# ALL RATES ON U. S. RAILROADS BOOSTED—WAGES GO UP $300,000,000

## GROWING COSTS CAUSE ADVANCE

### McAdoo Explains Why Increase in Rates Has Become Necessary

### WAGE RISE ONE REASON

**Washington**, May 27.

Director General McAdoo today gave the following statement for publication:

The United States has taken over the railroads as a war emergency measure. They must be operated efficiently if the war is to be carried to a successful conclusion, and they must be operated under the high cost conditions the war has created.

These conditions are strikingly illustrated by the steady increase in the cost of railroad coal, as indicated by the following table:

| | | | |
|---|---|---|---|
| 1916 | 122,000,000 tons @ $1.13 | $137,860,000 | |
| 1916 | 136,000,000 tons @ 1.32 | 179,520,000 | |
| 1917 | 154,570,000 tons @ 2.12 | 329,000,000 | |
| 1918 | 166,000,000 tons @ 2.95 | 489,700,000 | |

The increases in the cost of fuel oil consumed by the railroads and in the cost of other railroad materials and supplies have likewise been enormous.

These increases have contributed inevitably to the increased cost of living, which in turn has created a demand for increased wages for railroad employes. This subject was exhaustively considered recently by the railroad wage commission, consisting of Messrs. Franklin K. Lane, Charles C. McChord, J. Harry Covington and William R. Willcox, who have unanimously recommended increases in wages which they estimate will add to railroad operating costs not less than $300,000,000 in the year 1918. The Director General has put the recommendation of the wage commission into effect, making at the same time certain additional increases for some classes of employes in order to meet practical necessities which cannot be escaped or postponed.

**Operating Costs $860,000,000 More**

On account of these extraordinary increases in operating costs, which have come about as a consequence of the war, it is estimated that for the same aggregate business as last year, and under the same conditions except as to prices and wages, the operating expenses for the calendar year 1918 will be from $830,000,000 to $860,000,000 more than for the calendar year 1917.

While these increased operating costs will be subject to readjustments and may be somewhat diminished, yet, on the other hand, because of the abnormal methods by which business must be conducted to serve the needs of the war they may be substantially increased. It seems clear that the railroads should be made self-sustaining and that sufficient revenues should be provided to prevent them from becoming a burden on the Federal Treasury. The immediate practical necessity is that, without delay, increases in rates should be made to provide for these increased costs of operation. At best, virtually half of the year 1918 must elapse before such increases in rates can be made effective, although increases in operating expenses have been steadily effective since January 1, 1918.

Therefore, by virtue of the power, during Federal control of the railroads, which the act of Congress has conferred upon the President to initiate rates whenever the public interest requires, which power, as provided in that act, the President by proclamation has devolved upon the Director General, the latter has been compelled for the reasons stated, to initiate substantial increases in freight and passenger rates for virtually all transportation services performed by the railroads under Federal control, including, of course, transportation services within the several States as well as transportation services across State lines. These increases are made with the approval of the President and are explained in detail in the copy of order accompanying this announcement.

**Increases Effective Next Month**

The increases in passenger rates will become effective on the 10th day of June, 1918, and the increases in freight rates will become effective on the 25th day of June, 1918.

In making the advance effective on the dates specified a simple form of tariff authorized by the Interstate Commerce Commission must be used, and this will lead to the temporary disregard, to some extent, of established groupings and differentials. But it is the intention to observe such groupings and differentials as far as practicable, and hereafter, with as much dispatch as possible, restore any important relationships which may for the time being be disturbed, and concurrently therewith endeavor to remove any existing discrimination and bring about uniformity of rate adjustment throughout sections where conditions are similar.

The act of Congress provides that the reasonableness and justness of such rates may be dealt with by the Interstate Commerce Commission, so that no interests affected will be deprived of the opportunity for full hearing and consideration. The act of Congress provides that the commission, in passing upon these questions, shall take into consideration the President's finding and certificate that in order to defray the expenses of Federal control and operation it is necessary to increase the railway operating revenues.

**Not For Betterments**

In this connection it is important to make clear that no part of the increase in rates now initiated is on account of the making of additions and betterments or the purchase of new equipment or other expenditures chargeable to investment account. The increases initiated are solely on account of increased burdens tending to diminish railway operating income.

In the nature of things no such far-reaching step can accomplish ideal equalization as between the numerous interests necessarily affected and doubtless the commission will find it proper to make readjustments to attain a nearer approach to such equalization. While, as far as practicable, the rates as initiated are designed to avoid unnecessary disturbance of relative rate bases, the director general will co-operate heartily with the commission in any readjustments needed to accomplish still further the object of avoiding undue preferences [illegible], nevertheless, may develop upon [illegible] consideration by the commission.

It is earnestly hoped that all citizens affected directly or indirectly by this increase of rates will support the general principle of such increase as an unavoidable war measure and accept the additional burden in the same spirit of [illegible] in which they have accepted other inconveniences and burdens [illegible] grievous personal losses which [illegible] of the price that the nation [illegible] paying for world liberty.

**Not for Private Profit**

[illegible] considering these increases, one [illegible] which makes them [illegible] different from any rate [illegible] proposed or allowed when [illegible] under private con[illegible] This distinc[illegible] which the [illegible] private

## PASSENGER AND FREIGHT RATES ADVANCED ON ALL RAILROADS

Continued from Page One

must show papers to this effect. The special rate applies to coaches, parlor cars and sleepers.

Children under five years of age are to be carried free, and from five to twelve years at half fare.

**Commodities Included**

Commodity rates generally are included in the 25 per cent., excepting commodities, of which there is a heavy movement. On these commodities, advances will be made by adding certain amounts to all rates, or by fixing specifically the new rates which shall apply.

The following principal heavy commodities affected, and the advances thereon, follow:

Coal, from 15 to 50 cents per ton.

Coke, from 15 to 75 cents per ton.

Iron ore, 30 cents per ton.

Stone, for building purposes, 2 cents per hundred pounds.

Stone for roadwork, sand and gravel, 1 cent per hundred pounds.

Brick, cement and plaster, 6 cents per one hundred pounds.

Lime, 1½ cents per one hundred pounds.

Lumber, 25 per cent. but not more than 5 cents per hundred pounds.

Grain, flour and other mill products, an advance of 25 per cent., but not more than 6 cents per hundred pounds.

Cotton, 15 cents per hundred pounds.

Live stock, 25 per cent. but not more than 7 cents per hundred pounds.

Sugar, 25 per cent. except [illegible] in Middle States. Rates from the different producing sections will be maintained on the present [illegible] basis.

Copper, [illegible] and smelter products will be advanced approximately [illegible] per ton from the Rocky Mountain and Pacific coast States to Atlantic seaboard.

All export and import rates will be canceled and the domestic rates will apply to and from the ports after June 25.

The minimum charge for handling [illegible] less than carload shipment will be fifty cents and for [illegible] handling a carload the minimum will be $15 under the new order.

Important established rate groupings and fixed differentials will be continued where found practicable.

Appeal may be made to the Interstate Commerce Commission when rates are considered unreasonable. During Federal control Congress has provided that the President may initiate rates whenever the public interest demands it. This power, in accordance with law by proclamation, was transferred to Director General McAdoo. It is under this authority that Mr. McAdoo has made the advances in rates.

**McAdoo Asks Support**

Director General McAdoo pointed out today that it is important to make clear that no part of the increase in rates is due to the making of additions and betterments.

"It is earnestly hoped," he said, "that all citizens affected directly or indirectly by this increase in rates will support the general principle of such increase as an unavoidable war measure.

"There is this distinction," he added, "in considering these increases. They are fundamentally different from any rate increases ever proposed or allowed when railroads were under private control.

"There is no way in which the present increases will inure to private profit.

"If they turn out to be more than are needed to meet the grave public exigency, they will promptly be readjusted.

"But pending such readjustment the excess, if any, will be for the benefit of the people of the United States as a whole and not for the benefit of the private railroad owners or any of them."

Reductions in rates will be made from time to time to the extent that savings can be effected. Economies and reduced prices for railroad materials will probably bring the first reductions, it was said.

## McADOO'S FORMAL ORDER INCREASING RAIL RATES

United States Railroad Administration, Office of the Director General, Washington, May 25.

**General Order No. 28**

Whereas it has been found and is hereby certified to the Interstate Commerce Commission that in order to defray the expenses of Federal control and operation fairly chargeable to railway operating expenses, and also to pay railway tax accruals other than war taxes, net rents for joint facilities and equipment, and compensation to the carriers, operating as a unit, it is necessary to increase the railway operating revenues, and

Whereas the public interest requires that a general advance in all freight rates, passenger fares and baggage charges on all traffic carried by all railroad and steamship lines taken under Federal control under an Act of Congress approved August 29, 1916, entitled "An act making appropriations for the support of the army for the fiscal year ending June 30, 1917, and for other purposes," shall be made by initiating the necessary rates, fares, charges, classifications, regulations and practices by filing the same with the Interstate Commerce Commission under authority of an Act of Congress approved March 21, 1918, entitled "An act to provide for the operation of transportation systems while under Federal control, for the just compensation of their owners, and for other purposes."

Now, therefore, under and by virtue of the provisions of the said act of March 21, 1918, it is ordered that all existing freight rates, passenger fares and baggage charges, including changes heretofore published but not yet effective, on all traffic carried by all said railroad and steamship lines under Federal control, whether the same be carried entirely by railroad, entirely by water, or partly by railroad and partly by water, except traffic carried entirely by water to and from foreign countries, be increased or modified, effective June 25, 1916, as to freight rates and effective June 10, 1918, as to passenger fares and baggage charges, to the extent and in the manner indicated and set forth in the "Exhibit" hereto attached and made part hereof, by filing schedules with the Interstate Commerce Commission effective on not less than one day's notice.

Given under my hand this twenty-fifth day of May, 1918.

W. G. McADOO,
Director General of Railroads.

EXHIBIT

FREIGHT RATES

**Section 1. Class Rates (Domestic)**

(a) All interstate class rates shall be increased twenty-five (25) per cent.

(b) All intrastate class rates shall be increased twenty-five (25) per cent, where there are no interstate class rates published between the same points, and shall be governed by the classifications, viz: official classification, southern classification or western classification. Exceptions thereto and minimum weights which generally govern the interstate rates in the same territory, except that the Illinois classification will be used between points in the State of Illinois.

(c) All intrastate rates shall be canceled where there are interstate class rates published between the same points and the interstate rates as increased by paragraph (a) shall apply.

(d) After such increase of twenty-five (25) per cent, no rates shall be applied on any traffic moving under class rates lower than the amounts in cents per 100 pounds for the respective classes as shown below for the several classifications. Any article on which exceptions of any classification provide a different rating than as shown in the classification to which it is an exception, will be subject to the minimum as provided below for the class provided therefor in the classification proper.

OFFICIAL CLASSIFICATION

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Classes | 1 | 2 | 3 | 4 | 5 | 6 | | | | |
| Rates | 25 | 21½ | 17 | 12½ | 9 | 7 | | | | |

SOUTHERN CLASSIFICATION

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Classes | 1 | 2 | 3 | 4 | 5 | 6 | A | B | C | D |
| Rates | 25 | 21½ | 19 | 16 | 13 | 11 | 9 | 10 | 7½ | 6½ |

WESTERN CLASSIFICATION

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Classes | 1 | 2 | 3 | 4 | 5 | A | B | C | D | E |
| Rates | 25 | 21 | 17½ | 15 | 11 | 12½ | 9 | 7½ | 6½ | 5 |

ILLINOIS CLASSIFICATION

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Classes | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Rates | 25 | 21 | 17½ | 15 | 11 | 12½ | 9 | 7½ | 6½ | 5 |

**Section 2—Commodity Rates (Domestic)**

(a) Interstate commodity rates on the following articles in carload shall be increased by the amounts set opposite each:

[illegible]

*Where rates have not been increased since June 1, 1917, the increase to be made [illegible] by first adding to the present rate fifteen (15) cents per ton, net or gross as rated, or if an increase of less than fifteen (15) cents per ton, net or gross as rated, has been made since that date, then by first adding to the present rate the difference between the amount of that increase and fifteen (15) cents per ton, net or gross as rated, and to the rate so constructed the above increase shall then be added.

Where rates from producing points to destinations have been fixed on fixed differentials [illegible] cents per ton, such differentials to be maintained, the increase to be figured on the highest rated point or group.

[illegible]

Sugar, including syrup and molasses where sugar rates apply thereon — Twenty-five (25) cents, except:

(1) Where the official classification applies, fifth-class rates as increased will apply.

(2) From points east of the Indiana-Illinois State line to points west of the Mississippi River, rates will continue to be made on combination of local rates or of proportional rates if published to and from the Mississippi River, except that from points on the Atlantic seaboard to the Missouri River, Kansas City, Mo., to Sioux City, Ia., inclusive, established differentials over the increased rates from New Orleans, La., shall be maintained.

(3) From points in the States south of the Ohio River and east of the Mississippi River, also from points in the States of Louisiana and Texas, rates shall be increased: to Chicago, Ill., twenty-two (22) cents per 100 pounds; to St. Louis, Mo., twenty-seven and one-half (27½) cents per 100 pounds; to other points west of the Indiana-Illinois State line and west of the Mississippi River, except points in Arkansas, Louisiana and Texas, twenty-two (22) cents per 100 pounds; to points on and north of the Ohio River and east of the Indiana-Illinois State-line rates shall be increased to maintain the former established relation in the rates to such points from producing points on Atlantic seaboard.

(4) From producing points in Colorado, Wyoming, Montana, Kansas and Nebraska to Missouri River territory and points in Arkansas, Oklahoma, Louisiana and Texas and points east thereof, [illegible] twenty-two (22) cents per 100 pounds.

(5) From points in [illegible]

(b) Interstate commodity rates not included in the foregoing list shall be increased 25 per cent.

(c) Intrastate commodity rates shall be increased as shown in paragraphs (a) and (b) of this section where there are no interstate commodity rates published on substantially the same commodities between the same points and shall be subject to the minimum weights applicable on interstate traffic in the same territory.

(d) Intrastate commodity rates shall be canceled where interstate commodity rates are published on substantially the same commodities between the same points, and the interstate rates as increased by paragraphs (a) and (b) of this section shall apply.

(e) In applying the increases prescribed in this section the increased class rates and related commodity descriptions and minimum weights between the same points are not to be exceeded, except that the increases on sugar and [illegible] shall be made as expressly provided in paragraph (a) of this section.

**Section 3. Export and Import Rates**

All export and import rates shall be canceled and domestic rates applied to and from the ports.

**Section 4. Filing Intra-State Tariffs with Interstate Commerce Commission**

(a) All intrastate rates and all rates for transportation by water, which are to be increased under this order, if not now on file with the Interstate Commerce Commission, shall be filed with the Interstate Commerce Commission.

(b) All lines which are engaged in their entirety in intra-State traffic, not now carried in tariffs on file with the Interstate Commerce Commission, [illegible] and paragraph (b) of Section 2, shall be made applicable to all traffic.

**Section 5. Minimum Charges**

(a) The minimum charge on less than carload shipment shall be as provided in the classification governing, but in no case shall the charge on a single shipment be less than fifty cents.

(b) The minimum charge for carload shipments shall be $15 per car. Does not apply to charges for switching service.

**Section 6. Disposition of Fractions**

In applying rate fractions shall be disposed of as follows:

(a) Rates in cents or in dollars and cents per 100 pounds or per package.

Fraction of less than ¼ or .25 to be omitted.

Fractions of ¼ or .25 or greater but less than ¾ or .75 to be shown as one-half (½).

Fractions of ¾ or .75 or greater to be increased to the next whole figure.

(b) Rates per ton. Amounts of less than 5 cents to be omitted.

Amounts of 5 cents or greater but less than 10 cents to be increased to 10 cents.

(c) Rates per car. Amounts of less than 25 cents to be omitted.

Amounts of 25 cents or greater but less than 75 cents to be shown as 50 cents.

Amounts of 75 cents or greater but less than 1 dollar to be increased to 1 dollar.

**Section 7. Observance of Differentials**

In establishing the freight rates herein ordered, where established rate groupings and fixed differentials are not required to be used, their use is desirable if found practicable, even though such rates may result which are lower or higher than would otherwise obtain.

PASSENGER FARES AND BAGGAGE CHARGES

**Section 8**

This order shall apply to all the passenger fares, both interstate and intrastate of the railroads under Federal control. No existing fare equal to or in excess of three (3) cents per mile shall be reduced. All fares now constructed on a lower basis than three (3) cents per mile shall be advanced to the basis of three (3) cents per mile. All fares which are on a lower basis than the said existing or advanced fares, as the case may be, such as mileage or excursion tickets shall be discontinued. These requirements are subject to the following exceptions:

(a) The provisions of sections 1 and 22 of the act to regulate commerce, which authorize free or reduced fares in transportation may be observed, except

First. That no mileage ticket shall be issued at a rate that will afford a lower rate than the regular one-way tariff rate, and except

Second. That excursion tickets may be issued only to the extent and on the terms set forth in paragraphs (b) and (c) below:

(b) Round-trip tourist fares shall be established on a just and reasonable basis bearing proper relation to the one-way fares authorized by this order, and tariffs governing same shall be filed as promptly as possible with the Interstate Commerce Commission.

(c) For the National Encampment of the Grand Army of the Republic and auxiliary and allied organizations at Portland, Ore., in 1918, and for the United Confederate Veterans' Reunion, auxiliary and allied organizations at Tulsa, Okla., in 1918, a rate of one cent per mile in each direction via direct route shall be authorized and confirmed by certificate of identification to the membership of these organizations and members of their immediate families. For the various State meetings of these organizations held during the year 1918, fares shall be authorized under like conditions on basis of two (2) cents per mile in each direction, and confined to limits of the State in which the meeting is held.

(d) Where public convenience will be served thereby, subject to the approval of the director general, fares determined by the short line may be applied over longer practicable routes.

(e) Officers, enlisted men and nurses of the United States army, navy and marine corps, when traveling in uniform at own expense, shall be granted the privilege of purchasing passage tickets at one-third (1-3) the regular one-way fare, via route of ticket, applicable in coach, parlor or sleeping car, as the case may be; when on furlough or official leave of absence, except that this reduced fare shall not be granted on short-term passes from camps or when on liberty from ships or stations to nearby cities.

Applicants for such tickets shall be required to submit for inspection of ticket agent, military, furlough or other official form of leave of absence and to surrender to ticket agent a furlough fare certificate signed by a commanding officer.

(f) Children under five years of age, when accompanied by parent or guardian, shall be carried free; children five years and under twelve years of age shall be charged half-fare.

**Section 9**

Commutation fares shall be advanced 10 per cent. Commutation fares shall be construed to include all form of transportation designed for suburban travel and for the use of those who have daily or frequent occasion to travel between their homes and places of employment or educational institutions.

**Section 10**

Passengers traveling in standard sleeping cars and parlor cars shall be required to pay an additional passage charge of 16 2-3 per cent of the normal one-way fare, and passengers traveling in tourist sleeping cars an additional passage charge of 8 1-3 per cent of the normal one-way fare. The foregoing charges are in addition to those required for the occupancy of berths in sleeping cars or seats in parlor cars.

**Section 11**

The following minimum number of tickets of the class good for passage in sleeping or parlor cars shall be required for occupancy of drawing rooms, compartments or sections in parlor or sleeping cars:

Two adult tickets for a drawing room in a sleeping car.

Two adult tickets for a compartment.

One and one-half adult tickets for a section.

Five adult tickets for exclusive occupancy of drawing room in a parlor car.

**Section 12**

Passenger fares or charges for accommodation and transportation of passengers entirely by water, or partly by water and partly by rail, shall be increased proportionately with fares and charges for the transportation of passengers via rail.

**Section 13**

The basis for computing charges for excess baggage transported under tariffs effective [illegible] shall be sixteen and two-thirds (16 2-3) per cent of the normal one-way passenger fare, with minimum of fifteen (15) cents per 100 pounds and minimum collection of twenty-five (25) cents per shipment.

**Section 14**

Tickets purchased prior to June 10, 1918, will not be honored for passage on and after that date except:

(a) Passengers en route on June 10, 1918, on one-way tickets will be carried to destination by continuous passage without additional charge.

(b) Round-trip tickets, portion of which have been used prior to June 10, 1918, or held by passengers en route on June 10, 1918, shall be honored in accordance with original tariff conditions under which sold without additional payment except that they shall be subject to the same requirements as one-way tickets in respect of additional payment for passage in sleeping or parlor cars, as prescribed in Section 10.

Tickets made invalid for passage by this order will be redeemed from original purchasers as follows:

Unused tickets will be redeemed at amount paid therefor.

Partially used one-way tickets will be redeemed by charging tariff fare at time of journey for portion used and refunding difference between such amount and fare at which sold.

In redemption of mileage, scrip or credential forms the purchaser shall be given the benefit for the distance traveled of a [illegible] basis proportionate to that which would have applied had the entire book been used according to its contract.

**Section 15**

All passenger fares lower than those hereinbefore prescribed, such as mileage, party, seasonable, immigrant, convention, excursion and tourist fares shall be discontinued until further notice, except that tourist fares shall be reestablished as prescribed in Section 8, paragraph (b) hereof.

**Section 16**

Tariff provisions intended to assure the long haul to carriers and which prevent the free interchange of traffic shall be eliminated.

**Section 17**

Stopovers on one-way tickets, side trips at free or reduced fares, discounts by use of express baggage permits [illegible] money coupon books and the use of one-way tickets bearing limit in excess of time necessary to make trip by continuous passage, shall be discontinued.

**Section 18**

Optional routes may be used only when specified in tariff.

**Section 19**

In publishing fares and charges under this order, tariffs may be used which increase the present fares by fixed percentage to bring them to the bases authorized herein, even though the actual fares so constructed may be fractionally more or less than three (3) cents per mile.

GENERAL

**Section 20**

Where the Interstate Commerce Commission prior to the date hereof has authorized or prescribed rates, fares and charges which have not been published at the date of this order, the rates, fares or charges initially established hereunder by applying the increase herein prescribed to the existing or published rates, fares or charges, may be subsequently revised by applying the increase prescribed herein to the rates, fares and charges so authorized or prescribed by the Interstate Commerce Commission.

**Section 21**

All schedules, viz: tariffs and supplements, published under the provisions of this order shall bear on the title page the following, in bold face type:

The *rates made effective by this schedule are initiated by the President of the United States through the Director General, United States railroad administration and apply to both interstate and intrastate traffic.

This schedule is published and filed on one day's notice with the Interstate Commerce Commission under general order No. 28 of the Director General, United States railroad administration, dated May 25, 1918.

*In passenger tariffs use word "fares."

On baggage tariffs use word "charges."

**Hospital Directors Elected**

**Lancaster, Pa.**, May 27.—The newly elected board of directors of St. Joseph's Hospital, Lancaster, includes Chief Justice J. Hay Brown, of the State Supreme Court, and Lieutenant Governor Frank B. McClain.

## DAY COACH RIDES AT PULLMAN RATE

### McAdoo Order Makes Philadelphia-New York Trip Cost $2.92

### NOW $2.98 IN CHAIR CARS

### Increase Is Half Cent a Mile in Addition to War Taxes

The new railroad fare order issued by Director General McAdoo means to Philadelphians that, beginning June 10, they will pay virtually as much for riding in day coaches as they do now in Pullman cars.

It means a straight increase of a half cent a mile for all travel, and one cent a mile when Pullman cars are used. This is in addition to the present war taxes.

The ride between New York and Philadelphia—the one most used by Philadelphians—is a good example.

The actual difference is only six cents in favor of the new rate. With all war taxes paid a Philadelphian may now travel to New York in ease at the rate of $2.98 a head. On and after June 10 he will have to pay $2.92 and confine himself to a seat in a day coach.

**How New Rate Is Figured**

Should said traveler desire the luxury of the parlor car under the new rates he will have to pay $3.91 for the trip, or $1.02 for the extra privilege. The present chair fare with war tax added is fifty-five cents.

It figures out thus:

The present fare is two and a half cents a mile with 8 per cent war tax added. A Pullman chair cost fifty cents with 10 per cent war tax added. This made the railroad fare $2.43 for railroad fare and fifty-five cents for Pullman or a total of $2.98.

Under the new order the straight fare will be three cents a mile or $2.70, with 8 per cent war tax, bringing it to $2.92. To ride in a parlor car will cost three and a half cents a mile plus 8 per cent war tax in addition to the fifty-five cent chair charge. This will make the railroad fare $2.99, or a total of $3.91.

**Sleeper Tolls Increase**

To ride in a lower berth on the midnight sleeper now costs $4.05 one way. The new rate will be $5.04.

Incidentally the pre-war rate for the ride to New York was $2.25 in a day coach; $2.75 in a parlor car, and $3.75 in a lower berth on the midnight sleeper. This means an approximate "war cost" increase of 30 per cent for the day coach; 17 per cent for the parlor car and 35 per cent for the lower berth.

## SURGEONS OF IRELAND HONOR MAJOR CUSHING

### Honorary Fellowship Conferred on Officer of American Medical Service in Europe

*Special Cable to Evening Public Ledger*

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**Dublin**, May 27.—Honorary fellowship in the Royal College of Surgeons of Ireland was conferred upon Major Harvey Cushing, of the American medical service in Europe, Field Marshal French being present. Thanking the college, Major Cushing said America was in the war with both feet and would stay to the end. After a long wait, he said, America had discovered that Germany was an insane nation, but that there was a feeling in America that the nation should make up for what was thrown on the others while it was making up its mind to go in.

Ireland was the next country which would be in the war, he said. No finer work has been done than that by the Irish regiments north and south, he added.

## TAFT AND ROOSEVELT FRIENDS ONCE MORE

### Former Presidents Meet in Chicago Hotel, and Have Long Talk

### ARE CHEERED BY DINERS

Chicago, May 27.

Theodore Roosevelt and William Howard Taft, former Presidents of the United States, are friends again. They met in a Chicago hotel and held their first extended amicable conversation since the National Republican Convention of 1912. It was at that convention, held in Chicago, that the Progressive party was born and Colonel Roosevelt made the nominee after the Republicans had nominated Mr. Taft.

The meeting occurred in the dining room. Colonel Roosevelt was at dinner when Mr. Taft entered and made his way to the Colonel's table. The men gripped hands and smiled broadly while the other diners rose and cheered.

After the greeting the former Presidents sat down and engaged in animated conversation for half an hour. Finally as Mr. Taft rose to go they shook hands again, each seemingly in the best of spirits.

Neither the Colonel nor Mr. Taft would divulge the topic of conversation.

"Mr. Taft heard I was here and immediately came to see me," said Colonel Roosevelt. "We had a very enjoyable half hour's talk, and I am very happy to see him again."

Mr. Taft said:

"I heard the Colonel was here before I saw him. I missed the opportunity of seeing him at the time of the dinner to Marshal Joffre, in New York. I was very glad to see him this time."

The meeting followed the publication here of the news of their exchange of telegrams last winter, when Mr. Taft telegraphed a hope of the Colonel's speedy recovery while the latter lay ill in a New York hospital.

Mr. Taft is in Chicago to attend a meeting of the entire membership of the war labor board which today is to undertake settlement of several important labor controversies, including the differences between street car companies and their employes at Cleveland and Detroit. The joint chairmen will report to the board upon the advisability of taking up various other cases which they have investigated to determine whether the board should assume jurisdiction.

**150,000 Acres for Homesteads**

**Washington**, May 27.—Regulations opening to entry under the homestead laws about 150,000 acres of agricultural land in the Portland land district, Oregon, have been approved by the Interior Department.


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1115 Chestnut Street
Opposite Keith's Theatre

Georgette Hats

Summer's Newest Creations . $5.00 Positive $10.00 and $15.00 Values

A special purchase, enables us to quote this most unusually small price for millinery of individuality, newness and charm.

Georgette entirely or those combined with taffetas or straw crowns.

Mawson & DeMany
1115 Chestnut Street
Opposite Keith's Theatre

3 DAYS LEFT TO SAVE 50 PER CENT ON YOUR New Furs IN OUR REMOVAL SALE

Our New Location Will Be 1215 Chestnut Street

WE CANNOT urge upon you too strongly the importance of buying your new furs in this sale. Every piece of fur in our stock is reduced—and the reductions were made from last winter's prices, which are even lower than present wholesale costs.

*Purchases will be reserved in our Storage Vaults until next fall upon payment of a deposit, payments to be continued monthly.*

This Sale Closes Friday, May 31st—Don't Delay!

Fur Sets at Big Savings

| | Former Price | Special Price |
|---|---|---|
| Natural Raccoon | $45.00 | $27.50 |
| Taupe Fox | 59.00 | 29.50 |
| Black Fox | 80.00 | 47.50 |
| Nutria | 70.00 | 47.50 |
| Black Wolf | 85.00 | 54.50 |
| Taupe Wolf | 95.00 | 59.50 |
| Kamchatka Wolf | 95.00 | 59.50 |
| Kamchatka Fox | 98.50 | 67.50 |
| Hudson Seal | 98.50 | 67.50 |
| Red Fox | 98.50 | 67.50 |
| Pointed Fox | 110.00 | 69.50 |
| Beaver | 105.00 | 69.50 |
| Natural Squirrel | $110.00 | $74.50 |
| Taupe Lynx | 110.00 | 74.50 |
| Black Lynx | 135.00 | 89.50 |
| Skunk | 135.00 | 89.50 |
| Natural Mink | 135.00 | 94.50 |
| Moleskin | 145.00 | 98.50 |
| Russian Kolinsky | 145.00 | 98.50 |
| Cross Fox | 175.00 | 115.00 |
| Fisher | 245.00 | 165.00 |
| Natural Blue Fox | 345.00 | 225.00 |
| Hudson Bay Sable | 425.00 | 295.00 |
| Silver Fox | 525.00 | 345.00 |

Fur Coats

| | Former Price | Special Price |
|---|---|---|
| Marmot | $90.00 | $42.50 |
| Muskrat | 120.00 | 64.50 |
| Hudson Seal | 165.00 | 98.50 |
| Nutria | 195.00 | 125.00 |
| Hudson Seal | 225.00 | 145.00 |
| Raccoon | 260.00 | 175.00 |
| Hudson Seal | 265.00 | 185.00 |
| Leopard | 295.00 | 195.00 |
| Hudson Seal | 330.00 | 220.00 |
| Natural Squirrel | 365.00 | 245.00 |
| Moleskin | 395.00 | 275.00 |
| Moleskin Coats | 525.00 | 350.00 |
| Beaver | 695.00 | 475.00 |
| Natural Mink | 795.00 | 550.00 |

Hudson Seal or Nutria Muffs . . . $19.50
Reduced from $30.00

Fur Scarfs

| | Former Price | Special Price |
|---|---|---|
| Kamchatka Fox | $42.50 | $27.50 |
| Taupe Fox | 42.50 | 27.50 |
| Natural Squirrel | 49.50 | 32.50 |
| Nutria | 55.00 | 34.50 |
| Black Lynx | 70.00 | 47.50 |
| White Fox | 70.00 | 47.50 |
| Hudson Seal | 80.00 | 49.50 |
| Slate Fox | 75.00 | 52.50 |
| Russian Kolinsky | 90.00 | 54.50 |
| Jap Kolinsky | 95.00 | 59.50 |
| Mole | 105.00 | 69.50 |
| Cross Fox | 110.00 | 74.50 |
| Mink | 145.00 | 98.50 |
| Silver Fox | 395.00 | 265.00 |

Wolf Scarfs . . . $16.50
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Choice of black, taupe, Poiret or battleship.

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