

Kurtz Bros.
\$550 88-Note
Player-Piano
Used only 2 months.
In excellent condition.
\$300
\$10 per Month
Free Music Rolls, Bench and Scarf.
Jazzing
13th and G Sts. N. W.
Hauling and Tuning. Pianos Rented

Work Done in 15 Minutes, While You Wait.
Men's Sewed Soles 50¢
Rubber Heels 35¢
Work Called For Delivered Free.
KLEIN'S RAPID SHOE REPAIR CO.
736 14th St.
Near N. Y. Ave., Phone Main 9848.
Branches: 714 9th St., 904 14th St.

If Your Hair is Falling Out we know of no better remedy than **Rexall "93" Hair Tonic**
A preparation which we gladly recommend to you. 50c a bottle.
O'Donnell's Drug Stores.

STEAMSHIPS.
LABOR DAY EXCURSION
TO
Old Point Comfort and Norfolk
\$4.00 ROUND TRIP
Tickets on Sale Sept. 3, 4, 5.
Good to Return until Sept. 7.
City Ticket Office, 731 16th St. N.W.
Woodward Building.
Norfolk and Washington Steamboat Company.

THE BEST VACATION
DELIGHTFUL CRUISES TO OR FROM
PANAMA CANAL AND CALIFORNIA
Large American Transatlantic Liners
"FINLAND" 22,000 Tons Displacement
From NEW YORK SEPT. 18, 10 A.M.
From SAN FRANCISCO SEPT. 10, 10 A.M.
To PANAMA CANAL - TO CALIFORNIA.
First Cabin, \$175 up.
Second Cabin, \$125 up.
Third Cabin, \$90 up.
Also Combination California Round Trip
Panama Canal and Return to New York.
PANAMA-PACIFIC LINE,
1906 F. N. W. Phone Main 1645.

CUNARD
Established 1840
EUROPE VIA NEW YORK
SAXONIA DEPARTS WEDNESDAY, SEPT. 5, 10 A.M.
ORDNA DEPARTS SATURDAY, SEPT. 25, 10 A.M.
TUSCANIA DEPARTS SATURDAY, OCT. 23, 10 A.M.
"The Route to Singapore"
ROUND THE WORLD TOURS
Through looking to all principal ports of the world.
COMPANY'S OFFICE, 21 24 STATE ST., N. Y.
GEO. W. MOSS, 617 14th St. N.W., Wash., D. C.

Potomac River Landings
BALTIMORE
Steamers leave 7th St. wharf for Baltimore and river points Monday, Wednesday and Saturday, 4 p.m. and Baltimore second wharf on Tuesday, Wednesday and Saturday, 5 p.m. arrive Washington second wharf on Tuesday, Wednesday, Friday, Saturday, Sunday and Monday, 8 a.m. Baltimore service first-class. Freight received until 3:45 p.m. on sailing days.
JOS. F. STEPHENSON, Agent.
Marland, Delaware and Virginia, Hwy. Co., Telephone No. 24.

FRENCH LINE
Compagnie Generale Transatlantique
POSTAL SERVICE
ESPAGNE Sept. 4, 3 p.m.
ROCHAMBEAU Sept. 11, 3 p.m.
CHICAGO Sept. 18, 3 p.m.
LA TOURNAI Sept. 25, 3 p.m.
FOR INFORMATION APPLY
Company's Office, 19 State St., N. Y.
Or F. O. WEDMAN, 1419 New York Ave., Washington.

NEW ZEALAND AUSTRALIA
Via HONGKONG AND SEVA.
Partial Passenger Steamers
"NIAGARA" 20,000 tons displacement.
"MAKURA" 15,000 tons displacement.
Sailing every 20 days from New York, N. Y.
Apply Canadian Pacific Railway, 1419 New York Ave., Washington, D. C. or to the Canadian Australasian Royal Mail Line, 440 Broadway St., Vancouver, B. C.

AFRICA BY UNION-CASTLE LINE
Sunderland & Son, Gen. Passenger Agents,
25 Broadway, N. Y.
For Any Steamship Ticket Agent.
For Your Vacation
Go To **BERMUDA**
5-Day Tour—All Expenses, \$45.50 Up
Unlimited Attractions for Vacationists.
Cruise the Middle Atlantic Coast Resorts.
Send for Low Rate Inclusive Tour Circular.
Twin Screw "Bermudian"
Satisfying—Speed—Comfort—Sails Alternate
on Wednesdays and Saturdays.
QUEBEC: 8, S. O., 32 Broadway, N. Y.
Or Any Local Ticket Agent.

FABRE LINES TO PARIS
SANT ANNA Sept. 7, PATRIA (new) Sept. 30
Via Avon, Lisbon and Gibraltar.
FOR INFORMATION APPLY
Jas. W. Sewell & Co., G. A., 11 State St., N. Y.

NATIONAL DEFENSE PROBLEMS.
X.—Lessons of the War.— Battleships.
By Frederic J. Haskin.

The man on the street is to be treated to a surprise when the reports which naval experts are to make to the President, and upon which the President will base recommendations to Congress, are made public. This surprise will be due to the fact that the naval authorities of the nations will say that the submarine is of little importance and that the dreadnaught still rules the waves.

This, the experts hold, is one of the big lessons of the war, but one that is not apparent to the casual observer. The submarine has been one of the most striking developments of the great conflict, has attracted more attention than any other of the new devices. Yet it has failed to materially interfere with the commerce of Great Britain or France or to have any effect upon their dominance of the seas. The ships of England have gone steadily from their harbors deep in it and the losses of vessels leaving British ports has been but two in a thousand. The British have sunk ships but have not lost a single one of them.

A path of the sea has been steadily kept open between England and France, and the British have transported their supplies and have gone forward in a constant stream. The loss of transports or fighting ships has been so slight as to amount to almost nothing.

Yet, the experts point out, the conditions roundabout England are ideally a vast advantage to submarine warfare. Germany has had her own home ports as a basis of operations, and the sea has been in easy reach of the German base. The same is true of the Italian ports with relation to Austria. Yet the submarine has proved itself but a wisp that could sting most agonizingly, but which could inflict no mortal wound.

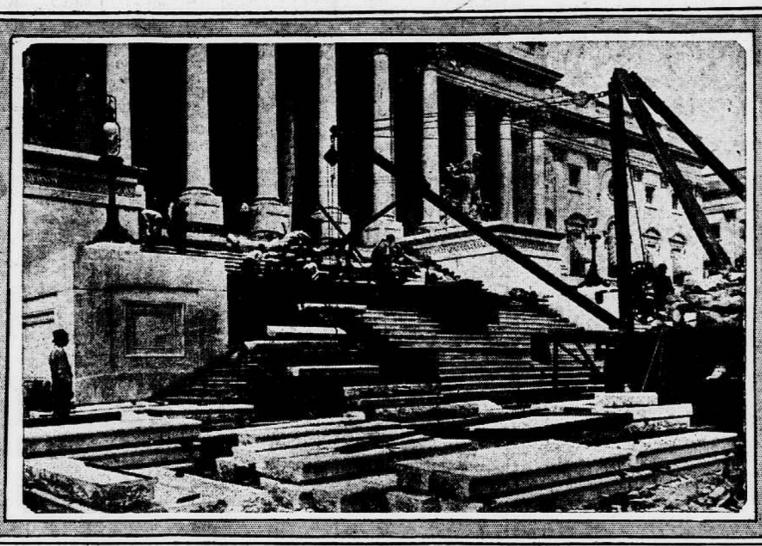
If submarines could not prove themselves a vital element in a war between European nations situated as are those engaged in the present conflict, it is said, that it would deserve little consideration as any conflict with any nation that could be considered an ambitious possible enemy.

The distance that lies between this country and any other that is at all powerful would render the submarine almost useless. It is around England that Uncle Sam would have little to fear from it.

Equally interesting is the expert opinion upon the part that the dreadnaught has played in the present war and upon its importance in the future. The big fighting craft have made so few spectacular appearances that the public has begun to say that the big ships are a thing of the past and that the submarine will be fought by submarines and small, fast cruisers.

With this opinion the experts most seriously question the value of the great victory of the war so far as it has been won by the battleship, almost without having fired a shot. The victory is the dominance of the seas. The battleships of Great Britain have bottled up Germany. They have prevented the hidden havens around Scotland or Ireland, or wherever they are, has prevented the German fleet from leaving its home ports. They have in this way made it possible that German merchant ships should be driven from the seas and that German trade should be entirely cut off.

REPLACING STONE STEPS ON EAST FRONT OF THE CAPITOL.



and those men will repeat the advice that they have given each year since 1902. There is, they will say, nothing in the present conflict that disproves the correctness of their old position. The nation should have forty-eight battleships in 1915, and the necessary auxiliaries to make up a well balanced fleet.

The second element in a well balanced fleet, in the opinion of the general board, is the destroyer. Whenever a battleship is put into commission, four destroyers should accompany it. These are the scouts of the fleet, the screens of the dreadnaughts. They do the work that is perhaps the most delicate in the navy of Europe, for the American fleet manages to get along without destroyers because they are not so nearly indispensable as are battleships or destroyers, and there is no money for trimmings.

The United States now has building a few great sea-going submarines that are believed to be the most ambitious machines of the kind in the world. The nation of the west usually leaps to the ultimate of the possibilities of a new development much quicker than do European countries. In a still nearer a score of coast defense submarines are now being built. These are of a much smaller type and are not intended to attempt the very difficult feat of operating with the fleet.

The general board has not so changed its view since it made its last official declaration on the character of the fleet, which was as follows:

"In the matter of battleships the general board remains of the opinion it has always held—that command of the seas can only be gained and held by vessels that can take and keep the sea in all times and in all weathers and overcome the strongest enemy vessels that may be brought against them. Other types are valuable and have their particular uses, all of which are indispensable but limited in character. But what has been true throughout all naval wars of the past, and what is equally true today, is that the backbone of any navy, that can command the sea consists of the strongest sea-going, sea-keeping ships of its day—its battleships."

The experts cite the fact that at the termination of the civil war the monitor was based on the future. But its limitations. The monitor once proved its limitations. When the de-

stroyer was first brought to a high degree of efficiency, with its torpedo tubes handy for the launching of those deadly missiles, with the possibility of stealing in upon the big ships in fog or darkness, it was hailed as sounding the death knell of the big ship. So with the submarine. Yet the big ship still survives and in it still lies the possibility of making the United States immune to attack.

The experts will warn the nation against the neglect of the development of this keystone of the fleet in favor of underwater craft.

Chaplain Brown to retire. Former "Rough Rider" Ends Active Army Career Tomorrow.

Jay. "He wouldn't call rain when we needed it so much, and now he's promising rain when there isn't a sign of it. I believe he made us all glad just to see us disappointed."



"I DON'T BELIEVE HE'D DO A THING LIKE THAT JUST TO MAKE US MORE MISERABLE," SAID PETER RABBIT.

now, and we can punish him for not calling rain before and for playing such a trick as this."

So sang Sticky-Toes the Tree Toad over in the Old Orchard, and all the little meadow and orchard and forest people rejoiced, for there had been no rain for so long that there was not one who did not suffer. But the hours slipped by and still jolly, round, bright Mr. Sun smiled as broadly as ever, and the heat was even greater than before, and there was no sign of rain. Any way, there was no sign that any one but Sticky-Toes could understand. You see he could feel in the air something that warned him that rain would come soon. He could feel it because Old Mother Nature has given him the power to feel it.

By and by, as there was no sign of rain that the other little people could see, they lost their good spirits and felt just as miserable as before. Indeed, you see they were disappointed as well as uncomfortable. Then they began to grumble, and pretty soon some of them began to say ugly things about Sticky-Toes because he had promised rain and there was no rain.

"He's played a trick on us, yes, sir, that's just what he's done," said Sammy Jay.

good news that he didn't see them until they reached the tree where he was and formed an angry circle around him. At least the feathered people did that. Those who could neither fly nor climb sat on the ground underneath and looked on. It was too late to even try to hide. Sticky-Toes broke off his call right in the middle and gulped very hard as he looked at the angry faces about him.

"What do you mean by fooling us in this way?" demanded Sammy Jay, telling an untruth! By making us all happy and glad only to make us more miserable than ever. By telling us that it is going to rain when there isn't a sign of rain," sputtered Sammy Jay. Now we are going to teach you a lesson you will never forget!" He darted at Sticky-Toes, and poor little Sticky-Toes escaped his sharp bill only by a sudden jump. Then the other birds followed Sammy's example, and it certainly looked as if this was to be the end of little Sticky-Toes the Tree Toad. It was just at this minute that Peter Rabbit looked up at the sky.

"There's a cloud," he cried, excitedly.

Everybody stopped to look. Sure enough there was a cloud. It was a very little one, but it was a cloud. While they were looking Sticky-Toes disappeared.

HUCKSTER IS DROWNED.
James Berrell and Outfit Swept Down Stream Near Hyattsville. Special Dispatch to The Star.
HYATTSVILLE, Md., August 31.—James Berrell, colored, a huckster, of Washington, was drowned in the Northwest branch, near here, yesterday afternoon, and the body has not yet been recovered. Berrell attempted to cross the stream at Highland avenue with a load of watermelons. When in the middle of the branch the swift current upset the wagon, throwing Berrell into the water. Dick Wood, colored, who witnessed the accident, threw Berrell a rope, but the drowned man missed it and sank. The wagon and horse were swept down stream about 400 yards.

The Wills
Of many prominent men and women name the Union Trust Company as executor and are placed for safekeeping in our vaults.
The example of these people can be profitably followed by every individual, whether his estate is large or small.
"THE BANK WHERE SAFETY IS FIRST, LAST AND ALWAYS"
UNION TRUST COMPANY
OF THE DISTRICT OF COLUMBIA
EDWARD J. STELLWAGEN, President
3% Interest Paid on Savings Accounts
2% Interest Paid on Checking Accounts
Capital and Surplus \$2,300,000.00

Palais Royal
New Hours 9 to 6
Beginning Tomorrow—
A. Lisner
ANOTHER SENSATIONAL SALE
Prices Values to
\$1, \$2, \$3 **Dresses** **\$12**
Last week's sale is fresh in the memory of hundreds of delighted—and disappointed visitors. In little more than three hours the entire remaining Summer Dresses here—385 of them—were disposed of. Twice as many more could have been sold. And now comes the purchase of as good and better dresses from the leading makers, supplying the Palais Royal.

Dresses Worth Up to \$12.00
By Actual Count **791** On Sale Tomorrow
Offered in Three Great Lots

LOT 1
\$1
On sale tomorrow morning promptly at 9 o'clock, 791 dresses including prizes worth \$10 and \$12.

LOT 2
\$2
The styles, the materials and the needlework will convince the most critical connoisseur that these dresses are something different, and every way superior to the garments usually found in "a sale."
It is not illogical—such values are only possible 'tween seasons—and note that the makers have to be a month or two ahead of a season. Thus these dresses you can wear out of doors all September and indoors at all seasons.

LOT 3
\$3
At \$1, \$2 and \$3, beginning tomorrow morning at 9 o'clock.

A. Lisner The Palais Royal G Street

HARRY KAUFMAN
1316-24 7th St. N.W. Inc.
Double Stamps Every Day Till Noon
10c Yard-wide Bleached Cambric
Good soft finish bleached cambric, full yard wide, good quality cotton.

FALL SUITS
Untrimmed Hats, \$1.98
Of Satin and Velvet
Combinations of black velvet facings and pink, white, purple and green crowns and brims, in pretty turned-up effects or straight sailor styles.

Trimmed Hats, \$3.98
Means at least \$1 saved.
The newest effects and prettiest modes are shown in this special line.
Save \$1 on downtown prices.

5c Handkerchiefs
2 1/2c
Women's or Children's Plain Hem Handkerchiefs, well made and soft finish, good size.

12 1/2c Women's Hose
8c
Women's Black Hose, with double sole, high spliced heel and reinforced garter top. Medium weight.

\$1 Waists, 55c
Summer Waists must go! Not one of these waists is worth less than \$1 and furthermore they were made to sell at this price. Volles, Lawns, Organdies, Handkercher Linens, Silk Mulls, Embroidered Volles, Lawns and Crepes.

\$1 & \$1.98 Summer Dresses, 69c
Beautiful lot and beautiful assortment of materials and styles. Sizes up to 44. Mostly 36 and 38.

8c Women's Vests, 5c
Women's Gause Vests, well made. Sizes 4, 5 and 6. Special, each, 5c.

29c Children's Rompers, 19c
Fancy Gingham and Plain Check Rompers, for children, from 4 to 7 years. Very special price and well made.

Timely Reductions on Men's Wear
Men's \$1.00 and \$1.50 Shirts 65c
50c Chambray Shirts, 3 for \$1.00 35c
Balbriggan Shirts and Drawers 15c
Men's 25c Hose, black, blue and slate, 3 for 30c 11c
Men's 50c Silk Neckwear 29c