

EASTERN RAILROADS ARE SEEKING INCREASE OF FIVE PER CENT

Formal Petition Will Go Before the Interstate Commerce Commission

LOW PRICE RECORDS MADE DURING WEEK

Norman B. Ream's Activity Draws Attention to One of Nation's Greatest Financiers Who Shuns the Spotlight

By W. G. NICHOLAS
New York, May 10.—(Special).—A factor of first importance has been introduced into the stock market situation by the eastern railroads in petitioning the interstate commerce commission for an increase of 5 per cent in freight rates. The petition will be filed on Monday, May 12, and an early date for a hearing asked for. The hope of railroads and Wall street is that a decision may be handed down near the beginning of the next fiscal year—July 1. The record of earnings and expenses for the past three years will be presented by the railroads, and every shred of information relating to the case will be placed at the disposal of the commissioners.

Most of the essential facts were brought out at the hearings in the wage arbitrations of the engineers and firemen, and have only to be crystallized and brought down to date. It is expected that the figures will show that since the railroads were denied the right to advance rates three years ago their annual expenses have increased approximately \$55,000,000 to \$70,000,000, while their increase of net has been small. Gross traffic has increased to a monumental total, but net profits on the business have not kept pace with the gross.

Expenses have eaten up the "velvet," and left the transportation companies in the hole. Excepting in the cases of a few rich systems they have not been able to keep up with the increasing demands of the public. The result in many instances is already seen in less efficiency. The roads are down to the bone in the matter of cash, and their credit has suffered correspondingly. Impairment of borrowing power has extended to the strong roads, and new capital can only be had by the heat of them on a 5 per cent basis. The three years' experience under existing rate conditions has established the fact that the railroads have been getting the worst of it. It is understood that a majority of the 32 railroads who join in the petition to the commission were strongly in favor of asking for a 10 per cent raise, and only consented to the smaller figure by the argument that if that much was demanded they would probably get nothing. This contest for the

right of railroads to earn money enough to pay their way will soon overshadow tariff and other issues as stock market news material.

Pacific Railroad Muddle

The Union Pacific-Southern Pacific muddle is apparently as far from being unscrambled as ever. It is one thing for the supreme court to decree a total dissolution of a billion dollar property that has been peacefully blended for years, and quite another thing to do it without virtual confiscation—a fact which has at last sunk deep into the Washington understanding since the Attorney General of two administrations futilely attempted the solution. To avoid a repetition of the Standard Oil and Tobacco Trust fiascos is the chief ambition of the department of justice. Fear that he may not be entirely able to do so is the fly in Mr. McReynolds' ointment, it is said. Meantime the puzzle remains unsolved and Wall street is guessing its head off and gambling wildly and blindly on results. One man's guess seems to be as good as another's. If Chairman Lovett, Mr. McReynolds, or any of the multi-millionaires and high-browed lawyers who are dealing the cards know any more than the farmer's boy, they have not as yet told anybody. At the same time there are rumors afloat to the effect that an impregnable powerful combination of kings of finance have banded together to "save the situation," if the real necessities should arise—a combine strong enough, so gossip has it, to raise \$125,000,000 as easily as the average citizen can raise a \$5 bill. There is an element of plausibility about this story to command a certain amount of respect—especially among those who can figure no other way of solving the queer enigma.

Nothing has so upset Wall street as this Hawaiian railroad puzzle. It is one of the principal factors that has delayed a resumption of speculative activity in the stock market. The specter is constantly before traders of a deluge of countless millions of dollars worth of stocks being dumped upon a helpless and panic-stricken situation by reason of the collapse of all efforts to solve a seemingly unsolvable proposition. The men who may finally take the problem of adjustment into their own strong and capable hands, are less concerned, however, than the nerve-shaken lightweights. The real giants of the street are sometimes slow to act, but they are dependable in emergencies. They and their kind have stopped many panics in the past and may be relied upon to prevent further catastrophes in the business world. "But how do you know?" asks the skeptic. "By the same rule of faith that inspired the man to bet that the sun would rise tomorrow morning—it always had risen," answered the wise man.

Low Price Records

Several low price records were made this week and in not a few cases stocks were sold at figures that looked strange, in view of past chartings. New York Central broke through par (99 1/2), Pennsylvania went down 11. New Haven struck 102 1/2, Union Pacific descended to 146 1/2, Southern Pacific to 93 1/2, Baltimore and Ohio to 97 1/2, Atchafalaya to 93 1/2, Louisville and Nashville to 131. The market action was full of contradictions and vagaries. A process of stern readjustment of values has been carried on. New York Central, which has long been popularly recognized as one of the great blue-chip stocks, and has been maintained on a basis that yielded only about 4 to 4 1/2 per cent on the investment, finally sought and found a 5 per cent level, at par—quite a novelty, and also a shock. New Haven, formerly a 15 per cent dividend payer, and for many years the lordly dispenser of 8 per cent (of which it earned 4 to 6 per cent) among 12 to 14,000 shareholders, admitted an inevitable reduction in dividends—an imminent misfortune which has been discounted in a straightaway decline of \$10 a share in a few weeks—days almost. The story of the mismanagement of the great New England system is filling acres of newspaper space, although it was years before any of them dared to publish the glaring facts. New Haven stood as a monument of stability and a fixed insurance of permanent income to thousands.

New England has been hard hit in the course of the past generation. It suffered staggering losses in the bank-ruptures that overwhelmed Union Pacific, Atchafalaya and Northern Pacific, among other enterprises. Hundreds of thousands were frozen out; other thousands paid assessments, "stuck it out" and got back their money. Only the end of a bank account and the foreclosure of the old homestead can shake the faith of the average "down easter" who invests his money in stocks and is a recipient of dividends on them in season and out for decades. The enormous losses in the properties mentioned have only been paralleled in part in recent years. New Haven setting the example. The recent gamble in Wall Street has been as to extent the most terrific indicated on the trustful "Yankees." But to offset their terrible and fabulous dividends distributed among shareholders in Hec-Hell, Copper and the Bell Telephone, through more than a generation, United Fruit is another more recent bonanza. So, after all, New England is in shape to stand punishment.

Norman B. Ream's Activity

One of the bits of gossip afloat in Wall street is to the effect that Mr. Norman B. Ream has been liquidating several cart loads of stocks and getting himself "strong in cash," a process which he usually follows when the situation does not suit him. Mr. Ream is one of the wealthiest men in the United States, a fact known to comparatively few. He was one of the late Mr. Morgan's closest personal friends, and was called into the confidential councils of the great banker more than any other man. One of Mr. Ream's specialties is the direction of finance committees of leading corporations in which he is a large stockholder. His field of activity in this direction is varied, and includes Chicago, Burlington and Quincy, National Biscuit, Pullman, Erie, Baltimore and Ohio, United States Steel, the Cincinnati Coal road, First National bank of Chicago, Harvester and about 30 others. He is well toward the front in the list of 12 capitalists in the directorates of corporations that represent a stock and bonded capitalization of more than \$6,000,000,000. In conjunction with Robert T. Lincoln, he administered the \$50,000,000 estate of the late George M. Pullman. Mr. Ream is believed to be worth around \$100,000,000. He made his first big start on the Chicago Board of Trade in 1881-8. In 1886 he helped P. D. Armour "buy" the famous Harper West corner. Mr. Ream is personally a striking figure, being almost a giant in stature, and like many other prominent financiers, shuns notoriety.

The government report on winter wheat fulfilled every favorable expectation, and the outlook for other farm crops is for a stupendous agricultural production. Bankers are already wondering where the money to finance the crops is to come from, and railroads are in a quandary as to whether they will have cars enough for the traffic. If Wall street conditions were normal the crop prospects already in view would advance the stock market sensationally. Witnesses in the street are saying that the longer a bull campaign is delayed the higher and faster prices will go. This opinion is generally prevalent.

Judson Jubilee Rates

Marion, May 10.—(Special).—The railroads are giving reduced special rates on account of the Judson jubilee in all the southern states, Cincinnati and Washington; tickets on sale May 13, 20, 21, good for return trip reaching home by midnight of May 23. They are not transferable; must be signed by the user, and must be punched and stamped by the agent in Marion before leaving that town for return home. Those coming are requested to let their home agent know three to five days in advance, so that he will be sure to have the special tickets on hand in time. These instructions are issued by the railroad, and those coming to the jubilee should notice them well.

HEAR GOVERNOR GLENN, BLOU THEATRE, TODAY 8 P. M.

A Clearing Out of All Suits

This is only one of the many attractions which awaits you here at the Style Store of Birmingham, "Saks," tomorrow and throughout this week.



Economies Beyond the Usual On These Distinctively Modish High Grade Suits

Silk Suits, Moires, Ratines, Whipcords, Eponges, Shephard Checks, Canton Crepes, Serges, Novelty Woolens and Mannish Worsteds

\$19.95
\$24.95
\$29.95
\$34.95
\$39.95

These Five Groups of Suits Represent the Cream of Styles

Are charmingly individual and extremely smart. Those of you who are making preparations for your summer outing, or your trip abroad could choose no better from the stocks of New York's smartest shops. You'll find reflected here the correct styles, the most wanted materials—the best tailoring—in our suits—and above all you'll find here our prices are much less than asked elsewhere for ordinary suits. Our suit sizes start with 14 size for little women who are hard to fit and go on in a perfect range of sizes to 46 for large women.

Womens' Dresses
Values \$7.50 & \$8.50
\$5.95

Simple street dresses, made of linens, ratines, pique and ramie as well as lingerie. In white and all the desirable summer shades. All neatly trimmed.

Voile & Finest Lingerie Dress
Priced at Almost Half

Our imported dresses that were formerly \$85 to \$100, now... \$55.00
All \$75 dresses, now... \$45.00
Other of the handsome gowns that still remain, will be sold this week at \$39.50, \$34.95, \$29.95 and \$24.95

SEPARATE SKIRTS

In all the New Models at \$5.95

Values \$7.50 and \$8.50. Come in blue, black, tans, grays and whites, in draped or plain styles.

Other Skirts

At \$7.50 and \$10.00

Values to \$15.00

Wash Skirts

In Bedford cords, linens, repps, or pique.

\$1.25 to \$5.95

THREE BIG SPECIALS

In Our Blouse Section Tomorrow
Prices \$2.50, \$3.50 & \$4.95

Values \$4.00, \$5.00 and \$7.50

The greatest display and Sale of Blouses this season. Voiles, Crepe, Silks, Lingerie, Linens and Dressy Blouses of lace and nets—all will feature in this Blouse sale here tomorrow. High or low necks, as well as mannish shirts.

The "Tango" Throw Coats at \$17.50

\$18.50, \$19.95, \$24.95 and up to \$34.95
Values \$25.00 to \$45.00

The newest and really one of the smartest coat models of the present season. It is hip length with long revers, extraordinarily large sleeves and postillion back. A very loose hanging garment which buttons to the side and is drawn tightly over the hips. A model which is odd without being freakish. A sort of happy medium between the too-too and just enough. A coat which will appeal to most women as a very clever variation on prevailing coat styles; all remarkable values at the present marked price.

The Materials and Colors Are As Follows:

Brocaded Ratines—in blue, tan, navy and white. Eponge in navy blues, tans, blacks or white. Crepe Meteors. These in blacks and navies only. Black Silk Poplins and Moires.

MOHAIR COATS FOR THE TOURISTS
ALSO LINEN COATS FOR AUTOING

Mohair Coats \$17.50, \$22.50 and \$25.00
Linen Coats \$3.95 and \$5.95

MISSES BALKAN MIDDIES

Of fine sailor drill—all white or trimmed in red or blue. Paul Jones make. Price \$1.50.

Tomorrow, Showers of Fresh Merchandise Will Usher in Saks' Annual Sale of Underwear

In the newer assortments assembled for tomorrow and all this week are scores of new styles which arrived too late for us to make this announcement for the first week of May—however you will profit by the tardiness of this sale, which was scheduled for the week just passed. A manufacturers' sale of Undermuslins gives us many advantages in making prices lower than competitors and gives you that same high quality you look to this store for.

Princess Slips 95c

VALUES \$1.25

These are unusual fine quality nainsook, all seams felled, and are trimmed in fine flat or round thread Val laces or of fine St. agll embroideries.

OTHER PRINCESS SLIPS—PRICED

\$1.50, \$1.95, \$2.50, \$3.50 to \$9.95

Ladies' Drawers

Special 25c, 39c, 50c, 59c and 75c

In open or closed styles, plain hemstitched tucked ruffles or trimmed in laces or embroidery.

Misses' Drawers

Special 25c, 39c and 50c

Children's Drawers

OF FINE MUSLINS

10c, 15c, 25c AND 50c—lace trimmed, late trimmed.

Dainty Princess Slips

For Children 4 to 14 Years

In styles like mother wears.

Prices 50c, 75c and \$1.00

Children's Underbodies
At 25c, 39c and 50c

Children's Gowns
50c, 75c and \$1.00

One Lot of French-American Gowns—Very Special at \$2.50

The hand embroidering on these Gowns was done by French peasants. They were made up in the workrooms of one of New York's best makers of women's undermuslins. Handsome yokes, large loose kimono sleeves, lace trimmed necks and sleeves. Gowns for which you'd pay \$3.50 to \$5.00 for if bought in a regular way. For the June bride this sale is especially timely.

Saks' Special Gowns at \$2.00

Another demonstration of wonderful values. Gowns which would be cheap for \$3.00, in slipovers that are elaborately trimmed in laces, ribbons and embroidery.

Other Gowns at 95c, \$1.25 and \$1.50

Trousseau Sets

In 3 and 4 piece sets, including hand made.

Special Prices \$10.00, \$12.50, \$14.95, \$18.50 to \$30.00 a Set

Saks' Show Complete Lines of the Famous Merode Hand Finished Knit Underwear In Union Suits or Separate Garments

Union Suits \$1.00, \$1.25 & \$1.50

Shirts 50c, 75c, \$1.00

Drawers 50c & 75c a pair

"SAKS"

25
Pounds
Pure Cane
Sugar
\$1.00

Tomorrow and all week with each \$1.00 purchase of tea, coffee, extracts, baking powder, spices, celery salt, curry powder, currants and Colgate's soaps. No checks or stamps with this sale.

Coffee prices—25c, 28c, 30c, 35c and 40c.
Tea prices—40c, 50c, 60c, 80c, \$1.00 lb.
Extracts prices—10c, 25c bottle.
Spices prices—10c, 15c, 50c a can.
Baking Powder—25c, 50c a can.
Currants, a package, 12c.
Celery Salt, a bottle, 15c.
Colgate's Soap, a box, 25c.

THE GREAT ATLANTIC-PACIFIC TEA CO.

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