

No Room Abroad for Sightseers

Admonition to Americans Who Contemplate Touring the Battlefields.

LONDON EVEN NOW CROWDED

Those Who Think of Going Are Advised to Be Sure of Quarters Before Starting—2,000,000 Are Planning to Make Trip.

New York.—Americans who contemplate visiting the battlefields in Europe next spring or summer will be well advised to secure their hotel accommodation well in advance or to postpone their journey until conditions are more favorable. Percy S. Bullen, treasurer of the Association of Foreign Press Representatives in the United States, who has just returned to New York, says that London even now cannot find room for visitors and that the state of affairs when the floodgates of tourist invasion are again open will be appalling unless the intending American visitors are forewarned and therefore forearmed.

It is estimated that some 2,000,000 persons—one for each man sent to Europe by the United States during the war—are making plans for a transatlantic trip in the next two years. Their chief object is to see the historic spots where the American soldiers fought—the Argonne forest, Chateau-Thierry, St. Mihiel—and to devote such a period to a visit to England as time and funds will permit.

Mr. Bullen has been all over the western front during the last few weeks and he predicts nothing but anger, irritation and despair as the lot of any visitors who trust to luck to secure hotel accommodations.

No Steps Yet Taken.

The difficulty of the situation will be realized when it is remembered that the usual flow of tourists to Europe has been completely suspended during the war and that only those among the wealthiest will have the first chance of securing hotel accommodation when the bars against tourist travel shall have been removed.

So far no steps whatsoever have been taken abroad to meet an unusual influx of visitors. Mr. Bullen was so impressed with the difficulty threatened in London that he prepared a memorandum on the subject, which he submitted at a recent meeting of the Royal Colonial Institute in London. In the discussion which ensued it was proposed that steps be taken for the formation in London of a national committee of reception. As a nucleus of the organization it was proposed that representatives of the various Anglo-American societies should meet, with power to add to their number various representatives whose experience would be useful in solving the

problem now presented. Such persons would include members of the American Chamber of Commerce in London and other Americans, besides leading Britishers.

Plan Suggested.

The first essential step is to mobilize and list all available accommodation provided by hotels and boarding houses, and then enlist the assistance of every householder willing to place a room at the disposal of the committee of reception. If this plan matures London will keep in touch with New York on the question of accommodations and people in the United States will be advised as to the best time to travel and the chances of securing accommodation at reasonable rates. At the time Mr. Bullen left Liverpool nothing actually had been done except to call attention to the problem and the dissatisfaction which will ensue if American visitors to England and France next year find themselves absolutely stranded, as is threatened.

Belgium is apparently well able to take care of visitors to the Belgian

Broadway's Latest Is Rag Doll on Arm

New York.—With a rag doll, 12 inches long, dangling from a ribbon from her arm, Mrs. Carl Lamb, Philadelphia, wife of Lieutenant Lamb, U. S. N., created a small-sized sensation on Broadway recently. The doll, "Patsy Dooley" by name, was brought along, said Mrs. Lamb, "to keep me company." She is going to China soon, she said, and will take "Thomas Squeelix," a brother to "Patsy," along with her.

battlefields, mainly because Ypres, Dixmude and the much battered coast towns are all within easy range of Ostend, Bruges and Ghent. Of all the battlefields visited, Mr. Bullen declares Ypres is the "most devastated," but, with its memories of heroic fighting extending from Ypres down the Mennen and Poelcappelle roads, "is beautiful in its ruins." Ostend is probably the best center for automobile parties, and the burgomaster of Ostend is one of the few men preparing to deal with an unexampled demand for hotel accommodations.

Communists in Big German Plot

Seized Documents Disclose Plans Are Projected for Organized Murder.

NEW TACTICS ARE ADOPTED

Agitators Are Fattening on Proletarian Funds. Some of Which Emanate Directly From Bolshevik Russia—Plots Disclosed.

Berlin.—Communists of a dangerous type are afoot in Germany. Their plots for the winter are coming to light. These range from mild demonstrations to organized murder. And, while leaders are innocently declaring that the intentions of both independent socialists and communists are peaceful, the government is constantly rounding up documents proving that at least among certain groups of communists there exist plans of the bloodiest nature.

Government disclosures leave little room for doubt that some of the wilder spirits among the Spartacists proposed to form a murderband that would do away with political opponents.

Dire Work Projected.

For instance, Munich newspapers, Prussian Minister-President Hirsch and the military are authority for revelations in the closing days of September, showing that, among other

things, the Spartacists planned the following:

(a) To do away with a large number of officers and soldiers in Munich, slaying them as they slept; (b) that a group of reds from Munich proposed to blacklist a number of prominent officials, draw lots, and then "put away" the condemned; (c) that, particularly in Munich, plans were afoot for creation of red "shock troops" to use against the regular military—particularly against monarchist officers; (d) that, in cases of demonstrations, women and children were to be put in the fore ranks to shield the cowards behind from the machine guns of the government troops; (e) that the communist government should ally itself with the anarchist-syndicalist groups.

All evidence at hand in the last few weeks has shown quite conclusively that the Spartacists and the independents were endeavoring to prove conclusively to Germany and to the world that they had moderated. Certainly, in general, they adopted a new course of tactics from that pursued last winter and spring, when rioting and bloodshed were the order of the day. Their new course appeared to consist in fomentation of strikes and other internal troubles with a view to embarrassing the government and hampering the national life that the existing regime would be overthrown. Now, however, the evidence of the government contained in documents seized from imprisoned Spartacists shows that whereas sabotage and kindred weapons were probably favored by the bulk of the communists, there was another group that believed in "direct action" of the worst sort.

The murder of Government Inspector Blau in August led the government to probe even more deeply than before into the secret workings of the communist group.

Many Arrests Made.

This general investigation led to a number of arrests, including the haul at Halle, wherein about a dozen of very radical stripe were captured. It also proved to the government's satisfaction that Blau was killed by reds.

Munich continues to be a fruitful source of communist agitation. Some of the reddest of the reds have their headquarters there. From these headquarters issue secret orders which every now and then fall into government hands and prove that not only are these agitators willing to harm, and even halt, the national industrial life, but have no really sincere desire to benefit the laboring man.

Instead, it has been shown, the agitators are fattening on proletarian funds, some of which emanate directly from bolshevik Russia and others of which are collected from the "brethren" in Germany, Austria and Czechoslovakia.

ROAD BUILDING

ORDER ALL MATERIAL EARLY

United Action Urged to Overcome Deficiency in Open-Top Cars—Much Work Ahead.

(Prepared by the United States Department of Agriculture.)

While the expenditures during 1919 for hard-surface highways, according to estimates of the bureau of public roads of the United States department of agriculture, will set a new record with a total of \$138,000,000, this figure is small in comparison with the computed available total for 1920 or \$633,000,000, the spending of which promises to be dependent chiefly on the quality of materials the present limited railway facilities can transport.

The items entering into next year's estimate are: Brought forward from unfinished work, 1919 contracts, \$165,000,000; funds available from state and county taxes and federal aid, \$273,000,000; one-fifth state and county bond issues not before available, \$50,000,000; one-third unexpended balance of state and county bond issues previously available, \$45,000,000; available from new bond issues to be voted on in the fall of 1919 and spring of 1920, \$100,000,000.

Unless the available open-top cars, many of which normally lie idle in the late winter, are utilized in that slack season the work which can be done will necessarily be curtailed for lack of materials. The total for 1920 is more than four times the amount that has been expended during any previous year for like purposes. Therefore there must be a tremendous increase not only in the material supplies and shipping facilities, but also in the labor supply, and an enlargement of contractors' organizations. First of all, according to Thomas H. MacDonald, chief of the bureau of public roads, the attention of all state, county and city road-building interests should be directed toward overcoming this car shortage.

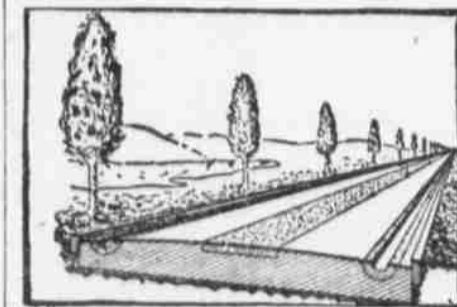
It has been customary to wait until contractors' organizations were ready to begin work before starting the shipment of material. Under these conditions many thousands of open-top cars lie idle during the latter part of February, all of March, and the earlier part of April. During the past spring the number of open-top cars that were idle totaled more than 250,000. This, of course, was partly unavoidable, owing to the late date at which work got under way, following the signing of the armistice. By awarding contracts as early as possible, contractors will be able to ascertain their material requirements at different points, and so will be in position to place orders dependent on rail transportation a considerable time in advance.

While the placing of material in storage, which may result from such a course, involves some expense, it will be small compared to the loss that will result if contractors are not in a position to go ahead with the work because of lack of materials. In view of the experience of 1919 and the greatly increased program for next year, it seems probable, according to the bureau of public roads, that contracts which are not awarded during the winter months will have little opportunity for being supplied with material which require transportation.

CEMENT RAIL FOR HIGHWAYS

Invention of Texas Man Relates More Particularly to Safety Road Making Means.

The Scientific American, in illustrating and describing a cement rail for highways and roads, the invention of J. F. O'Rourke of El Paso, Tex., says: This invention relates generally to roads and highways for vehicular traffic, and more particularly to safety road making means in the form of spaced parallel rails, which may be



A Perspective View of the Roadway.

quickly constructed of plastic material, which may be molded or laid in sections. The roadway consists of spaced parallel side tracks and a central track of which the central track has a plane surface and the side tracks longitudinal wheel-receiving depressions.

PROMOTE GOOD EARTH ROADS

For Most Soils Light Grader and One-Horse Drag Will Prove Most Beneficial.

For most of our road soils, the use of a light grader once or twice a year and the systematic use of a light, one-horse drag to smooth and compact the road after every rain, will do more toward promoting good earth roads than any other method.

HEARD and SEEN at the CAPITAL

Estimate for Annual Budget of League of Nations

WASHINGTON.—Senator Spencer of Missouri read into the Congressional Record recently an estimate of the annual budget of the League of Nations, prepared by E. A. Dolph of Washington at the request of the American Agricultural Association. Mr. Dolph says in part:

"I concede that I have no data or information as to the cost of commissions to return with proper pomp and ceremonial to his Britannic majesty the skull of the sultan of Mikwawa, nor to return to his majesty the king of the Hejaz the Koran of the caliph of Othman, nor the return of the leaves of the triptych of the mystic lamb.



"I have, however, with some patience and industry, listed the 170 tribunals and commissions that are actually named and created by the League of Nations by the joint treaty of peace with Germany, and have made what I consider a fair estimate in each case of the employees needed to function those tribunals and commissions and attach appropriate schedules giving the detail data upon which I base the following general estimate. Salaries and pay roll: First class, 6,505 persons, at \$10,000, \$65,050,000; second class, 12,352 persons, at \$5,000, \$61,760,000; third class, 166,310 persons, at \$2,000, \$332,620,000. Traveling expenses: One-third of these employees at \$3,000 each \$185,167,000; office rent, heat and light: \$31,478,300; wear and tear, furniture and office equipment, \$18,516,700; miscellaneous: Printing, exclusive of labor, plants, furniture, office equipment, attendance, witnesses at hearings, etc., \$500,000,000; total, \$1,194,591,000."

Two Decades of American Progress in Porto Rico

TREMENDOUS progress has marked the first 20 years of American administration in Porto Rico, in the opinion of Gov. Arthur Yager. He says: "These two decades of progress made by Porto Rico under the American flag taken all together constitute a record, which, I believe, cannot be equaled by any people anywhere in the world in the same length of time. It is a record creditable alike to the Porto Ricans themselves and to the great free republic to which they owe allegiance."



Almost every sphere of human life and work, the governor says, has been completely metamorphosed, and probably the most striking evidence of these changes is shown in the public improvements of the island and the development of the system of public education.

Against the public debt of \$10,056,000 there have been expenditures for permanent public improvements amounting to \$15,626,386—or more than \$1.50 in permanent improvements for each \$1 of debt. This includes expenditures of \$6,490,982 for roads and bridges, \$4,218,404 for public buildings and \$4,917,000 for an irrigation system.

There has been created in Porto Rico a modern democratic school system, offering free education to the children of the island. As a result, the percentage of adult illiteracy has been reduced from 79.9 in 1899 to less than 60 per cent in 1919. In 1899 there were 21,873 children attending schools as compared with 190,794 children in 1919.

In 1899 there were 160 miles of completed insular roads; now the island has 712 miles.

The public health service has been built up and health conditions "tremendously improved." A modern system of taxation has been developed. Wages are declared to have been increased and the condition of labor much improved.

The immense increase in industrial business can in part be indicated by the increase in foreign business, which has risen from \$17,562,103 in 1901 to \$141,896,400 in 1919.

Almost Forgotten Incident in Our Early History

IN THE house debate over the bill (S. 2775) to promote the mining of coal, phosphate, oil, gas and sodium on the public domain Representative Andrews of Nebraska, after referring to suggestions to the effect that these western lands really belonged to the 13 original states, which might call for the rentals, gave a list of the deposits made with the various states by the treasury under the act of June 23, 1836, as follows:

Maine, \$857,838.25; New Hampshire, \$669,086.79; Massachusetts, \$1,738,173.58; Vermont, \$669,086.79; Connecticut, \$764,670.60; Rhode Island, \$332,335.30; New York, \$4,014,520.71; New Jersey, \$764,670.60; Pennsylvania, \$2,867,514.78; Delaware, \$286,751.49; Maryland, \$935,838.25; Virginia, \$2,198,427.99; North Carolina, \$1,433,757.39; South Carolina, \$1,051,422.09; Georgia, \$1,051,422.09; Alabama, \$939,086.79; Louisiana, \$477,019.14; Mississippi, \$382,335.30; Tennessee, \$1,433,757.39; Kentucky, \$1,433,757.39; Ohio, \$2,007,290.34; Missouri, \$382,335.30; Indiana, \$890,254.44; Illinois, \$477,019.14; Michigan, \$286,751.49; Arkansas, \$286,751.49. Total, \$28,101,644.91.

He said that at 4 per cent the principal and interest amount to \$121,000,000. He suggested a joint resolution calling upon the states for the return of the money, under the terms of the act.

Mr. Andrews was a trifle sarcastic. There are 26 debtor states having 52 senators and 314 house members.

Uncle Sam's War on Automobile Thieves Is Now On

WILL the new federal law curb the automobile thieves? At any rate the new law is now in active operation and federal prosecutions all over the country have been authorized from Washington. By providing heavy punishment for interstate traffic in stolen cars, it will doubtless check local thieving by cutting down the market; it also makes the business of the "fences" exceedingly dangerous.

The new law is likely to make a lot of business for United States district attorneys. The department of justice estimates that 6,500,000 cars are in use today, totaling an expenditure of \$7,800,000,000.

Chicago suffered the loss of 7,611 cars stolen in 1918, according to government figures, and was second hardest hit of cities in the country. A total of 1,954 Chicago cars were recovered, the report adds, and Detroit alone stands above Chicago in the year's losses. The middle West lost more than 22,000 cars by theft, and organized bands are operating in the shipment of stolen goods.

Chicago got authority early to take up federal prosecutions under the new law. District Attorney Clynne opened the campaign by holding three men accused of the interstate transportation of stolen cars and recommending that bills of sale accompany every auto purchase, showing legal title to the car by every owner, whether the car be new or a veteran of the second-hand market.

Fred E. Lee of Indianapolis was held under \$1,000 bonds for further hearing before Commissioner Mark A. Foote. He is charged with transporting a car to Chicago which is said to have been stolen in Muncie, Ind. Wilfred Louisberry and Carlton Klorr of Kalamazoo were held for further hearing on charges of having driven in an automobile said to have been stolen in Michigan. The latter were turned over to federal authorities by the Chicago

SUGAR SHORTAGE HITS THEM ALSO



Even the treasury department's store in Washington, where treasury employees can buy almost everything from edibles to automobile tires, is advertising its lack of sugar. This store has 17,000 possible customers and helps materially in cutting down the cost of living.

DEER BEG FOR FOOD

Invade Houses in Yellowstone in Search of Grub.

Animals So Tamed by U. S. Protection They Follow People Around.

Denver.—Deer, which invade kitchens of houses in search of food, and beggar bears, which waylay automobile tourists and pedestrians along the roads, are examples of the extent to which the protection furnished by the government to the wild game within the boundaries of the various national parks has tamed the animals, according to Horace M. Albright, superintendent of Yellowstone National Park, and assistant to Stephen M. Mather, director of national parks, who came to Denver recently to attend the meeting of park officials.

went to a dance," said Mr. Albright. "I took home a pitcher of cider and a plate of doughnuts. When I reached the house I placed them on a back step, while I unlocked the door. A noise behind me caused me to look around and there was a big mule deer with his nose buried in the pitcher of cider. He followed me into the house for one of the doughnuts, and when I gave it to him, he trotted off."

It is no unusual sight, declared Albright, to see deer entering and leaving a house in Yellowstone. Small children feed them from their hands, and beggar bears, he declared, have come to be one of the biggest attractions of the park.

"They wait beside the road until an auto or party of pedestrians approach, and then get up on their hind legs and extend their front paws for contributions," Albright said.

The tameness of the animals has its drawbacks as well, because it makes them easy for pot hunters if they hap-

pen to stray beyond the park boundaries.

Woman Dog Catcher.

Denver, Colo.—"The only woman dog catcher in the world" is the title applied to Mrs. Laura Dietrich, deputy pound mistress at the dog pound here. Mrs. Dietrich is highly efficient in the unusual role, according to William C. Fox, superintendent, who declared that he had misgivings at first as to the advisability of securing a woman for the position, as he thought it would be too difficult. "However, I soon discovered that dogs resist a woman much less than a man," he said. "They are handled by Mrs. Dietrich with much less trouble than by a man."

Pearls in Oysters.

Beloit, Wis.—Forrest Wilson bought a quart of oysters for 50 cents. When eating them he bit on something hard and found it was a pearl. A few seconds later his son had a similar experience. The stones had not been cooked enough to harm them. The largest one is worth \$50 and the smaller \$10, making \$60 in two bites.