MEIGS ARRAIGNS TRADERS FOR NOT SUPPORTING PORT

Hopes of Making It One of Greatest in Vain if Shipping Goes Elsewhere

ADVANTAGES ARE KNOWN

Chamber of Commerce Will Work for Co-operation of City and State

Merchants and manufacturers of Pennsylvania and Philadelphia must be aroused to the necessity of importing and exporting their goods through their "home" port. If they are not all hopes of making this one of the greatest ports in the world will be vain, and all of the vast improvements under way and contemplated will be for naught, according to Director Meigs, of the Department of Wharves, Docks and Ferries.

Director Meigs expressed these sentiments in a letter he sent today to Edward F. McSweeney, chairman of the Port Directors of Boston, in answer to the latter's request for the "greatest immediate problem" confronting the port authorities of this city.

Mr. Meigs also sounded a clarion call for the various trades to begin an active campaign to obtain freight to be shipped through Philadelphia. More freight, he contended, means more ships and better and faster service. He severely arraigned business men who verbally sounded the praises of the port and city and then shipped out of New York.

The letter was submitted to the Chamber of Commerce for its approval, and N. B. Kelley, speaking for the Executive Committee of that body, said that unjust railroad discrimination and fear of big corporations restrained new lines and drove other lines out. He pledged the support of the Chamber of Commerce to aid in any movement that would assist the port.

MUST PUT FAITH IN PORT

After showing the physical needs of the ports and praising the support given the authorities in the improvements, Director Meigs wrote:

"The one greatest problem before us, however, is to make our own citizens, both of the City of Philadelphia and the State of Pennsylvania, realize these advantages, and to persuade them to put their faith in the port and transact their maritime business through it. There is a constantly and automatically growing maritime commerce coming to our shores which is bound to continue to increase enormously every year—except during such periods of unparalleled commercial disturbance as we are now passing through—the administrative agents of which freight movement must find physical accommodations for handling the same. On the principle of the old saw, that 'nothing succeeds like success' most of this growth in the marine freight movement gravitates automatically to New York, instead of to other Atlantic coast ports where—considered with reference to its origin or its destination in the back country—it might more properly belong.

TERMINAL COSTS LESS HERE.

"Much of this freight is subject to considerably larger terminal costs in New York than it would be here, but this affects mainly the transportation companies rather than the shippers, as the combined ocean and rail freight rates are the same to most European ports either through this city or through New York. The service from New York is now so incontestably better in respect to both speed of passage of steamers, and frequency of sailings, for which reason a very large percentage of our own merchants prefer to ship exclusively through that city. As a typical example, one of the largest department stores in Philadelphia, and one of the greatest manufacturing plants in the city, the heads of both of which are Philadelphians by birth, training, and business connections, full of local patriotism and verbal enthusiasm, neither of them handle many pounds of their enormous import and export business through their own home port; New York is too convenient.

"The New York habit is very strong in the minds of both shippers and transportation companies, and its prestige as the world's greatest seaport is such that tremendous quantities of freight are routed via New York for no better reason than that New York occurs first in mind when ocean shipments are under consideration. It seems reasonable to believe that the ocean transportation companies would not needlessly subject themselves to the large operating expenses incidental to the maintenance of New York terminals over those that they might establish at Philadelphia, provided they could obtain the same amount of freight here that is offered in New York.

THIS IS LOGICAL PORT.

"Philadelphia is the logical ocean outlet for a very large producing and consuming territory, and if the goods produced or consumed in this territory were handled over Philadelphia's wharves its foreign commerce would be doubled. Our most immediate problem is to persuade producers and consumers in this territory to use their natural home port, and to see to it personally that their goods are shipped through it. It is not to be expected that any appeal to their feelings of local patriotism in this connection would have any effect if the giving way to such a sentiment would affect their pocketbooks. Corporations are proverbially soulless; in business matters the individual is equally so; and it would be too much to ask of them to actually risk the sacrifice of customers and dividends by patronizing poor steamship service for the benefit of the mere upbuilding of the port; but Philadelphia's steamship service is not poor and under proper urging these shippers should be willing to agree to book all ordinary freight, for which extreme expedition of movement, such as can only be had through express-ship service, is not a primary desideratum, by their home port.

"By a vigorous campaign through Philadelphia's newly reorganized Chamber of Commerce and other commercial organizations, it is hoped to be able to make a personal appeal for port support to every manufacturer and large or small shipper in Pennsylvania and adjacent States who can be reached. This should result in the prompt increase of freight offered to lines which now have service through this port, and, naturally, when this increase is large enough, will be followed by the placing of more ships in service in the present established lines and the initiation of new lines as soon as the growth of business would make competition profitable.

"ON EVE OF EXPANSION."

"I firmly believe that if a modicum of commercial intelligence is devoted to a conscientious campaign of this kind Philadelphia is on the eve of a tremendous expansion of its maritime commerce. And this is our most pressing problem, to awaken in the individual citizen his responsibility in the upbuilding of the port."

In reply to Mr. Meigs' request that the Chamber of Commerce should be forwarded in the campaign he suggested, N. B. Kelly said:

"I heartily approve of what you have said to Mr. Edward McSweeney, chairman of the directors of the port of Boston. What we need in Philadelphia is steamship service to as many ports as possible with frequent service, and what we need most of all is that the Philadelphia merchants will support such steamship lines as may be inaugurated, even though the service is not equal to that of New York, so that said service can be built up and extended.

CORPORATIONS KILL SERVICE.

"Philadelphia, of course, is seriously handicapped because of the fact that there are many ports that cannot be reached direct by steamer from Philadelphia. An-rect by steamer from Philadelphia. *Another factor which prevents the building up of steamship lines from the port of Philadelphia is that as soon as you get some firm or corporation interested in the establishment of a line, the larger corporations, sailing from New York, with railroad affiliations, do everything possible to kill the service from the port, either by reducing rates or putting on more steamers.*

"A good illustration of the conditions existing in Philadelphia might be gathered from the withdrawal of the American-Hawaiian Steamship Line. This line has been carrying cargo to Philadelphia from San Francisco, thence going to New York to discharge the balance of its cargo. Because of the fact that they have lost one steamer out of a fleet of some 28 or 30, they advise us that they were compelled to discontinue the service to Philadelphia, yet continue a service to Charleston and Norfolk—both ports being far inferior to Philadelphia from a cargo standpoint, either east or west bound. Norfolk takes a lower differential than Philadelphia, which therefore would perhaps induce business through that port, but on local tonnage between the two ports there would be practically nothing, while between Philadelphia and San Francisco there is an immense tonnage.

"There are a number of other reasons that I could quote that would perhaps tire you in so doing. I therefore shall close by saying that the Philadelphia Chamber of Commerce has been, and will continue to do, everything possible to secure the co-operation of business through the city and State to patronize steamers sailing from the port of Philadelphia, as well as taking up any discriminations that may exist on the part of the railroads in making rates through the port of Philadelphia in competition with any other seaboard city on the Atlantic coast."

THE WAR ONE YEAR AGO

Russians enter Gumbinnen and Lyck, in East Prussia; Austrians take Mlechow, Russian Poland.

German cavalry occupies Brussels, the Belgian army withdrawing to Antwerp.

Russians defeat Austrian army at Krasnik, South Poland.

French reoccupy Muelhausen, Alsace, after severe fighting, and take Gueberwiller, in the Vosges.

China inquires what the American attitude would be toward the cession by Germany of Kiao-Chau to the United States for immediate return thereafter to China.

Kaiser orders resistance to Japan at Kiao-Chau.

British steamship Hostilius captured by German cruiser Dresden.

THIRD INFANTRY WINS ANOTHER RIFLE TROPHY

Philadelphia Team Captures Potter Match With Score of 916

STATE RIFLE RANGE, Mt. Gretna, Pa., Aug. 20.—Shooting in the same form which yesterday landed them winners in the Bowman and Hershman matches, the 3d Infantry team this morning won its third victory of the junior competitions by capturing the Potter match by a margin of 8 points.

As in the Bowman match yesterday, the Philadelphia riflemen came from behind as the result of a poor start in the 200 yards stage of the Potter match this morning and, taking the lead in the second stage, continued to hold it to the end, although both the 16th and 10th finished strong.

In winning the Potter match today the Third has captured three of the four team trophies to be shot for by the junior teams. The junior individual State championship match began this afternoon and will be concluded tomorrow morning.

The scores in the Potter match follow:

Third	916	Thirteenth	869
Sixteenth	908	Second	866
Tenth	906	Sixth	818
Eighteenth	901	Eighth	809
Ninth	898	Engineers	809
Fourteenth	898	First Cavalry	798
Fourth	890	Separate Battalion	798
First	870		

Largest Shipment of Poultry

LANCASTER, Pa., Aug. 20.—The largest shipment of fine poultry ever made from the United States left here last night for the Cuban Agricultural Experiment Station at Havana. It was bred from the famous Tom Barron strain by the Pennsylvania Poultry Farms. The consignment is worth several thousand dollars.

THE WEATHER

Official Forecast

WASHINGTON, Aug. 20.

For eastern Pennsylvania and New Jersey: Increasing cloudiness followed by rain late tonight or on Saturday; north to northeast winds increasing by Saturday.

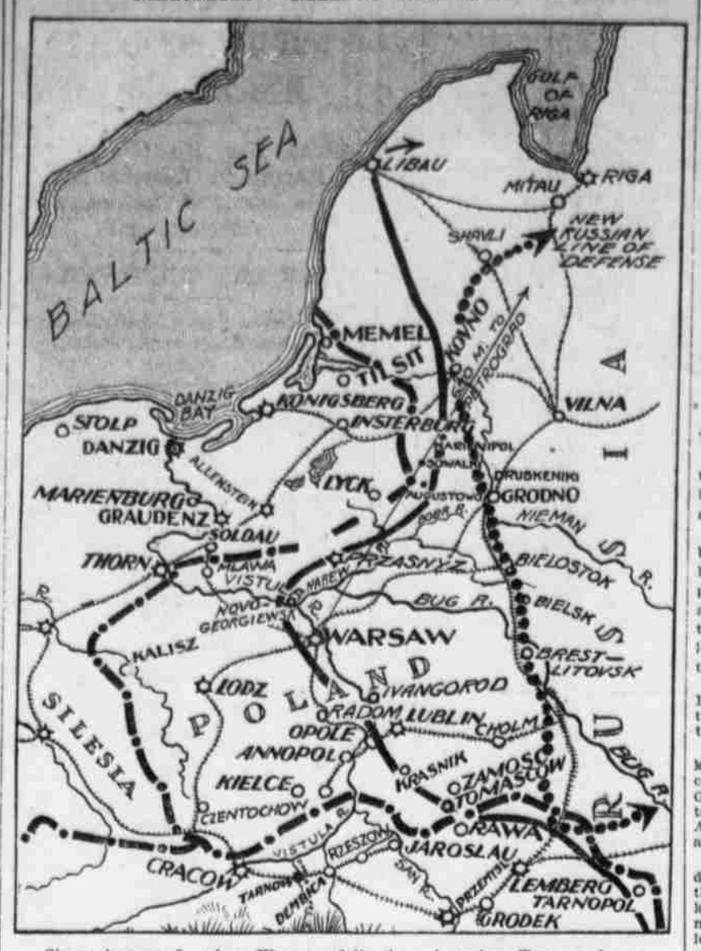
Partly cloudy weather prevails throughout the northeastern portion of the country and the temperatures are beginning to rise slowly. Clear skies are generally reported over eastern Canada. The southwestern storm is moving into the lower Ohio valley this morning with no decrease in energy during the last 24 hours. It is central over Cairo, Ill., with a barometric pressure of 29.42 inches. Heavy showers have accompanied it and the rain area has spread as far northeast as Cincinnati.

U. S. Weather Bureau Bulletin

Observations taken at 8 a. m. Eastern time.

Station.	8 a.m.	Low n't.	last Rain- fall.	Wind.	Veloc- ity.	Weather.
Abilene, Tex	64	62	.01	NW	4	Clear
Atlantic City	66	60	..	N	4	Cloudy
Bismarck, N. D.	62	62	..	E	4	P.Cloudy
Boston, Mass	64	62	..	W	4	Clear
Buffalo, N. Y.	64	62	..	SW	4	Clear
Chicago, Ill.	66	64	..	NE	8	Cloudy
Cleveland, O.	64	58	..	SE	4	P.Cloudy
Denver, Col.	54	52	..	S	6	Clear
Des Moines, Ia.	56	50	..	N	4	Cloudy
Detroit, Mich.	64	60	..	E	0	Cloudy
Duluth, Minn.	52	48	..	NW	16	Clear
Harrisburg, Pa.	60	58	..	W	4	Cloudy
Hatteras, N. C.	74	66	..	NE	4	Cloudy
Helena, Mont.	62	60	..	SW	8	Clear
Huron, S. D.	62	50	..	SE	4	Clear
Jacksonville, Fla.	80	76	..	SW	4	P.Cloudy
Louisville, Ky.	62	52	.44	E	14	Rain
Mt. Pocono, Pa.	60	48	2.14	SW	10	Rain
Memphis, Tenn.	70	70	..	SW	14	P.Cloudy
New Orleans, La.	80	78	..	N	8	Clear
New York	68	64	..	NE	8	P.Cloudy
N. Platte, Neb.	60	60	.06	NW	10	Clear
Oklahoma, Okla.	62	62	..	N	4	Cloudy
Philadelphia	68	64	..	E	6	Clear
Phoenix, Ariz.	78	70	..	E	4	Clear
Pittsburgh, Pa.	62	58	..	W	4	Clear
Portland, Me.	60	58	..	N	4	Clear
Portland, Ore.	56	56	..	W	6	Clear
Quebec, Can.	60	54	1.08	NE	42	Rain
St. Louis, Mo.	62	60	..	NE	4	Clear
St. Paul, Minn.	60	50	..	S	4	Clear
Salt Lake, Utah	66	66	..	SW	8	Cloudy
San Francisco	54	52	..	W	4	Clear
Scranton, Pa.	58	50	..	NW	4	P.Cloudy
Tampa	80	70	..	SE	4	Clear
Washington	64	58	..	Calm	..	Clear
Winnipeg	52	50	..	N	4	Clear

GERMAN GAINS IN 15 DAYS



Since August 5, when Warsaw fell, the advancing Teutons have straightened out their front, which was bent back by the holding out of Novo Georgievsk, as illustrated by the heavy black line, and have cut into the new Russian line of defense, indicated by the dotted line. The fortress of Brest Litovsk is in imminent danger; Kovno has been taken, and threatening drives are in progress toward Grodno, Vilna and Riga.

ALLA VIGILIA DELLA GUERRA TRA L' ITALIA E L'IMPERO OTTOMANO

Cinque Corpi d'Armata in Puglia ed Una Squadra a Taranto, Pronti a Partire per la Turchia

LA GUERRA IMMINENTE

Continuano le Operazioni Offensive del Generale Cadorna Contro Gorizia e Tolmino

ROMA, 20 Agosto.

Continua e progredisce il movimento di avanzata delle truppe italiane verso le fortezza di Gorizia e di Tolmino, che difendono la forte linea dell'Isonzo, mentre gli aviatori austriaci cercano di spiegare una maggiore attivita', senza pero' riuscire nel loro scopo perche' la loro azione e' sufficientemente neutralizzata dalle artiglierie italiane.

Ecco il testo del rapporto del generale Cadorna come esso fu pubblicato ieri sera dal Ministero della Guerra:

"Nel settore di Tonale (Tirolo occidentale) la nostra artiglieria ha gravemente danneggiato il ... austriaco che domina le alture di Pozzi. Su queste alture il nemico e' stato costretto dalla nostra artiglieria ad abbandonare tutte le operazioni che vi aveva intrapreso.

"Nella vallata del Cordevole le batterie nemiche, dopo avere inutilmente tentato di sloggiare le nostre truppe dalle posizioni che esse occupano, bombardarono il villaggio di Pieve di Livinallongo, provocandovi un violento incendio.

"Nella vallata del Rienz noi abbiamo fatto considerevoli progressi, conquistando una ridotta sul Monte Pater ed alcune trincee nemiche nelle vicinanze di Dreizinnenhuette, dove abbiamo fatto pure alcuni prigionieri.

"Nel settore di Tolmino noi respingemmo il 18 agosto un contrattacco del nemico. Sull'altopiano del Carso le nostre truppe hanno progredito ed hanno preso al nemico prigionieri e mitragliatrici.

"Il nemico si mostra attivissimo con i suoi aeroplani, ma i nostri aviatori, appoggiati efficacemente dall'artiglieria, frustrano questi suoi sforzi."

Mentre il generale Cadorna cerca di venire ad una conclusione per quanto riguarda la lotta sul fiume Isonzo, in questi circoli bene informati si ritiene essere imminente e certa la partecipazione dell'Italia alla campagna contro la Turchia. Questa opinione e' confermata del resto dal fatto che sono in corso preparativi che non possono che essere diretti contro la Turchia. Si sa infatti che nelle Puglie si trovano, pronti a prendere imbarco ben cinque corpi di armata. Essi si tengono pronti a partire per ignota destinazione. Si tratta di 200,000 uomini equipaggiati ed armati di tutto punto, come informano dispacci giunti qui da Brindisi.

Telegrammi giunti da Taranto dicono pure che in quella base navale e' stata concentrata una forte squadra di incrociatori veloci, che sitiene pronta a partire immediatamente dopo averne ricevuto l'ordine da Roma. Si crede che questa squadra sara' inviata contro la Turchia nel caso che questa rifiuti di dar sodisfazione alle domande dell'Italia e lasciar liberi di partire i sudditi italiani che si trovano tuttora nel territorio dell'impero ottomano.

Il Giornale d'Italia e la Tribuna pubblicano dispacci da Salonicco nei quali e' datto che le autorita' turche, oltre a proibire agli italiani che si trovano a Smirne di partire alla volta dell'Italia hanno imposto su tutti gli stranieri, e conseguentemente anche sugli italiani, una tassa di guerra che essi non avevano mai prima avuto il dovere di pagare. Molti italiani che si trovano a Smirne, essendo in poverissime condizioni finanziarie, non possono pagare la tassa.

Il Secolo di Milano, commentando la situazione balcanica e quella italo-turca, dice:

"La sola maniera di impedire la minacciata marcia delle forze austro-tedesche attraverso la Serbia e la Bulgaria con il consenso di quest'ultima, che cosi verrebbe a trovarsi nella condizione di prendersi con la forza i territorii che essa reclama, e' quella di restituire la Macedonia alla Bulgaria.

LA SERBIA ACCETTA.

Telegrammi giunti qui da Nish e da Atene dicono che la Serbia ha accettato la proposta delle Potenze dell'Intesa per cuanto riguarda la cessione della Macedonia alla Bulgaria, e che in conseguenza la Bulgaria annunciera' tra breve che essa si e' alleata con l'Intesa ed agira contro la Turchia.

Secondo queste notizie, che sono accettate come vere nei circoli diplomatical romani ed anche in qqueili di Londra, specialmente in seguito ai mutamenti di gabinetto a Sofia indicanti che l'esercito bulgaro sta per entrare in campagna, la Macedonia sara' data alla Bulgaria. La Serbia e la Grecia si divideranno a loro volta l'Albania, ed inoltre la Serbia ricevera' un tratto della costa dalmata.

L'Italia conservera' il possesso di Valona, e quello del necessario hinterland, che le sue truppe occuparono l'anno scorso quando la rivoluzione minacciava gli europei cola' residenti.

Se, come si crede, queste notizie corrispondono alla verita', le Potenze della Quadruplice Intesa hanno ottenuto una grandissima vittoria diplomatica che prelude alla vittoria militare a breve scadenza.

Qui a Roma la notizia del raggiunto accordo e' confermata in parte anche dal Giornale d'Italia, che afferma positivamente che le trattative sono state portate a sodisfacente conclusione.

TODAY'S MARRIAGE LICENSES

George Knapp, Holmesburg, Pa., and Alma N. Betson, 1869 Haworth st.
Mark G. Tancerel, Jr., 824 S. Washington Square, and Anna M. Carrigan, Brooklyn, N. Y.
John Harris, 1833 Naudain st., and Frances Poindexter, 1833 Naudain st.
Patrick Regan, 2507 Sharswood st., and May Reynolds, 2234 Montgomery ave.
Benjamin F. Drumm, 123 McKean st., and Ethel H. Sommerkamp, 123 McKean st.
Jan Pavlik, 307 N. Lawrence st., and Weronika Sekas 307 N. Lawrence st.
Max Jaffe, 1223 Ridge ave., and Tillie Goldstein, 1008 E. Moyamensing ave.
Arthur H. Trotman, 2122 Morris st., and Rebecca Westerfield, 2121 Morris st.
Thomas Boyd, Germantown, and Bessie E. Venarble, 5362 Priscilla st.
Edward Hein, 1013 Buttonwood st., and Anna Runsia 669 N. Hutchinson st.
Ben Crider, 4235 Fairmount ave., and Mattie Brown, 4235 Fairmount ave.
Edward J. Rupertus, 2014 N. 7th st., and Anna Heckenburger, 1856 Lettigow st.
William J. Wheatley, 891 Belmont ave., and Anna G. Branton, 4387 Leidy ave.
Abe Lichtman, 923 Gerritt st., and S. Susti, 924 Bitner st.
Benjamin S. Joffe, 2329 N. 29th st., and Celia Kallen, 1835 S. 5th st.
Charles G. Craig, 6131 Wheeler st., and Lucy O. Berry, 6161 Wheeler st.
George A. Hart, 5250 Chestnut st., and Bertha M. Serr, Erie, Pa.
Henry Davis, 2829 Fletcher st., and Lillian Hawlins, 2403 N. 24th st.

ITALY HOLDS ARMY AND FLEET READY TO HURL AGAINST TURK

Five Army Corps Prepared to Sail Moment War Is Declared Against Ottomans

FAST CRUISERS READY

Italian Troops Make Further Progress in Offensive Against Tolmino. Advance in Western Tyrol

ROME, Aug. 20.

Italy is expected to declare war on Turkey at once.

Five army corps (200,000 men) concentrated in Apulia (southern Italy), have been ordered to be prepared to leave for an unknown destination.

A strong squadron of fast cruisers is being held in readiness to steam from here at a moment's notice. It is expected that the warships will be sent against Turkey if that country declines to satisfy Italy's demands for the release of Italian subjects held in the Ottoman Empire.

The refusal of Turkey to allow 8000 Italians inhabiting the Smyrna district to leave has caused boundless indignation throughout Italy.

Despite the strict press censorship it is known that the situation in Tripoli is critical and that the revolt of the Arabs Government. After the Cabinet council tomorrow it is expected that the Turkish Ambassador will be given his passports and that war will be declared.

The Italian Government, angered by the disregard by the Porte of protests against the treatment of Italian subjects in Turkey, is reported to have issued an ultimatum demanding that Italians be allowed to leave the country when they desire.

Commenting on the Balkan situation, is undoubtedly the work of the Turkish the Secolo says:

"The only way to prevent the threatened Austro-German march through Serbia and Bulgaria with the consent of the latter, who thus would be enabled to conquer by force the territories she claims, is to return Macedonia to the Bulgarians.

"Bulgaria has behaved well in not augmenting her pretensions, although she holds in her hands the key to the Dardanelles. Greece should be satisfied, inasmuch as Bulgaria claims less than was granted to her after the first Balkan war, but if Greece still resists the Quadruple Entente cannot protect her interests against her will. They must abandon her to a Bulgarian attack."

The movement of Italian troops against the Austrial stronghold of Tolmino, on the upper Isonzo, and against Goritz is making progress, according to today's official war bulletin. Austrian aviators are developing great activity, but their operations have been effectively neutralized by Italian artillery.

The official statement given out by the War Office was as follows:

"In the Tonale zone (western Tyrol) our artillery gravely damaged the fort dominating the heights of Pozzi. The enemy was forced to abandon his operations on these heights.

"In the Cordevole Valley the enemy's batteries, after unsuccessfully trying to dislodge our troops from their positions, bombarded the village of Pieve Livinallongo, causing a conflagration.

"In the Rienz Valley we have made considerable progress, capturing a redoubt on Monte Pater and trenches near Dreizinnenhuette, as well as some prisoners.

"Near Tolmino on August 18 a counterattack by the Austrians was repulsed. On the Carso plateau our troops progressed, taking prisoners and machine guns.

"The enemy is showing great aeroplane activity. Our aviators, aided by our artillery, are, however, frustrating his efforts."

SERVIA ACCEDES TO BULGAR WAR TERMS

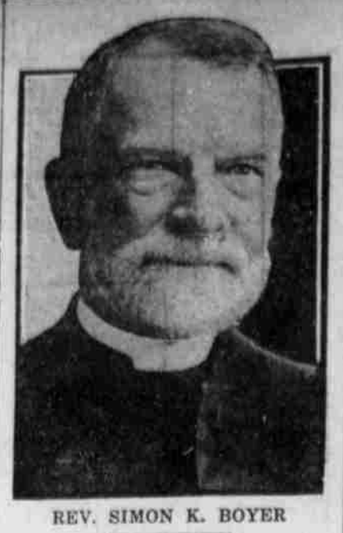
Accepts Allies' Proposal for Cession of Macedonian Territory

LONDON, Aug. 20.

Dispatches from Rome and Athens announce that Servia has accepted the Allies' proposal for the ceding of Macedonian territory to Bulgaria, and that Bulgaria will shortly announce that she has joined the Entente.

According to these reports, which are accepted as true in London, because of the Cabinet change at Sofia indicating that Bulgaria's army is about to take the field, Macedonia will be given to Bulgaria, Servia will divide Albania with Greece and will also receive a strip of land on the Dalmatian coast.

Italy is to keep Avalona, which her troops occupied last year as a result of the danger to foreigners caused by a revolution.



REV. SIMON K. BOYER

FUNERAL OF REV. S. K. BOYER

Services in Germantown This Afternoon—Burial in Lancaster

Services for the funeral of the Rev. Simon K. Boyer, who died on Wednesday, will be held at his late home, 89 East Duval street, this afternoon. Services will be conducted by the Rev. Dr. R. M. Becket, of Christ Church, Germantown.

Interment will be in Lancaster, Pa.

GERMAN LOSS TERRIFIC AS ATTACKS ON VOSGES HEIGHTS ARE REPULSED

French Hold Newly Captured Positions at Linge and Schratzmaennele Despite Teuton Assaults

PARIS, Aug. 20.

Exceedingly heavy losses are being suffered by the German forces in the Vosges, according to the official communique issued by the War Office this afternoon. The fighting at Linge and Schratzmaennele is severe.

The text of the communique follows:

"There was the usual artillery activity during the night on the banks of the Oise, to the north of the Aisne, in Champagne, and on the Seille River front.

"In the Argonne there was a mine conflict in the region of Vienne le Chateau and hand-to-hand combats with petards and grenades in the sector of St. Hubert and Marie Therese.

"On the crest at Linge and Schratzmaennele the German losses have been very heavy. A great number of the enemy's dead was found in the 250 yards of trenches which we captured."

GASOLINE UP A CENT; COST TO MOTORISTS, $912,500 PER YEAR

Increased Price Due to Advance in Crude Oil at Fields, Caused by Scarcity of Fuel

HOPE FOR FRESH WELLS

Rate on Raw Product Mounts Forty to Sixty Cents a Barrel

Following an increase in the price of gasoline of one cent a gallon, automobile owners of this city and its suburbs are paying more than $500 daily to distributers of the fluid over what they have been paying in the past.

The new rate went into effect Monday, when the Atlantic Refining Company announced an increase in price to 14 cents a gallon. Other companies of the city followed immediately, and by Tuesday night all the larger distributers had established the one-cent increase on all grades of the product.

According to W. D. Anderson, secretary of the Atlantic Refining Company, the increase is effective in all parts of eastern Pennsylvania, and is due to a very decided increase in the price of crude oil at the Midcontinental, Pennsylvania and Ohio oil fields.

He explained that the first increase at the fields occurred about two weeks ago and originated at the Midcontinental field in a rise of from 40 to 60 cents on each barrel of crude oil (about 42 gallons) and was caused by a scarcity of the fluid. The Pennsylvania fields, owing to the increase in demand, announced an increased price of 20 cents on the barrel and the Ohio fields an increase of 5 cents.

"We stood the burden for two weeks," Mr. Anderson said, "but were finally obliged to protect ourselves. The crude oil output was diminished by 150,000 barrels a day, and it is impossible to say how long the condition will last. Possibly a rich well will be struck in the near future which would increase the supply and lower the price."

At the office of the city statistician it was said today that more than 20,000 automobiles are owned and operated in this city, each consuming at a conservative estimate five gallons of gasoline daily. This would show that automobile owners living in the city are affected by the increase to the extent of $1000 daily.

It was also estimated that 30,000 automobiles are owned and operated in the immediate vicinity of the city, many of them using the city streets. On the same basis such owners are affected to the extent of $1500 daily by the increase. The total yearly cost for the consumption of 91,250,000 gallons over the previous cost will be $912,500.

German Liberals Oppose Peace Now

BERLIN, Aug. 20.—An announcement by the Overseas News Agency today says:

"The progressive faction in the Reichstag has decided that the time is not yet ripe to discuss peace conditions publicly."