EXPRESS CHARGES TO YIELD MILLIONS MORE

Increased Rates Will Soon Go Into Effect in U. S.

NEW REVENUE $24,000,000

Half of Amount Will Cover Wage Advances of Company and Rest Will Go to Railrads.

WASHINGTON, Oct. 26.—New express rates involving average increases of about 10 per cent, applied mainly in short hauls, will be initiated shortly by the American Railway Express Company, with the approval of Director-General McAdoo to raise $24,000,000 added revenue. Half of the amount will go to the express company to meet contemplated wage advances and the other half to the railroads for transporting express matter.

The Interstate Commerce Commission today approved the methods of applying higher rates, but suggested that some plan should be worked out between the company and the railroad administration to give all the added revenue to the company instead of dividing it with the railroads, according to terms of the existing contract.

Director-General McAdoo tonight announced that the suggestion would not be followed on the ground that the railroads are entitled to a proportionate share of any new revenue on account of the higher cost of hauling express shipments. The railroads now receive 50½ per cent of every dollar received by the express company for transportation.

The express company will proceed immediately to raise charges, but these rates will be subject to review by the Interstate Commerce Commission on complaint of shippers.

This new rate would be a maximum of 17 cents per 100 pounds higher on first-class shipments and 12 cents on second-class, in so-called first zones, or short hauls, generally less than 100 miles.

For longer hauls, first and second-class rates would be advanced 12 and 8 cents a hundred pounds, respectively, as maximum. In addition, 10 cents per hundred pounds, regardless of distance, would be added to commodity rates.

The express company has estimated that of the $23,679,000, which the proposed rates should produce, $17,037,000, or more than two-thirds, would come from transportation in the first zone.

The entire $24,780,000, which the express company would receive from the increased revenue, is to go to pay higher wages to employes who did not share in previous wage advances.

OISE-SERRE FRONT CAVES

(Continued From First Page.)

and a nearby hill. Along the northern edge of the Raismes forest, north of Valenciennes, the British have approached nearer the canalized portions of the Scheldt River. In this region they have captured the villages of Odomez and Maulde.

Between the Oise and the Aisne the French are making rapid stride: toward the important points of Marle and Montcornet. Along the railway southwest of Marle they have captured the village of Mortiers. Further east a big hole has been torn in the German defenses begun in 1917. Between Banogne and Herpy the French have driven forward toward Montcornet about two miles, on a front of between four and five miles.

German Losses Heavy.

The Germans continue to fight desperately to check the American troops along the vital front east and west of the Meuse. Their counter-attacks on both sides of the river have been repulsed, but the enemy continues to bombard the American line heavily. On the extreme western end the Americans have reinforced their hold on the hills in the southern portion of the Bourgogne wood, north of the Grand Pre.

In the last week the allied troops in France and Belgium have freed 400 square miles of territory from the grasp of the enemy. Paris estimates that in the last four days the Germans have suffered total casualties of 50,000, including 15,000 prisoners.

In the continuation of their attack between the Piave and the Brenta the Italians have captured more than 2000 prisoners in the last 24 hours, the Italian War Office reports.

Italians Extend Gains.

There was heavy fighting all day Friday northwest of Monte Grappa, but the Italians maintained their gains of Thursday and extended them somewhat. The strongly fortified height of Monte Pertica to the northwest was carried by the Italians.

LONDON, Oct. 26.—British troops have occupied the villages of Atres and Famars, south of Valenciennes, and have made progress along the Scheldt toward the outskirts of that town, Field Marshal Haig reports tonight.

The statement says:

"As a result of a successful operation commenced by us this morning south of Valenciennes we captured the villages of Artres and Famars, thus securing crossings of the River Rhonelle at the former place and pushing forward along the east bank of the Scheldt toward the southern outskirts of Valenciennes.

"A counter attack delivered by the enemy in the neighborhood of Englefontaine was repulsed. During the course of today's operations we took prisoner about 1000 Germans."

LONDON, Oct. 26.—British forces pressed forward between Valenciennes and Tournai, capturing Odomez and Maulde, north of Valenciennes. They also captured Mount Carmel hill and Englefontaine on the south.

French Take Zulte.

Operations in Belgium continue to develop favorably, according to an official statement issued at the War Office today, which says the French have carried Zulte, in spite of desperate resistance, while the British have occupied the village of Ingoyhelm and captured Ooteghem and are advancing toward the Scheldt River.

WITH THE BRITISH ARMY IN FRANCE, Oct. 26.—The Germans were fighting desperately today on the new line along the Scheldt Canal and the Rhonnelle River in the region of Valenciennes, to which they had been forced by the British encircling movement north and south of Valenciennes.

In the fighting Friday, the British made deep dents in the German defenses north and south of Valenciennes, in spite of the determined resistance of the enemy.

LONDON, Oct. 26.—The British have made further progress toward the Scheldt and have captured the village of Aveighem, southeast of Courtrai. This announcement was made in a supplementary statement issued by the War Office shortly before midnight.

WITH THE FRENCH ARMY IN FRANCE, Oct. 26, 2:20 P. M.—(By the Associated Press.)—The operations begun Thursday between the Oise and the Peron Rivers by General Debeny's army and on Friday by the fifth army northwest of Sissonne have gained considerably in violence and gradually are taking on the proportions of a great battle.

Strong Defenses Overcome.

General Giulaumat's forces, attacking from the right pocket north of Sissonne, of which the Mortiers-Merle line is the axis, has continued its advance, overcoming a series of obstacles quite as strong as any heretofore encountered. In the center, the village of Mortiers was captured and General Debeney's forces, attacking from the left, reached a point two miles east of Lucy.

The first army this morning took 800 prisoners and fighting continued intensely on the line of Hill 120, Hill 100, Cery farm, the village of Pleine-Selve, in which a violent infantry engagement took place, and Fremont Wood, to the east slope of Hill 115, which is only about two miles west of the river Peron, on a line east of Ribemont.

Mortiers, occupied by General Mangin, was one of the strong supporting points of the Hunding positions north of the Serre. The French troops all along the battle front have had to face newly strengthened positions, from behind which German artillery and machine guns are keeping up a heavy fire.

General Guillaumat's forces encountered five successive lines of wire, behind which were the same number of lines of trenches, fortified with concrete and deep armored shelters characteristic of the German field works.

The enemy's infantry, as well as his artillery, reacts violently wherever French troops make inroads into the German lines. Last evening the enemy counter-attacked with great energy in the neighborhood of the village of Petit Caumont, endeavoring unsuccessfully to drive Mangin's troops beyond the Souches. The tenth army maintained its positions and took prisoners and supplies.

The German counter attack in that region was precided by artillery preparation at the moment when the French troops were advancing to the attack. Mortieres constitutes an important bridgehead north of the Serre, the possession of which will facilitate further operations against the German position in that region.

PARIS, Oct. 26.—(Havas.)—The fall of Valenciennes is imminent, if it has not already occurred, the Petit Parisien says. "The stronghold of the second German line is gone, its center invested. It is the object of direct assaults and local outflanking movements which will soon smash it," the paper continues. "The operations of General Debeney's army north of Guise and those of General Mangin in the direction of Marle constituted an increasing danger. The Escaut line may be considered as lost, the Sambre line will be taken shortly. We can foresee that the enemy will retreat to the Meuse."

Huns Lack Material.

The Matin says: "The German army has no material, lacks munitions, has not sufficient reserves to continue a long battle and has no tanks with which to attack with spirit. The enemy rear is at a low level while the spirit at the front is bad. We would be false to our ideals if we failed to take advantage of the situation."

WITH THE BRITISH ARMY IN FRANCE AND BELGIUM, Oct. 26, 2 P. M.—(By the Associated Press.)—Heavy fighting continued today in the Valenciennes area, particularly along the Rhonelle River, south of that city. The enemy was battling grimly this morning to retard the British advance, which, from its speed, threatened to bottle up Valenciennes before its defenders could withdraw.

It seemed certain today that Valenciennes could not hold out much longer. Yesterday the British drove forward across the Le Quesnoy-Valenciennes Railway, the Germans being forced to withdraw from their strong positions and fall back to new defenses along the Rhonelle. Le Quesnoy was closely besieged this morning by the attacking forces.

Southward the British third army had pushed forward a considerable distance and forced its way through Engelfontaine after severe fighting.

The British attack north of Valenciennes yesterday had carried them forward to an average depth of two miles. The villages of Moen and Heestert were captured and Spichtestraat and Friech approached, and the troops which stormed Moen pushed on to the line of the river at Bossuvt and Autryve.

From statements of prisoners and liberated civilians it would appear that the Germans intended to hold along the present line around Valenciennes only long enough to complete the preparation of the defenses along the Maubeuge and Mons line, to which they will retire shortly.

OLD TIME RESUMES SWAY

Summer Daylight Saving Season for 1918 Is at End.

Today will be the longest of the year, 25 hours, for at 2 o'clock this morning daylight saving came to an end and time officially was changed back to the old schedule. Those timepieces which had not been turned back one hour last night when their owners retired were handicapped the hour at 2 o'clock this morning that they gained on the morning of March 31, when clocks and watches were set one hour ahead.

Persons who plan on boarding trains, cars and boats, or keeping appointments today, will do well to see that their timepieces are on the old schedule, else they may find themselves a whole hour ahead of time.

Double War Tax Burden.

Theatrical managers of Portland yesterday received word from Senator McNary that he would seek postponement of application of the double war tax until July, 1919. The theater men had telegraphed Senator McNary citing the financial losses they are suffering through the influenza epidemic, and asking that he take some action to delay application of the double war tax. Amusement houses now are paying 10 per cent war tax.

Winlock Girl to Be Nurse.

WINLOCK, Wash., Oct. 26.—(Special.)—Miss Selma Rinta, daughter of Mr. and Mrs. J. E. Rinta, of this place, is about to leave for Yakima, where she will begin training as nurse for overseas duty. Miss Rinta graduated from the Winlock High School last Spring, and immediately after her graduation she volunteered her services to Uncle Sam.

INDEPENDENCE OF 65 MILLION DECLARED

Oppressed of Middle Europe Ring New Liberty Bell.

YOKE OF KAISERISM BROKEN

New Democracy Born in Historic Hall at Philadelphia, Where Czechs and Associates Meet.

PHILADELPHIA, Oct. 26.—A newborn democracy was proclaimed here today for the 65,000,000 people of the oppressed nations of Middle Europe.

Assembled in Independence Hall the accredited representatives of these states promulgated a declaration of independence in the very chamber in which the declaration of 1776 was read by the colonists.

To proclaim fittingly that the 18 Slav states of the German Emperor's once subservient Mittel Europa have shaken off the yoke of domination, the mid-European union had a new liberty bell cast and unfurled a new national flag alongside the Stars and Stripes on the roof of Independence Hall.

As the new bell pealed, Professor Masaryk, president of the mid-Europe union, read the declaration from the steps of America's birthplace of freedom. Previously the document had been signed by the representatives of the new federation composed of Czecho-Slovaks, Ukrainians, Lithuanians and Jugo-Slavs.

Historic Bell Reproduced.

"Liberty for all the world and all the inhabitants thereof" is inscribed on the new liberty bell, which is a reproduction of the bell that rang out America's declaration of independence.

Following is the text of the declaration of independence:

"In convention assembled at Independence Hall, Philadelphia, Pennsylvania, United States of America, on October 26, 1918, we, representing together more than 50,000,000 people constituting a chain of nations lying between the Baltic, the Adriatic and the Black Seas, comprising Czecho-Slovaks, Poles, Jugo-Slavs, Ukrainians, Uhroh-Russians, Lithuanians, Roumanians, Italian-Irredentists, Unredeemed Greeks, Albanians and Zionists, wholly or partly subject to alien dominion, deeply appreciating the aid and assistance given our peoples by the Government and people of America and of the entente allies, on behalf of ourselves and our brethren at home, do hereby solemnly declare that we place our all—people and resources—at the disposal of our allies for use against our common enemy, and in order that the whole world may know what we deem are the essential and fundamental doctrines which shall be embodied in the constitutions hereafter adopted by the people of our respective independent nations, as well as the purposes which shall govern our common united action, we accept and subscribe to the following as basic principles for all free peoples:

Consent of Governed Supreme.

"1. That all governments derive their just power from the consent of the governed.

"2. That it is the inalienable right of every people to organize their own government on such principles and in such form as they believe will best promote their welfare, safety and happiness.

"3. That the free and natural development of the ideals of any state should be allowed to pursue their normal and unhindered course unless such course harms or threatens the common interest of all.

"4. That there should be no secret diplomacy and all proposed treaties and agreements between nations should be made public prior to their adoption and ratification.

"5. That we believe our peoples, having kindred ideals and purposes, should co-ordinate their efforts to insure the liberties of their individual nations for the furtherance of their common welfare, provided such a union contributes to the peace and welfare of the world.

League of Nations Indorsed.

"6. That there should be formed a league of the nations of the world in a common and binding agreement for genuine and practical co-operation to secure justice, and therefore peace, among nations.

"The signers of this declaration, and representatives of our independent people who may subscribe their names hereunto, do hereby pledge on behalf of their respective nations that they will unitedly strive to the end that these wrongs shall be righted, that the sufferings of the world war shall not have been in vain, and that the principles here set forth shall be incorporated in the organic laws of whatever governments our respective peoples may hereafter establish."

PASSENGER LIST IS SENT

(Continued From First Page.)

R. C. Haws, Vancouver, chief engineer river steamer Casca.

P. Vint, Vancouver, second engineer Casca.

Captain J. F. Douglas, New Westminster, B. C., master Yukon River steamer.

Mrs. W. C. Carr, wife White Horse miner.

George Hewey, fireman, Casca.

A. D. Lewis, purser, Casca.

E. G Wheelden, deckhand, Casca.

Thomas Wishart, Iditarod, miner.

J. M. Colver, Iditarod.

Mr. and Mrs. W. H. McDonald, Dawson. McDonald is a freight contractor and was bringing horses to Vancouver.

Walton and Alton Barnes, Dawson, mining men.

Mrs. C. J. Perkins, Dawson.

W. C. Sharron, Dawson.

T. E. Thorson, Dawson, engineer Yukon Gold Company.

Oscar Beckman, Dawson, watchman Yukon Gold Company.

H. M. Bridges and wife, proprietors Yukonia Restaurant, Dawson.

John Patterson, Dawson, employe Yukon Gold Company.

A. R. McClean, employe Yukon Gold Company.

Fred Steinberg, has big mining holdings in Stewart River country of Yukon.

Frank Brown, employe Yukon Gold Company.

Captain N. Stewart, employe North American Trading & Transportation Company.

James Kirk, helper accompanying horse shipment.

Mrs. M. Vary and daughter, proprietors Dawson Laundry, en route to Prince Rupert, B. C., to engage in business.

The unidentified names on the list follow: Thomas Henessy, C. Castleman, Mr. and Mrs. A. D. Hinska, T. M. Turner, George L. Scholpeth, W. Harper and wife, F. W. Elliott, T. E. Sandford, W. H. Grove, I. Labrie, George R. Hendrix, A. W. McQueen, F. M. Bell and wife and two children, J. Laird, J. P. Anderson and wife, W. Murphy, J. G. Nichols, Eugene Meyers, James Dubois, J. F. Kelly, S. A. Nelson, O. Poppert, G. F. Mayhood, W. H. Smith, J. W. Hellwinkle, S. M. Dalby, M. Davis, F. L. Gibbs, C. Knutson, John Eyer, R. Young, T. D. Pobert, L. A. Hanson, W. L. Liber, Mario Colombra, John Schenck, Charles Guy, Jack Haines, Fred Buyer, B. Van Vlankenburg, C. W. Zylstr, J. Crone, G. M. Dano, Carl Headlund, E. Senff, A. H. Allison, G. S. Leavitt, H. Lawless, H. Bennett, H. Russell, E. Taggert, A. R. Garner, Charles Holmes, L. M. Lea, C. H. Lisson, Charles Craven, P. W. Peterson, Sam Chinquist, A. J. Greeny, B. Satonyer, Fred Smith, Joe Able, C. W. Barlow, O. B. Platt, L. E. Clark, Sam Kolones, J. Howard, T. Mabbins, Frank Wheeler, F. Aftaiken, Nick Peterson, W. P. Smith, W. P. Smith, Jr., Thomas Neilson, H. D. Vandecarr, R. H. Smith, N. G. Blythe, J. S. Scholm and wife, C. H. Wilkenson, J. Christeson, M. Stange, Tom Sinich, James Hallmark, W. M. McWaters, John McLeod, Mrs. James Hall, W. A. Foster, Alec McCloud, T. Kagawa, E. J. Johnson and wife, Mrs. Anna Lenez, George J. Baker, A. W. Kingall, A. Campbell, N. Stewart, T. L. Hoerinz, W. L. Idgett, A. S. Winkler, C. L. Queen, D. Williams, C. W. Allan, W. Barton, W. Wright, N. McCloud and wife, J. Maskell, William Haggerty, C. E. Kilway, R. McTavish, H. S. Tran, J. W. Brown, H. J. Kenyon, A. W. Anthony, R. Findley, V. King, George Shimida, A. H. Sutherland, J. J. Flannigan, Arthur Johnson, Sam Sorenson, H. Trucco, J. A. Clark, Thomas Milne, O. A. Galliovd, Thomas J. Collin, R. Hager, J. King, Leo Ryan, J. Trainor, A. Fleming, Mr. and Mrs. J. S. Smith and two children, C. E. Watson, C. S. Verril, G. C. Randolph.

Second class—L. Heinzer, Elmer Stitzel, Nino Climinton, H. Wrigle, R. M. Eston, Charles Nelson, Jim George, William Staples, Sam Brown, P. Kontes, E. M. Nelson, Joe Blate, O. C. Sawl, J. L. Clay, M. Moyer, P. McCaskey, M. H. Strupp, C. C. Faires, C. W. Porter, G. W. Wares, E. A. Wend, A. J. Smith, N. Dube, C. A. Paddock, G. M. Shiarlin, J. S. Buzl.

CAPTAIN LONG IN SERVICE

Nearly All Members of Sophia Crew Residents of Canada.

VANCOUVER, B. C., Oct. 26.—Nearly all the members of the Sophia's crew were Canadians.

Captain Locke, master, was one of the oldest navigators on the Northern Coast. Jerry Shaw was first officer, J. F. Gosse second officer and A. Murphy third officer. All four lived in Victoria. A. Alexander, of Vancouver, was chief engineer.

Other members of the crew who were aboard when the Sophia left on her last trip were:

C. Bedell, Victoria, purser; C. J. Black, Campbellford, Ont., freight clerk; D. M. Robinson, Vancouver, wireless operator; R. H. Galloway, Vancouver, second engineer; D. Ross, Vancouver, third engineer; J. G. Macey, Vancouver, fourth engineer; J. King, Vancouver, chief steward; J. Wood, Vancouver, barber; A. Cartwright, Vancouver, second steward; Miss H. Browning, Vancouver, stewardess.

The firemen, waiters and seamen, it is believed, were all from Canadian or Puget Sound ports. In addition, 11 Chinese were aboard.

Spraying of pulverized coal into the fire boxes of steamship boilers by a new process produces such intense heat that the ashes literally are melted and run down out of the way.