



AMERICAN AVIATORS SOON TO RETURN HOME

(By International News Service.)
 Warsaw, Oct. 12.—Colonel Fauntleroy, commander, and the 14 other American aviators of the Koculisko Squadron, will soon be demobilized from the Polish army, and the most of them will return home to the United States.

The signing of armistices between Poland and Soviet Russia, and Poland and Lithuania, will banish the need for intensive military activity, and although it is expected that the signing of a peace treaty will be delayed by the manoeuvres of the politicians of all three countries, the demobilization of the Polish army will begin as soon as the armistice has been signed.

This will release the American aviators, who, it is understood, will be glad to return home at their own expense in France and Belgium and on the Russian front. Their places will be taken by Polish aviators trained by American and Italian aviation experts and they will fly mostly Handley-Page airplanes.

The American flyers have seen hard service through two summers and one winter, scouting to locate and bombing to disperse, the enemy forces.

Some of them will give up aviation to return to their civilian lives and

activities, the others planning to stick to flying and help develop it for civilian uses. When Colonel Fauntleroy returned to the front just before the last crucial activities, he said: "We'll all be home again in a short time if this situation comes out favorably for the Polish arms. We are glad we came and we will be glad to go, when our services are no longer needed."

The authoritative word comes from Warsaw that the services of the American flyers has been appreciated and that they have covered themselves with all kinds of glory, winning reputations for courage and venturesomeness and getting results under adverse conditions. Thrilling escapes and effective fighting have marked their careers in the north. Promotions have been granted. Fauntleroy first, from captain to major, and then to colonel, and the others in most instances being advanced.

With the departure of the Koculisko Squadron, there will be remaining practically no Americans in the Polish army, the members of Haller's army from the United States having all gone home excepting one regiment now on duty near Danzig. That regiment, too will go soon, leaving no Americans.

LIVING COSTS ARE HIGHEST IN TAMPICO

(By International News Service.)
 Tampico, Mexico, Oct. 21.—Tampico is now called "the highest priced port in the world." It is a more expensive place to live in than New York or Buenos Aires, two great cities celebrated as calling for well-filled pocketbooks.

Everything is marked up in Tampico. Many articles can be bought in towns only a few miles away for one-half and one-quarter of the price charged.

This indicates that there is no reason for the extremely high price except that oil production has brought an abundance of money to Tampico and the shopkeepers, restaurant keepers and hotel men want their share.

How the peons live is one of the riddles at Tampico. The pay offered them, averaging about \$1.25 in American money, seems large to laborers who come from other sections of Mexico, where no such amount can be earned, but when the people encounter the high prices he finds that his \$1.25 does not go far.

Some of the Mexican laborers are so undernourished that they can scarcely lift a shovel. Others stagger with an empty wheelbarrow. Their slow, lethargic movements at first create the impression that they are lazy, but the truth is that they do not get enough to eat, most of them having families as well as themselves to feed.

Laborers employed by the American companies are the best fed and best cared for in the Tampico district. Some of the American companies have commissaries at which the laborers can buy provisions at cost.

But the strange thing about Tampico, as well as the rest of Mexico, is that anti-American propaganda has blinded the peons to the fact that they are best treated by Americans. They receive benefits from Americans without thanks, hate Americans and seem to love those who give them least thought and attention.

"WEARY WILLIES" TO HAVE SCHOOL IN KANSAS CITY

(By International News Service.)
 Kansas City, Oct. 12.—"Red riders," hoboes and tramps who have banded themselves together under the name of Casual and Traveling Workers and elected as their leader J. Eads How, M. D., known as "the millionaire hobo," held a meeting recently and voted unanimously to endow a hobo college in Kansas City sometime during the coming winter.

No faculty was named and, though the curriculum of the proposed hobo college was only lightly touched upon, it is understood there will be courses in higher domestic science. This course will include such subjects as preparing a "millionaire" without onions and potatoes and making bread pudding desert without the bread.

"Tiptoe" Murphy addressed the meeting and told the charter members of the Casual and Traveling Workers he might be induced to take a chair in the faculty. "Tiptoe" admitted he is the "grandpa" of "blind baggage" and "coal tender" riders of the United States.

J. Eads How, M. D., the organizer of the Casual and Traveling Workers, recently arrived in Kansas City after having attended the Rocky Mountain

MANUFACTURERS IN ENGLAND ARE IN POOR SHAPE

Galaxy of Troubles Creates Situation of Despair.

By EARLE C. REEVES,
 International News Service Staff Correspondent.

London, Oct. 12.—In the face of continual threats to strike, both from great and small unions, the British manufacturer today has reached a position of despair, and, in view of a probable difficult winter, is becoming more and more inclined to rest on past laurels and profits, and to let his business slide.

Such is the summary of the present British industrial situation made by the Sunday Times, in an article which has caused widespread discussion.

"This," says the Sunday Times, "means a general trade slump—a vast increase of unemployment and the abandonment of any attempt at post-war reconstruction."

According to this newspaper, British industrial development is being strangled by the excess profits tax, strikes, general labor unrest, trade union rules and the enormous cost of production. Incidents in support of these five causes of strangulation are cited, and the article then concludes:

"What is going to be done to help British trade? Wages must first cease to be artificially fixed and must depend more closely on output. An organized body of workmen must be paid, not according to their powers of striking, but according to their production."

"In other words, the Government must demand and organize a general reconstruction and stabilization of wages on an output basis. This means more money for all, all around, and

gives the manufacturer a firm basis on which to develop. The danger of this country becoming overpaid and consequently overproducing, must be avoided at all costs."

The picture of Britain's outlook, as drawn by the Sunday Times, which is a conservative weekly newspaper, might be considered overdrawn, for the purpose of carrying home to the strike-inclined labor unions the danger of unemployment, but for one fact. That is that some of the most prominent leaders of labor are sounding a similar note of alarm.

J. H. Thomas, head of the railway-men's organization, says:

"I have frequently pointed out, and all evidences goes to prove, that we are faced with a very hard winter. Unemployment is becoming more marked. The grave financial position of the country is also a source of worry to those who know the actual position. Don't let us make the mistake that a fight to the bitter end will solve it. To increase output and to stabilize industry the good will of the workers must be obtained. That cannot be done by mere talk of a fight to a finish. To save the country peace is essential."

In pleading for a "way out" of the coal strike crisis, Thomas said such a strike might "prove a struggle that could easily develop into something more than an industrial fight and shake the British Empire to its foundations."

George Barnes, who, as a member of the "inner war cabinet," ranked as the most prominent of Britain's labor leaders during the war, delivered another note of warning in an address before a joint conference of some 500 employers and employees.

"Those who today are adding to the excitement of the workers by appealing to them in terms of class antagonism," said Barnes, "are preventing them in terms of class antagonism," said Barnes, "are preventing the country from getting through the

dislocation caused by the war and are perpetuating the very troubles on which they base their appeals.

"The constant rise of prices and of wages is an absurd proceeding like a dog chasing its own tail. A reduction of price is needed so as to attract the buyer, and the way to reduce the price is by mass production."

Barnes pointed out that America is underselling British firms in the steel rail market in England by more than \$20 on the ton.

"We have been outdistanced in mass production not only in America but in France," he added.

Britain, said Barnes, formerly paid for its importations of food, necessary because of the low agricultural production here, with exportation of coal and steel products, among other things. Coal production, he says, is fifty millions tons a year less than before the war, while England cannot pay America for food with steel products when America can make them more cheaply than England.

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TOOTS AND CASPER BY J.E. MURPHY

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 Maybe you're NOT married. But you'll "get" these two, and sooner or later (mostly sooner) they'll get you—especially that girl Toots.
 Oh, yes! You'll understand!—if you follow them every

DAY IN THE BRIDGEPORT TIMES