

FORCED TO LOWER LIVING STANDARD

Few Americans Able to Pay for as Good Food as Formerly

A lower standard of living has been forced on the great majority of Americans in the last two years. Only a comparative few are maintaining that which was theirs a year or two ago, and in order to do it they have been compelled to double their household budgets.

Economists, sociologists and trade and manufacturing experts agree that the cause is the tremendous advance in the prices of all commodities and the failure of incomes to increase proportionately.

Wages have remained practically stationary in all callings. There has been little advance in any of the trades except those engaged, directly or indirectly, in the manufacture of munitions.

Meats have advanced four cents and upward a pound in the last four years. Vegetables and other farm products bring from 30 to 125 per cent more than they did four years ago. Wearing apparel, from shoes to hats, has increased in an even greater degree. Rents have increased in the cities, and the price of coal and wood has gone up the country over.

Not only have the articles that go into the budget of the healthy families

gone up in price, but the medicines and sickroom necessities have increased out of all proportion to the increase in any man's income. Not even death brings a respite to the increased cost of living, for the undertaker charges more for the articles he brings into the house of mourning, and the cemetery owners ask considerably more for the final resting place than they did two or three years ago.

The net result of it all has been that the standard of living in families where the annual income is \$3,000 or less has been lowered. It means—and has meant for a year or more—less of the choicer cuts of meat, less of the luxuries of the table and less expenditures for amusements.

A woman walked into a grocery on the southwest corner of Charles Street and Waverly Place on Thursday evening. Her face was pinched. She wore a cheap blue- serge dress, a jacket that several years ago was black, but now was a dirty green, and a black hat cheaper and older than the jacket. She bought some oatmeal, sugar, eggs and various other articles, including condensed milk. She had asked the price of each before buying. As the clerk told her she would make some comment on the advance in price. When she was told that the can of condensed milk was 12 cents instead of the 11 cents she had been paying for a year or more she asked:

"What are we going to do to live?"

The clerk made no answer.

Middleman and Retailer Accused. Those who have made a study of the situation say that a great deal of the increased cost to the consumer is due to the cupidity of the middleman and the retailer, who are reaping profits such as they never reaped before. And there is more than a suspicion that some wholesalers have taxed the middleman more than was necessary in the last two years, giving as a reason for what many characterize as price juggling the unusual demands made by the belligerent countries.

Brokers in foodstuffs, who talk frankly, admit that there has been a great deal of unnecessary price boosting. One of them summed it up thus: "The Democratic party, from President Wilson down, has been shouting that the country was never so prosperous as at all its history, that wages are higher now than they ever were before, that there is more wealth. This shouting has not been lost on the crooked dealer, who capitalizes this rhetorical prosperity and makes a little additional on the side by exaggerating the demands made on this country for foodstuffs."

Whatever the reason may be, the fact is that many articles of food in this country cost more than they do in the countries at war. A striking example of this is found in bread, which costs about eight cents a pound here—double the price in England or Germany, where bread is sold for a little more than four cents a pound.

Wheat and Flour Speculation. Wheat and flour statisticians admit that the element of speculation has been a big factor in the soaring prices of wheat and flour. Although this year's United States wheat crop has been 400,000,000 bushels less than 1915's bumper crop, there is no danger of a famine. In fact, the surplus left over from last year with the surplus over and above this country's needs of this year's crop totals by more than half the total sales to date for export.

One big flour broker said yesterday that he looked forward to seeing wheat at \$2 a bushel, which would mean \$10 a barrel for flour, which would bring \$9.10, with 15 cents added for fancy grades.

Joseph Hartigan, secretary of Mayor Mitchell's Food Committee, declared that prices on all foodstuffs would be 15 to 20 per cent higher on January 1 than they are now. This, as Mr. Hartigan pointed out, would mean an increase of 60 to 70 per cent over prices that obtained just prior to the outbreak of the European war.

"A Federal restriction upon exports—an embargo on foodstuffs—seems to be the only possible solution of the problem," said Mr. Hartigan. "Just why prices should be higher in January or just why there should be any talk of a food embargo is a mystery to disinterested wholesalers, who admit there is far more produced by this country than it needs in practically every item that goes on the table."

Certainly it is a mystery to the Democrats who voted for President Wilson and the Democratic members of Congress in 1912 why prices began to soar immediately after Mr. Wilson and the Democratic Congress took office in 1913.

40,000 IN HUGHES COLLEGE LEAGUE

Army of Men Putting Hard Work Into Campaign

The Hughes National College League has enrolled more than 40,000 college men, the largest number ever brought together under one banner. The league's share in the campaign is no college-yell effort, but a concerted, sober and earnest endeavor to solidify the intelligence of the country in support of Hughes.

Under the leadership of Theodore E. Burton, of Ohio, as president, and of George Brokaw Compton, of New York, as national campaign manager, these 40,000 college graduates are devoting to the cause all the hours they can spare from business. Branches have been organized in practically every city containing enough college men to make an organization possible.

Men Carefully Organized. As soon as the campaign started a quarter of a million letters were sent out to college graduates, and soon thousands of enrollments began flowing into the league's headquarters, at 511 Fifth Avenue. The enrollment cards were filed according to states, cities and colleges, and other circular letters were sent to the members asking what line of work interested them most—campaign speaking, personal solicitation, the organization of parades or meetings, or any other of the kind.

The responses were most satisfactory. In New York particularly the work of the league has already gained great momentum and is thoroughly organized. Those who have elected to do campaign speaking have been formed into a class to discuss the issues of the campaign to go over in detail the salient points and to consider the most effective means of driving them home. A great many others have been making personal canvasses of voters, especially laboring to convince the undecided.

Get Out Big Registration. During last week a large force of Hughes college men were kept busy getting out as heavy a registration as possible. Now that this work is over they will switch to that of organizing meetings and of preparing to get out the vote. Many are doing clerical work at headquarters after their business hours.

The league's publicity bureau keeps several busy. This bureau is up to its ears in work distributing propaganda and campaign material to newspapers in every city in the country of 5,000 or more inhabitants. It also keeps the branch organizations in touch with the central office, and is busy with each development of the campaign.

Second Appeal Lost. A second appeal was then taken by the defendants to the Supreme Court of the United States, where a decision affirming the lower courts was announced on January 5, 1915. This was likewise unanimous. Mr. Hughes, who was a member of the court as then constituted, united in the decision.

The court did not undertake to reconsider the fundamental questions, which had been conclusively decided on the prior appeal.

The conclusion reached by the court on the second appeal inevitably followed from its prior decision. Exclusive of Mr. Justice Hughes, thirteen several justices of the highest court in the land, besides three judges of the circuit court, making in all seventeen judicial officers of the highest rank, and in addition twelve jurors, unanimously united, without any dissent whatsoever, in the various steps which resulted in the final judgment which has been thus criticised. So far as Mr. Hughes is concerned, it was impossible for him, without self-stultification, to do otherwise than to unite in the decision rendered.

Attack Is Far-reaching. The attack now made is not so much upon him, who was but one of thirty judges and jurors who concurred in the judicial proceedings which culminated in final judgment, as it is upon all of these thirty ministers of justice, upon our constitutional form of government and upon the most elementary concepts of law, order and justice.

Those who are seeking to penalize a former judge, under these circumstances, for observing his oath of office are substituting coercion and terrorism for due process of law, are undermining the very citadel of our liberties and are subverting the sanctity of

LOUIS MARSHALL UPHOLDS HUGHES

Calls Danbury Hatters Decision Obligatory on Justice

I desire to call attention to a recent statement by Mr. Samuel Gompers regarding the decision in the so-called Danbury hatters case, and which comments invidiously upon the participation therein of Mr. Hughes as a member of the Supreme Court. It is charged, in substance, that this decision indicates him to be a foe to labor.

The injustice and unfairness of such an accusation are apparent at a glance. The suit was brought by Loewe to recover from the defendants treble damages under the anti-trust law for injuries which he claimed to have suffered in consequence of acts alleged to have been in restraint of trade. The case involved an interpretation of the Sherman act. The Supreme Court was first called upon to consider the fundamental legal propositions in December, 1907. It rendered its decision on February 3, 1908, holding that the acts charged constituted a violation of the anti-trust law. The decision was unanimous. Mr. Hughes was not, however, at the time of its rendition a member of the court, nor did he take his seat on the bench until October 10, 1910, more than two years and eight months after the announcement of the decision.

The law of the case having been established, the case came on for trial before a jury of twelve men in the United States District Court in Connecticut. A verdict was rendered by the jury in favor of Loewe. The defendants appealed to the United States Circuit Court of Appeals, where the verdict of the jury was unanimously sustained. In the opinion of that court it was stated that all of the fundamental questions of law had been disposed of on the first appeal to the Supreme Court, and that the applicability of the anti-trust act to the facts proven was no longer debatable.

No Move Has Yet Been Made Even to Prepare for Building. [From The Tribune Bureau.] Washington, Oct. 14.—Serious concern is being caused to friends of the navy by the delay in starting construction of the ships authorized by the last Congress. Naval officers fear the time before the laying of keels for the eight capital ships Congress intended should be started this year will stretch interminably.

The opinion is frankly expressed at the Navy Department that nothing whatever will be done about the new ships, aside from the drawing of plans which is a continual activity, until far into the next Administration.

Although Congress was so intent on haste that it authorized the Secretary of the Navy to increase the cost of the ships 20 per cent as a bonus for speed, the Administration seems undisturbed as it lets the months slip by without action.

No Move to Prepare Yards. Naval officers are particularly indignant that the department has made no step toward equipping four additional navy yards for the construction of capital ships. It was thought at the time Congress was considering the naval bill that, owing to the pressure on private shipyards, it might be necessary to construct some of the eight big ships in navy yards. Six million dollars was appropriated to equip the yards. In addition to the two yards now equipped to build dreadnoughts—New York and Mare Island—it was provided that Norfolk, Philadelphia, Boston and Puget Sound should be made ready for the bigger ships. But not a hand has been turned toward this work, although it will require almost a year.

Meanwhile, the two dreadnoughts authorized in March, 1915, still exist only as plans in the New York and Mare Island yards. A little material has been gathered, but that is all. Their keels cannot be laid, it is said, for some time yet. Assuming three years for completion after the keels are laid, the ships will be ready just four and one-half years after authorization, even if there is no further delay.

WAWA VOTER WANTED PAY.

Representative Campbell, of Kansas, according to "The Detroit Free Press," said in a recent address in Leavenworth.

"The corrupt man is always a stupid, ignorant man. A corrupt voter was arrested once in Wawa."

"Wot am I arrested for?" he asked. "You are charged," said the officer, "with having voted eight times."

"Charged, hey?" muttered the prisoner. "That's queer. I expected to be paid for it."

U. S. AUTO EXPORTS \$144,626,719 IN YEAR

Sales Abroad Almost Doubled in Twelve Months

Washington, Oct. 14.—Export sales of American automobiles and parts in the year ended June 30 totalled \$144,626,719, almost doubling the record total of the previous year, according to the Commerce Department today.

Sales of commercial automobiles totalled \$56,805,548; passenger automobiles, \$40,650,263; tires, \$17,936,227; engines, \$2,636,862; parts, \$22,536,485. Sales were concentrated principally in England, Russia and France. All but \$5,000,000 of the commercial automobiles went to these countries. Exports to England of commercial automobiles rose from \$189,000 in 1914 to \$18,723,000 in 1915.

EVEN FORGET HUSBAND'S NAME. The case of the witness at Kingston police court who did not know the name of the thoroughfare wherein he lived could easily be paralleled any day in London's mean streets, says a writer in "The London Globe."

Instances have been known where a wife did not know her husband's name, and consequently her own, name. In the easy going fashion of the poor streets, such a name, and eventually the name of the wife, is known by the people who are acquainted with a young man under such a name, and eventually the name of the wife is known by the people who are acquainted with the young man under the said Bill or Ginger without ever knowing his people's surname. Why, then, should these Bohemians trouble to learn the names of their own streets?

OWEN MAGNETIC advertisement featuring an image of a car and text describing its features: 'The Owen Magnetic stays young and new because the magnetic principle eliminates those features which help sound the early death knell of speed gear shifting cars. The Owen Magnetic principle eases all mechanical strain on its high grade six-cylinder engine, the car and occupants; there are no shocks, jerks, jolts or gear jamming, because the wondrous power at a thousand speeds is transmitted through an air-space cushion—not meshed gears. This is more simple and easy to understand, when demonstrated, than any gas car principle of power application. You'll see. In its perfect action the Owen Magnetic responds to every emergency, more like a living thing than a machine. It seems to lack only the human brain to do its part under all conditions. A mere touch of the finger-lever on the steering wheel accomplishes more than most of the world's greatest automobile experts ever thought possible before this was proved to them. Individuality in unsurpassable coach building, snappy lines, smart appearance, elegance of decoration, power, make the Owen Magnetic truly the sensation of higher ideal development—the Final Car. Models on exhibition—or Made-To-Order. Limousine Town Car, Coupe and Landau Models from \$3500 to \$5000. Touring Cars and Roadsters from \$3150 to \$3750. Demonstration by appointment. Phone 898 Circle. BAKER R. & L. CO., Inc. Broadway at 57th St., New York.

ISOTTA FRASCHINI MOTORS CO. advertisement featuring a royal crest and text: 'Become the crest of Royalty—and a mark of distinction in America. WHERE price has been of no consideration—where comparison of beauty and performance is with the finest motor products of the whole world; there Scripps-Booth alone, is chosen as the able carrier for personal use. That this roadster's cost is low, results only from its trim small size—the quality, part by part, is identical with the finest larger cars. The four-cylinder roadster at \$825.00 can now be delivered upon the day your decision is made. You can best realize the reasons for Scripps-Booth success by testing for yourself its merits and luxury. ISOTTA FRASCHINI MOTORS CO. 2 West 57th Street New York. Newark: 23 Central Ave. Washington: Dupont Circle.

CHANDLER SIX advertisement featuring an image of a car and text: 'MAGNIFICENT Limousine Mounted on Famous Chandler Chassis \$2750. Specially designed for those who lead in New York's smartest circles, this car excels in beauty, dignity and luxuriousness. Not the slightest detail has been overlooked in equipment. Bodies are of aluminum, patterned along classic lines. With seat back and cushions excepted, interiors are trimmed plain, in imported fabrics of colors that blend harmoniously with the stately mahogany paneling. Perfect ventilation is assured. Extra folding seats are concealed when not in use. There are concealed quarter lights, toilet articles, etc. Fully equipped, this Chandler weighs but 3200 lbs., which keeps fuel cost at 16 miles per gallon of gasoline, 1000 miles per gallon of oil and 6000 to 7000 miles on one set of tires. Do not buy a Fall car until you arrange for a demonstration with this magnificent Limousine. BRADY-MURRAY MOTORS CORPORATION New York's Most Complete Motor Car Institution 1884 Broadway, at 62nd Street Telephone, 9175 Columbus. FARRELL AUTO CO. 1384 Bedford Ave., Brooklyn W. C. D. MOTOR CAR CO. 229 Central Ave., Newark C. T. BECKMAN & SON 2351 Boulevard, Jersey City CHANDLER MOTOR CAR CO., CLEVELAND, OHIO

KING advertisement featuring an image of a car and text: 'KING 60 H.P. \$1350. First in the "Get-Away". Stand-still to 25 M.P.H. in eleven seconds. KING CAR CORPORATION of N. Y. Broadway at 52d St., Manhattan Telephone 281 Circle.

Select Your Town-Car Now! advertisement featuring an image of a car and text: 'OUR experience has shown us that those who desire a town-car in the fall of the year require quick or immediate deliveries— And that when this is impossible the longer the delivery is deferred the more dissatisfied the buyer is sure to be. The more popular the car the more subject it is to this embarrassment. And heretofore this has been a serious problem in the marketing of Stearns-Knight Cars. The Fall of 1916 sees a vast improvement in our producing facilities, and for the immediate present we have solved the problem— But the current demand leads us to suggest strongly that you make your selection now. There are Limousines, Landauets, Broughams and Coupes, equipped with four and eight cylinder Stearns-Knight Engines which guarantee you that silence and flexibility of power in traffic which are always so desirable but seldom available in a Closed Car— Body lines so harmonious and attractive as to induce that involuntary and admiring turn of the head so acceptable to everyone who has a pride in whatever he owns. Furnishings so luxurious and details so generous that you have just a little more than you expect, rather than a little less than you demand. Call and make your selection now, while immediate delivery continues to be possible. For a brief period immediate deliveries are possible Stearns-Knight Eight Full Limousine . . . \$3,500 Full Landauet . . . 3,600 Cloverleaf Roadster . . . 2,150 Touring . . . 2,150 Stearns-Knight Four Full Limousine . . . \$2,900 Landauet Brougham . . . 3,100 Coupe . . . 2,050 Cloverleaf Roadster . . . 1,450 The F. B. Stearns Co. of N. Y. Broadway at 57th Street Local Dealers Everywhere Wholesale Distributor, Metropolitan District CHAS. E. RIESS & CO., Inc., 1690 Broadway, New York.