

STATES PROTEST INCREASED RATES GRAIN PRODUCTS

WASHINGTON, June 10.—Briefs against increased freight rates on grain and grain products, asked by the western railroads, were filed with the interstate commerce commission today by Clifford Thorne and the committee of state railroad and public utilities commission, representing Minnesota, Nebraska, Kansas, South Dakota, Oklahoma, Louisiana, Arizona, Arkansas, Colorado, Idaho, Montana, Nevada, New Mexico and Utah.

The argument denies flatly that railroad revenues have declined to a point where they can no longer make a profit on their investment, and declares that "if allowance is made for improper charges against operating expenses, the net operating revenues would be greatly increased."

The railroads it is argued, are not entitled to make earnings upon investments which they have made "largely in excess of the requirements of traffic." Taking the western roads as a whole, the argument holds they have not been losing revenues.

"Increases in rates should not be granted," continues the brief, "to all carriers involved, for the benefit of the weaker roads when it is not needed by the stronger roads."

The roads have failed to show that the proposed rates are just and reasonable, the brief argues, and the grain business of the roads shows a profit much in excess of the business in other commodities.

LOSS UP TO PRIZE COURT

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military interests. On the contrary, article 13 of the Prussian-American treaty of July 11, 1799, expressly reserves to the party at war the right to stop the carrying of contraband and to detain the contraband. It follows, then, that if it cannot be accomplished in any other way, the stopping of the supply may in the extreme case be effected by the destruction of the contraband and of the ship carrying it. As a matter of course, the obligation of the party at war to pay compensation to the parties interested of the neutral contracting party remains in force, whatever be the manner of stopping the supply.

Subject to Prize Court

"According to general principles of international law, any exercise of the right of control over trade in contraband is subject to the decision of the prize courts, even though such right may be restricted by special treaties. At the beginning of the present war Germany, pursuant to these principles established by prize court laws, has cases of the kind under consideration. The case of the William P. Frye is likewise subject to the provisions of the Prussian-American treaties, which contain no stipulation as to how the amount of the compensation provided by article 13 of the treaties cited is to be fixed.

"The German government therefore complies with its treaty obligations to a full extent when the prize courts instituted by it in accordance with international law proceed in pursuance to the treaty stipulation and thus award the Americans interested an equitable indemnity. There would therefore be no foundation for a claim of the American government unless the prize court should not grant indemnity in accordance with the treaty; in such event, however, the German government would not hesitate to arrange for equitable indemnity, notwithstanding.

Prize Court Essential

"For the most prize proceedings of the case of the Frye are indispensable, apart from the American claims, for the reason that other claims of the neutral and enemy interested parties are to be considered in the matter.

"As was stated in the note of April 4 last, the prize court should have to decide the question whether the destruction of the ship and cargo was legal, whether and under what conditions the property sunk was liable to confiscation and to whom and in what amount indemnity is to be paid, provided application therefor is received.

"Since the decision of the prize court must first be awaited before any position is taken by the German government, the simplest way for the American interested parties to settle their claims would be to enter them in the competent records in accordance with the provision of the German code of prize proceedings.

"The undersigned begs to suggest that the ambassador bring the above to the knowledge of his government and avail himself, etc.

(Signed) "VON JAGOW,"
"Minister for foreign affairs."

BRITISH WOMEN BY THOUSANDS TAKE MEN'S JOBS

(Continued from page one)

Staid old Glasgow's population stared when the women in neat blue uniforms began to ring up the fares, but the testimony is unanimous that the new hands did their work efficiently and courteously. Various Dismal Jemmies predicted that at night drunken men or rowdies would make trouble for or get gay with the skirted conductors, but it appeared that they did not do either.

A famous London department store put women to work to drive its delivery wagons, operate its elevators and pack its goods, until nearly 1900 had taken men's places. The management had some misgivings about the delivery wagons. To know London, its districts and its insane labyrinth of streets, is a special branch of human attainment. Nevertheless it was recorded that the women drivers "seemed to learn more rapidly than men" and after a few days the men guides were withdrawn from the wagons.

The only difficulty that occurred had a comic opera flavor. In the garage the men, for a time, refused to work with the women. Inquiry showed that this was not a recrudescence of mediæval prejudice, as you might think, but something very different. One gentleman explained it. "Why, see here, you know," says he, "I'm a married man and I ain't looking for trouble at home, you know!"

Women Not So Tired at End of Day

In the sorting and packing department of this establishment nearly all the men's places were filled with women and the manager observed to his astonishment that the women did not seem to be as tired at the end of the day as the men had been.

The government itself set an example. About 200 women took the places of men in the war department, forty displaced men in the census office, and about fifty in the board of trade. "Notwithstanding the numbers who have already enlisted," read one appeal, "there are hundreds if not thousands of men of recruitable age (in the government offices) whose work is largely of a routine character, and whose places could well be filled by educated women of the middle class."

This met with immediate response and 320 women stepped into additional places that had always been filled by men.

Many women, having some knowledge of automobiles, wanted to operate taxicabs. The slow old home office, the duller corner of the government, declined to issue licenses. Women never had run taxicabs; therefore they never should. At the same time, however, women were operating motor vans and without apparent difficulty.

About 4000 women offered themselves to work on farms, and in the north particularly hundreds of them were engaged in the spring planting. The board of agriculture instituted special farm training for women.

Took Over Government Jobs Also

Perhaps the government never thought of the fact that if women drove men out of employment there would be a larger chance of enlistments and perhaps it did. But there is no doubt this point did not escape the attention of many employers. Those that were interested in helping on enlistments took advantage of it, and so did others that had an eye singly to their expense accounts. Women worked for smaller wages; if they took men's places, so much to the good. Business was business. But the hopeful sign is that so many of the women perceive the complex situation they are creating and prove that they are no children about essential economic principles.

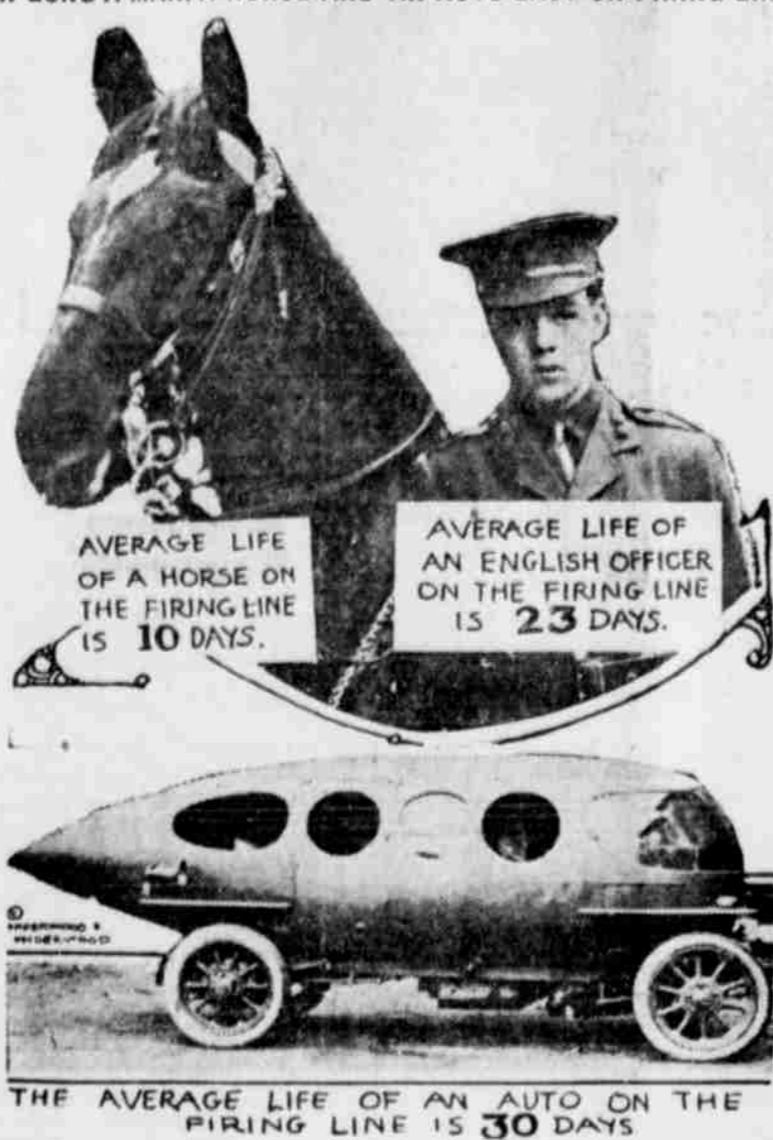
For instance, a few days ago there was called in London a great conference of these and other women to consider the whole war services for women scheme. The talk was of the plaintiff. One woman said flatly that for women to go to work in the way the government proposed, that is to say, unconditionally and on patriotic grounds was not good sense, nor, in the long run, good patriotism. "To work without conditions," said this clear-minded woman, "would not help the country, but only the great profit-making interests, which are already shamelessly exploiting the need of the nation," and undeniable fact that men speakers always skate around.

The conference adopted resolutions making these points:
Women Workers' Declaration of Independence

All women brought into industry under the war service should join labor unions.

No woman should work for less than an adequate living wage.
Where a woman does the same

HOW LONG A MAN, A HORSE AND AN AUTO LAST ON FIRING LINE



AVERAGE LIFE OF A HORSE ON THE FIRING LINE IS 10 DAYS.

AVERAGE LIFE OF AN ENGLISH OFFICER ON THE FIRING LINE IS 23 DAYS.

THE AVERAGE LIFE OF AN AUTO ON THE FIRING LINE IS 30 DAYS

The awful destruction of war has just been emphasized by the report of an investigation by the British war office which reveals that—

The average life of an officer on the firing line is twenty-three days.

work as a man she should receive the same wages:

If the government wants women to work it should give them suitable training and \$5 a week while being trained;

In readjustments after the war, men whose places had been taken by women should have the first claim for employment; and finally,

If women are good enough to be called upon to help the government in time of need they are good enough to be allowed to vote.

You see they are not to be fooled, those women.

There is no doubt that the economic problems raised by the rapid introduction of women in industry will be serious and difficult. Already many employers have admitted that the women they are employing in the places formerly held by men give such satisfactory service at lower wages that the propose to continue to employ women after the war is over. You can see what that will mean.

Meantime, some of the labor unions are likely to be shot to pieces and to that extent labor will be deprived of a defense slowly erected by three generations of toilsome effort. Multifarious are the payments that war exacts. It is no wonder that some of the labor leaders view the situation with forebodings.

But, anyway, when the government called upon women to come to its help it utterly repudiated for all time one dogma upon which the refusal of woman suffrage has been based. No longer can this government pretend that the family is the unit in society and the men represent that unit. Government has now proclaimed that the man and the woman are equal in their share of duty to the state; government cannot well pretend hereafter that the place of man and woman in the state ought to be different.

It is a revolutionary change.

AMERICAN YOUTHS ARE LURED TO ENLIST

WASHINGTON, June 10.—Representative Tague of Massachusetts today asked Acting Secretary Lansing to investigate charges that American youths taken in crews on British ships sailing from Boston later were induced to enlist in the British army. Mr. Tague said he had letters from parents who allege their sons had taken such a course.

Advertisement for Velvet tobacco featuring an illustration of a man and a pack of cigarettes. Text: "EXPERIENCE is a good school, but that ain't any excuse for always stayin' in the same class. When you're done tryin' out the 'pretty fair' smokes, try VELVET, the smoothest."

GERMAN PRESS DEMAND GERMANY REMAIN FIRM

BERLIN, June 10.—The Vorwarts and the Tages Zeitung are the only morning newspapers in Berlin which comment upon the resignation of William J. Bryan.

The Vorwarts says Mr. Bryan always has been an Utopian peace enthusiast and that his leaving the cabinet now means undoubtedly that the note in the form planned by President Wilson will not lack much of being an ultimatum to Germany. "We therefore have to do here with an event of the greatest importance," says the newspaper.

Count von Reventlow in the Tages Zeitung repeats that Germany cannot recede in any degree from the standpoint already taken, no matter what President Wilson's note may demand. Even the imputation that Germany could consider abandoning her submarine warfare, this writer declares, would be considered by the entire country as an insult.

The Post in its issue of today calls attention to the sailing of steamships with both munitions of war and passengers on board, saying in this connection:

"Our submarines must destroy these munitions, and whence they come and who does a good business in them is immaterial. If England does not hesitate to carry passengers on board the same ship with this war material it is not possible for us to fulfill our duties without destroying human lives. The responsibility for the mishaps rests on England alone."

ITALY CAPTURES MONOPLANE

(Continued from Page 1.)

ed beyond the frontier close to Enzarezgo Pass, at the foot of the Sasso di Stria. A victorious action was fought ten kilometres (about seven miles) north of Cortina d'Ampezzo. A piece of artillery remained in our hands.

"In the neighborhood of Montefiore fighting has been going on for several days for the important position of Freikopel, which the Austrians defended desperately. Our Alpine troops definitely took it on the evening of the 8th making 100 prisoners."

GRAND JURY PROBES LUSITANIA'S GUNS

NEW YORK, June 10.—Gustave Stahl, a German reservist, after testifying today before a federal grand jury, called to investigate allegations that the Lusitania was an armed vessel, was placed under arrest on a charge of perjury. It is understood that in his testimony he stuck to his story that there were guns on the Lusitania.

NEW YORK, June 10.—The federal grand jury convened today to investigate allegations that the Lusitania was an armed vessel when it left this port on its last voyage.

Gustav Stahl, a German reservist, who made an affidavit alleging he saw four six-inch guns on the Lusitania before she sailed, was the first witness called by Assistant United States District Attorney Roger R. Wood.

Stahl was found by special agents of the department of justice. It is understood the affidavit he made was not executed at the office of the German consulate here as first supposed, but was sworn to before a city notary.

CHICAGO STREET CAR MEN VOTE STRIKE

CHICAGO, June 10.—Belief that a strike of 14,500 surface car and elevated railroad employees in Chicago is inevitable increased today with the announcement that leaders of the unions declined at their meeting this morning to meet company representatives and discuss plans for arbitrating their differences. The employees ultimatum that their demand for wage increases and better working conditions be met by 9 o'clock tonight stands.

Mayor Thompson took cognizance of the deadlock this afternoon and called the heads of the unions into conference with him to find if some way to avert a strike could not be found.

RAID SUCCESSFUL BUT AIRSHIP LOST

VENICE, June 10.—Official announcement was made here today that the Italian airship Citta di Fierera was set on fire by its crew to avoid the Austrian aeroplane from above and to prevent its falling into the hands of Austrian torpedo boats pursuing it by sea. This step was not taken before the oil tanks of the dirigible were empty.

DE WIT PLEADS GUILTY; SEDITION

LONDON, June 10, 9:12 a. m.—General Christian de Wet, one of the leaders of the South African rebellion against Great Britain, pleaded not guilty to a charge of high treason, but guilty to a charge of sedition, at the opening yesterday of his trial at Bloemfontein, says a dispatch to the Reuter Telegram company.

Advertisement for Folger's Tea Sale. Includes text: "FOLGER'S TEA SALE", "GOLDEN GATE TEA", "O'NE WEEK ONLY AT GROCERS JUNE 7th to 12th, 1915", and a table of prices for various tea types like Ceylon-India, English Breakfast, Oolong, Japan, Gunpowder, and Black & Green.

Large advertisement for M. M. Department Store. Features text: "Spring and Summer Coats One-fourth Off", "M. M. DEPARTMENT STORE", "RELIABLE MERCHANDISE RELIABLE METHODS", and a list of clothing items and prices including coats, gloves, wash goods, suits, and shoes.