



Store Open
9 A. M.
Closes
5:30 P. M.

Now the NEEDS MER HOME, and out

a complete tool chest— the department

supplies for the professional
merely "handy around the house"

- Cobblers' sets, consisting of one shoe-maker's hammer, three shoe lasts, one knife, two shoe awls, two packages of nails, one card of heel plates and one pair of half soles. With instructions. **\$1.79**
- Ice mallets, hickory wood, **34c**
- Ice shavers, galvanized, **67c**
- Ice chipper, galvanized, **57c**

Tool Cabinets

- Red Star Tool Cabinet, made especially for this store. Thoroughly seasoned hardwood, panel door, light oak finish. Size 19x25 inches, containing 36 dependable tools and miscellaneous articles. **\$22.89**
- Cabinet without tools, **\$5.61**
- Red Star Tool Cabinet, box door, thoroughly seasoned hardwood, size 16x24 inches, contains 26 high grade tools and miscellaneous articles, **\$17.89**
- Same cabinet without tools, **\$4.81**
- Combination work bench and tool cabinet, made of hard maple wood and fitted with one rapid-action vise. The top is 22 inches wide and 42 inches long. **\$21.84**



West, near 25th Street

marquisette?

Go on your Summer draperies until you do
this just what you've been looking for.
Of cretonne—the designs are copies of
permitted rec passage of light and air
fit filtering through the colors is ineffably

at 39c yard
at 49c yard

ARTS of imitation to Antoinette LACE

about half regular price
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... ..
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Post-Influenza Relief Requiring More Money

Average of About \$700 Monthly
for Five Months Still Needed,
Workers' Estimate.

Only About \$1,000 Now in Hand

Two Serious Problems Confront Com-
mittees in Charge of Work—How to
Complete Task with Families and
How to Care for Children in Nur-
series—Help Held Down to Minimum.

It has been estimated by the in-
fluenza follow-up committee, officially
known as the Council of Philanthropies,
that only about \$1,000 remains of the
fund for relief of families in need
through the influenza epidemic, and at
a recent meeting it was reported that
aid must be continued in many cases.

An average of something like \$700
monthly for five months will be re-
quired to complete the relief work for
this group, the workers believe. A
committee to consider how to carry on
the aid and how to finance it was ap-
pointed, consisting of John A. Cullen
of the Catholic Children's Aid; Arthur
W. MacDougall, secretary of the Bu-
reau of Associated Charities, and
William F. Kirat of the Poor and Alms
Department.

A little more than five months of
work with the afflicted families lies
behind the council and approximately
one-half of families are again on a
self-sustaining basis, but the com-
mittee still faces a considerable prob-
lem, or, rather, two problems—how to
complete the work with the families,
and how to handle the children in day
nurseries.

In maintaining the family life and
holding together, wherever possible,
the homes threatened by the death or
disablement of the bread-winner, the
effort has been to give adequate relief
and to preserve good standards of liv-
ing. The Bureau of Associated
Charities and the United Hebrew Char-
ities, which have had charge of the
family side in standing for adequate re-
lief, were living up to the theories pro-
mulgated for years by all charita-
ble organization societies, but apparently not
popularly accepted until war relief
work was undertaken generally.

Administrative Cost Minimized.
By dividing the influenza relief work
among a number of already existing
agencies, the council has minimized the
administrative costs, maintaining only
a supervisor and one clerical assistant
at the headquarters at the city hall.
No extra workers were employed for
the family care, the money being en-
tirely for the direct aid of the suffer-
ing households—paying rent, buying
milk and other food, in a few instances
shoes for the children, and other neces-
sities.

The city has been directly repre-
sented in the conduct of the work as
from the first. Mayor Gillen has
served as chairman and Overseer of the
Poor Baldwin and one other repre-
sentative of the Poor and Alms De-
partment have served on the council.
The charities bureau still has more
than fifty families on its list, and
the Hebrew charities organization has
ten, while forty children are in nur-
series.

The bureau records of the cases
handled through its workers reveal the
use funds have been put to and some-
thing of the methods of as well as the
sort of households helped. It is very
evident that there has been no whole-
sale relief handed out without con-
sideration of individual needs, and that
all assistance has been based on an in-
timate study of each case by a trained
worker. In addition to the more vol-
uminous records filed by the visitor,
there is a brief summary of each case.

Instance of Record Kept.
These brief records give first the
personal of the household to be aided,
and comment as to the type of family and
budget.
Here is one taken at random, as of-
ficially diagnosed: "Widow and six chil-
dren—eight years, seven years, six
years, four years, three years, two
months. No relatives to help. Overseer
of the poor is giving \$2 a week and
little extra in bread tickets. Widow's
pension, \$50 monthly. Woman main-
taining a good home whose standard
ought to be kept up. Budget, expendi-
ture, \$120. Income, \$120. Light, \$11
water, \$15. Incidentals, \$3; total,
\$153. Income, widow's pension, \$50;

The shortage of funds and this is the
reason of the household to be aided.
The amount of assistance is continued
... ..
... ..
... ..

ZONE FARES FOR STREET CARS (No.

In its Report and Order, filed July 10, 1918, granting Public Service Railway Company the right to charge one cent for each initial transfer issued, the State Board of Public Utility Commissioners referring to the then existing rate, said:

"The charge for the service does not bear any fixed relation to the service. Under the present existing five-cent uniform rate, some passengers are permitted to be carried a considerably greater distance for the same rate than other passengers."

Further on in the same decision the Utility Board ordered:

"Said Public Service Railway Company shall file or submit to the Board before January 1st, 1919, a plan whereby the method of charging at present in force may be revised by an equitable zoning system over its entire territory, proper consideration being given to all of the elements to more properly relate the cost of service with the length of haul and value of service."

Such was the language of the Board. It was an "order," definite and specific. "Shall file or submit" were the words used.

The company proceeded in good faith and without delay to obey the order. Its job was "to more properly relate the cost of service with the length of haul and the value of service." Before the work was well under way the National War Labor Board, on August 1, 1918, ordered an enormous increase in the wages of employees.

This naturally added to the "cost of service." Advances in the prices of materials further enhanced this cost.

Getting down to a dollars and cents basis, the company is confronted with this situation:

In 1916, the year before our country entered the war, the railway carried 312,000,000 revenue passengers and its operating expenses were approximately \$11,100,000.

To carry the same number of passengers during the coming year under conditions which now obtain—that is, paying the increased scale of wages and the higher prices necessary for materials—it will cost the company, for operating expenses, approximately \$18,750,000.

This means an increased "cost of service" of \$7,650,000—and a street railway's only source of revenue is carfares.

"To relate the cost of service" so that every rider will pay a just rate for what he gets and nothing more, the zone plan was presented. It apportions the cost according to a method that has been approved in other cases by the State commissions of Wisconsin, Massachusetts and New Jersey.

This method applied to the Public Service system leads logically and mathematically to a rate of five cents for the first zone mile, one cent for each additional zone mile and one cent for each transfer. Such a rate is just, reasonable and equitable.

And that is all the Company asks.

PUBLIC SERVICE RAILWAY COMPANY

Don't buy
Aspirin in