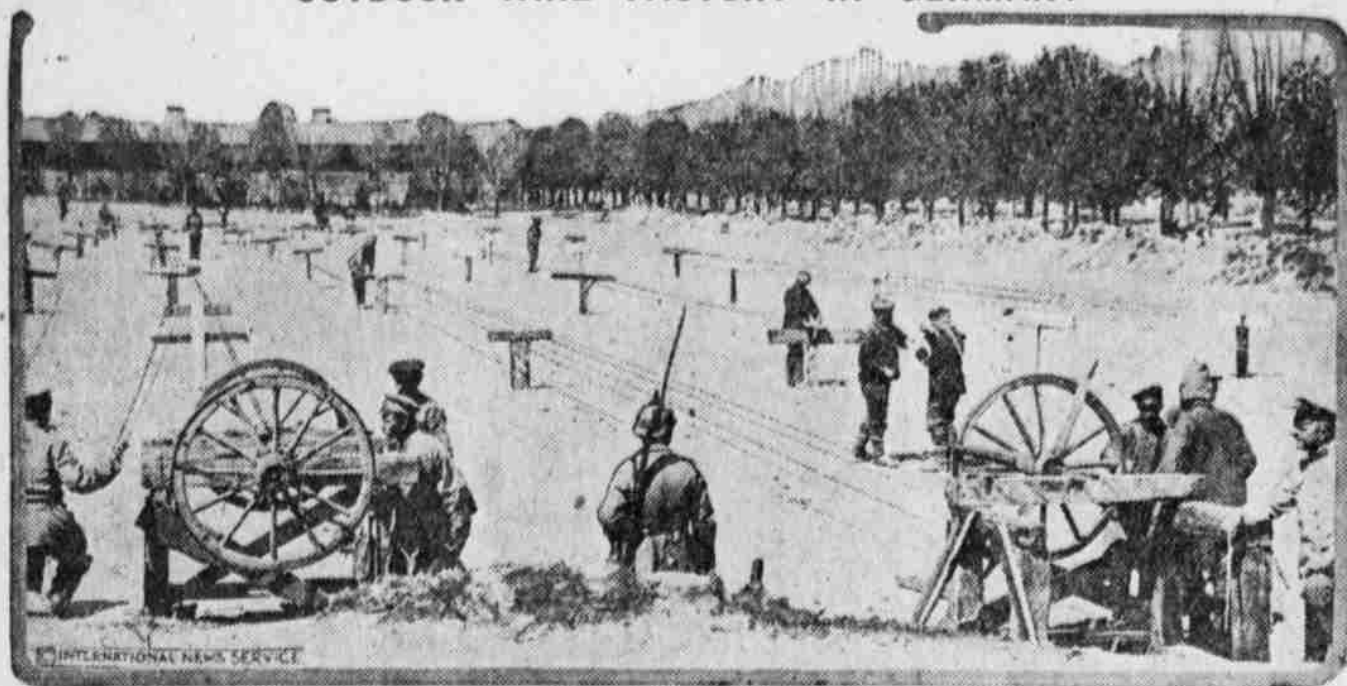


OUTDOOR WIRE FACTORY IN GERMANY



A temporary outdoor factory in Germany where Russian prisoners are at work manufacturing wire for the making of entanglements in front of trenches.

MOVING FRUITS AND VEGETABLES TO THE MARKET

Wholesale Distribution of Commodities Often Seems to Take Circuitous Route.

CAUSES OF LOSS AND WASTE

Economic Conditions Do Not Court Market Parasites—Consumers Demand More Elaborate and Efficient Service—Problem Is Difficult One.

(Prepared by the United States Department of Agriculture.)

Washington, D. C.—The present abundance of fresh vegetables and fruits brings with it the perennial necessity for their rapid, economical distribution and for encouraging a generous and steady consumption. The machinery for moving these food products is complex, and retail grocers are often accused of not following closely the wholesale market quotations; that in times of glutted markets they do not cut prices severely and aid in a rapid movement from producer to consumer. But the responsibility for slow and uneconomic movement into consumptive channels is difficult to trace. The large class of food distributors known as "middlemen" are often accused of levying, arbitrarily, a heavy tribute on all foodstuffs passing from the producer to the consumer. The attention of the public has been frequently directed to increased costs of products rather than service rendered. The new United States Department of Agriculture Bulletin, No. 267, "Methods of Wholesale Distribution of Fruits and Vegetables on Large Markets," does not indict the "middlemen" as a class, although it points out some of the abuses in the trade. As a matter of fact, says the department's specialists, when discussing the present marketing organization, economic laws would not permit the long-continued existence of a marketing agency which was solely a parasite.

Production Increases. Several important factors have contributed to the establishment of many middlemen as necessary agents in the present system of marketing. Production during the last decade has increased greatly, and improved methods and facilities for handling the increase have been introduced. Keeping pace with increased production has come the demand of consumers for more elaborate and efficient service. Scarcely is the fact considered that service can become a very expensive luxury. With the widening of the distance between the city and the sources of its fruit and vegetable supplies there has arisen the necessity for special agencies to meet the changed conditions.

The present distributive machinery, with all its strong points and its weaknesses, has been created of necessity, and it has weathered the storm of much adverse criticism. Every part of the country is now enjoying the perishable products of the most remote districts. Any readjustment of present market practices must be based upon the fact that some agency must continue to perform the functions of the present-day middleman.

The problems involved in handling goods through a large market differ greatly from those of production. Usually one man or one firm cannot handle both production and distribution and succeed at both. The vast volume of business transacted, at large market centers makes necessary some special agencies which can devote all their energies to distribution. Especially does the machinery for efficient marketing become necessary when perishable goods are to be handled. Commodities of this sort must be moved rapidly, must be distributed evenly, and from their nature permit of no weakness in distributive machinery, if they are to be sold at a profit.

Causes of Losses and Wastes. With the perishable nature of a large part of the fruits and vegetables

marketed there must be some loss. This often totals higher than the farmer realizes. For instance, according to the department's market specialists, the loss on such commodities as strawberries, peaches and grapes sometimes amounts to 30 or 40 per cent before they reach the hands of the retail trade. Losses due to spoilage may be the result of the shipper's sending overripe or diseased fruit, or failing to give proper attention to packing, to loading, or to bracing the packages in the car. Sometimes the railroad is at fault. Delay in transit, improper ventilation or refrigeration, or unnecessarily rough handling of cars may contribute to rapid deterioration of the shipment on arrival.

The lack of proper refrigeration facilities at distributing centers is a cause of much loss. When produce moves slowly, there is often much spoilage before complete sales can be made. Rough handling during unloading or carting is another important cause of loss. As a matter of fact, the opportunities for losses due to the spoiling of commodities are so manifold that it is impossible to enter into a complete discussion of them.

It is always well to bear in mind the really serious side of losses and wastes. The spoiling of a dozen cantaloupes, a basket of grapes, or a crate of strawberries represents an absolute loss to the community. No benefit accrues to producer, distributor, or consumer from such a condition. The loss occurring at this point must be borne by both producer and consumer, and in a great many cases the distributor must bear his part of the burden. The department's specialists think in many cases losses and wastes are entirely too heavy a tax on food distribution and that the elimination of unnecessary wastes would do as much toward effecting permanent, substantial economies in marketing and distribution as any readjustment of present marketing methods could do.

Losses Can Be Avoided. The fact that a large percentage of these losses can be avoided by proper grading, packing, and shipping, together with prompt, efficient handling while the goods are in process of distribution, makes it imperative that this subject be given special consideration by those interested in the efficient marketing of farm crops.

A better understanding by the farmer of the complex marketing machinery would enable him to intelligently choose between the many channels through which his fruits and vegetables might be marketed. The new bulletin aims to make clear to the layman the rather intricate machinery of the market and deals with methods of receiving, inspection, rejections, terminal distribution and sales methods, the broker, auction sales, carlot wholesalers, commission merchants, jobbing sales, public markets, etc.

EUGENIC BABY PERFECT



The first eugenic baby is perfect and thriving. The baby is the daughter of Mr. and Mrs. Benjamin H. Bell and has been named Helen Elizabeth. She was eight and one-half pounds at birth and has gained steadily half a pound a week. She sleeps in the open and is fed with a combination of artificial and natural food. Her mother is seen holding her in the picture.

More than \$5,000,000,000 for luxuries was the record of expenditures in the United States last year.

WANT TARIFF BOARD

League Is Formed to Make Nation-Wide Campaign.

"Take Tariff Out of Politics" Is Slogan Under Which Leading Men of the United States Have United.

Chicago.—"Take the tariff out of politics and put it on a business basis" is the slogan of a nation-wide campaign to be undertaken by an organization formed in Chicago to urge the establishment of a permanent non-partisan tariff commission. Many leading men in the United States have gone on record as approving the plan and are directly interested in the movement.

The Tariff Commission league, just formed in Chicago, and now in process of detailed organization, will be the medium through which the fight will be made to arouse the American public—the business world, the agricultural world, the labor world—to bring such pressure to bear upon congress that the proposed tariff commission will be created.

James J. Hill has agreed to take the chairmanship of the advisory committee of thirty members, which will pass upon all general matters of policy and action, and which is now being formed.

On Mr. Hill's advisory committee it is intended to have prominent representatives of agriculture, labor, manufacturing, trade and commerce, higher education, as well as experts on economic and public officials.

Warren S. Stone of Cleveland, grand chief of the International Brotherhood of Locomotive Engineers, has accepted an invitation to serve on the advisory committee, as one of the representatives of labor. Another member of the advisory committee is Mrs. Samuel B. Sneath of Tiffin, Ohio, first vice-president of the National Federation of Women's Clubs, and a recent addition is Miss Jane Addams of Chicago. Representing agriculture on that committee are: F. D. Coburn of Kansas, the "Father of Alfalfa," who for twenty years has been secretary of the Kansas department of agriculture; ex-Governor W. D. Hoard of Wisconsin, who has been called the father of the dairy industry of the West, and A. P. Groat of Illinois, one of the chief farmers of that part of the country and president of the National Alfalfa Growers' association. The composition of the remainder of the committee will be determined shortly. John J. Mitchell, president of the Illinois Trust and Savings bank, is treasurer of the league. G. S. Wood, a well-known newspaper man of Chicago, is assistant to the president.

The president of the Tariff Commission league, and the man who will be in direct and active charge of the campaign for the arousing of public sentiment, is Howard H. Gross of Chicago.

FOR DRESSES, \$5.00 WEEKLY

Demands of Wisconsin Woman Arr Considered in Court at Milwaukee.

Milwaukee, Wis.—Woman and her clothes was the subject of a discussion in the District Court when George Gruenewald, wealthy farmer, was arraigned on the charge of abandoning his wife and children.

Mrs. Gruenewald admitted her husband furnished her with an up-to-date home. "But he will not give me money for clothes," she said. "He doesn't give me more than \$20 a year to dress with." Gruenewald's attorney demanded to know how much was required. The court left the question to Assistant District Attorney Sullivan.

"I should say," said Sullivan, "that she could properly dress on \$3.50 a week."

"That isn't enough," Mrs. Gruenewald asserted. "I need \$5 a week." Gruenewald agreed to pay \$3.50. His wife agreed that the abandonment case be dismissed.

Thorns Gripped Dying Man.

Jamestown, Ky.—Andrew Koford, aged seventy-one years, was caught under a thorn apple tree which he felled on his farm near here. The thorns gripped his clothing and prevented his escape while the tree slowly crushed out his life.

ROAD BUILDING

IMPROVE ROADS IN ILLINOIS

Expected That State Will Spend Nearly \$200,000,000 for Better Highways in Next Few Years.

(By H. A. JEFFRIES, Member of Illinois Good Roads Association.)

Illinois has been one of the last states to take up seriously the problem of improving its roads, but now it is going into it with a determination to make big advancement in a short time. A commission of Illinois road enthusiasts has been touring the states, inspecting roads and investigating the methods of road building. It is expected that the state will spend in the next few years nearly \$200,000,000 for good roads, and necessarily our people want to get the best roads possible.

The question of whether there shall be macadam roads, brick roads or concrete roads is one to be determined. Many of the new roads are of macadam construction, and there has been a lot of sentiment for the brick highways. Concrete roads have been objected to largely because of the great cost of construction. It costs \$14,000 a mile for an 18-foot concrete road, and this initial outlay is so great that it ordinarily scares any community. The advantage of the concrete road, however, lies in the small cost of maintenance.

The expense of keeping up a concrete road, it is said, is less than \$30 a year per mile, with the experience of New York, Massachusetts, New Jersey and Pennsylvania shows that it costs \$800 a mile to maintain macadam and brick roads.

It makes no difference what kind of construction, so long as we get improved roads, and we can well afford later on to change the style of road if we get a first-class highway across the continent, which, I believe, will be accomplished in the next ten years.

FINE ROADS ATTRACT TRADE

Pedestrians Go Around Bad Streets to Reach Shops on Good Highways—Add to Realty Value.

(By L. K. COOPER.)

It would seem that in this late day and age advocating good roads as good for mankind generally and business particularly would be unnecessary.

Good roads mean good business. Have you ever noticed that in towns immediately after a street has been paved or resurfaced, pedestrians and vehicles begin to multiply on those roads?

It does not take long before everybody, it seems, knows of the newly paved streets and many go out of the way to travel them. Last summer the pavement on a street near my home was torn up for repatching. The contractors were so long in even attempting to get started on the work that merchants along the street started suit against the city for business they knew they had lost because the street was impassable.

If good streets—and street is only another name for road—mean so much to the city business man, it is to be supposed they are just as valuable an asset to the business man or the farmer located on the highways of the country. Good roads, in the first place are a benefit to every individual in this big land of ours. If all roads are good, the people residing in their immediate locality find it easier to get



A Macadam Road on the Prairie.

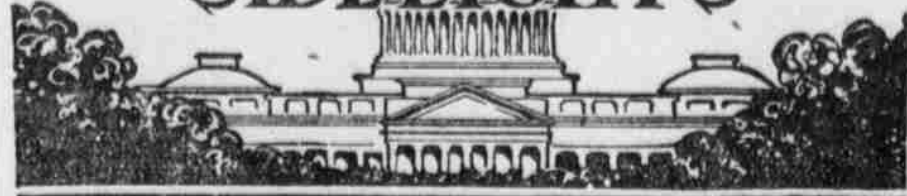
from place to place. The person making a long cross-country tour finds the journey the joy he counted on and not a trial, as it certainly is where traveling is bad. In the second place, good roads increase the value of property—so real estate is benefited.

And so I could go on down the list—the hotel man, the butcher, the baker, all are benefited, either directly or indirectly, by good roads; and by good roads I mean roads that permit of foot or vehicular traffic during all seasons of the year.

Important Duty to People.

The making of good roads is one of the most important duties of the people and their prompt repair and careful maintenance is essential. There is probably no subject in which the progressive farmer is more deeply interested than that of having roads connecting him with his markets over which he must be able to haul the greatest possible load. Good roads, like all other good things, are too expensive to build and of too much value to be neglected.

WASHINGTON CITY SIDE LIGHTS



Washington May Be World's Capital of Fashion

WASHINGTON.—Plans for the transferring of the dictatorship of the world's fashions from Paris to Washington are under way. The initial movement toward making this city the style center of the universe has been made by the chamber of commerce through negotiations with the American chamber of commerce at the French capital; the proposition is now to enlist the united efforts of merchants in the scheme which might result in magnificent benefits to Washington.



The world war has dealt stunning blows to modistes of France. Coming with a suddenness that was startling, the conflagration that was destined to envelop the greater part of the earth's inhabitants found the Paris firms overstocked. As a precaution for self-protection, these same merchants now are focusing their attention upon the seats of governments in the nations that are not involved in the conflict. In their search they look to Washington, the capital of the foremost neutral country, as the logical place from which to dispense the code that is to govern the fashions during the years to come.

Restrictions in the matter of passports have served to turn back buyers from America who have annually made pilgrimages to Paris. The result is that there is a more restricted supply of foreign fashionable goods here at present than at any other time, when the fall fashions are supposed to be attracting the attention of houses that cater to the elite.

While there is no formal action by which the Capital of Fashion is transferred from city to city or nation to nation, a favorable answer from the hitherto dictators is all that is considered necessary for Washington to assume the position in the van.

Society Woman in Washington Has a Pet Jaguar

SOCIETY has explored some of the remotest corners of the world in quest of unique decorations for milady, but Mrs. Hazel Wilson of this city enjoys the happy distinction of being the first member of the national capital's "smart set" to possess a real, live, undomesticated baby jaguar for a chum and companion. To be sure, it is only two months old, and no larger than a big house cat, but it has a formidable array of long, white, sharp teeth encircling its jaws, small, piercing, yellow eyes and a very short temper.



Although Mrs. Wilson and Beauty have been friends only a few weeks the little wild pet seems to take his captivity as a matter of course, and has already made up his mind that Washington society is not such an unpleasant habitat. Beauty is nourished from "the bottle," just as any other baby would be, and if he does not grow up to be a decent, respectable American citizen he can blame his own jungle forbears—and what's more, he has been made to understand that if he displays any of his vicious traits in the presence of "company" his education will cease, his fair companion will desert him, and he will be hurried off to the zoo where less consideration will be shown him.

At his owner's home in the Thomas, Beauty is given the utmost freedom, even to reclining in his mistress' arms to receive the daily manicure and bath, and when he is real nice he is allowed to accompany his benefactress on her morning walks and drives. He showed the greatest delight one day when the "movie man" arrived to chronicle his funny little antics.

At first, in true savage fashion, he tried to intimidate his audience, but when he was told it was quite the proper thing for well-bred Americans to be exploited in the "movies" he growled his approbation and blinked and purred and somersaulted until the camera film was exhausted.

Beauty was captured in the wilds of Brazil before his eyes were open and was sent to Mrs. Wilson by a friend.

Money Destroyed at Rate of \$5,000,000 a Day

REDEEMED paper money with a nominal value of \$1,541,131,111 in 377,364,188 pieces was destroyed by the treasury department during the fiscal year ended June 30. Officials estimate the notes weighed 590 tons and that about \$5,000,000 worth was destroyed each day.

In 1865 only 70,000,000 pieces of paper money with a nominal value of \$144,219,920 were destroyed. Regulations for the destruction of paper money have recently been codified and revised by the treasury department.

The government first issued paper money in connection with the Civil war finances, and Secretary Chase's regulations were based upon the act of congress of March 17, 1862, authorizing the secretary to prescribe the method of destroying notes unfit for circulation. Although changes in the treasury department's business have resulted in modification of practically every procedure established by the original regulations, Secretary Chase's order had never been abrogated or formally revised. There have been many changes in practice, however, during the intervening years, and many of them are not matters of record.

By Secretary McAdoo's orders these changes are now compiled and brought up to date, with additional modifications as safeguards to meet the conditions of the present day.

In Secretary Chase's time paper money and securities were destroyed by burning. Experience showed that this was not the safest plan in connection with the destruction of distinctive paper, because it is difficult to burn bundles of money, and undestroyed pieces may escape through the chimney. For this reason the act of June 23, 1874, authorized the destruction by maceration.

The destruction of these once valuable bits of paper has always been witnessed by joint committees. This policy is continued in Secretary McAdoo's order.

Eleven-Cent Stamp Is Now Sold by Uncle Sam

THE issuance of an 11-cent stamp has been authorized by the postmaster general and the post office department is now prepared to supply stamps of this denomination to postmasters. The new stamp will be used chiefly in prepaying postage on parcels and postage and insurance fee on insured parcels amounting to 11 cents.

The local postage rate upon parcel post is 11 cents upon parcels weighing 12 and 13 pounds. In the first and second zones packages weighing seven pounds take 11 cents.

In the fourth zone, 11 cents is required for two-pound parcels, and in the seventh zone for one-pound parcels. The rate in the seventh zone for 11 pounds is \$1.11. Hence it was found that an 11-cent stamp would meet a widespread need and demand. Postmasters desiring a supply of the new stamp may now make requisition for it.

Ordinary stamp issues now embrace denominations from 1 cent to 12 cents, inclusive, and five additional—15 cents, 20 cents, 30 cents, 50 cents and \$1. The 11-cent stamp bears the head of Franklin in profile, from Houdon's bust, and is printed in dark green ink. It is of the same shape and size as the other ordinary stamps.

