## EASTERN RAILROADS URGE REHEARING OF FREIGHT RATE CASE

Petition of 112 Companies Sets Forth Great Decline in Revenue and Addition to Expenses as Need for In-

WASHINGTON, Sept. 18.-Representatives of the 112 Eastern railroad companies have filed a formal application for a rehearing of the 5 per cent, advance freight rate case. The petition was signed by Daniel Willard, president of the R. and O. Railroad, as chairman of the presidents' committee, and is as follows:

Your pelitioners, 112 rallroad companies, comprising the 35 railroad systems in official classification territory, parties to the above-entitled proceedings, respectfully petition the commission for such a modification of the order of July 20, 1914, as will permit the carriers to make effective the rates specified in the tariffe which were by said order directed to be canceled. Since the filling of the report and entry of the order by the commission in these cases, facts and circumstances have arisen which, taken in connection with the facts already before your commission, your petitioners believe will justify the relief herein prayed for. These facts and efreumstances are briefly be follows:

oriest. During the month of October, 1912, your petitioners published and filed with this commission the tariffs involved in these proceedings. At the time of the filing of the report of the commission there were available for the information of the commission the annual reports of your petitioners for the year ending June 20 1913 as well as the monthly reports of your petitioners up to and including May, 1914. Since that time the complete income accounts of your petttioners for the fiscal year ending June 30, 1914, have become available.

"The reports of your petitioners for the year ending June 30, 1914, as compared with the year ending June 30, 1913, show a decrease in total operating revenues of approximately \$14,700,000, while during that same period operating expenses have increased about \$23,000,200. After deductions of taxes and deficit in outside operations there was a decrease in operating income of approximately \$73,700,000, not with standing in increased property investment. Thus the tendency toward a diminishing onerits report is emphasized by the figures burg, and la declared by German news-covering the complete year to June 39, papers to be the "Sedan of the East."

1314, while the reports for July and such PETROGRAD, Sept. 16. figures as are available for August, 1911, show a continuance of this declining tennotwithstanding the extraordinary efforts that have been made to reduce

second. The unforeseen European war has brought about an unparalleled de-struction of wealth and dislocation of credit throughout the civilized world. It is certain that the competition for capital will be keener and interest rates higher for some years to come than in any cornding period within living memory. The emergency thus resulting is extremely erious. It is conservatively estimated hat the railroad companies of the United States have obligations maturing in the next 15 months amounting to well over Secondon, and it is imperative in the public interest that these abilitations shall be duly piet. A large part of this sum by your petitioners, and they will need from time to time in the pext few years large amounts of money to provide for improvements which will be necessary in the public interest to pretent serious deterioration in the standard of transportation service. In order to complete effectively for this new capital ther must have a material increase in

"Tird, The commission in its report "Third. The commission in the report made certain tentative suggestions as to measures which inlight be taken by the neutrons to secure additional revenue. Your netitioners are proceeding as rapidly as possible to put into offset the increased freight rates in Central Freight Association territors, authorized by the report of the commission, and are giving correct. the communistion, and site giving cornect stlention to the other recommendations and suggestions of the commission with

somet to other rates and practices.

"It is believed, however, that the addifloud revenue which may be secured by
the adoption of means other than a general advance to freight rates cannot be
obtained in the near future, and when
secured will be inadequate to next the
meds of the carriers for increased revenue in the present situation.

enue in the present situation. "Wherefore your petitioners ask that the commission modify the order afore-mid so us to parallt the carriers to make effective the rates specified in the tariffe canceled, except no far as they have been or may be supersocial by advances like to accordance with the report of the Com-Bussion, and that your peritioners may have such other and such further religi in the promises as to the commission may seen proper."

## FORCE OF GRAVITY GREATER

Divorces Now Greater Than When Odd Report Was Made.

About eighty years ago there appeared a census report which startled the entire country, a report which contained instituted for sermous as strong and preachments as intense as any parties of the Rible is report which brought home to ans one malient fact which threat ened to imperil the entire future of the country, that the United States led the world in divorces and that the evil was

Theoree is increasing with the velocity of a failing ledy," was the exact wording of the report.

The force of gravity must have increased since 1906, because the divorce cit, according to the latest statistics available at the Censon Bursan, has begun bactically doubled in the last eight years! Where, ien years ago, only one marriage in twenty landed in the divorce mill, naw one in tweive does. one in twelve does.

> Rigo is coming

### JAPANESE ACTRESS SAFE, THANKS TO U. S. EMBASSY

Several Students, Reported in Berlin Prisons, Beyond German Borders, WASHINGTON, Sept. 16. - Madame Camaki Miura, the Japanese actress, has escaped from Germany, advices to the Inpanese Embassy here today state.

Mme. Miura, who is the premier player of the Imperial Theatre in Tokio, was in Germany with her husband, a civil engineer, when the war broke out, and the American Ambassador was requested to look after her safety.

Twelve of the 50 Japanese students, who were said to have been in prison in Berlin, also have reported from points outside of the German borders.

## PLAN OF GERMANS TO DRAW RUSSIANS AWAY FROM GALICIA

General Hindenberg Will Invade Poland to Relieve Defeated Austrian Armies of Hotly Pressing Foes.

BERLIN, Sept. 16. It is reported here that large German orces are concentrated on the northern order of Russlan Poland to follow up he victory over the Vilna army by an attack upon the main Russian forces, with the purpose of drawing a large part of these away from the campaign against the Austrians in Galicia.

It is also made plain, in a Berlin official statement, that the German forces which are operating in East Prussia continue to drive the Russians back, and it s believed that an invasion in force of Russian Poland may be about to commence. General Von Hindenburg is triking at the Russian communications on the east bank of the Victula and if his present movement is successful the Russians will be compelled to withdraw large forces from Galicia, thus relieving the pressure on the Austrian armies, According to this report the Russians vere completely routed. So anxious were to flee that everything that might de their retreat was abandoned. Meanwhile they attempted to relieve their heavily pressed forces by a strong rat-umn from Niedenburg, but it was also attacked and defeated.

Many pieces of the Russian artillery were put out of commission by the accurney of the German fire. The retreat ally developed into a hopeless rout. The 15th and 23d Russian army corps were practically annihilated and more than half of the 6th corps was cut off. The battle is now known as the battle of Tannen-

In East Prussla the Germans, heavily reinforced, are endeavoring to assume the offensive. It is stated that the Russians are now maintaining their new positions and that they have succeeded in checkles the German advance, but numers persist that the army of General Rennenkan.pf has been very badly cut up in the latest fighting.

Discussing the situation in East Prusia, War Minister Sukhomlineff said:

Our purpose in East Prussia succceded beyond expectations. Effec-tively co-operating with her allies, Russia sent forces into Prussia to draw from the west German forces that would have otherwise been able to belp the armies invading France, Our sacrifices were costly, but the purpose for which they were made was accomplished. The pressure upon France was relieved by the advance of General Rennenkampf upon Roe-

When General Rennenkampf entered Prussia he knew that he could re-ceive but slight essistence. Never-theless he penetrated far into the enemy's country and with his forces compelled the Germans to rush several corps from the west. The main offensive of the Russian army is through Galicin and Poland and it is unlikely that General Remenkampf will be ordered to resume the offen-

ative again except for purposess of keeping in East Proxeds the German forces that have been sent there. At their first attempt to return to the West or to strike the year of our Galician army he will be upon their

When the history of the war is writ-ten the feats of General Remenkampf may be overlooked in the more glorious record of victories wan by other comrecord of victories with by differ com-manders, but the dashing cavalry leader will nevertheless be rewarded by the Buscian Government for his services. Grand Duke Nicholas has already rec-ommended that the Emperor confer upon the General the highest order of St.

# VANCOUVER HARBOR FACILITATES TRADE

Consul Describes Waterway and Points Out Deep Water Advantage—Ship-

WASHINGTON, Sept. 11,-Consul-Genral R. E. Mansfield writes an follows con-

ends for 12 miles from the Narrows, as the entrance is called, eastward to Port Mondy at the head of the inlet, which was first selected as the location for the terminal wharves and docks of the Canadian Pacific Rallway, the first of the transcontinental lines to reach the British Columbia coast in 1886, Later when the Canadian Pacific Railway extended its lines farther west and decided to construct its terminals on the south shore of Burrard Inlet, on the site where Vancouver stands now, the foundation were laid for the greatest seaport and shipping centre in the Canadian West. The inlet, 12 miles long and two miles wide on the average, forms an area of about 21 square miles. Extending north westerly from a point about seven miles entrance up the north shore is what is known as the North Arm, an extension longer than the main inlet, and averaging two miles wide,

harbor are an all the year round op-port, ample anchorage, many miles water front with depth sufficient for the largest vessels, perfect security from weather conditions and accessibility to th open sea and to the coast waters of British Columbia. The waters of the harbon are of a great depth in midchannel, more than 30 fathoms in places, while near the shore there is a depth of water in most places of more than 25 feet. In some Instances deep water extends so close in that large vessels can anchor within few rods of the shore.

"The shipping facilities of Vancouver harbor have so far been confined generally to the south shore of the inlet, where much of the waterfront is occupied by sawmills and other industries. But the growing shipping interest will soon require practically all the south shore and is already extending to the nocti shore, where large docks, wharves and Within a few years the factories alon. the inlet within the corporation limits will give way to wharfage and docks, as the sites are becoming too Valuable for

business of the port, for which severa million dollars will be spent this year million dollars will be spent this year and when the new Government and pri-vate docks, wharves and dredging schemes planned and under construction are completed the facilities of the harbor will be greatly increased, making the ancouver harbor one of the best on the

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of great harbors, and has highly favored

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# AT BRITISH PORT

ping Interests Benefit.

erning the city of Vancouver in British Columbia: "One of the principal features and an mportant asset of Vancouver as the transportation, commercial and industrial entre of British Columbia is the splendid

narbor on which it is situated. Nature is the important factor in the creation "Burrard Inlet, the harbor proper, ex-

"The Invorable features of Vancouver

GROWING SHIPPING INTERESTS

Pacific coast. In addition to the deep water harbor "In addition to the deep water harbor of Burrard Inlet the needs of smaller eraft have also been provided for in the shallow waters of also Crock, a small inlet running just south of and parallel with the main body of water. False Crock, the shores of which are mostly tide flats, is the rendezvous and furnishes harbor for Vancouver's mosquite fleet where there is usually a consestion of small craft traffic, especially of tugboats, seews and launches. It is also used as a storage basin for leg booms for the vari-ous gawnills that line its shores.

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and the world elecuit of transportaon under the management of one com many. The Canadian-Australian Royal Mall Steamship Line operates a monthly service from Vancouver to Hawall, New Zealand, Fill Islands and Australian norts. The Ocean Steamship Company ports. The Ocean Steamship Company (Idd.), the China Steamship Company (Idd.), and the Blue Funnel Line, from London, Glasgow and Liverpool to Vanconver, will use the Panama Canal route. Other lines are: Harrison Direct Line, from Glasgow, Antwerp, London and Liverpool to Vancouver, Pacific Coast from Glasgow, Antwerp, London and Liverbool to Vancouver; Pacific Coast Steamably Company, Vancouver to San Francisco; Grand Trunk Pacific Steamably Company, weekly service to Prince Ruperi, Granby Bay, British Columbia, Stewart, Alaska, and Victoria and Scattle; Hamburg-American Line, from Hamburs and Antwerp to Vancouver via the Orient; East Asiatic Line, from Hamburg, Restording and Antwerp via Muzellan of Foreign and Donestic Company, leads tween Great Britain and the Pacific count

BEAUTY OF ENVIRONMENT. of Vancouver is the beauty of its environsents. The elly is built upon a peninsula i purchases, in this live from all other

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American lines, have their terminals in of which is Stanley Park, comprising 1000 lowing steamship companies have head-quarters and agencies in this port:

parks on the continent. Ships entering the harbor pass around the park, back of which rises the city on hills and ele-Ships entering quarters and agencies in this port:

"The Canadian Pacific Railway operates a line of fast majl steamers between Vancouver and China and Japan; also a line between Montreal and Liverpool and from Liverpool to Hongkong and Vokobama, in connection with the fast trains on the Canadian Pacific Railway, making ways anchored vessels flying the flags of many nations.

## UNITED STATES LEADS IN CEMENT PRODUCTION

American Output Four Times as Much as That of England,

An increasing share of the rapidly grow ing consumption of eament in the United Rotterdam and Antwerp via Magellan of Foreign and Domestic Commerce, leads Strait to Vanconver-this line and others the world in the production of cament, his with hendquarters in Europe will use the output being approximately four times as Panama Canal route, Royal Mull Steam much as that of England and nearly three Packet Company, operating a service be- times that of Germany.

"In addition to the regular service of the above named and other companies many tramp steamers and salling vessels use in the construction of buildings, list this port monthly, which, added to bridges, can't and lumber of fishing boats, tugs, barges, which stone and lumber were formerly etc., used in handling the traffic of the the chief materials; and this is doubtless port, present always a scene of great true of other parts of the civilized world, activity in Vancouver harbor.

Porto Rico is an example in point, in scene of great true of other parts of the civilized world.

Porto Rico is an example in point. In wards. "I don't live here, I'm pleased the last four years that island has pure to say." "An interesting feature of the barbor pounds) of cement from continental trained States, or more than its total

Janadian lines; the Great Northern and formed by the waters of Burrard Injet sources in the decade ending with 1910. I went into a drug store and asked that the Chicago, Milwaukee and St. Paul, and the Fraser River, the extreme point For 1913 the shipments of American cement to Porto Rico aggregated 378,862 Vancouver, in addition to which the fol- acres of national forest, one of the finest barrels, compared with only 2000 barrels in 1900, when the development of that Island under American control had not

> activate begun. Germany, Belgium, England and France. in Europe and Canada and China in other parts of the world, are the countries from which our imports of Boman, Portland and other bydraults cement have not rapidly decreased in the last five cars. Imports from Germany have ropped from 75.000,000 pounds in 1500 to 1,70.000 in 1513; those from Belgium, from from france from 20,000,000 to 1,000,000 ounds, China is the only remaining ountry from which the imports of com-

at exceeded 4,000,000 pounds in 1933. Our exported centent goes to all parts of the world, but diefly to Panama. anoda and China. Last year Brazil and Mexico offered large markets, and in general all of North and South America. Only negligible quantities go to Europe and Asia, while only 16,000 barrels went in 1913 to British West Africa and 2022 barreis to Australia.

### "DRY" SPELL IN INDIANA

Vain Efforts of Visitor to Circumvent Prohibition Statute.

Claude Edwards, a Muncle druggist, relates to the Indianapolis News that a few sens ago he was visiting relatives

"I don't know, I am sure," replied Ed-

Then, according to Edwards, the stratior more than its total | ger unburdened this tab of worl

man if I might be accommodated with a

little polson.' "Hav you got a saake-bite?" the counter-jumper asked me. I told him no, "Have you got a prescription?" he asked again. I didn't have any prescription,

" 'Well, you'd better got out and get a prescription,' he said. He gave me & list of the town's doctors, with their addresses. The first place I went to there were about 20 people ahead of me walting to see the doctor. At the end of an hour and a half I managed to see him. He said that he could not write me a prescription for what I wanted, but gave me a bromide, which I didn't need. The next dector was out, so that saved time. The third dector, after makeing me walt a half hour, told me he could do nothing for me.

"After that I want back to the drug store and told the clerk my troubles. "Well, there s just one chance left for you, the druggist said. Down at Frank Miller's livery stable they have a trained anake. If it biles you I might he allowed to save your life. So I trailed down to Frank Miller's livery barn. When I got there I saw about to men all lined up like they were buying tickets at a theater I had to take my place at the end of the line again. Finally, after I had stood in line about an hour, I reached the make, but he wouldn't bits me. I saked the man holding him what was the matter, and he said: 'He's only got a contract to 200 a day, and you are No. 201.

man, after telling him all the things that I had experienced. Is there any chance? "Tra-s-s-s-t" he whispered. 'Follow me.' So I went in the color, durker than a stack of black cats, simuled over bexes in making my way through an underground passage, and finally emerged in an old hullding, times finder be sure that they were looked, examined the windows to see that they were shut,

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