

Plan to Reclaim Disabled Yanks

Federal Board Estimates That 50,000 Will Have to Be Fitted for Vocations

7,356 ALREADY IN TRAINING

Government Works on Four Year Program, but Funds Are Needed to Complete Plans—Board Reviews 1,000 Cases a Day.

Washington.—Working to overcome the handicaps of men injured in the war the federal government is striving to place the vocationally disabled soldier back in the economic ranks of the country, able to compete with other "whole" men and to earn an independent income for himself. According to information just made public by the federal board for vocational education it is likely that as many as 50,000 men who served in the war will have to be re-educated, either vocationally or occupationally.

Under this plan the federal board is now working on what is practically a four-year program, although appropriations so far have been made only up to July, 1923. In another month, it is estimated, 17,000 men will be approved to go into immediate training with the opening for the fall terms of the professional and technical schools of the country. The 40,000 or 50,000 men disabled in the service of the country will all be placed in training for various lines of activity and nearly all of them will have completed rehabilitation by the summer of 1923. By far the majority of the men to be rehabilitated will have finished their retraining, it is expected, within a year or two years, some of them in less than six months, and will be back on their feet in that time in professional and industrial ranks.

May Extend Work.

So far no provision has been made by Congress for rehabilitating men whose disabilities do not amount to a vocational or occupational handicap. It is said by those best informed on reconstruction legislation that congress may yet be asked to provide some means of compensatory training, as well as the compensation already paid through the war risk bureau to men who have simply suffered physical disabilities, without economic loss to them, in their country's service. To carry out such a program, it is estimated that the federal government would have to expend upwards of half a billion dollars.

Up to the present time the vocational education board has got in touch with some 153,000 men and has actually surveyed and interviewed 110,135 soldiers, sailors and marines injured in service during the war. The majority of these will not be able to obtain retraining under the act of congress as it now stands, even with recent amendments.

All of the men more than 10 per cent disabled will receive money compensation to the extent to which they

are disabled, but only those whose disabilities mean a handicap to them in the occupation or vocation they followed or in ordinary lines of work can be retrained and fitted for a new trade or profession. Of those already interviewed 14,876 have been approved for training, and 7,356 of these have actually been placed in training. Several thousand additional men will have been approved by October.

According to recent figures reported to the bureau of war risk insurance by the army, 149,433 men have been discharged from service with a disability.

"Only cases showing 10 per cent disability have been reported," the report states. "At this rate it seems probable that the total number of cases of disability resulting from the war and entitled to (monetary) compensation will be close to 200,000."

\$350,000,000 Needed.

A central case board has been established in Washington to finally approve all cases sent in by the distant boards. This system, it is explained, is necessary because the board is operating under a budget system of expense from congress. This board reviews an average of 1,000 cases a day. The majority of these have to be rejected, though, if a more liberal law should be passed by congress in the future these cases would be reopened and it is supposed the majority of them would then be approved. The documents and evidence in each case are carefully preserved so that the expense of obtaining them again will be minimized.

Should a more liberal law be passed

opening up possibilities for training for such a group of men it is now estimated it would take at least \$350,000,000 to pay the support, tuition, and textbook cost alone. Further provision would have to be made for traveling expenses of the men, medical attention, and mechanical appliances and for equipment and administration of the broader law. At present the board is paying the tuition, traveling expenses, textbook cost, and other special expenses for the men it approves, in addition to paying \$100 to men with dependents and \$80 a month to men without dependents, and family allowances to the former class.

Cops Give Hermit His Annual Shave and Bath

Dallas, Tex.—John May, aged hermit who lives in a dilapidated shack in the river bottoms here, has been given his annual haircut, shave and bath. The police did the tonsorial act and also administered the scrubbing. It took several of the cops to do it, for John is a strong man and put up a determined struggle throughout the performance. He went to the police station with grizzled hair and beard, which reached almost to his waist. He came away with a smooth face and head and smelling like high-priced toilet water.

John got his first haircut, shave and bath in twenty years last year when the cops ran him in and trimmed him up.

Gas Masks for Painters.

Wilmington, Del.—To avoid turpentine "jaags" shipyard painters working down in ship holds have been supplied with gas masks.

See Ship Which Routed Foe Subs

Thousands Pay to Get View of Great Britain's Mystery Craft.

DEVELOPS 23-KNOT SPEED

First of the "Hush" Craft the British Public Has Been Permitted to See at Close Range—Doughboys Inspect Ship.

London.—Thousands of persons waited for hours to get a close-up peep at the P-31, a British antisubmarine "mystery" ship, which was moored off Queen Victoria embankment for a two days' public inspection at the close of the official peace celebrations.

The P-31 was the first of the "hush" craft the public was permitted to see at close range.

It was only ten yards from the embankment to the quaint looking U-boat fighter, but the intervening distance had to be made in small boats. These each carried eight passengers, and the fare was one shilling, so the water-

men's pockets soon were bulging, but there was no complaint about "profiteering."

Doughboys Inspect Ship.

Among the curious who swarmed over the vessel were a number of American soldiers. Some of them took a peculiar interest in the guides' explanations and comment on the boat's "trick" fittings—her geared turbines, gadgets, depth-charge throwers and paravanes.

It recalled to them a night of peril through which they passed from Southampton or Winchester across the submarine and mine-infested English channel, en route to Havre or some other French port—and the war. That night of fearful expectancy passed safely, they had marvelled at the efficiency of the conveying craft which they knew had been off in the darkness somewhere, plowing through rolling breakers, eager for an encounter—with its frequent aftermath of "oil and bubbles" from a vanquished undersea boat.

But as these doughboy spectators heard a member of the crew of the "hush" ship say: "She does everything but loop-the-loop," and saw others demonstrate parts of the ship's fighting equipment hitherto kept secret, they understood why they had been so secure.

Twenty-three-Knot Speed.

The "P-31" is 244 feet long, with narrow beam, seven-foot draft and equipped with independent engines, fore and aft, that can speed her through heavy seas at 23 knots an hour. Built high forward and low at the stern, the vessel has somewhat the appearance of a submarine—an effect that her designers intended.

"Fritz sometimes would think she was a 'sub' and would open fire on her—but when she steved around in her own length and got into action Heine was sorry he had spoken," said a sailor who had been through eight engagements on the fighter.

There had been other brushes with enemy craft, he explained, adding, "but unless you can bring home a bit of the corpse, the admiralty say, 'not proven.' It's no use to tell them about the 'oil and bubbles,' they're no proof, because Fritz used to release oil and bubbles to make us waste ammunition."

ROAD BUILDING

BOND ISSUE IS BIG PROBLEM

Best Means to Pull Counties Out of Land of Mud—Make All Improvements Permanent.

The biggest single issue before the people today is good roads; biggest not alone of itself, but biggest because the prompt and satisfactory solution of a permanent road system in every state will help to solve a half-dozen fundamental problems and indirectly affect for good, as well as in dollars and cents, almost every phase of farm, social and industrial life in the state. We cannot expect to have a real system of roads unless it is based on large units and this is best accomplished by accepting the county and state basis with a few experienced and responsible men in charge in each case. We must have roads that begin and end somewhere.

Many counties are presenting to the taxpayers the question of a bond issue for the improvement of their highways. The bond issue for a public improvement should be governed by the same considerations which govern a bond issue by any business organization. When a manufacturing concern issues bonds, the money raised is placed in permanent improvements in the plant which will last far beyond the life of the bonds, or else no investor would purchase the securities. Bonds for municipal purposes or for public improvements are not always subjected to this acid test, and instances are numerous in this country where bonds for twenty years have been issued for the construction of public roads, where the type of roads built with the proceeds of the bond issue could not possibly last more than ten years, and even then expensive maintenance is continually necessary. In some instances history shows that during the life of such a bond issue the original road has been worn out and rebuilt with a different material, and with the proceeds of subsequent bond issues as many as three times, and still the original bonds are a liability on the community.

Bond issues for better roads are the best means to pull counties out of the Land of Mud. But it must be certain that the road improvements will last the life of the bonds. This can be assured by securing expert and unprejudiced engineering advice on the best kind of roads for the soil. The banker can perform yeoman service in this connection.

In the state of Iowa the man who began with nothing and now owns a \$30,000 farm, believes in paying as he goes when building a road, but he will borrow money from an insurance company with which to buy more land, and he has not yet seen that when he builds



Making Necessary Repairs on Macadam Road.

a concrete bridge with one year's tax money, he has made a Christmas present of that bridge to posterity for the next one hundred years. He says that thirty-year paved roads are impossible because \$10,000 per mile is too much to pay out of one year's tax money, and it has not occurred to him that there will still be taxpayers when he is dead and gone, who will be using that road, and by rights should have to pay some of it.—Wallace's Farmer.

COST OF VARIOUS HIGHWAYS

Macadam Road is Most Expensive, But When Built is Satisfactory and Permanent.

Dirt roads are ordinarily surfaced with sand, mixed with clay or with gravel, or brick, or crushed stone, concrete or other like material. The gravel road will cost from \$1,500 to \$3,500 a mile—the difference in cost depending upon the accessibility of gravel. The macadamized road costs from \$2,000 to \$10,000 per mile. It is the most expensive, but when well built is both satisfactory and permanent.

Essential Foundation.

Permanent foundations, having uniform bearing quality, are essential to all types of engineering structures. Roads are no exception.

Try Draining Wet Place.

Did you ever try draining that awful wet place in the road? Try it some time—once will be enough.

Don't Build on Paper.

If you want that road you're going to build to be of any value, build it on the ground—not on paper.



Care of the Hair.

Women who have not the time or money to take scalp treatments can do about as much for themselves as a specialist can do for them in the treatment of ordinary hair troubles. Ten minutes' attention given to the hair and scalp each day is more beneficial than infrequent professional treatments. The remedies for the usual scalp and hair difficulties are simple and inexpensive. It is regular and persistent care that can be depended on to repay the effort.

Cleanliness requires a shampoo at intervals of two to four weeks. If the scalp is healthy and the hair sufficiently abundant this, with a brisk, brief brushing every day will keep the hair in good condition.

To Cure Dandruff.

Take a thimbleful of powdered refined borax, let it dissolve in a teacupful of water; first brush the head well, and then wet a brush with the solution and rub the scalp well with it. Do this every day for a week, then twice a week, until no trace of dandruff is found.

To Improve Hair.

The best shampoo for oily hair and dry scalp is an egg shampoo, made by adding one ounce of cold water to one well-beaten egg; rub mixture well into the scalp and on the hair, rinse in warm water, then in cold water, dry thoroughly, apply a tonic and massage the scalp for ten minutes. Each night use a tonic and massage for ten minutes.

Stiff Hair.

The first remedy for a woman whose hair has begun to be stiff is to experiment with slightly oily liquids until she finds one suitable. A lotion made from one tablespoonful of glycerin,

half a pint of rose water, with ten drops of tincture of benzoin added to prevent the glycerin becoming rancid, is excellent.

This mixture should be used after the hair has been made ready for dressing by removing all the tangles. This done, one should put about half a teaspoonful of the mixture in the palm of the left hand and rub the right into it. With both hands the hair is gently rubbed and patted smooth from forehead to neck, oiling it, but so slightly that the application is not visible. Afterward dressing proceeds in the usual way. Occasionally a woman should use a slightly wet brush after the oiling. This must not be applied every day or the effect of too much water will be drying.

Another liquid for the same purpose is made from one-quarter of an ounce of gum benzoin and four ounces of high-proof alcohol. After the gum is dissolved the liquid is strained through coarse brown paper and two ounces of castor oil and half a dram each of oils of geranium and bergamot are added. This is put on by the same process as was described above.

Neither of these is to be regarded as a tonic or used as a substitute, for they are distinctly dressings, and the manner in which they are put on in no way affects the scalp. To feed the scalp it is necessary that whatever is put on shall be rubbed into the pores.

Desirable Wrap.

New loose coats, of the practical top-coat style, the kind a woman slips on over her tailored suit, are to be decidedly desirable this coming season, for these—many of them, at least—will be made with raglan or set in kimono sleeves.

Sturdy Frocks for School



Dresses designed for the younger misses' wear—for school and elsewhere—this fall are the most satisfactory that have been presented for many seasons. They reflect the attributes of young girlhood—or at any rate the attributes we like to find in young girls. These frocks are sturdy, simple, quite plain, very neat and practice much restraint in the matter of trimmings. They clothe the immature figure to the best advantage and are calculated to educate their young wearers in the fitness of things, the suiting of clothes to occasions and to youth. The designers of dress for misses and junior misses are not always conscious of their responsibilities in this matter, but the best private schools and academies realize its importance. They are careful to prescribe what may be worn by the girls under their charge. Girls in the public schools have not the advantage of this system, but the designers of ready-made dresses for them have made a good choice easy this fall.

"For school" is written on the engaging frock for a girl in her early teens, that is shown here. It is everything that such a frock should be and is so adequately pictured that it hardly needs description. It is shown made of tricotine in blue, and its neat and quiet trimming of rows of

Julia Bottomley

GERMAN PRISONERS OF WAR RETURNING



German convalescent and wounded prisoners of war embarking on a hospital ship at Dover, England, for Rotterdam.

WATERSPOUT WRECKS HOUSE

Debris Strewn Along Connecticut Coast for Distance of Two Miles.

New York.—Reports came from Norwalk, Conn., of damage done by a cyclone and waterspout which passed along Long Island sound.

After severe thunder storms from the east and west met, a waterspout was seen to form about a half mile off shore at Roton Point. It was at least 100 feet high.

The spout traveled a mile and a half, then at Betts Island, Norwalk, it struck the forty-five foot launch Anna and lifted the cabin off, leaving the rest of the launch undamaged.

Eight men who had come from New York in the launch were in a house near the shore. The house was moved several feet off its foundations by the waterspout and the second floor and attic were carried away and smashed to pieces. The debris was strewn along the coast for two miles.

Ten Million Are Coming

Europe Expects Greatest Exodus in History.

United States Warned to Take Steps to Guard Against Being Swamped.

London.—The greatest exodus in history is looked for as soon as Europe finds the necessary transportation facilities. Information gathered by the British government indicates 10,000,000 persons are eager to leave the continent. The situation is regarded as full of perils.

Britain, fully aware of all that this exodus will mean, will continue its immigration restrictions. A government official said:

"Britain cannot sustain any more than it has, and the emigrants will likely seek homes in the United States."

Officials here are inclined to warn the United States to take steps guarding against being swamped.

British officials hope some 2,000,000 Jews of eastern Europe will go to Palestine, but no one has any idea of how to sustain the rest of the would-be emigrants except by such aid as to make it possible for them to stay in their respective native countries.

Storage of food, lack of production, and unsettled political and social conditions are expected to last for a long time all over Europe. Passenger ships are booked months ahead, but there are not enough vessels for carrying even the most important and immediate traffic.

Italian provinces in which 70 per cent of the communes are without telephone service are authorized to issue bonds jointly with the communes to extend the wire facilities.