

LOW SALARIED SUFFER MOST

Labor Department Compiles Statistics in Cities That Show Expenditures.

FOOD AND RENT COME HIGH

The Lower Your Salary the Greater Proportion of It You Spend for Food and Shelter, Say Investigators.

Washington.—The lower your salary, the greater percentage of it you spend for food and shelter, according to the latest government cost of living investigation.

Tables compiled by labor department experts after study of hundreds of family budgets show the actual cash outlay for food and rent is greater in families with the higher incomes, but in the average family the expenditures for these necessities does not increase as fast as the income.

In Baltimore, for instance, 13 families with incomes under \$900 averaged expenditures of \$382.95 for food and \$120.44 for rent. The average was 46.5 per cent of the total income for food and 14.8 for rent. The families whose incomes were \$2,500 or more, however, average 13.5 per cent less for food in comparison with total income and 11.5 less for rent.

Showing how much more cheaply the higher-salaried families get off in other cities are these differences:

Pittsburgh, food 15 per cent, rent 7.5 per cent; New York, food 6.7 per cent, rent 7.7 per cent; Boston, food 4.9 per cent, rent 5.2 per cent; Syracuse, food 4.3 per cent, rent 19 per cent; Scranton, food 3.7 per cent, rent 6.4 per cent.

How Spending Varies.

How families of varying incomes spend them is indicated by tables showing average expenditures of different groups for Philadelphia and Camden, N. J. The table deals with expenditures of 301 families of seven different income groups.

Four families whose incomes were under \$900 a year averaged per year for food \$365.40; clothing, \$100.87; rent, \$176.25; fuel and light, \$63.01; furniture, \$15.22; miscellaneous, \$100.52. The average total expenditure per family was \$821.26, and the average number of persons per family 4.3. Three families in this group reported surpluses which averaged \$24.33 per family, while one had a deficit of \$157.35.

Seventy-five families with incomes of \$1,500, but under \$1,900, reported expenditures that averaged for food

\$593.69; clothing, \$273.53; rent, \$200.94; fuel and light, \$75.66; furniture, \$76.92; miscellaneous, \$316.00. Total expenditures per family averaged \$1,595.77 for an average number of 4.7 persons per family. Sixty-two families ended the year with an average surplus of \$125.03, nine experienced an average deficit of \$103.81, while four balanced their books evenly.

Study Many Cities.

Eleven families with an income of \$2,500 or over averaged in their expenditures for food, \$914.42; clothing, \$476.39; rent, \$250.36; fuel and light, \$95.16; furniture, \$127.33; miscellaneous, \$964.31. The total average expenditures per family was \$2,527.89 for an average family of 7.6 persons. All families reported a surplus. The average surplus was \$406.52.

Similar studies have been prepared by the labor department for groups of representative families in Baltimore,

South Sea Beauties Use Chalk on Complexion

Philadelphia.—Paint and powder on the faces of "women the world over" were condemned by Rev. Dr. A. Pohlman at the Presbyterian ministerial conference in the Witherspoon building. Doctor Pohlman, who was formerly an African missionary, said:

"In their desire to make their faces attractive by paint and powder women are the same the world over. In Liberia they use white chalk on their black faces. Here they use red and pink. What is the difference?"

Boston, Bridgeport, Buffalo, Chambersburg, Pa.; Dover, N. J.; Fall River, Mass.; Johnstown, N. Y.; Lawrence, Mass.; Manchester, N. H.; Newark, N. J.; New York city, Pittsburgh, Portland, Me.; Providence, R. I.; Rutland, Vt.; Scranton, Syracuse, Trenton, Westfield, Mass.; and Wilmington, Del.

Yanks Salvage Immense Booty

German Guns Worth Many Millions Are Found in Argonne Forest.

WEAPONS ABANDONED BY FOE

Teutons Left Artillery and Shells in Mad Flight When Americans Advanced—Forest Cleaned by Doughboys.

Paris.—War booty valued at more than \$5,000,000, left by the Germans in their flight from the Argonne forest, the scene of America's greatest battle in the world war, has been collected by a force of negro soldiers who have been cleaning up the famous battlefield. Machine guns, rifles, munitions and war supplies of all kinds have been collected in every wooded ravine, dugout and trench in the Argonne-Meuse sector, comprising 480 square miles.

The American engineers moved up to the battlefield soon after the armistice was signed. For miles around there was not a village or farm that was occupied.

Orders were issued to squads of American salvage engineers to pick up

every gun they found, broken or in serviceable condition, as well as all war material, and place the supplies along the nearest road for collection in army trucks. The colored fighters received instructions that whenever they came across an unexploded shell they were not to touch it, but to put up a little stick beside it with a note so that the munition salvagers could find it later.

The doughboys soon made the discovery that the Germans in their flight abandoned hundreds of machine guns and even large pieces of artillery which the Yankees, in their hurry to advance, had failed to see.

Loaded in Box Cars.

One of the discoveries made by the Americans who have completed the task of cleaning up the battlefield was the unusually large number of machine guns the Germans had installed in the Argonne forest. No information was secured as to the number the enemy was able to save in his flight toward the Rhine, but thousands of these weapons were left behind. In one small sector of the battlefield several hundred cars were loaded with machine guns.

In one town located in the rear of the battlefield there is a pile of brass shell cases, abandoned by the Germans, that would more than fill the hold of a large ocean freighter. It was estimated that nearly 1,000,000 shell cases had been piled in that village. These have been purchased by the French government.

Salvage Work Expensive.

Experts with the American expeditionary forces have estimated that the Yankees had captured 200 per cent more war booty in the Argonne forest than their records will show. This was due, it is said, to the rapidity of the American advance and to the hurry of the Germans to leave their dugouts and weapons and surrender to their conquerors.

The work of cleaning up the Argonne battlefield, however, has been an expensive one, although vast quantities of copper, brass and steel have been salvaged. It has cost more than \$2,000,000 to complete the task, but the work has been a success financially, as the booty is worth more than twice that sum.

Soldier Beats Train.

Junction City, Kan.—Trains were too slow for a certain Kansas soldier who has been away from his home at Salina for two years. When he returned to Camp Funston the other day he received a pass to spend Sunday at Salina. Instead of waiting several hours for the next train to his hometown, he hit the highway and was fortunate in catching an automobile ride to Abilene. His good luck did not forsake him there, for he again took to the road and another motorist picked him up and landed him in Salina about the time the train was leaving Junction City.

80, SHE TAKES AIR FLIGHT

Atlantic City Widow Goes Up 3,000 Feet as Aviator Does Stunt.

Atlantic City, N. J.—Mrs. Ida C. Wilcox, who is eighty, the widow of an army colonel, lives in a little cottage near the field where airmen have been doing daring exhibition performances. The fascination tempted her until she could stand it no longer and recently she gave the most experienced aviator fans at the air port a thrill by taking a ride with Eddie Stinson, who ascended 3,000 feet.

"I want you to go as high as you can," she said to the daring flyer, "and do all the stunts I have seen you do with others."

Stuck With Gum.

Malden, Mass.—A gum salesman struck several merchants with 1,000 sticks of gum for which he promised to supply vending machines. He didn't. Now the police are sticking on his trail.

GOOD ROADS

PROSPERITY IN GOOD ROADS

Future Development of Country Must Begin With Improved Highways to Relieve Congestion.

There are today some 2,500,000 miles of rural roads in the United States. Of this amount perhaps 12 per cent could be classified as improved, while only about one-fourth of one per cent can be said to be suitable for the carriage of heavy-duty motortrucks. And in the face of this condition it can be said without chance of contradiction that the future development of the United States rests upon the roads.

The past few years have witnessed a tremendous turnover in transportation from the railway to the highway, says Roy D. Chapin, former chairman of the highways transport committee of the council of national defense. The congestion which prevailed during the war made necessary the commercial utilization of the highway to an extent thought impossible a scant few years ago.

The motortruck, little known before the war, sprang into prominence as a commercially practical form of transportation, and while the fighting has ceased the need for the motor truck remains with us, more insistent than ever before.

Within certain limitations the freight car of the highway is more efficient than the rail carrier, and because of it may be taken as a permanent form of transportation and one destined to have a large influence on the movements of trade in the future.

The hour has struck when the fast-moving efficient motor vehicle of commerce must replace the horse and the costly terminal charges which prevail upon the short-haul branches of the rail lines. Already the motortruck has become a "feeder" to the railroad; shortly it is destined to aid enormously to the profitable long hauls, while entirely or very nearly so eliminating the unprofitable spur.

Railroad men generally recognize the new movement and welcome it. Street railway men, not so keenly alert to its possibilities as a feeder to their lines, have yet to take the fullest advantage of the opportunities which it presents.

But back of the motortruck rests the road. While the highway as such is of little interest to those outside of the engineering field, as a means for transportation it becomes of vital importance to every citizen of the United States, whether he be in profession or trade, a minister, a merchant, a doctor, high and low, rich and poor, the road comes into contact with all of us, and upon its relative efficiency depends to a greater extent than most of



Motortruck Used to Haul Farm Produce to Market.

us dream the ultimate cost of all that we eat, wear, have.

"No one knows how much the country pays for cartage," said William C. Redfield, secretary of commerce, recently, "but anyone who looks into the question is pretty sure to find out that the figures are larger than he thought it could be.

Yet cartage is but one phase of road costs. Poor roads mean isolation, which in turn mean fewer possibilities for education, fewer opportunities for wealth, lower real estate valuations as well as increased costs of supplies. Every sound, fundamental economic reason speaks out for the durable road, just as it protests against the poor, inadequately constructed highway.

Despite these facts, which will be verified by all who have studied the question, despite the fact that the official government figures placed the hauling over the highways at 2,000,000,000 ton-miles in 1917, our roads are today all that they should not be. They are inefficient, inadequate, antiquated.

IMPROVE TO SAVE HAULING

Hardening Surface, Reducing Grade or Shortening Distance Brings Farm Nearer to Town.

The test of a wagon road is the amount of work that can be done on it without injury thereto, that is the time and labor required in hauling over it. Any improvement, whether in hardening its surface, easing its grade, or shortening the distance, reduces the time and effort of getting to market and brings the farm nearer to town.

HEARD and SEEN at the CAPITAL

Soldiers' Settlement Bill May Be Enacted Early

WASHINGTON.—The soldiers' settlement bill is believed to be certain of passage early. This legislation is designed to provide rural homes for men who have served in the military forces of the United States during the war. Principal features of the legislation are: Discharged soldiers, sailors and marines will be employed at \$4 a day in the development of public lands; those who desire may obtain allotments of the reclaimed land for farming at a price to be fixed later, with liberal terms of payment; those who take over such land may borrow up to \$2,000 apiece for development of their farms.

The bill will carry authorizations totaling \$500,000,000 and will empower the secretary of the interior to acquire lands by purchase, or gift, in addition to using public lands. Projects will be developed in every state where suitable lands are available, but sites will be selected only where there are sufficient areas to form community centers.

The secretary of the interior also will be authorized to put the lands acquired for these purposes in condition for use and cultivation. This work will involve irrigation in arid territory, drainage in swamps, stump pulling and leveling in cut-over areas and general restoration, including clearing, in abandoned farming sections. Roads necessary to provide access to the projects will be built.

Cash will be advanced to help the soldier-settler get started. Uncle Sam gives settlers 40 years to complete payments. The government will furnish instruction through experts in farming.

As Good New Fish in the Sea as Ever Were Caught

DATA concerning sea fish having good food value, but not generally known or utilized, are being gathered by P. W. Partridge of the United States bureau of fisheries, who is in New Orleans to make a study of the drum fish off the coast of that state. Mr. Partridge has spent six weeks along the gulf coast from Caxambas, Tex., to Pass Christian, investigating fishing conditions and intends to continue his round of the coast to Galveston.



"It is surprising how many varieties of good fish are practically unused as food," said Mr. Partridge. "The government is anxious to get a market for these. America is one of the poorest consumers of fish in the world—principally because the majority of the housewives do not know how to make that food palatable. Last winter the government sent me out with demonstrators who taught the women of several cities of the country how to prepare fish properly. The results were remarkable. In St. Louis we were informed by the fish dealers that their business had doubled after our visit.

"All along the gulf there is an enormous supply of drum fish which makes splendid eating, but is not caught for the market. These fish vary in weight from 18 to 45 pounds when mature. The largest one ever caught tipped the scales at 146 pounds. The government hopes that this fish will be used as food. Then there are the blue runners, ladyfish, groupers and many other kinds, which would supply great amounts of food if the public got to know how delicious they are."

The government put the tile fish on the market two years ago in the markets of New England coast. Up to that time they were practically unknown as food, but now there is a big demand for them.

Another fish introduced lately as food by the bureau is smoked sand shark. Chicago took 10,000 pounds of it last winter. This shark is caught off the coast of Cape Cod, Mass., and resembles smoked halibut in flavor."

Porto Rico, Needing Schools, Asks Uncle Sam's Aid

PORTO RICO, it appears, needs education and wants it. A petition requesting federal aid has come before congress. It is signed by Arthur Yager, governor, and Paul G. Miller, commissioner of education. It asks that a law be enacted appropriating \$2,000,000 a year for 20 years, and sets forth the following facts among others:

That according to the federal census of 1910 the percentage of adult illiteracy in Porto Rico was 66.5; that the present estimated percentage of adult illiteracy is 54.

That at the present time there are in Porto Rico 427,698 children of legal school age, between the ages of five and eighteen years, and 215,819 children of compulsory school age, between eight and fourteen years; that of the aforesaid number 164,905 children have attended the public schools during the current year, and that more children can not be admitted for lack of teachers and facilities.

That the resources of the people of Porto Rico are not sufficient to meet their educational needs and requirements; that at the present time there are employed 2,981 teachers in all grades of public schools, including the university; that the salaries are entirely inadequate; that in order to provide proper facilities for all the children not in school at the present time 4,000 additional teachers carefully trained and adequately paid are necessary.

That when the change of sovereignty occurred there was not a single public school building erected for school purposes in Porto Rico; that at the present time there are 549 publicly owned buildings; that 1,200 schools are installed in rented buildings, few of which meet the necessary hygienic requirements; that to provide facilities for all the children not in school 5,200 additional modern schoolrooms are necessary.

The proposed appropriation is to be made available for school purposes of all kinds.

Low salaries make it difficult to secure trained English-speaking teachers. If the Constitution follows the flag, education should keep it company.

A New Problem: The "Joy-Flyer" Now in Our Midst

RECKLESS "Joy-flyers" are already with us, and may become as much a problem in the near future as the reckless auto drivers. During a recent parade in New York, a hydro-airplane flew up and down Fifth avenue, over the heads of a crowd packed into the streets like cobblestones, at an elevation estimated to be not more than 500 feet.

Every aviator knows that flying at low elevations is the most dangerous kind of flying. If engine trouble had caused that flyer to come down, he could not have chosen a safe landing. Ten to one he would have smashed into the crowd, killing and maiming many.

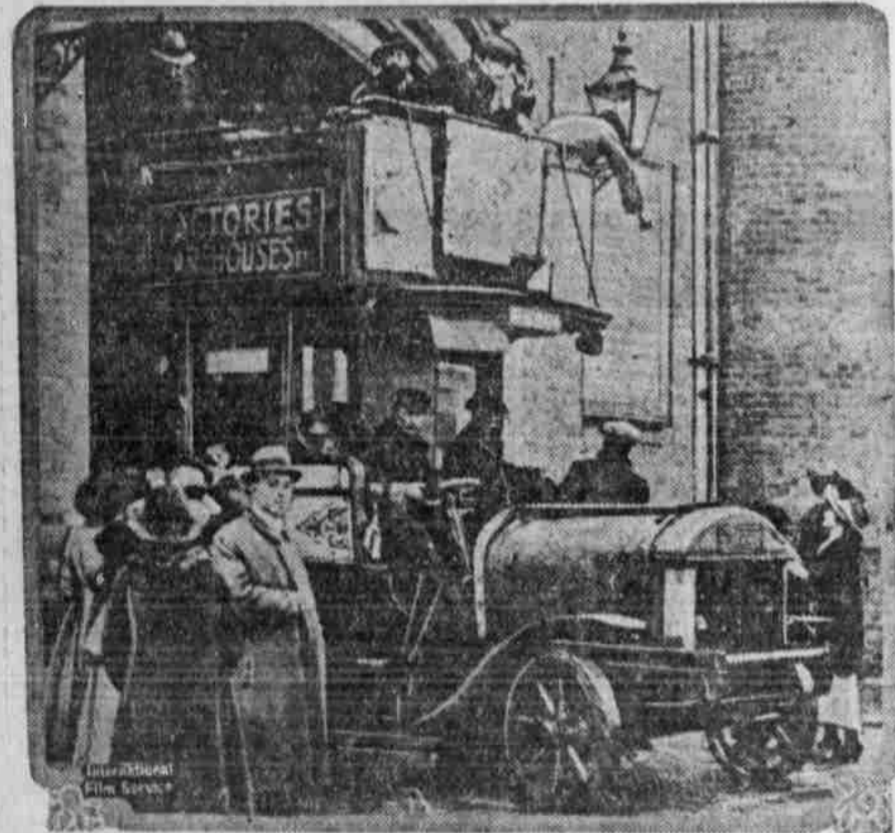


This occurrence was called to the attention of the joint army and navy board aeronautic cognizance, which has control of all aircraft licenses for civilians. It was discovered that the reckless flyer was a civilian who had no license.

To protect the public against careless flyers is the object of the aeronautic board. Licenses will be issued only to responsible persons who have qualified as pilots. The government is not opposed to civilian flying, but it does require that a person must first take out a pilot's license to operate an airplane, seaplane or a balloon.

These licenses are issued without cost. Anyone desiring a pilot's license should make application to the joint army and navy board of aeronautic cognizance, building D, Sixth and B streets, Northwest, Washington, D. C.

BRITAIN DEPORTING BOLSHEVISTS



About one hundred bolshevists were removed from Brixton prison, London, for deportation to Russia. They were placed in motorbuses and taken to the embarkation port. The photograph shows a small crowd of relatives and friends of the prisoners gathering about the entrance to the prison as the first motorbus was filled up.

RED ORGY OF MURDER

City, Freed of Bolshevik Rule, Reveals Terrible Story.

Men, Women and Children Killed Without Trial, Many After Horrible Torture.

London.—Pern, the first city of any size retaken by Admiral Kolchak's All-Russian army from the bolsheviks, offers a great study in "red" atrocities. Pern is virtually a slaughter house. Hundreds of bodies of bolshevik victims already have been recovered, and more are being found every day.

In the garden of a seminary, where bolshevik chieftains were wont to hold their revels, the bodies of two dozen schoolgirls already have been recovered. These girls, ranging in age from twelve to sixteen, were first attacked by "red" officers, then when the fiends had tired of their orgy the vic-

tims were killed by being tapped on the head with a wooden mallet.

This seminary garden is one continuous grave of naked bodies and skeletons. Identification of the victims is impossible. A Russian countess and her daughter were tied to posts in this garden, stripped of their clothes, then killed by a succession of dagger pricks all over their bodies. A dozen priests were crucified head downward; two others were boiled in oil.

Hundreds of the upper classes of the city, men, women and children, sentenced to death without trial, were taken to the edge of a swamp outside the city and given their choice of being flung into the swamp or being shot down where they stood. Many dashed into the swamp, only to be engulfed in the quicksands. The others were shot down at the edge of a ditch, into which their bodies fell, and left uncovered during the entire winter.