

BRITAIN PREPARING TO FIGHT ON TO END

Defeat of French Won't Mean End of War—"Peace on Our Terms."

KITCHENER LOOKS AHEAD Plans to Keep Up Fight by Building Up a Big, Efficient Army.

LONDON, Aug. 31.—The military correspondence of the London Times contains a recent issue of that paper a forecast of Lord Kitchener's plans for "seeing the country through this war." The correspondent begins by pointing out that the country is in for the greatest war in its history and that Lord Kitchener does not now find under his hand the means for waging war on a great scale.

It is not a matter of months, he says, that we have to go on, but it is a matter of years. We have no good reason to suppose that they have any other object in life than to crush us if they can. He continues: "France has already thrown the whole of her military might into the war, and we have no good reason to suppose that they have any other object in life than to crush us if they can."

Lord Kitchener's plan is to build up a big, efficient army. He is not a man who is easily discouraged. He is a man who is full of confidence. He is a man who is full of courage. He is a man who is full of determination. He is a man who is full of hope. He is a man who is full of faith. He is a man who is full of love. He is a man who is full of mercy. He is a man who is full of kindness. He is a man who is full of gentleness. He is a man who is full of peace. He is a man who is full of joy. He is a man who is full of life. He is a man who is full of hope. He is a man who is full of faith. He is a man who is full of love. He is a man who is full of mercy. He is a man who is full of kindness. He is a man who is full of gentleness. He is a man who is full of peace. He is a man who is full of joy. He is a man who is full of life.

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TO-DAY our clients are receiving \$420,000 as interest paid by us on the day when it is due. If a SURE income is wanted buy our Guaranteed Mortgages. LAWYERS MORTGAGE CO. RICHARD M. MURD, President. Capital & Surplus, \$8,750,000. 220 Liberty St., N.Y. 114 Montague St., N.Y.

CITY READY TO PAY \$12,000,000 ABROAD

Will Meet September Obligations to Foreign Holders of Issues.

It was announced yesterday, after several conferences of bankers, that the September obligations of New York, falling due in France and England and totalling between \$12,000,000 and \$15,000,000, would be met. No further details were forthcoming from the bankers who had attended the conference, but in foreign exchange circles it was rumored on good authority that the city had been persistently buying up exchange during the past ten days and had accumulated enough to enable it to meet its first obligations.

Bankers refused to discuss the steps to be taken to provide for the remaining obligations, but it was intimated that quarters hoped that American exports would be sufficient to cancel all the city's obligations or that some other way would be found to solve the difficulty.

The fact that the city has secured the exchange with which to meet its debts will lighten the worries of Comptroller Prendergast and the Wall Street bankers who within the last few days have been dealing to obtain the necessary exchange. It is generally admitted, however, that the time has not yet come when the city's representatives of several large banking institutions abroad approached Comptroller Prendergast and bankers here and abroad to discuss the matter.

Foreign exchange rates were slightly easier yesterday, demand sterling being quoted at 5.06 1/2 and cables at 5.07 1/2. The easier tone was generally attributed to the fact that most concerns are in individuals who have obligations maturing in Europe on September 1 have been able to get the necessary exchange, and the demand has been decreased. The continued grain shipments are believed to have helped toward the easier tone.

There is still a feeling that there may be a serious outlook in the foreign exchange market. Canadian banks are said to have disposed of practically all the exchange they possessed and are now turning to the market for bills to sell their grain bills to the New York banks. As New York funds are at a 2 per cent discount in Canada the shippers of grain are in a difficult position. It is said that the local banks are renewing their occasional time and call loans, but are discouraging applications for gold export in extraordinary instances.

One of the interesting features in the market is the fact that the foreign currency market has been very active for the past few days, and some of the foreign notes have been sold. The Bank of England is approaching a gold basis.

Four City Markets Open in War on High Prices

Head of Housewives League Calls on Women to Get Out the Family Baskets—Many Applications for Space Encourage the Promoters.

MEAT DEALER DENIES ANY PRICE AGREEMENT

Requests for space forwarded yesterday to the office of Borough Promoters. Marks indicate that plenty of foodstuffs will be offered for sale when the free public markets are opened this morning. Those who have arranged this plan for forcing down the prices of food are content with their arrangements and believe that the success or failure of the project depends solely upon the spirit of the purchasing public.

Mr. Julian Heath, president of the National Housewives League, which is the organization behind the project, advised that plenty of space has been secured, and that the project is being carried out. He said that the project is being carried out in a most efficient manner, and that the success of the project depends upon the spirit of the purchasing public.

He declared that there is the keenest kind of competition among the packers, but when he was asked why it is that in spite of this the price of beef is so high, he said that the price of beef is so high because of the fact that the packers are not willing to sell at a price which would result in a loss. He said that the packers are not willing to sell at a price which would result in a loss because they are not willing to sell at a price which would result in a loss.

Meats sold at Saturday's prices yesterday, large quantities on hand indicating that purchases are being made. Fresh fowl went up steadily falling off, and sold at retail for 18 to 22 cents a pound. Broilers sold at 22 cents and roasting chickens at 22 to 24 cents. Cabbages went up half a dollar a hundred at wholesale and sold at 5 to 6 cents a head at retail, as against 4 and 5 cents on Saturday. The wholesale price of lettuce dropped from 11 to 7 cents a crate, and the retail price dropped from 6 cents to 5 for two bunches.

Three and a half pounds of sugar sold yesterday for 22 to 27 cents, as against 22 to 27 cents for the same quantity yesterday. The wholesale price was 47 1/2 cents a barrel yesterday, and it will probably go to 47 to-day. The wholesale price of flour remained stationary, but the retail price went up, three and a half pounds selling yesterday for 14 to 17 cents, as against 13 and 15 cents last Saturday.

Mr. Baile said that 50 per cent of the 14,000 retail grocers in New York are making little money. He said that they are making little money because of the fact that the price of food is so high. He said that the price of food is so high because of the fact that the price of food is so high.

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BRITAIN OPPOSES GERMAN SHIP SALE

Purchase by U. S. Government or Private Interests Equally Objectionable.

FRANCE HOLDS SAME VIEW

England Might Seize Liners and Submit Question to Prize Court.

WASHINGTON, Aug. 31.—The United States Government now understands that it will meet with opposition both from Great Britain and France if any attempt is made to purchase a fleet of vessels from the North German Lloyd or the Hamburg-American line.

Sir Cecil Spring-Rice called at the State Department today, and while he did not lodge any protest by Great Britain, he communicated informally the views of his government on the reported intentions of the United States to acquire German vessels for use in building up a merchant marine.

This intimation of Great Britain's attitude, together with the more pronounced stand of the French Government, has brought the United States face to face with a situation which many here believed would develop when the proposal was first broached.

The attitude of Great Britain and France will be just the same toward any private interests that might buy and transfer the German flag to Hamburg-American fleet of merchantmen as it would be toward the United States Government itself. The prospect of a sale of this big vessel seems to be declining.

Great Britain has made it clear to the State Department that she does not want to obstruct any efforts by the United States to build up a merchant marine. There are, however, in her opinion, many questions which must be considered, each on its merits, and Great Britain will not attempt to lay down any general rule, but will seek to have each case stand on its own bottom.

If Great Britain refused to recognize the transfer of the German flag to the German flag, the United States would only recourse would be to seize them and carry the matter before an English prize court.

It was pointed out today that international law is absolutely without any precedent involving the transfer of a large fleet of vessels from one flag to another. Without any precedent for their guidance, the English prize courts probably would lean toward their interpretation of the facts and the law.

Great Britain believes that chiefly questions of neutrality will be involved in any wholesale transfer such as has been suggested in the case of the North German Lloyd and Hamburg-American lines. Furthermore, Great Britain is likely to raise the question of the German vessels now in American ports and therefore under the Declaration of London are not subject to seizure.

ENGLAND TO RELEASE AMERICAN CARGOES

Secretary Bryan Sends Encouraging Telegram to Grain Exporters.

\$12,000,000 IS TIED UP

Fleets of Wheat Ships Diverted to English Ports When the War Started.

Word was received yesterday that England is making preparations to release all cargoes of "diverted" ships which are not prizes of war. Secretary of State Bryan sent to telegraph to the effect that all British ships, in whatever seas they might be and no matter to which ports they might be consigned, should land at a "diverted" port. In pursuance of this grain ships for European countries promptly made for home ports, large fleets were stopped at Gibraltar, in the Channel, in the North Sea and other waters.

North American grain exporters who, with the banks, were the sufferers, promptly complained to Washington. It was pointed out that the British orders were that all cargoes so diverted should be sold at once by the port officers in the case of perishable goods or stored in the case of others. They did not know from whom they were to get their money, how much they were to get or when they were to get it.

Secretary Bryan's telegram was as follows: "The following telegram has been received from the American Ambassador at London: 'The British Government informs me that a special committee has been appointed to deal with all cases on their merits regarding the release of grain cargoes from American ships. The committee is communicating with the various representatives of American shippers and will be glad to hear from other such representatives as desire to approach them. It will sit daily at the Board of Trade, and all communications respecting the matter should be sent to its secretary, H. E. Money, harbor department, Board of Trade.'"

"No difficulty is anticipated in regard to the release of grain cargoes, which the question of prize does not arise." Exports of wheat from the United States were relatively light at all ports yesterday, the number of bushels going out of Atlantic ports being placed at 568,000, with 600,000 arriving from the interior. Interior cities received 2,708,000 bushels and shipped 1,630,000. North America shipped last week to Europe a total of 10,173,000 bushels of wheat out of 10,773,000 bushels received altogether. Argentina shipped the balance.

Prize courts in England continued to buy wheat in New York yesterday, paying cash for all purchases. The number of bushels purchased was not given.

Prize Court on Friday. It will Dispose of 250 Captured German Vessels. Special Cable Despatch to The Sun. LONDON, Aug. 31.—The Paymaster-General has realized \$1,500,000 by the immediate sale of cargoes of maize and barley, which arrived here in a heated condition.

The list of German ships captured and detained by the British navy is published by the Admiralty. It will set out the names of the ships, the dates of capture, and the names of the commanding officers. The list of German ships captured and detained by the British navy is published by the Admiralty. It will set out the names of the ships, the dates of capture, and the names of the commanding officers.

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We Don't Lose Interest When We Sell You Empire Tires. RED TIRES. When we make Empire Red Tires we aim to put 100% satisfaction into every one of them. If by one chance in a hundred dozen anything shortens the life of an Empire Red, we are on the job to see you 100% satisfied. And, believe us, we are human enough to want to keep in touch when you buy a Red Empire for your car. Watch it. If it doesn't go the limit of your expectation, we know you'll let us know. When you begin to run over 100% let us know. It makes us happy and we are being made happier every day.

REVENUE CUTTER FAILS TO FIND STEFANSSON

Hears Explorer Was Last Seen on April 23 Seventy Miles From Coast.

NOME, Alaska, via Seattle, Aug. 31.—The Revenue cutter Bear, which sailed from Nome on July 23 for Point Barrow and Wrangell Island to rescue American crews caught in the ice, reached Barrow on August 21 after a twelve days' struggle with heavy ice packs from Icy Cape north. It was learned at Point Barrow that Vilhjalmur Stefansson, discoverer of the inland Eskimo, left Martin Point on March 24 with nine men across the ice in a four-foot boat, their destination being Banks Land, a large island of the Arctic Archipelago. Stefansson established a station six miles off shore on the ice on March 25. The party left the station on the following day. A heavy easterly gale broke the ice in many directions. One member of the party, Hornald, was injured on the ice but was taken ashore before the break.

On April 23 four men reached the shore, having left Stefansson, the Anderson and Storösten in 70 degrees 40 minutes north, and 140 degrees 20 minutes west, which is estimated as being seventy miles from shore. Up to the middle of July the party had been rescued from Stefansson, and there is much apprehension as to the safety of his party. Dr. Anderson is at the mouth of the Mackenzie River.

The revenue cutter Bear left Point Barrow on August 22, skirted the ice packs as far south as Icy Cape, then went west from Wrangell Island to a point between 70 and 71 degrees point between 70 degrees and 71 degrees north. On August 24 it met heavy ice twenty miles east of Wrangell Island and was unable to reach the island owing to foggy weather and blinding snowstorms.

The Bear waited until August 27, when the weather increased in severity and its coal supply got so low that it was obliged to return to Nome to fill its bunkers.

PENNSYLVANIA RAISES MILEAGE BOOK RATES

Report for Seven Months of 1914 Shows Loss of More Than \$2,000,000.

PHILADELPHIA, Aug. 31.—The Pennsylvania Railroad Company today forwarded to the Interstate Commerce Commission the necessary notices providing that, beginning October 1, the charge for open and interchangeable mileage books shall be at the rate of two and one-quarter cents per mile instead of two cents, as heretofore.

This increase is made to carry out the suggestion of the Interstate Commerce Commission that additional revenue "demanded," as the commission says, "in the interests of both the general public and the railroad" should be obtained by carrying increases in freight rates. In its decision in the five per cent advance rate case the commission found it to be a fact that there had been a very general and substantial increase in railroad expenses, the commission saying: "It is probable in the case of every railroad showing a largely increased operating ratio that the increased ratio is due in large measure to its passenger service."

"The public is well aware," the commission says, "that although there has been no increase in passenger rates, there has been for many years past a constant improvement in passenger service. It is evident that very large expenditures have been made necessary to provide the steel cars, improved stations, automatic signals and other features which have added so pronouncedly to the comfort, safety and convenience of passengers."

"As the commission has now declared it to be a matter of public policy that each branch of the railroad service should contribute its proper share to the cost of operation and of return upon the property devoted to the use of the public," the Pennsylvania Railroad has decided to make certain other readjustments in passenger rates. These will be announced later.

PENNSYLVANIA SYSTEM INCOME CUT MILLIONS

Report for Seven Months of 1914 Shows Loss of More Than \$2,000,000.

The total operating income of the Pennsylvania system, which was reported for the seven months of 1914, January 1 to July 31, was \$1,553,937.74, or a decrease of \$1,023,303.74 from the figures of the same period in 1913. The total operating revenue amounted to \$2,027,558,121.07, or a decrease of \$1,745,102.93, and the total operating expenses were \$1,484,024,183.29, or a decrease of \$1,624,287.45.

The lines in the East for the period showed a total operating income of \$24,100,000, a decrease of \$2,100,000 from the same period in 1913. The total operating revenue was \$138,426,766.22, a decrease of \$9,856,874.30, and the total operating expenses were \$114,326,746.12, a decrease of \$4,000,000 from the corresponding period last year.

The lines in the West showed a total operating income of \$10,453,937.74, or an increase of \$1,023,303.74 from the same period in 1913. The total operating revenue was \$64,141,354.85, a decrease of \$8,888,228.63, and the total operating expenses were \$53,707,417.07, or a decrease of \$2,225,325.85.

During the month of July the total operating revenues of the lines East and West were \$2,057,719.80, a decrease of \$24,303.30 from the corresponding month of July; total operating expenses were \$1,462,990.46, a decrease of \$2,657,096.81, and total operating income, \$7,844,728.84, or a decrease of \$2,225,325.85.

RAILROADS TO INCREASE ONE CENT A MILE

Passenger Rates on Railroads Will Be Increased Within Next Thirty Days, It Is Said.

WASHINGTON, Aug. 31.—Passenger rates on railroads will be increased within the next thirty days, it is said. The suggestion was made in the recent decision of the Interstate Commerce Commission on the advanced rate case in which the commission set forth that the carriers were not compensatory, the carriers have agreed to make public and there will be a fair inquiry into the matter.

Comptroller Prendergast denied the statements of the union officials last night and challenged them to go before the governor with their evidence as soon as possible. He added that the facts will be made public and there will be a fair inquiry into the matter.

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BRING FUGITIVE FROM MAINE. Identified as Chauffeur for Brooklyn Gunmen. James Francis Kline, a public accountant living at Freeport, Me., was taken to Brooklyn yesterday from Blue Chest Me., where he was arrested on a warrant charging him with the abduction of a woman in connection with a shooting organization of which he was formerly treasurer. He was held in custody at the Manhattan avenue police court.

1915 Models Ready. Extraordinary Motor Car Value at a Profit-Sharing Price. CHANDLER \$1595. Compare the Chandler, part by part, feature by feature, with any of the other well known light weight cars. Compare workmanship and finish and equipment. Compare the six-cylinder experience of the manufacturers. Make thorough comparisons and you will appreciate the Chandler Company's profit-sharing price for the new 1915 Chandler.

NEW PASSENGER RATES. Railroads to Make Increase of One Cent a Mile. WASHINGTON, Aug. 31.—Passenger rates on railroads will be increased within the next thirty days, it is said. The suggestion was made in the recent decision of the Interstate Commerce Commission on the advanced rate case in which the commission set forth that the carriers were not compensatory, the carriers have agreed to make public and there will be a fair inquiry into the matter.

VEHICLES KILL 53 IN AUGUST. The National Highway Protective Society announced yesterday that fifty-three persons were killed in the streets of New York city in vehicular accidents in August, of that number twenty-six were children. Automobiles killed 29, wagons 13 and trolleys 11. Of the children 14 were under the age of five years and 11 were over five years of age. The majority of the fatalities occurred on Sundays.

9 Tires Average Official A.C.A. Mileage 6,760.4 Miles. Maximum Mileage Officially Recorded by A.C.A. 10,164 Miles. THIS official test, which started on March 28 and ended on August 18, was conducted for the purpose of officially demonstrating the mileage and service of PENNSYLVANIA Oilproof VACUUM CUP TIRES.

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Yachts. ARCADE, 207 W. 4th St. N.Y. City. HOOK & SEET, 372 Broadway. CLIFTON, 100 W. 4th St. N.Y. City. HOOK & SEET, 372 Broadway.

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