, but the damage was said to be heavy. Miles of wire are reported down. Heavy Property Loss. NEW YORK, Dec. 14.—Gripped by one of the worst early winter blizzards in history, the entire Atlantic seaboard this afternoon was slowly recovering from traffic demoralization and crippling of communications that followed last night's storm. Stalled trains began making their way into eastern cities many hours behind time, carrying cold and hungry passengers. Telegraph and telephone companies began repairing destroyed communications. Heavy property loss was reported. The most serious aftermath of the storm in New York is a famine in the milk supply. —Read The Daily Gate City 10c per week.

CONSCRIPTION FOR YOUTH OF AMERICA IS PROPOSED

Senator Presents Bill Proposing Military Training for Every Boy of Twelve.

[United Press Leased Wire Service.] WASHINGTON, Dec. 14.—What the United States will think of conscription for its proposed citizen army, is a matter absorbing the attention of the administration today. It is precipitated by the compulsory service theory which Chairman Chamberlain, of the senate military affairs committee, included in his "Swiss system" bill. Utterly and impolitic are words frequently used by administration leaders in describing the bill. But the sentiment of army officers is that "at last there is an indication that we're going to organize an army on a military basis." The theory of Secretary Garrison and of his office is that the public will not approve the compulsory idea. This view is held by Senator Chamberlain himself to a certain extent, but the sentiment of army officers led him to put the measure up for popular discussion. Recent estimates of the war department are that this country cannot understand voluntary enlistments in times of peace, recruit more than 140,000 men. Industrial conditions are too favorable and the average man has too good a chance to attain some success in civil life, the officers say. As they regard this number grossly inadequate,

the compulsory system theory with them has become fixed. While Chamberlain, with this line-up is not likely to push his bill to a roll call, he plans on the floor of the senate in a manner so that those who favor it will have an opportunity to expound its advantages to the utmost. A policy of conscription for the United States citizen army is proposed in the bill introduced by Chairman Chamberlain of senate military affairs committee. All but those especially excused for physical, religious or other specifically named reasons would be obliged to serve in this army between the ages of 12 and 23 years. The penalty for failing to do so would be \$500 fine. From 12 to 17 the young men would be organized into a cadet corps and from 18 to 23 into a citizens army. The bill provides that for boys between the ages of 12 and 14 a drill of not less than ninety hours each year, consisting of calisthenics without arms would be given. From 14 to 16 prescribed. From 16 to 18 there would be in addition ten days each year. In the citizens army all would be required to serve for 120 hours or twenty whole days in military drill and tactics. The army is divided in groups according to the strategic geography of the country. It is provided expressly that where persons have training equivalent to this in public or private schools, national guard or cadet corps or other organizations approved by the government, they would be excused from work in the government camp,

BALKANS

[United Press Leased Wire Service.] BUDAPEST, Dec. 14.—A violent artillery is being fought along the Greek frontier, according to dispatches received here today. Bulgarian shells are falling on Greek territory, but thus far have done no material damage to any Greek property. Dispatches filed from frontier points late yesterday said that no Bulgarian or teuton soldiers have crossed the Greek border. But before many hours, it is believed the pursuit of the retreating Anglo-French forces will be resumed and fighting will begin on Greek soil. Falling back from Giegevi and Dolan, the main body of expeditionary forces entrenched four miles inside the Greek frontier. Their retreat was covered by an English division and several French battalions who held up the Bulgarian advance throughout Sunday. From their new positions the allies yesterday were directing a heavy fire at the enemy whose advance apparently was halted while military conferences were going on. One correspondent stationed at Salonika telegraphed that a small Bulgarian force actually had advanced five miles into Greek territory. Military authorities here have no confirmation. French and English wounded have been arriving at Salonika for twenty-four hours. They declared that despite the numerical superiority of the enemy they could have held their front around Strumitza for at least another fortnight had it been necessary. They lost comparatively few men and scarcely any supplies in evacuating Serbian territory, they asserted. The Anglo-French contingent left behind to cover the retreat narrowly escaped annihilation or capture. The Bulgars made repeated attempts to envelop them, but each time were repulsed. In the last two days of fighting the expeditionary forces lost less than 500 men. The Bulgars have established headquarters in Giegevi in the buildings formerly occupied by the American Red Cross hospital during the Serbian typhus outbreak. Bulgarian lines have been hosted over buildings in Giegevi and Dolan.

DELRICH SLAUGHTERED. BERLIN, (via Sayville wireless) Dec. 14.—Pursuing the fleeing expeditionary forces down the Vardar valley, the Bulgarians cut off a body of French troops from the English and slaughtered large numbers, according to an official statement received here today. Among the French prisoners is the commander of a battalion. The official statement telegraphed

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REPUBLICANS TO MEET JUNE 7

National Convention is to be Held on That Date to Name Candidate for President.

PROBABLY IN CHICAGO

Will Hold Meeting Before Convention of Democrats Which is to be at St. Louis, June 14.

[By Perry Arnold, United Press Staff Correspondent.] WASHINGTON, Dec. 14.—The G. O. P. will choose its national ticket at a convention to be held beginning June 7. Probably the city will be Chicago.

The choice of a convention date—prior to the assembling of the democratic hosts—was ratified with a vivacious vote after the committee had turned down a motion to follow precedent and hold the convention after that of the party in control of government. It will mean readjustment of dates in primaries in several states for choice of delegates, notably Maine and South Dakota.

The vote on the early date was taken to mean that Chicago would be selected as the convention city. The vote on this question will come up about five o'clock, according to indications when the committee recessed for luncheon. It was believed among Chicago boomers that the vote choosing the city would be about 37 to 15—the count which defeated a motion for the convention to be held June 27.

Choosing of the date was preceded by considerable argument. Burke of South Dakota complained that primaries in his state would not be held until June 14. Committee member Hale of Maine seconded Burke's motion to make the date the 27th. Roy O. West of Illinois, voted to make it June 7. Burke's motion was lost, 37 to 15—two not voting.

Gun Shy Progressives.

[By Perry Arnold, United Press Staff Correspondent.] WASHINGTON, Dec. 14.—Gun-shy progressives whom the republican national committee is doing its best to coax back into the G. O. P. dove cote, were a-flutter today because they thought they had discovered a scheme

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GERMANY

[United Press Leased Wire Service.] BERLIN, Dec. 14. (Via wireless to Sayville.)—Reports that certain sections of the German chancellor's Reichstag speeches were suppressed in newspaper messages to foreign countries were semi-officially denied today. Sections that failed to reach Paris undoubtedly were eliminated by the censor. Included among these was the chancellor's statement that Germany is not making war for conquest.

BUTTER RIOT.

LONDON, Dec. 14.—Amsterdam dispatches to the London papers this afternoon asserted that twenty-six women were wounded, ten seriously in a butter riot at Cologne yesterday. Mounted police charged the rioters, it was stated.

PRUSSIAN LOSSES.

LONDON, Dec. 14.—The total Prussian losses to date are 2,244,248, according to Rotterdam dispatches today. No accurate figures as to the losses among Saxon, Wurttemberg and Bavarian troops are obtained.

RUSSIA

[United Press Leased Wire Service.] BERLIN, Dec. 14. (Via wireless to Tuckertown, N. J.)—Serious domestic disturbances in Russia have caused the interruption of all private telegraphic communication, according to the Stockholm correspondent of the Frankfurter Zeitung.

AUSTRIA

[United Press Leased Wire Service.] BERLIN, (via wireless to Sayville) Dec. 14.—Capture of 2,500 more Montenegrin prisoners by the Austrians was announced in an official statement from the German war office this afternoon. Southwest and south of Plevlje the Austrians forced the enemy to withdraw.

Surrendered to Carranza.

[United Press Leased Wire Service.] LAREDO, Texas, Dec. 14.—General Garcia, with five Villista generals has surrendered to Carranzista authorities, according to advices received here today.

Cummins' Political Fate.

[United Press Leased Wire Service.] WASHINGTON, Dec. 14.—Senator Cummins practically has decided to stake his political fate on the results in the Minnesota presidential primary in March. He will go to the voters on a progressive republican plea and with a preparedness plan of his own. Two features of the latter are improvement of the national guard by better pay and eliminating strike and other police duties and a plan to have the United States investigate the cost of building or buying its own munitions plants.

Drill for Oil Near Bonaparte.

[United Press Leased Wire Service.] BONAPARTE, Iowa, Dec. 14.—Alonzo Nixon, who lives on a farm in Harrisburg township in Van Buren county, is going to bore for oil and has arranged to get a drilling outfit from Carthage, Mo. Mr. Nixon states there is every indication that the oil veins are of a size worth operating and that they are not far below the surface. He believes that Van Buren county has oil fields as good or better than those of Illinois, which are now being operated at a profit.

Government Owned Railroads as Vital Preparedness Step

[By Carl W. Ackerman, United Press Staff Correspondent.] BERLIN, Dec. 14. (Via Amsterdam.)—Government ownership of railroads is a vital step in the military preparedness program of any nation including the United States, Minister of Railroads Von Breitenbach who directs the largest part of Germany's gigantic network of railways, told the United States today.

"Without misjudging the efficiency of well administered privately owned lines," said Von Breitenbach, referring to railway organization in the United States, "the efficiency of government lines is greater. "It is inconceivable that private owners should enlarge their stocks or locomotives and equipment so as to be able to meet any requirements of their position for such traffic. This makes their position strong and enables them to realize the demands both of war and peace traffic."

Von Breitenbach is personally responsible to the kaiser for the administration of railways during the war. He estimated today that the new lines acquired and built in conquered territory now form at least 25 per cent of the whole German railway system. And it was his handling of this great iron web, stretching into Russia, France, and Belgium, that led some critics to remark that "General Railroad has won more battles and campaigns in this war than any other general." He had just finished describing the great railway improvements recently undertaken in Germany. "Would it have been possible to have realized the demands made upon Germany's railways during the war if they had been privately owned?" he was asked. "Well in the war of 1870 the railways were not united and were chiefly private," he answered, but that war was fought on an iron front.

"I may say without offending their owners that private lines of railroads are administered in the interests of stockholders who are not inclined to make the investments I have described, because no returns are guaranteed. I think there is no doubt but that a state railway like the Prussian, with a uniformly strong organization, meets the requirements of war and peace better than a privately owned system. "The fact that we have government ownership, is due to Bismarck. He conceived that idea not as a preparation for war but to promote our economic life, to bring our traffic policies in accord with our economic policies. Thirty-five years ago the idea met with great opposition. Today it has not an opponent in the Reichstag." The mileage of Germany's railways changes daily as new lines are built into conquered territory. That means new details to be looked after. All together Minister Von Breitenbach indicated it is no easy job to administer the German railways. "During the mobilization, the whole peace time tables are useless," he said. "The military time table is effective then; the traffic managers are entrusted various duties under my control. "Quite naturally the difficulties of management are especially serious during the heavy spring and autumn traffic. Then, too, all these difficulties must be overcome with greater exactness in times of war than in times of peace, especially when military orders calling for the transportation of large bodies of troops are suddenly given out."

There has been no slackening in railway development because of the war, the minister said. Capital now invested in the railways aggregate about \$3,000,000,000. Great improvements, he pointed out, have been made necessary in the last ten years by Germany's advance as a commercial and industrial nation. "Our freight traffic today is between 95 and 100 per cent of what it is in peace times," he said. "Last July, for example, the freight receipts were greater than in the same month of the previous year. Passenger receipts are not equal to the receipts in peace times, but this is quite natural because a large number who traveled in times of peace are now at the front. Excursions are restricted, too, but even so, seventy per cent of the passenger trains in 'service in peace times are running now."

Von Breitenbach mentioned casually the employment of 35,000 women by the German railways since the war began, but said none of them has anything to do with train movements since that required a year's training. He praised the efficiency of the German railway employees, whose increased efforts in time of war he said have enabled Germany to meet any difficulties. "Then it is true that the railways are winning the war?" he was asked. "The firm establishment in times of peace of the efficiency of our railroads is the base upon which our military authorities have worked successfully," he answered. "Insofar, it may be justly said that the railroads are participating in our military successes."

Only 9 More Shopping Days Until Christmas.

SENSATIONAL STORY TOLD BY THE DOUBLE CROSSER

Civil Engineer Says He was Hired by German Consul Bopp to Destroy Muniton Ships on West Coast.

HE WAS A BRITISH SPY IN REALITY

Given \$500 to Go to Canada and Wreck Bridge and Offered \$100 for Every Ship He Could Blow Up.

[United Press Leased Wire Service.] SAN FRANCISCO, Dec. 14.—The most sensational charges yet made in anti-alias bomb plots in this country, were reported today to have been confessed by J. H. van Koolbergen, a civil engineer of this city. While in the alleged employ of German Consul Franz Bopp, of San Francisco, Koolbergen claimed to have been promised \$100 and a bonus for every allied muniton ship he destroyed. He claimed to have received \$500 to go to British Columbia and destroy the Canadian-Pacific bridge there in order to delay troop movements. Baron George Wilhelm Von Brincken of the local German consulate, was charged by Koolbergen with having suggested making bombs to attach to the muniton ships. One such bomb is alleged to have been delivered to Bopp in the presence of Von Brincken who is under indictment in connection with these charges. The bombs were to be attached by pro-German longshoremen, according to the alleged confession.

When Robert Fay and four others were arrested in New York on similar charges, Brincken is alleged to have told Koolbergen to "lie low" until they quieted down. Koolbergen, despite his teutonic name, admitted being a British spy and admitted his intention of double-crossing his alleged employers. He went to British Columbia but did not attempt to destroy the bridge, he is reported to have confessed. Instead, he told the Dominion authorities of the plot and they, in order to continue the intrigue, announced that the bridge had been dynamited. Koolbergen's confession was supplied to the San Francisco federal officials. He was understood to be in Calgary today. He was to be brought to San Francisco to testify against Von Brincken.

Is in Prison Now.

OTTAWA, Ont., Dec. 14.—Johannes Von Koolbergen, wanted by the authorities at San Francisco on a charge of violation of American neutrality laws, is known to the Dominion police, it was stated today. He is said to be the man who was arrested at Vancouver recently and subsequently convicted at Calgary on a charge of forgery. He is serving a sentence of a year.

To Reach Port Tonight.

WASHINGTON, Dec. 14.—The steamer Minnesota will reach San Francisco tonight and an investigation of the disabling of her boilers will be opened by federal authorities as she enters the bay. This was arranged following a series of telegrams today between District Attorney Preston and the justice department. The owners have turned the vessel over to the authorities.

AWAIT WORD FROM AUSTRIA ON SINKING OF ANCONA

Germany is Expected to Advise Her Ally What to Say to the United States

[United Press Leased Wire Service.] WASHINGTON, Dec. 14.—Informal, confidential negotiations between Austria and the United States to reach a settlement regarding the Ancona incident were being attempted today. Both in Washington and Vienna, the unofficial and personal "conversations" were proceeding, supplementing the note sent by this government. By this method, both governments hope an avenue of amicable adjustment may be made. Zwiedeni's conference with Secretary Lansing was the first of several conferences planned. Penfield also is conferring with Burian, Austrian minister. While the tension is not decreasing every possibility of a rupture between the two nations, officials do not expect a definite and final reply from Austria within a fortnight. Secretary Lansing is understood to consider a week as sufficient time for the "prompt" reply demanded from Austria. But while a note from Austria is expected within that time, it is not believed this communication will close the incident. Many diplomats believe Austria will play for time by reciting lack of word from the submarine's commander and asking opportunity to get into communication in view of the conflict of American and Austrian evidence. Germany's probable influence upon

Causes Surprise.

GENEVA, Dec. 14.—The sharp tone of the American note to Austria regarding sinking of the Italian liner Ancona has caused the greatest surprise in official circles in Vienna, according to advices received here today. No hint of Austria's possible attitude is obtainable. The contents of the note had not been published Sunday night, it was stated, but officials are preparing a synopsis to be handed to the newspapers. Officials were quoted as refusing all comment. It was said that efforts were being made to communicate with the Austrian charge at Washington.

Action to be Withheld.

WASHINGTON, Dec. 14.—President Wilson has decided not to take any action in the cases of Baron Zwiedeni and Alexander von Nuber, Austrian charge and consul general respectively, until after the Ancona incident is disposed of. The Ancona note and the government's investigation of the Austrian officials were the chief subject of discussion at today's cabinet meeting. Attorney General Gregory is understood to have presented his recommendations for new legislation to be used in suppressing conspiracies. The cabinet had its first view of the note which this government will send to France, protesting against the French warship Descartes stopping American vessels off San Juan and removing Germans.