

# GERMAN SMOKE BILL INCREASES

### Tobacco Consumption Shows Gradual But Steady Rise Despite Taxes

By WADE WERNER  
(Associated Press Staff Writer)

BERLIN (AP) — Statistically speaking, Germany is going up in smoke. Her consumption of cigars, cigarettes and cut tobacco in the past five years has shown an upward tendency characterized by the commissioner of controlled revenues operating under the Dawes plan, as "general and remarkable."

Fourteen per cent more cut tobacco is being smoked than in 1924, the consumption of cigars has increased by 33 per cent, and cigarettes are 44 per cent more popular than they were half a decade ago.

Not only are Germans smoking more cigarettes; they are smoking better ones—at least more expensive brands. In 1924, for instance, the commissioner's annual report shows, 28.5 per cent of all the cigarettes smoked in Germany cost three pennings apiece, in 1929 the three-penny brands accounted for less than 2 per cent of the cigarette ash spilled on German carpets, while the five-penny brands were getting more than 56 per cent of the public's cigarette money.

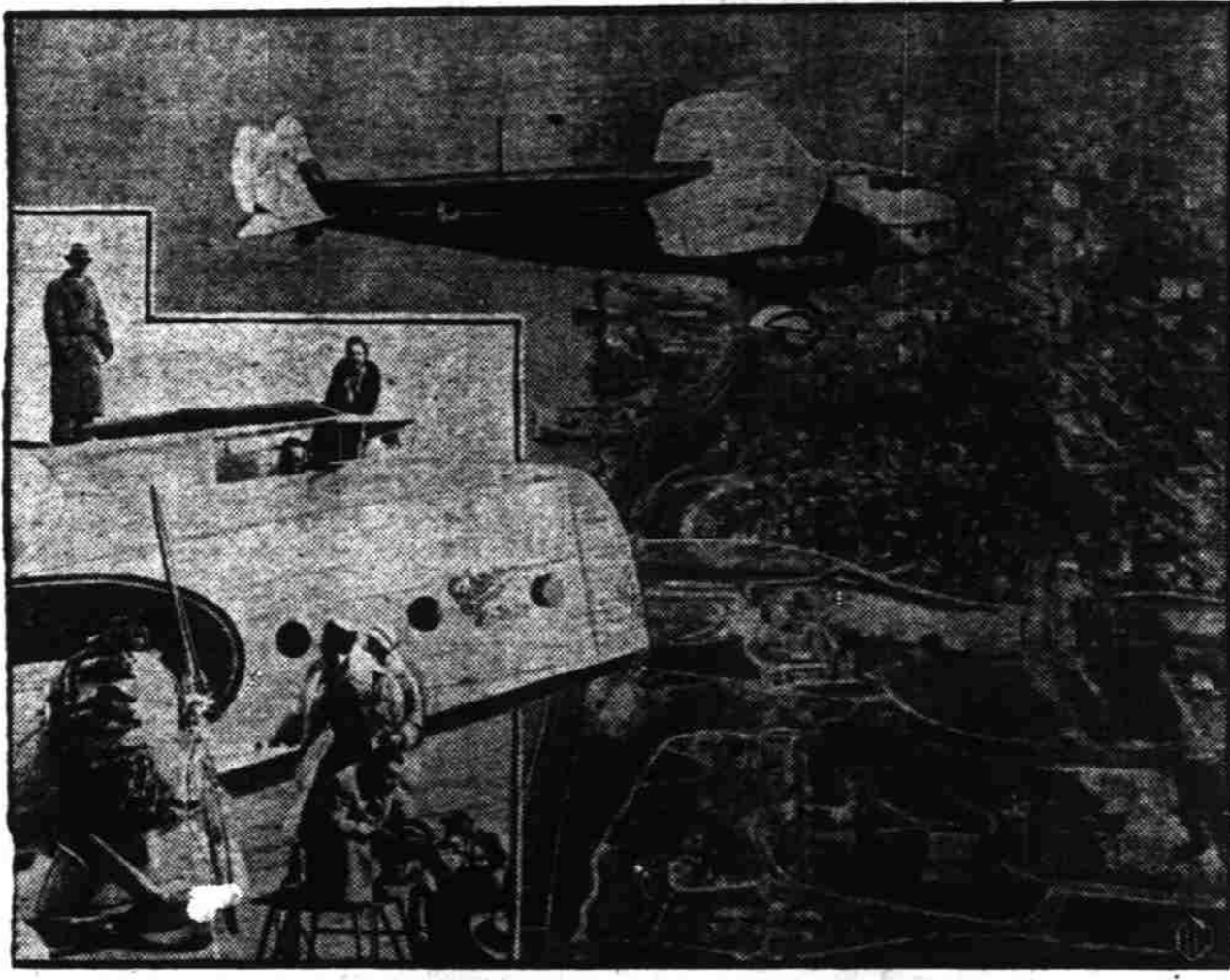
The tremendous per capita increase in cigarette consumption since pre-war years (from 200 in 1913 to 500 in 1929) is at least partly accounted for by the growth of habitual smoking among women. Per capita consumption of cigars, on the other hand, despite a big increase since the war, has not yet caught up with the pre-war figure of 120 per annum for each inhabitant.

Due to the rise in retail prices, which in turn grew out of increases in the taxes on various forms of tobacco, the amount spent by German smokers has increased even more rapidly than the quantity consumption figures would indicate. Within five years the total retail value of tobacco taxed in Germany jumped from 1,759,000 marks to \$2,806,000 marks (\$673,440), an increase of 60 per cent.

The growing popularity of cigarettes has been maintained in the face of heavy tax-discrimination. Cigarettes yield more than 70 per cent of the total tobacco tax.

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# AERIAL FLAGSHIP FLIES OVER GOTHAM



Mona Smith, pretty New Yorker, is pictured as she flew over the Hudson River and took an aerial view of the towering skyscrapers of Manhattan.

# OLD ORDER PASSES IN MEXICAN ARMIES

MEXICO CITY (AP) — The Mexican government has been partially won over to the theory that "an army travels on its stomach" and has taken tentative steps to do away with the time-honored system of allowing the soldiers on campaign to forage and feed on their own.

The custom of "soldaderas," or soldiers' women, following their men to war to rustle and cook their food promises to disappear under the new scheme of things.

Mexico's army, some 55,000 to 60,000 strong, has never had a commissary department, soldiers on the march have lived off the country and have taken their women to war with them to prepare their food.

Now, however, General Joaquin Amaro who has almost completely reorganized Mexico's tattered army into well-disciplined, efficient troops in his few years as Secretary of War, has ordered field kitchens, mess kits and other paraphernalia for two regiments, about 1000 men.

If installation of "mess" for these two regiments works out well, the entire army will gradually be supplied with the equipment.

Endless confusion has been caused in former campaigns by the custom of women following their men to war. Sometimes an unlucky "soldadera" would go to war with her chosen mate only to lose him in battle. Following custom she would serve another soldier until his demise. Grief-stricken by her fortunes of war which robbed her of her men as rapidly as she acquired them the women would join the battle line and without fear would lead the troops in attacks that often turned the tide of battle.

The expense, however, of moving an army doubled in numbers by women, has added considerably to the costs of campaigns, in addition to reducing speed and efficiency.

# GERMANS LOSE OUT IN AIR COMPETITION

By GEORGE HALADJIAN  
(Associated Press Correspondent)

LISBON (AP) — France has beaten Germany in a fight for an air concession by which Brazil will be brought fifteen days nearer Portugal this fall.

A 15-year contract has been

awarded the "Aero Postale" and the "Gnome and Rhone" motor works the companies to furnish and operate planes from Lisbon to Africa and thence across the Atlantic to Pernambuco and Rio Janeiro. The flights are to be made via the Cape Verde islands where a landing and fueling stations is to be constructed, 320 miles out in the Atlantic.

The Junker company, which is operating the Berlin-Canary Islands route, with boat connections to South America at Las Palmas or Santa Cruz de Tenerife, fought tooth and nail for the monopoly. It even persuaded the German government to lodge a strong protest against the concession to the French.

Germany was the more disappointed because the Junkers already held a concession from Portugal for passenger and mail service from Lisbon to Madrid. The Portuguese government argued that this concession, which was for one-year, had lapsed because service between the two capitals was interrupted for the winter.

The French company is capitalized at \$1,000,000. It is the first time that Portugal will be equipped with air lines connecting it not only with distant countries and its African colonies but with intra-national lines extending throughout the entire country.

# 'MOTHER' JONES IS NEARING 100 MARK

By SUE McNAMARA  
(Associated Press Staff Writer)

SILVEL SPRINGS, Md.—(AP) — Encompassed by a peace and serenely denied her in the long years she has been fighting for labor causes "Mother" Jones will celebrate her 100th birthday on May 1.

A frail shell, her once fierce eyes faded to mild blue, "Mother" Jones' voice is still miraculously strong and vibrant.

As she lies among her pillows at the country home of Mr. and Mrs. Walter Burgess near Silver Springs, Md., that amazing voice leaps out, eloquent and cutting, to lash what she terms the "foes" of labor.

The word "tyrants" still comes with force from a mouth tired and sunken from almost 80 years of fighting on the platform and in the field.

"Mother" Jones is not sick. She is just "wearing out"—according to medical explanation. She has but one wish now—to live until her 100th birthday.

Celebrations are to be held by the American Federation of Labor in a number of leading cities in that period of foreign trade, Mr. Smith says it is obvious that the services established by American

The determined will which has taken her through coal strikes and all over the country fighting for "her boys" may enable her to reach the downstairs sitting room of the Burgess home on the day she passes the century mark.

There she will receive her friends and the strong voice in the feeble body will send a last message via radio to her fellow laborers all over the country.

Bands will play, noted men and women will come to see her. And "Mother" Jones has warned Mrs. Burgess that they must be sure and have "plenty to eat."

The centenarian laborite receives mail from all over the country. In her sunlit upstairs room from where she can see the pine forests and crows circling she has it all read to her and dictates replies.

# FOREIGN BUSINESS GREATLY INCREASED

NEW YORK (AP) — America is proving the truth of the old saying that foreign trade follows the flag.

So say Americans who have watched the development of the United States merchant marine and foreign commerce since the world war.

As proof of this contention, the growth of trade in South America, Africa and Asia is cited by H.

G. Smith, president of the National Council of American shipbuilders. Before the war few vessels flying the American flag were engaged in carrying trade between the United States and these ports and in some cases there were none, Mr. Smith points out.

Comparing the number of American ships operating in 1914 and now with the development in that period of foreign trade, Mr. Smith says it is obvious that the services established by American

vessels have made an important contribution to the expansion. At the outbreak of the world war only five American vessels were carrying trade between South America and the United States when the total trade amounted to \$350,000,000.

In 1928 the number of vessels had grown to 89 and the trade had increased nearly 300 per cent to pass the billion mark. Similarly only one line of American ships operated between

Pacific ports and Asia when the business amounted to \$380,000,000. Now there are 140 ships and the cargo is valued at \$2,000,000,000.

Before the war not one American ship was operating between this country and Africa. Foreign ships carried the \$17,000,000 worth of commerce. Now 20 ships are in service carrying a good share of the \$200,000,000 worth of trade between the two countries.



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