

FAIR FOOD PRICES FIXED FOR CITY

HOUSEWIVES TOLD JUST WHAT THEY OUGHT TO PAY

NIGHT
EXTRA

The Seattle Daily Times

MEMBER ASSOCIATED PRESS.

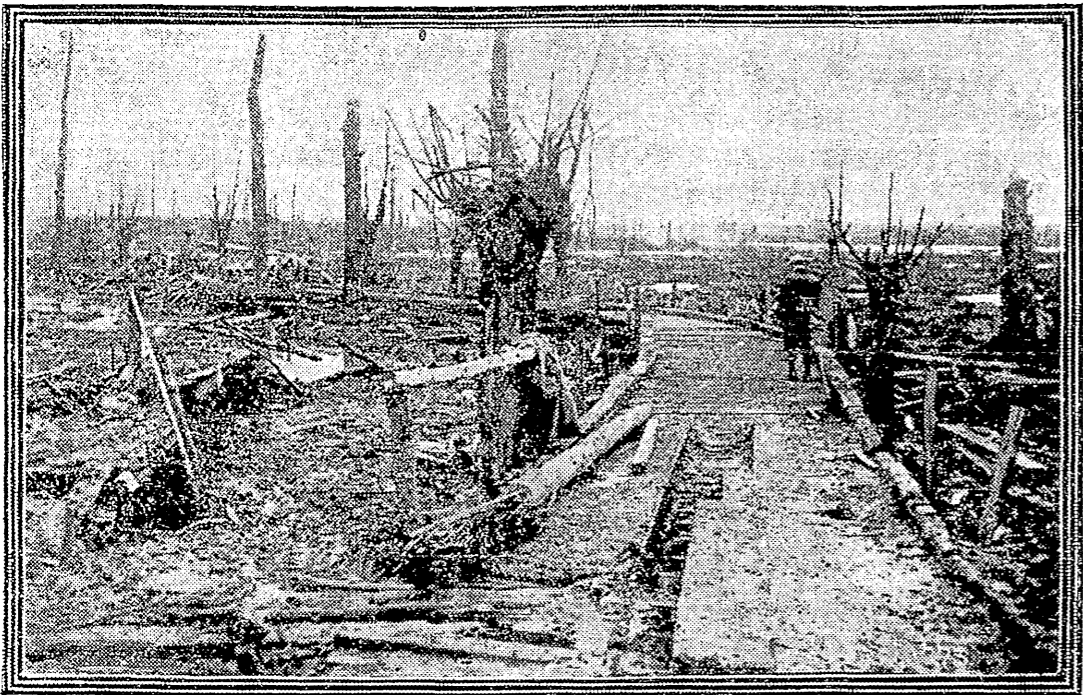
THREE LONG BLASTS
Of the Times Whistle mean that Seattle has added another big step to Uncle Sam's fleet.
THE TIMES WHISTLE
Will mark each of these milestones in Seattle's industrial progress.

20 Pages.

SEATTLE, WASHINGTON, WEDNESDAY EVENING, JAN. 23, 1918.

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UTTER DESOLATION ON WESTERN BATTLE LINE FAILS TO DAUNT ENERGY OF RECONSTRUCTION



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Heavy Plank Roads Pushing Their Way Over Flanders Mud.
This picture gives an idea of the utter desolation in the wake of war on the Western front. In spite of seeming insuperable difficulties, the work of reconstruction goes on with the Allied advance. Roads must be built to supply the troops at the front. In the distance French engineers can be seen constructing this plank road through mud and water in territory that was once held by the German invaders.

RUSSIA STARVING WITH FAILURE OF TRANSPORTATION

Soldiers Ravage Countryside and Return to Cities to Peddle Food in Streets.

PETROGRAD, Wednesday, Jan. 23.—Since the dissolution of the Constituent Assembly and the disappearance of any immediate hope of reconciling the striving political parties, public attention in North Russia is centered on the bread shortage, the lack of practically all foodstuffs, the breakdown of transportation and the commercial stagnation as the result of the closing of the banks.
The bread allowance in Petrograd today has been reduced to a quarter of a pound daily, and the food commission has limited eggs to children under three years, each child to have four eggs a year. But eggs are not obtainable at any price.
Soldiers and sailors have become peddlers throughout North Russia, and are making excursions into the countryside and returning to the cities with bread, meat, tobacco and sugar.
Although the city shops are without stocks the streets are lined with soldiers offering supplies at high prices. A general suspension of passenger trains began today in an effort to speed the transportation of foodstuffs from Siberia and South Russia to the North. Members of the railway men's unions are remaining at their posts trying to maintain transportation but locomotives and cars are badly disabled and traffic is hindered by the masses of wandering soldiers from all sections of the country who insist that their trains have precedence over freight.
Former bank employees in Moscow and Petrograd are being urged to work under the direction of the Smolny Institute. Withdrawals on checks are limited to 500 rubles to each depositor daily and long lines form at the banks.
(Continued on Page Four.)

Wanted 300 Cars Of Potatoes for Uncle Sam's Men

Seattle Quartermaster Depot Calls for Bids for 1,250,000 Pounds of Spuds.

POTATO growers of the Pacific Northwest have been asked to furnish Uncle Sam a million and a quarter pounds of spuds—equal to 300 carloads.
Bids for this enormous lot have been called for by Col. George Pughan, in charge of the United States Quartermaster Depot in Seattle. One million pounds of the tubers are for Camp Lewis and a quarter of a million will be distributed about the forts on Puget Sound.
When Uncle Sam returns from a shopping tour he usually needs a half dozen freight trains to haul home his purchases. The Quartermaster Depot in Seattle has handled an enormous amount of provisions since the United States entered the war. In all more than 2,000 tons of foodstuffs are sent monthly, either through or under the direction of the depot quartermaster in Seattle to the American Lake cantonment, the Sound forts and the forts in Alaska.

Senate Committee to Make Inquiries Into Situation at Camps

WASHINGTON, Wednesday, Jan. 23.—The Senate military committee's general war inquiry, which was suspended last week while the war cabinet and munitions director bills were prepared, will be resumed next Saturday, when Maj. Gen. William George, surgeon-general, U. S. A., of the army, will testify regarding sanitary conditions at the cantonment. Inquiry into cantonment construction, aviation service, including progress on the Liberty motor and airplane construction, is expected to follow.
"We are hopeful that a survey made by a student of Dr. Parker's standing will give results that will not only convince the government of the justice of our request for a wage increase, but will also result in the settlement of other wage disputes in which increased cost of living figures are a factor."
"We will be glad to receive and consider data from any and all sources for the purposes of this investigation."
Shipyard wages for Seattle and all other Pacific ports were fixed by the so-called Macy commission, which visited this coast last fall. Last month the Shipping Board, the Navy Department and the American Federation of Labor joined in making a revision of the Macy award with the result that an increase of 10 per cent effective as of January 1, 1918, was granted.
As a forerunner of the agreement it was provided that should any union or number of unions feel that rising cost of living had made the scale inadequate, it might at any time after February 1 apply for a readjustment. The Seattle Metal Trades council has already made such an application.
At that time the Shipping Board instructed the Seattle committee to be prepared to submit data in support of their petition to the board's wage adjustment committee in Washington, D. C., on or after February 1. It had been the council's intention to send a delegate to Washington, D. C., to present its data, but it is quite possible, now that Dr. Parker has been commissioned to make an investigation, that the unions will agree to be bound by Dr. Parker's findings.

DR. C. H. PARKER TO INVESTIGATE COST OF LIVING IN CITY

Purpose of Inquiry Is to Meet Argument of Shipyards That Pay Is Inadequate.

AS a result of request made by the Seattle metal trades unions for an upward revision of the shipyard wage scale recently fixed by a government commission, the United States Shipping Board's wage adjustment committee has commissioned Dr. Carlton H. Parker of the faculty of the University of Washington, to make a complete survey of the cost of living in Seattle and other Puget Sound cities.
The purpose will be to meet the argument of the shipyard workers that increases in food, clothing and fuel prices and rentals have made the established wages inadequate.
The Union Approves Step.
The Seattle Metal Trades Council at its weekly meeting last night in Metal Trades Hall in the Collins Building, received official notice of Dr. Parker's appointment, and went on record as approving the step taken by the government and as offering its cooperation. To that end the council issued a formal request that the business agents of the various metal trades unions constitute themselves a committee to work with the officers of the council in gathering data for Dr. Parker's information.
Dr. Parker, who recently returned from Washington, D. C., where he went on government business, has been instructed to call upon us for all facts and figures we have to support our request for a reopening of the shipyard wage question," said Bert Shipyards secretary of the Metal Trades Council, this morning.
The unionists and others who have investigated the subject, in assist us in collecting information for Dr. Parker.
To Furnish Scientific Basis.
"We are hopeful that a survey made by a student of Dr. Parker's standing will give results that will not only convince the government of the justice of our request for a wage increase, but will also result in the settlement of other wage disputes in which increased cost of living figures are a factor."
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MOTHER AND CHILD BURN

FORD CITY, Ont., Wednesday, Jan. 23.—While her husband lay on the ground with a broken arm sustained in falling out of a window of their burning home unable to help them, Mrs. Olive Freeman, 22 years old and her 2-year-old son, Gordon, were burned to death early today.

GOMPERS URGES SEVEN-HOUR DAY AS WAR MEASURE

Would Conserve Coal and Prevent Rail Congestion, He Says.

GARFIELD THANKS MINERS

Indianapolis Convention Takes Up Bituminous Mine Wage Scales.

INDIANAPOLIS, Ind., Wednesday, Jan. 23.—A universal seven-hour day during the period of the war instead of present sporadic suspension of industries by the Fuel Administration to conserve coal and relieve railroad congestion, was suggested today by Samuel Gompers, president of the American Federation of Labor, in a speech to the convention of the United Mine Workers.
The following telegram from Federal Fuel Administrator Garfield was read to the convention this morning:
"Please express to the convention my sincere appreciation of the action in ratifying by an overwhelming vote the Washington agreement, thus confirming the assurance given President Wilson last November that the miners would take this step as a practical means of assuring uninterrupted work at the mines. By this vote the mine workers have proved their understanding of the present crisis and have responded most patriotically."
Discuss Wage Scale.
The miners today again took up the question of changing the method of negotiating wage contracts with the bituminous coal operators, delegates from Illinois, Ohio and Pennsylvania, Illinois, Ohio and Western Pennsylvania, demanding that they be represented in the interstate wage conferences of those states. The wage agreement made in the Middle Western states on this basis, on which the contracts in other soft coal districts are made.

Submarines Sink Three Ships With Loss of 850 Lives

Two Steamships Are Sent Down in Mediterranean and One in Mersey River.

LONDON, Wednesday, Jan. 23.—The sinking of three ships with the loss of nearly 850 lives was announced in the House of Commons this afternoon by the parliamentary secretary to the admiralty.
The two steamships were attacked by German submarines in the Mediterranean on December 21 and destroyed. The third was sunk in the mouth of the Mersey river on the same day.
Seven hundred and eighty persons perished when the vessels were lost in the Mersey, while about 600 lives were lost in the sinking at the mouth of the Mersey.
The loss of life created a profound sensation.

Floods Cause Heavy Damage in Germany; Rail Traffic Crippled

THE HAGUE, Wednesday, Jan. 23.—Heavy damage is being caused throughout Germany by floods. A tremendous fall of snow has been succeeded by warm weather and rain, and that many streams are out of their banks.
Hundreds of acres of farm lands are under water, bridges have been washed away and scores of industries have been compelled to shut down.
Railway traffic in some districts is paralyzed and telegraph and telephone services are crippled.
The most serious damage to the munitions industry has occurred in the Rhine Valley, where thousands of soldiers are employed in clearing away the wreckage and salvaging property floating in the water.

Three Americans Are Killed in Action; No Report of the Battle

WASHINGTON, Wednesday, Jan. 23.—Gen. John J. Pershing, commander of the United States Expeditionary Forces in France, today reported three American infantrymen killed in action on January 21.
He gave no details of the engagement.
The dead are:
Private Albert Cook, nearest friend, Delbert Coombs, West Almond, N. Y.
Private Harry V. Garman, Catawba, Va.
Private Leo E. Radi, Cleveland, O.

Great Britain Spends \$37,575,000 Daily

LONDON, Wednesday, Jan. 23.—An official report from the Naval Academy, announced today in the House of Commons that the daily average of national expenditure during the seven weeks ending January 19 was \$37,575,000.

CAPTOR OF JERUSALEM



Color cartoon by Martin from photo from Central News Photo Service.
Gen. Sir H. H. Allenby.

WILSON LEADERS WITHHOLD ACTION ON CABINET BILL

Test of Strength on War Council Postponed by Administration Forces in Senate.

(For Editorial Comment See Page 6.)
WASHINGTON, Wednesday, Jan. 23.—Conferees today between Senate administration leaders handling President George Wilson's fight against the military committee's bills to create a war cabinet and munitions director, practically decided that reference of the war cabinet measure to the military committee will not be opposed. Thus the initial clash has been avoided.
This plan was decided upon, administration spokesmen said, not in fear that they lacked votes for a test of strength, but rather to avoid broadening the schism with the White House and also to follow usual procedure of legislation. Vigorous debate is expected tomorrow if Chairman George E. Chamberlain carries out his intention to reply to the President.
To Naval Committee.
After allowing the war cabinet bill to go to the military committee, administration leaders plan to have it also referred to the naval committee.
The munitions director bill, previously reported, also is to be sent to the naval committee.
In tomorrow's debate Senator Chamberlain's supporters plan to bring up a broad discussion of army conditions and the War Department's reorganization.
"Peace, when it comes, must be a general peace, a just peace, a lasting peace that will secure liberty and freedom for all nations, great and small; a peace based on the will of the people," said Purdy.
"It must be a peace in which labor, nationally and internationally, must play its part in order to secure full and fair consideration of its claims."
"We appreciate the lofty ideals which inspired the United States to join the Allies."
Whatever might be the view of the cabinet.
(Continued on Page Five.)

WOULD SHORTEN COURSE AT U. S. NAVAL ACADEMY

WASHINGTON, Wednesday, Jan. 23.—Education of the Annapolis Naval Academy instruction course from four to three years during the war at the President's discretion is provided in one of the eighteen minor bills favorably reported yesterday by the Senate.
(Continued on Page Five.)

BOARD OUTLINES FIGURES GIVING AVERAGE PROFIT

Present Costs in Many Cases Declared Too High by Commissioners.

BEANS SHOULD BE CHEAP

Charge of 20 Cents a Pound Entirely Too Much, Experts Declare.

IN plain, cold figures, the Seattle Price Interpretation Board today ought to pay the retail grocers for 14 staple food commodities.
The first report of the board was completed today after several meetings at which every element entering into the cost of doing business in Seattle was taken into consideration. Reports on other articles will be issued as the committee determines the basis on which the prices of these commodities should be fixed.
According to the statement issued today, the housewife who has paid 20 cents a pound for small white beans, even though she gave the order over the telephone and the package was delivered at three cents a pound too much. "The highest price advised by the board is exactly what the housewife went to a 'cash and carry' store and took the package home herself, she ought not to have paid more than 15 cents a pound."
65 Cents for Corn Meal.
At most of the stores the housewife ought not to pay more than 65 cents for a nine-pound sack of corn meal, including delivery, although some of the stores which give a great deal of service can charge 70 cents and come within the official limit, said the board.
The finest Yukima potatoes ought not to cost more than 12 1/2 to 13 cents a pound. Some Seattle retail dealers, according to market quotations, have been selling second grade stock at 9 1/2 cents a pound.
A sack of fancy patent flour ought not to cost more than \$2.85 for a 49-pound sack, says the board. The minimum price is \$2.60. Some Seattle retail dealers today quoted \$2.90 for fancy patent.
While most of the prices are the same or lower than the amount charged by a grocery store doing an average business, a few of the prices reported by the board are slightly higher. Sugar stalls and some of the smaller grocers today quoted sugar at 8 cents a pound in 50-pound packages, one-third of a cent below today's official price fixed by the board. Some dealers offered Yukima potatoes at a great or less than to be first grade stock, for \$1.55 a sack.
The lower price at which some of the commodities can be purchased is explained by the board on the ground that some of the public market stalls and a few of the "cash and carry" groceries, frequently specialize on a certain article and demand a great or less for advertising purposes.
Fair Prices Named.
"The board is publishing prices that are based on the cost of production, J. V. Godwin, chairman, said. "We did not think it would be fair to take into account the public market stalls made on some articles as a leader and figure that as an average."
Publication of food prices the consumer ought to pay is one of the plans of the United States Food Administration. The board's report is being given out as far as possible and give the consumer a basis on which to check the prices of the goods which he is expected to fix the prices at which food will be sold, demanding the lowest possible price.
Board Makes Estimate.
In the instructions sent out by the United States Food Administration, it is explained that the Price Interpreting Board is not authorized to fix prices. It is authorized only to estimate the prices at which the staple food commodities "ought" to be sold by the retailer under varying conditions. After the figures are published the consumer will be left to choose which price to pay and doing so, the goods and how much he wants to pay for service.
The prices in today's report include those charged by the stores which plan to give the greatest quantity of food for the least money for cash, with a minimum service. These stores are represented by the lowest prices in the report, which are based on service, which must be added to the price of the food, and doing a great business, are represented in the higher prices.
To Be Corrected Daily.
According to members of the Seattle board, the prices published today as a basis for the consumer's information are subject to change as new facts come to the committee. The figures will be corrected daily to correspond to market changes.
Following are the prices on the fourteen commodities for today:
Sugar—retailers pay \$7.75 to \$7.90; consumers should pay \$7.50 to \$7.65 per pound.
Local Butter—16-lb. bags—retailers pay \$2.50 to \$2.57; consumers should pay \$2.60 to \$2.65.
24-lb. bags—retailers pay \$5.50 to \$5.60; consumers should pay \$5.35 to \$5.45.
Gram Flour—10-lb. bags—retailers pay \$2.20 to \$2.25; consumers should pay \$2.50 to \$2.55.
Ten-pound bags—retailers pay \$7.75 to \$7.90; consumers should pay \$7.50 to \$7.65.
Whole Wheat Flour—49-lb. bags—retailers pay \$2.25 to \$2.37 1/2; consumers should pay \$2.25 to \$2.30. Ten-pound bags—retailers pay \$7.75 to \$7.90; consumers should pay \$7.50 to \$7.65.
(Continued on Page Three.)

THE WEATHER

Probably rain tonight and Thursday; moderate southeasterly winds.
TEMPERATURE AT NOON TODAY, 47
Temperature during last twenty-four hours: Maximum, 48; minimum, 43. Relative humidity, 83 per cent. Sunrise, 7:48 a. m. Sunset, 4:55 p. m.
TIDES AT SEATTLE TOMORROW.
First high water... 4:21 a. m., 11.5 ft. | Second high water... 1:58 p. m., 10.5 ft.
First low water... 9:33 a. m., 8.1 ft. | Second low water... 9:26 p. m., -0.7 ft.

NO PESKY CIVIC SLACKER WHO HASTY REGISTERED CAN TALK POLITICS. 2 TO ME, UNDERSTAND?
IF YOU DON'T KNOW WHERE TO GO Y'LL SHOW YOU.