WEATHER.
Overcast tonight and tomorrow; little change in temperature; light variable winds.
Temperature for twenty-four hours ending 2 p.m.: Highest, 82, at 1:45 p.m. today; lowest, 56, at 5 a.m. today.
Full report on page 13.

CLOSING NEW YORK STOCKS PAGE 13.

The Evening Star.

"From Press to Home Within the Hour"

Sworn Net Circulation, Month of August, 1916, Daily Average, 74,969; Sunday, 55,712.

No. 29,440. WASHINGTON, D. C., WEDNESDAY, SEPTEMBER 13, 1916.—EIGHTEEN PAGES. ONE CENT.

PERONNE IN PERIL AS RESULT OF NEW DRIVE ON SOMME

French East of Bapaume-Peronne Road, Cut by Them Yesterday.

COMBLES NOW IS PLACED IN A DANGEROUS SALIENT

Capture of Bouchavesnes Village in Night Attack Admitted by Berlin.

BRITISH HOLDING TO GINCHY

Apparently Making No Effort to Gain Ground in Conjunction With the Latest French Offensive.

LONDON, September 13, 2:40 p.m.—Instead of resting on the ground won in yesterday's great attack north of the Somme, the French continued their thrust last night, capturing the village of Bouchavesnes and a wooded area nearby.

Bouchavesnes lies east of the Bapaume-Peronne road, cut in yesterday's drive, and its capture with adjacent territory apparently clinches French possession of this main highway to Peronne.

Peronne Seriously Threatened.

Combles is now cut off from the south and in a dangerous salient, while Gen. Foch is in a favorable position for a stroke from the north at Peronne, which appears seriously threatened by the new French advance, one of the most important made in any single operation since the Somme offensive began.

The British, who hold the lines northwest of Combles, are maintaining a firm grip on Ginchy, but as yet apparently have made no attempt to gain further ground to the east, the war office today reporting the general situation unchanged.

Taken in Night Battle.

PARIS, September 13, noon. — The French have captured the village of Bouchavesnes, on the Somme front.

The official announcement of today says the village, which is in the region of Combles, was taken from the Germans last evening. The French also took by assault a wood 600 yards east of the road from Peronne to Bethune.

On the Verdun front the French made progress in the northern part of the Vaux-Chapitre wood.

The official statement says:

"North of the Somme fighting continued last evening with distinct success for our arms. The village of Bouchavesnes was attacked toward 8 o'clock in the evening and carried in its entirety by our troops in a brilliant fight despite the enemy's resistance. He had strongly entrenched himself. During the night our infantry organized itself in the conquered position. The Germans did not attempt a counter attack.

"This morning our troops, continuing their advance eastward, took by assault the Bois L'Abbe farm, situated 600 meters eastward of the Bethune road, southeast of Bouchavesnes. We took some additional prisoners during these actions, and captured a large amount of material. No precise figures have yet reached us on this subject.

"To the north of Astre a surprise attack directed against a German trench in the region of Andechy gained us additional prisoners.

"On the right bank of the Meuse (Verdun front) we made some progress in the northern portion of the Vaux-Chapitre wood. Artillery fighting continues with moderate activity in the Fleury-Le Chenois region. Everywhere else the night was calm."

Berlin Admits French Gain.

BERLIN, September 13, by wireless to Sayville.—The capture by the French of Bouchavesnes, on the Somme front, is reported in the official announcement from the war office today. The statement follows:

"Front of Field Marshall Prince Rupprecht of Bavaria—The battle north of the Somme has recommenced. Our troops are engaged in heavy fighting between Combles and the Somme. The French entered Bouchavesnes. Artillery duels of great violence continue on both sides of the Somme.

"Front of the German crown prince—East of the Meuse (Verdun front), attacks made by the French in the sector of Thiaumont and Souville failed, causing them sanguinary losses."

CARLSTROM AFTER AIR RECORD

To Fly From Buffalo to Newport News With Passenger.

NEWPORT NEWS, Va., September 13.—Capt. Thomas S. Baldwin, head of the Atlantic coast aeronautical station, announces that Aviator Victor Carlstrom will fly from Buffalo to this place within the next week in an attempt to establish a world cross-country flight record.

Carlstrom will be accompanied by Alan R. Hawley, president of the Aero Club of America. The flight will be made as soon as weather conditions permit.

In deference to the wishes of many of its readers, The Star will not print advertisements of intoxicating beverages hereafter.

FEW SURFACE CARS MOVE IN NEW YORK

Outlook Gloomy Because Both Sides Formally Reject Intervention Plan.

MAYOR MAY ASK FOR SESSION OF LEGISLATURE

City's Chief Executive Has Two Propositions to End Tie-Up if Mediation Fails.

NEW YORK, September 13.—The Interborough Rapid Transit and the New York Railways Company formally rejected today the public service commission's recommendation for a strike settlement made yesterday. The two companies, controlling the subway, elevated and "green car" surface lines, declined to hold further conferences with representatives of the union and announced that it is their intention to continue to operate their lines on the present basis.

Following the reply of the traction companies, the strikers, through William B. Fitzgerald, general organizer of the Amalgamated Association of Electric and Street Railway Employes, informed the commission that the strikers could not accede to the request of the commission to bring the strike to an immediate conclusion, in view of the stand taken by the traction companies. He accepted in behalf of the union the recommendation that the questions at issue be submitted to arbitration.

But few surface cars were operated today, and passengers were forced to use the subways and elevated roads. Although traction officials claim more trains than normal are in operation, congestion at express stations was extreme. Platforms were crowded, and many narrow escapes were experienced by passengers. There was little or no violence during the night, largely due to the fact that policemen were stationed on rooftops where attacks had been made on elevated trains.

Hugh Frayne, state organizer of the American Federation of Labor, announced today that between 12,000 and 20,000 men will take part in the parade and demonstration tomorrow. Although he declined to discuss the proposed "sympathetic" strike, other union leaders said plans had been made to call out trades closely allied to the street railway men in the event the demonstration tomorrow and the efforts of the public service commission prove unavailing to settle the trouble.

Has Two Plans to End Strike.

Mayor Mitchel, it developed today, has under consideration two methods of settling the strike. One is to request Gov. Whitman to call a special session of the legislature to pass a law compelling both sides to accept arbitration, while the other proposes the immediate granting of a franchise to the New York Motor Bus Company, Incorporated, to run machines through certain streets. This franchise has been before the board of estimate for the past year.

Refusal by President Shonts of the Interborough Rapid Transit Company to consent to a proposal to arbitrate left today little hope of settling the street railway strike by that method. Mr. Shonts promised to make a formal reply to the mayor and the public service commission later, but issued a statement flatly refusing to "let outsiders come between us and our employes."

The formal rejection, presented by Richard R. Rogers, general counsel to the two companies, reads:

"The Interborough Rapid Transit Company respectfully represents to the commission that it cannot arbitrate its right to enter into agreement with 10,306 of its employes out of a total of 11,800 when the employes who have signed are content with those agreements and are endeavoring to carry them out in good faith."

The agreements referred to are the "master and servant contracts, which bind the men not to ask for wage increases or betterment in working conditions for two years. The distribution of the contracts among the Interborough and "green car" employes forced the strike, union leaders claim.

William B. Fitzgerald, one of the strike leaders, promised that he and his associates would attend a conference with the mayor today, when his reply to the arbitration proposal would be given.

Hoped to Increase Traffic Today.

The mayor's plan was to appoint arbitrators to decide whether the contracts between the Interborough company and its employes were a violation of the peace agreement resulting from a previous strike, and whether the company had used fraud, misrepresentation or coercion in making these contracts.

The New York Railways Company, operating the majority of the surface car lines in Manhattan, hoped today to increase the number of cars in operation over yesterday, when 278 of its cars were in service.

Although transportation within the city is far from paralyzed, thousands are compelled to resort to the use of automobiles, moving vans, trucks and other vehicles. Policemen beg rides from motorists, and are often seen on the running boards of private cars. Many automobiles have been pressed into public service, and jokers at the street corners rouse the ire of drivers of handsome limousines and touring cars by calls of "Jitney, jitney!"

ROW AT POLLS IN CHICAGO.

Police Called in Several Wards and Make Many Arrests.

CHICAGO, September 13.—Police were called to quell disputes at the polls in several wards at today's primary election and made a number of arrests. A heavy vote was cast in nearly every republican ward in the city during the early hours, while the vote in most of the democratic strongholds was lighter than expected. Election officials estimated that not more than 325,000 votes would be cast in Cook county.

ALL CITIES FACING MILK PRICE RAISE

Farmers Everywhere Demanding More Money, Is Statement of U. S. Expert.

INVESTIGATION ORDERED BY BUREAU OF DAIRIES

Situation in New England Particularly Acute, Producers Claiming Profits Are Too Small.

Wherever farmers supply milk for city consumption the price problem is now acute, according to W. J. Spillman, chief of the farm management division of the Department of Agriculture, who, tomorrow afternoon, will meet with a committee of the Maryland and Virginia Milk Producers' Association to hear their side of the case in the agitation started here last week for an increase in price to the producers.

Although the situation is new to Washington, Mr. Spillman pointed out this morning, it is not new to the Department of Agriculture, which has received in the last year appeals from milk producers from all parts of the United States to investigate the matter.

"The farm management division had already planned an extensive investigation of the question of milk production before the situation arose here," Mr. Spillman said. "We want to get at the facts as to the cost of milk production. We want to find out just what connection there is between cement floors in dairies and the quality of milk.

Especially Acute in New England.

"We have several men under consideration for this work, and hope to start it this fall," he continued. "The situation is acute over the whole country. We have had just as urgent calls from other sections, especially from New England."

The investigation is to be started this fall. Whether or not the investigators would begin their work with the Maryland and Virginia producers is not known at this time.

Mr. Spillman pointed out that in various sections farmers have gone out of the dairy business and gone into truck farming and the poultry business, believing, either rightly or wrongly, that they cannot produce milk at a profit now. Many of them believe, too, that they are unable to meet the expense of modern requirements in dairy farming.

Mr. Spillman and B. H. Rawle, chief of the dairy division, Agricultural Department, will meet the producers' committee at 3 o'clock tomorrow afternoon.

Association of Producers to Give Reason for Demand for Advance in Milk Price

Appealing to the public for its very life, it is stated, the committee of the Maryland and Virginia Milk Producers' Association will tomorrow afternoon lay bare the facts on which it bases its claims for a raise in price of milk to the consumers.

Herman E. Gasch, a member of the committee, this morning said it is to the interest of the public to get at the whole matter, as the milk producers' business will be destroyed if their price per gallon is not increased, and if destroyed the public will have to pay in the long run.

"The committee is desirous of going before the public with a justification of its proposed action," Mr. Gasch said. "We want the public to know that present conditions in the milk-producing business are ruinous. We believe the public will help the producers. If small producers are forced to sell their stock, the butchers will get the milk cows, and then the milk price to the consumer ultimately will go up."

Regarded as Public Service.

Mr. Gasch said that the members feel as if they are doing a public service in plainly and honestly laying their side of the case before the public and asking its justification of their demands. He said that now some of the milk producers who are financially strong are taking care of producers who are not so strong financially, and that this situation cannot continue.

"The milk producers want to work with the local health officials," Mr. Gasch said. "And we want to work, and are working, in complete harmony with the local retail milk dealers. The retail dealers are sympathetic, too."

He pointed out that a single wagon of a milk dealer must deliver eighty gallons of milk a day to consumers "or that dairy is going on the rocks."

"Eighty gallons of milk a day is more than the average production of the average milk producer," Mr. Gasch declared.

Steel and munitions plants are drawing heavily upon laborers formerly employed by the milk producers of Maryland and Virginia, Mr. Gasch pointed out. Men formerly secured for $20 and $25 a month now demand $25 and $30, and even are not to be secured at these figures, as the big plants are now getting all the able-bodied men in Maryland and Virginia.

Act on Legal Advice.

These are some of the facts which will be presented to officials of the Department of Agriculture at the meeting to be held tomorrow afternoon. Mr. Gasch said this morning that the producers are going to be advised at every step as to the legality of their actions and that they do not intend to break the law in any way whatsoever.

The committee has had expert advice from outside sources, Mr. Gasch declares, and this, together with its own data, will be presented to the Agricultural experts tomorrow. September 23 the committee will make a report before a meeting of the producers' association, at which local retail milkmen will be present.

REPORT SAYS RUMANIAN GENERAL WAS DROWNED

BERLIN, September 13, by wireless to Sayville, N. Y.—According to reports from Sofia, says an Overseas News Agency announcement today, Gen. Bessarabesku, commander of the recently captured Rumanian fortress of Turtukai, on the Danube, attempted to escape in a boat after the fall of the last fortification.

The boat was sunk by Bulgarian artillery and the general was drowned.

FRENCH AIRMEN ARE BUSY DROPPING BOMBS ON FOE

Paris Reports Numerous Raids Against Positions Behind German Lines in France.

PARIS, September 13, 3:33 p.m.—Numerous aerial engagements and raids by French aviators on points behind the German lines are reported in the aviation section of today's official statement, which says:

"On the Somme front our aeroplanes fought seventeen engagements yesterday. Two German machines were brought down, one in the direction of Aizecourt and the other in the neighborhood of Moislains, northward and northeastward of Peronne. Four other enemy machines appear to have been badly damaged.

"Last night our bombarding squadrons dropped a large number of bombs. Eighty-seven bombs of 120 millimeters were dropped on the railroad station and small buildings at Guiscard, where two explosions followed by fire were noticed.

"Twenty-four bombs were dropped on the railroad station at Roisel and on depots at Hendicourt. Seventy-four bombs were dropped on enemy installations in the region of Etain, thirty-two in bivouacks in the region of Damvillers and six shells on Montmedy station.

"During the same night one of our bombarding groups carried out the following operations: One hundred and five bombs were dropped on Thionville station, sixty on the Uckangen iron foundries, and during this bombardment one of our machines covered the distance to the scene of the operations twice. Six bombs were dropped on iron foundries at Rombach and six on the railroad from Metz to Pont-a-Mousson."

WANTS FEWER WOMEN.

Secretary of Phi Beta Kappa Fraternity Urges Curtailment.

PHILADELPHIA, September 13.—Recommendation that measures be taken to curtail the yearly admission of women to membership in the Phi Beta Kappa are made in the report of the secretary, Rev. Oscar M. Voorhees, submitted to the triennial council of the society here. The recommendation, the report said, was based upon the fact that of those admitted to membership in the last few years about one-half were women.

"The reputation of the society," said the report, "will rest, in years to come, upon the work of those whom we now are electing to membership. It will be generally conceded, I think, that a larger share of its reputation must come from its man than from its woman members."

The report was placed in the hands of a committee and will be acted upon by the council later.

More than 200 delegates, representing colleges and universities in all sections of the country, are in attendance at the council. The meetings are being held at the University of Pennsylvania.

MOTOR CYCLE 4,000 MILES.

Two New York Girls Arrive in San Diego.

SAN DIEGO, Cal., September 13.—After a motor cycle trip of more than 4,000 miles Misses Adelina and Augusta Van Buren have arrived here from New York, from where they started July 5. They will make the return trip by train. The two motor cyclists traveled via Buffalo, Chicago, Omaha and Denver to Colorado Springs, where they climbed Pike's Peak on their machines, a feat never before accomplished by women, it is said. Their route carried them on to Glenwood Springs and Salt Lake City and across the great American desert. They were on the desert eleven days.

To Replace Collapsed Span.

OTTAWA, Ontario, September 13.—The St. Lawrence Bridge Company has notified the Canadian government that it accepts full responsibility for the fall of the Quebec bridge span, and gave notice that it would undertake to replace the span and complete the bridge as soon as possible. With steel scarce it is believed it will take two years to construct a new span.

ZAIMIS STEPS OUT, GREECE NEAR WAR

King Constantine Accepts Resignations of Premier and the Entire Cabinet.

CRISIS AT ATHENS CAME AS COMPLETE SURPRISE

Having Support of Venizelos Faction, Ministry Was Not Expected to Give Up Office.

ATHENS, September 12, via London, September 13.—King Constantine has accepted the resignation of Premier Zaimis and his cabinet.

Several members of the cabinet called at the palace this morning and insisted that it was impossible for the ministry to remain in power.

Think It Means War.

The belief is entertained in the entente capitals that the retirement of the Zaimis ministry is preliminary to the entrance of Greece in the war with the allies. Recent dispatches from Berlin and Vienna show that there, also, it is regarded as probable Greece will soon abandon neutrality and join the entente powers.

The precise causes which led to the resignation of the ministry have not been disclosed, on account of the exceptionally rigid censorship. A London dispatch yesterday said M. Zaimis had complained that internal incidents were preventing him from dealing with the external situation. It is believed in London that his resignation was due to the fact that he accepted the premiership on the understanding that he was to maintain neutrality, and, in view of the Bulgarian occupation of Greek territory, had found this impossible.

Resignation a Surprise.

Up to the time of the first dispatches announcing that M. Zaimis had presented his resignation, his retirement was unexpected, for it was understood the premier had assumed dictatorial powers, and was in an exceptionally strong position. Political affairs reached a crisis after the Bulgarians invaded northeastern Greece, and the followers of former Premier Venizelos served warning on King Constantine that he must abandon the advisers who, it was said, had misled him and influenced him in favor of Germany. At the same time M. Venizelos expressed confidence in M. Zaimis, whom he asked the king to support, and it was understood an agreement had been reached under which the Zaimis ministry was to continue in power with the strong support of the Venizelos party.

After the fall of the Venizelos cabinet last October on account of the king's disagreement with its policy favoring intervention in the war with the allies, M. Zaimis was called on to form a cabinet. He announced a policy of armed neutrality. The cabinet resigned in November, but in June M. Zaimis was again placed at the head of the government. Although acknowledging neutrality, he was regarded as having a predisposition toward the entente.

Infantile Paralysis Decreases.

NEW YORK, September 13.—There was a decided decrease in the epidemic of infantile paralysis during the twenty-four hours ending at 10 a.m. today. There were only nine deaths, one-half of yesterday's toll, and thirty-one new cases, seven fewer than yesterday.

DIPLOMAT IS COMPELLED TO CROSS OCEAN THRICE

Dr. Krum Heller of Mexico Finally Reaches Switzerland After Interferences From British.

BERLIN, September 13, by wireless to Sayville.—Dr. Krum Heller, a Mexican diplomatist with proper credentials, was compelled by the British to cross the Atlantic three times before proceeding to Switzerland, according to the Overseas News Agency. Dr. Heller, who holds a colonel's commission in the constitutionalist army, was sent by Gen. Carranza, the news agency says, to express Mexico's thanks for Switzerland's recognition of the Carranza government. He is quoted as having said to a representative of the Tageblatt of Bern, Switzerland, that he started from New York four months ago, having obtained from the American government an official certificate of his identity, in addition to his official Mexican papers.

According to this account, a British agent attempted to search Dr. Heller's baggage on the steamer in New York harbor, and on being prevented tore the seal on Dr. Heller's letter from the American government. The steamer was taken to the Orkneys, where Dr. Heller is said to have been detained several weeks, it being represented that he was carrying messages from the United States to Germany. He was then sent to Scotland yard, the news agency says, and finally back to New York, whence he proceeded to Switzerland by way of Spain and France.

ENVOY TO ITALY AT FRONT.

Ambassador Page Is Accompanied by Military Attache Heiberg.

UDINE, Italy, September 13, 11:10 a.m.—Thomas Nelson Page, the American ambassador, arrived here today for his visit to the Austro-Italian front. He was accompanied by Capt. Elvin R. Heiberg, military attache, and Lieut. Commander Charles Russell Train, naval attache of the embassy. They were received by both the military and civil authorities and will be guests of the supreme command of the Italian army while they remain at the front, which will be about a week.

GRADE CROSSING TRAGEDY.

Three Women and Man Killed When Trolley Hits Auto.

ATLANTIC CITY, N. J., September 13.—Three women and a man were killed and two women severely injured last night at Ocean Heights, near here, when the automobile of Morrell Ingersoll of Steelmanville, N. J., collided with a trolley car at a grade crossing and was jammed into a freight station.

The three women who were killed were all residents of Bayonne, N. J. They are Mrs. Eugene Killian, Mrs. Samuel Hay and Mrs. Bella Bennett. Mr. Ingersoll, who was operating the automobile, was the fourth victim. The injured women were Mrs. W. H. Davis of Bayonne and Mrs. Margaret Wolf of West Collingwood, N. J.

Mr. Ingersoll was taking the five women from their hotel in Ocean Heights to the trolley car station in Somers Point. He did not see the approaching trolley car until it was too late to stop his machine.

Another Accident in Lake Tunnel.

CLEVELAND, Ohio, September 13.—One man was fatally injured and sixteen others hurt when the roof of a water tunnel being dug under the floor of Lake Erie caved in early today. It was in another section of the same tunnel that nineteen men were killed by a gas explosion several weeks ago.

Judge Dennis of Baltimore Dead.

BALTIMORE, September 13.—Judge John Upshur Dennis, for many years member of the supreme bench of Baltimore city, died last evening. Judge Dennis was as prominent in Masonic circles as he was in legal and judicial circles. He leaves a son, John Murdoch Dennis, and a daughter, Dora Louise Dennis.

SERBS IN A DRIVE AGAINST BULGARS

Assisted by French Troops, They Have Captured the Town of Sorovitz.

ITALIAN FORCES FIGHTING ON STRUMA RIVER FRONT

Bucharest Reports That Retreat of Austrians in Transylvania Is Continued.

ATHENS, Greece, September 13, via London, 1:35 p.m.—French and Serbian troops have taken the offensive on the western end of the Macedonian front. They have captured the town of Sorovitz, near Florina.

Ground Gained by Serbs.

PARIS, September 13, 12:10 p.m.—Notwithstanding the stout resistance of the Teutonic allies, the Serbian troops on the Macedonian front have made important progress at various points, it is announced by the war office.

Violent fighting is in progress in the vicinity of Lake Ostrovo, where the Serbians have gained considerable ground.

Italian troops are in action on this front in the Struma region, the official announcement discloses.

Austrian Retreat Continues.

BUCHAREST, September 12, via London, September 13.—The continued retreat of the Austrians in Transylvania is reported in an official announcement issued by the war office today. The text of the statement follows:

"On the north and northwest front the enemy continues to retreat westward in the valleys of the upper Maros and Aluta rivers.

"On the south front the navigation of enemy merchant ships on the Danube has been stopped. On the Dobrudja front operations are progressing.

"Enemy aeroplanes bombarded the towns of Piatra and Neamtsu, killing an old man and seriously wounding two infants."

Germans Fighting Rumanians.

BERLIN, September 13, via London.—An official statement from army headquarters today says:

"In Transsylvania German troops entered into fighting contact with Rumanians in the districts of Hermannstadt and southeast of Hoetsing.

"The operations in Dobruja (eastern Rumania) are going on methodically.

"On the Macedonian front there is no change."

PRESIDENT ON WAY TO SUMMER WHITE HOUSE

Leaves New London Aboard the Mayflower—His Sister's Condition Practically Unchanged.

NEW LONDON, Conn., September 13.—The naval yacht Mayflower, with President Wilson aboard, steamed out of the harbor at 6 o'clock this morning. The Mayflower will take the President to Sandy Hook, where an automobile will be waiting to take him to the summer White House at Long Branch, N. J. He expected to arrive at Long Branch about 5 o'clock this afternoon.

The President decided to leave New London last night after physicians attending his sister, Mrs. Anne E. Howe, whose critical illness brought the President here, had advised him that from now on Mrs. Howe would be constantly under the influence of opiates and would be unable to recognize him, and that she might live for several days.

Keeping Informed by Wireless.

The President left directions here that during his journey to Sandy Hook he be kept informed of his sister's condition by wireless. Should there be a sudden turn for the worse he plans to return.

While there was no marked change overnight in Mrs. Howe's condition, she is gradually growing weaker, it was said today.

The President did not come ashore before leaving this morning, but received word that Mrs. Howe's condition was about the same. Joseph Wilson of Baltimore, his brother, and Miss Margaret Wilson, his daughter, remained here, but joined with the attending physicians in urging the President to leave.

Official Business Accumulates.

The President has an accumulation of official business awaiting him at Shadow Lawn, and in order to attend to it he probably will go to the executive offices at Asbury Park, N. J., tomorrow. Secretary Tumulty has not bothered him with business since he came here.

Up to the present Mr. Wilson has paid practically no attention to his campaign for re-election, but unless he is summoned back here within the next few days he will hold several political conferences later this week. Both Vance McCormick, chairman of the democratic national committee, and Homer S. Cummings, vice chairman, are very anxious to consult him about plans for the campaign.

Repulse of Italians Claimed.

VIENNA, September 12, via border, September 13.—The following official report regarding the Italian front was made today:

"Between the Adige and Astico valleys repeated enemy attacks from Monte Spil to Monte Majo were everywhere repulsed with considerable losses. In the coast region the artillery fire became more intense on the Carso plateau."

SCORES OF CITIES SEEK ARMOR PLANT

Proposals for $11,000,000 Government Concern Heard by Secretary Daniels.

CAPITAL'S ADVANTAGES ARE CITED AT LENGTH

P. T. Moran Points Out How 140-Acre Anacostia River Site May Be Utilized.

Delegations from Washington and nearly all of the principal cities of the east and south gathered at the Navy Department today to urge the advantages of sites offered for the $11,000,000 government armor plate plant authorized in the new naval appropriation bill. More than 300 men were on hand when Secretary Daniels began his hearings, most of the delegations being headed by senators and representatives in Congress.

Chief among the claims to be heard were those of Washington, D. C.; New York, Brooklyn, Baltimore, Philadelphia, Pittsburgh, Richmond, Norfolk, Birmingham, Raleigh and many other smaller municipalities.

Senator Chilton headed a delegation from Huntington, W. Va.; Senator Underwood and members of the Alabama congressional contingent led others from Birmingham, Gadsden and Tuscaloosa; Senator Swanson and Representative Carlin of Virginia headed those from Norfolk, Richmond, Petersburg, Hopewell and Alexandria; Senator James and Representative Barkley of Kentucky headed Wickliffe, Paducah, Middlesboro and Cadiz delegations. North Carolina was represented by Fayetteville, Raleigh and Aberdeen delegations. More than a hundred other cities which were not represented had filed briefs setting forth their claims for the site.

In order to expedite the hearing it was announced that the states would be heard in alphabetical order, Alabama being the first called.

Cities Heard From.

Cities from which either correspondence, briefs or delegations had been received today by the Navy Department follow by states:

Alabama—Tuscaloosa, Mobile, Birmingham, Gadsden.
Connecticut—New Haven, Hartford.
Georgia—Savannah.
Illinois—Chicago, Lomax, Metropolis.
Indiana—Jeffersonville, La Porte, Michigan City, Evansville, Gary.
Iowa—Newton.
Kentucky—Fort Thomas, Mount Vernon, Wickliffe, Dover, Louisville, Middlesboro.
Maryland—Baltimore, Annapolis, Barclay.
Massachusetts—Dalton.
Michigan—Saginaw, Houghton, Traverse City, Menominee, Manistique, New Buffalo, Niles.
Missouri—St. Louis.
New Jersey—Park Ridge, Camden, Phillipsburg.
New Mexico—Corona, Jicarilla.
New York—New York city, Fulton, Brooklyn, Breaker Island, Troy, New Brighton, Port Richmond, Buffalo, Albany, Watervliet, Jamaica.
North Carolina—Newton, Gastonia, Fayetteville, Asheville, Southport, Brevard, Wilmington.
Ohio—Ashtabula, Toledo, Lakewood, Steubenville, Port Chilton, Conneaut, Fairport Harbor, Cincinnati, Youngstown, Cleveland, Sandusky, Massillon, Columbus, Canton, Oberlin, Huron.
Oklahoma—Tulsa.
Pennsylvania—Newcastle, Chester, Pittsburgh, Philadelphia, Oil City, Slatington, Berwick, Sunbury, Allentown, Bridgeport, Erie, Coatesville, Columbia, Girard, Sandy Lake, Scootdale, New Cumberland, Emerald, Carnegie.
Rhode Island—Providence.
Tennessee—Elizabethton, Bristol.
Texas—Beaumont, Orange, Port Arthur, Atlanta.
Virginia—Richmond, Newport News, Tye River, Portsmouth, Buena Vista, Bristow, Basic, West Point, Norfolk, Petersburg, Hopewell, Alexandria.
West Virginia—Wellsburg, Wheeling, Huntington.

Briefs, plats, photographs and other data were submitted for consideration by the navy general board, which must finally approve the site.

Cites Washington's Advantages.

Washington's advantages were pointed out in an address by P. T. Moran, president of the local Chamber of Commerce, who was accompanied by J. M. Chamberlain of the local Board of Trade, Joseph I. Weller and Thomas Grant, secretary of the Chamber of Commerce. They advocated the location of the big armor making plant on the territory bounded by 3d street west, 2d street east, the James Creek canal and the Anacostia river, including all that section known as Buzzards Point.

Mr. Moran explained that the site suggested has a total area of 6,058,000 square feet, or nearly 140 acres, of which only 3,339,000 square feet, or about seventy acres, will have to be acquired, the remainder being property in fee simple of the United States. The improvements on the land are comparatively few and inexpensive. All of the land necessary to be acquired from private interests by the United States, together with existing improvements thereon, Mr. Moran said, can be had for not exceeding $788,950, and he invited an investigation and consideration of that location.

Has Water Frontage.

"Strictly speaking," said Mr. Moran, "the entire boundary of the property is, except on its northern face, water frontage. Its permanent water front footage depends only on the length of the James creek, which may be determined properly to be retained for water frontage and the length which will be filled to form a better connection with the property of the United States in the Washington arsenal.

"On the Eastern branch a permanently improved channel at or greater than its present depth is assured, being more water at this point than at points in the main channel of the Potomac, so that the largest vessels that can navigate the river will find an ample dockage at any point on the Eastern branch water front.

"The improvement of the Eastern branch at an authorized cost of $3,000,000, of which over a million already has been spent, provides not only an assurance of a permanent depth of water to the degree stated, but sanitary surroundings of a perfection, to say nothing of esthetic effect, which cannot be matched—and the statement is not at all overdrawn—by the conditions of any river frontage in the United States.

Advantage in Emergency.

"The advantage to the government of this water terminal in case of emergency can hardly be overstated. With the acquisition of this property and the