

# Need Hospitals for Service Men

Surgeon General Reports Ex-Soldiers Breaking Down at Rate of 1,000 a Month.

## SICK AND INSANE INCREASE

Asks \$30,000,000 to Provide for 10,200 Additional Beds—Many Patients Now Housed in Flimsy and Inflammable Structures.

Washington.—To properly house and care for the rapidly increasing number of American ex-soldiers who suffer from tuberculosis, mental diseases and other afflictions, approximately \$30,000,000 is needed immediately, according to a letter written to Senator Ashurst of Arizona by Surgeon General H. S. Cumming of the bureau of the public health service. At the present time, the surgeon general states, sick and insane men whose afflictions can be charged to their service to their country, are increasing at the rate of about 1,000 per month, and owing to inadequate hospital accommodations, great numbers of them are of necessity being cared for in structures that are described as "flimsy and inflammable."

In his letter to Senator Ashurst the surgeon general says: "I wish to invite your attention to the fact that since June 2, 1921, the date on which the France bill, to authorize the secretary of the treasury to provide medical, surgical and hospital services and supplies for discharged soldiers, marines, army and navy nurses, and for other purposes, was favorably reported, the number of patients has increased from 17,445 to 22,292 for the week ended January 1, 1921.

"In the week ended January 1, 1921, there were in hospitals operated by the public health service 12,511 patients, and in hospitals under contract with the public health service 9,781. Of this number 19,019 were patients of the war risk insurance bureau. It is understood that there were approximately 3,000 patients of the war risk insurance bureau in hospitals operated by the National Home of Disabled Volunteer Soldiers, and in army and navy hospitals.

Patients Increase 1,000 Per Month. "The present rate of increase in patients in hospitals of the public health service is approximately 1,000 per month, and it is expected that before the peak is reached the number of beds on request will approximate 30,000 to 35,000. It is estimated that the peak will not be reached before 1927 to 1929.

"The public health service now has, or in the near future will have, under operation hospitals providing approximately 19,878 beds. Of this number of beds 10,347 are in hospitals of flimsy and inflammable construction or in hospitals leased by the service under leases which will expire at certain periods after the declaration of peace, or are otherwise not to be counted upon in the program for permanent care.

"An analysis of the 19,019 war risk insurance patients in hospitals of the public health service for the week ended January 1, 1921, shows that they were distributed according to disease as follows: Tuberculosis, 7,586; neuro-psychiatric, 5,080; general medical and surgical, 5,743; total, 19,019.

"The most pressing need is for tuberculosis and neuro-psychiatric patients.

"For tuberculosis patients there are 7,431 beds in hospitals operated by the public health service and 1,000 beds in

the Soldiers' Home at Johnson City, Tenn. Of the number now in public health service hospitals approximately 5,251 are not satisfactory, and should be replaced at the earliest practicable date, because they are in flimsy and inflammable structures or in leased institutions, etc.

"For neuro-psychiatric patients there are 2,500 beds in institutions operated by the public health service and 1,000 beds in the Soldiers' Home at Marion, Ind. Of the 2,500 beds of the public health service 475 are in leased institutions, and owing to the character of the leases are not to be counted upon in the permanent hospital program.

"For general medical and surgical patients there are 9,948 beds in institutions either operated by or to be acquired by the public health service. Of this number 4,621 are not satisfactory and should be replaced.

### 10,000 More Beds Needed.

"After careful consideration of (1) the number of war risk insurance patients in hospitals, (2) the present government hospital facilities, (3) the necessity of replacing some of the undesirable hospitals, (4) the increase in the number of war risk insurance patients within the past twenty months and (5) the geographical distribution of the ex-soldier population, it is found that there is urgent need for 4,800 additional beds for tuberculosis patients, 4,500 additional beds for insane patients and 900 additional

beds for general medical and surgical patients.

"In round numbers 10,000 beds are urgently needed, of which the beds for tuberculosis and neuro-psychiatric patients are of the greatest urgency. "At the estimated cost of \$3,000 per bed, 10,000 beds urgently needed would require an appropriation of \$30,000,000."

### Midnight Fire Sweeps Graves in City of Dead

Santa Barbara.—Midnight in a silent city of the dead is not exactly the expected place for a fire, but a blaze which originated in the little chapel in the Santa Maria cemetery swept over numerous mounds, razing wooden headpieces and otherwise doing considerable damage to stone and marble monuments nearby.

The cemetery chapel, valued at \$2,000, was totally destroyed. Hoboes sleeping in the chapel are said to have been responsible.

### Fit of Coughing Saves a Fit of Coffin.

Huntington, W. Va.—Five years ago Carl Jacobs, while chewing a piece of locust wood, "inhaled" a thorn which had come from the bark. Since then his health has been bad and he has suffered violent pains in the chest. It was feared he had tuberculosis. He's recovering now following a fit of coughing in which the thorn was expelled.

The common king snake is an enemy of the rattlesnake and often kills it.

## British and U. S. Roads Compared

Bureau Reports Greater Efficiency at Less Cost in the United States.

### 710 TONS IN TRAINS HERE

In Great Britain Average is 150 Tons of Freight—Would Take Three Times as Many British Cars to Handle Our Loads.

New York.—The bureau of railway economics has prepared a memorandum comparing operating results on British and American railroads, which shows that the average trainload in Great Britain for the six months to June 30, 1920, was 150 tons, while that for the United States for the same period was 710 tons. Operating and traffic, as well as geographical, conditions in the United States and England, it is explained, are so different that comparisons of train or car loading may be considered misleading, but it is pointed out that a direct comparison, designed to set out the differences in detail, must have some value, especially when all the factors in the comparison are taken into account.

The average freight train load in the United States in 1888 was 173 tons; in 1898, 226 tons; in 1908, 352 tons; in 1918, 628 tons, and in 1920, for six months, 710 tons. Every decade from the first has shown marked advances, with the curious coincidence that in 1888 the average trainload in this country was greater than the British average for 1920, while the American average for 1920, while the American average for 1888 was almost the same as that for one or two of the individual companies that top the list in England today.

Quoting these figures, a bulletin of the Association of Railway Executives says: "An important statistical unit in the new English statistics is average revenue, or receipts per ton per mile. The average gross receipts per ton-mile in England for the month of January, 1920, were 2.328 cents, and were increased to 3 cents in the month of June, 1920. This increase was due to the higher level of freight rates made effective on January 15, 1920. The average for the six months ended June was 2.866 cents. These average are gross receipts, and include charges for collection and delivery. Excluding such charges, the average net receipts per ton mile were: First four weeks (to January 31) 2.107 cents; second four weeks (February), 2.689 cents; month of June, 2.708 cents; average for six months, 2.629 cents.

"The average receipts per ton-mile for class 1 railroads in the United States, which correspond to the British averages, exclusive of collection and delivery charges, were .972 cents for the six months to June 30, 1920.

"For the six months ended June 30, 1920, the class 1 railroads in the United States carried 189,997,457,060 ton-miles of revenue freight, earning \$1,847,217,911, with an average receipt per ton-mile of .972 cents. According to the new British statistics, the average receipts per ton-mile for the six months ended June 20, 1920, were 2.629 cents.

"If the average receipts per ton mile which have been collected by the British railways during this six months' period had been charged against the freight traffic carried by the class 1 railroads in the United States, for the six months ended June 30, 1920, the latter would have earned \$5,455,327,118 instead of \$1,847,217,911.

"In other words, British rates applied to American traffic would have cost the shippers of the United States \$3,600,000,000 in six months, or \$7,200,000,000 per year.

British Cars Smaller. "The 207,281,000,000 ton-miles, including non-revenue freight, hauled by the class 1 railroads in the United States for the six months ended June, 1920, were carried by an average train consisting of 36 cars averaging 20 tons each.

"If the railroads in the United States had used British cars, which have an average load of six tons, in moving the tonnage quoted above they would have moved trains consisting of 120 cars, or more than three times the number of cars per train.

"In hauling the 207,281,000,000 ton-miles of freight during the six months' period, class 1 railroads in the United States operated 252,540,000 freight train-miles, i. e., in trainloads of 710 tons. Applying the British trainload of 150 tons to the ton-mileage hauled in the United States, the railroads in the United States would have been forced to operate 1,195,356,000 train-miles, or nearly five times as many train-miles as the number actually needed under American operating conditions.

"The estimated length of haul in the United States for the six months, was 316 miles. The average length of haul for the British railroads for the same period was 57 miles. If the average haul of the British railroads had been in effect in the United States, American freight would have been interchanged 5.54 times as often as it was.

"In other words, if railroads in the United States had carried their freight at the rate per ton-mile charged by the British railroads, they would have earned \$3,600,000,000 more."

## Navy Balloonists Come Out of the Wilderness



The three "lost" navy balloonists who were driven far into the Canadian wilds by a storm, are here seen with their dog teams as they returned to Mattice, where they took train for New York. Below are the three, being, left to right, Lieutenants Kloor, Hinton and Farrell.

## Unearth Church of 4th Century

Valuable Research Work is Started Under British Rule in Palestine.

### SHRINES WILL BE RESTORED

Fortress of the Crusaders May Become Memorial to Lord Allenby—Excavations in Garden of Gethsemane Started Last Spring.

London.—According to a Liverpool correspondent of the Times the discovery of a very early Christian church in the Garden of Gethsemane has directed attention to the valuable work which is being carried out in Palestine under the direction of the newly formed department of antiquities. Sir Herbert Samuel recognized from the outset of his career as high commissioner that the whole world was anxious that all possible care should be taken of the monuments, and every facility afforded for investigating the history of the Holy Land. He called to his aid the director of the British School of Archaeology in Jerusalem, who is now home once more after strenuous work which he has had the gratification of seeing bear fruit.

Excavations in the Garden of Gethsemane were begun by the Franciscans in the spring of last year, and they discovered a church of the thirteenth century. In digging the foundations for a new building on the spot they discovered traces of a much earlier church on a slightly different axis. They duly received permission to excavate this earlier building, which proved to be a church of about the fourth century, and one of the oldest monuments to Christianity in Palestine. The whole of the outside wall can be traced, together with the two rows of columns which supported the aisles, and three apses, the central one being the largest. Here and there are well preserved, though small, remains of the original mosaic floor.

The Franciscans have undertaken to preserve these remains in such a way that they will be permanently visible; even though a new church be built, it will be designed to inclose the old church, and steps will be taken to distinguish the outline of the ancient structure and to preserve the pavement and the bases of columns in a way that is quite satisfactory. The central apse of this building reaches out just beyond the modern limits of the garden toward the rocks which are usually associated with the Agony of Christ. It has been arranged that the work shall be completed by the Board of Antiquities on behalf of the government.

Plan Memorial to Allenby. One of the first acts of the new government under Sir Herbert Samuel was to organize a department of antiquities, the principal function of which is the protection of all the historical sites and monuments in Palestine and at the same time to encourage learned societies to make scientific excavations. The historical monuments of Palestine are not merely interesting from an antiquarian point of view, but have a human and a religious interest for the great bulk of humanity. Accordingly, an international board has been established to advise the director of antiquities on matters of common interest to the different local societies and schools of foreign powers engaged in archeological research.

One of the most holy places of Mohammedanism, familiarly known as the Mosque of Omar, which is also one of

### To Deliver Newspaper at Man's Tomb Each Day

The body of Sam Ridges, business man of Topeka, Kan., who died recently, has been placed in a concrete vault which he erected himself several years ago. An electric light, with which the vault is provided, will be burned constantly.

A Topeka newspaper asserts that Mr. Ridges took out a 20-year paid-up subscription just before he died, and at his request the paper will be delivered at the burial vault every day.

cient Jewish synagogue, having a mosaic paved floor with an inscription in early Hebrew characters worked into the pavement design, were found. The excavation of this is to be completed by the very learned Dominican archeologists representing the French school of archeology in Palestine. A young and vigorous Jewish archeological society is making a preliminary examination of various sites of interest in Jewish history, notably Artuf, Caesarea and Tiberias. The latter is proving to be of particular interest and attention was directed to it early after the British occupation, when numerous traces of ancient buildings of the period of Talmud, just south of the town, were brought to light by roadmakers and engineers in the course of their duties. Overlooking the northern shore of the Sea of Galilee are the very remarkable and interesting remains of an early Jewish synagogue.

### To Restore Ancient Building.

It is to be hoped that on the completion of the excavation steps will be taken and the means forthcoming to restore this ancient building, of which a great portion of the masonry is lying about, apparently as the result of some earthquake. Should it be possible scientifically to reconstruct the building it will prove a unique addition to the wonders of Palestine.

The chief feature of the last year in the work of excavation has been the opening of the work at Ascalon, which has been undertaken by the Palestine Exploration fund. The results are not yet published, but are of remarkable promise. A very fine building of Roman date—namely, a massive temple or forum built entirely of Greek marble, possibly the Temple of the Fortune or City Goddess, was one of the wonders discovered. The columns of this building weighed nine tons each, and the capitals three tons. The whole structure, both floors, walls and columns, is entirely of marble. It is to be presumed that the building was prepared in one of the Greek islands and transhipped, ready for construction, to Ascalon during the first or second century of our era. Traces have been found of a secret well mentioned by one of the early writers, possibly a remnant of the early sacred lake of the famous goddess Derceto.

Ascalon was the home of Herod the Great, and we are told in early literature that he greatly embellished the city with splendid colonnades. It will in time be possible to recognize these. One of the objects discovered is a gigantic foot, measuring over a yard from heel to toe, wearing a sandal, the whole in alabaster, possibly part of a huge statue of his time. The chief interest to the scientific world is the effort which the Palestine Exploration fund is making to recover some tangible remains of the Philistines and their civilization, and it is believed that the layers representing this period have been located, as well as some objects illustrating their civilization. Unfortunately, the Philistine layer is at a great depth, five to seven meters (16 to 23 feet) below the surface, and all those interested in the development of our knowledge of Palestine in Bible times must realize that the work of the fund can only be adequately done if adequately supported.

### OPERATED BY WIRELESS



Dr. Patrick S. Burns of Providence, R. I., chief surgeon on the Leyland liner Winifredian, who directed by wireless the setting of seamen's broken bones and care of their internal injuries when the Belgian steamship Menapier had been battered by a hurricane. An S. O. S. message from the Belgian ship requested aid. Doctor Burns, when his vessel got close to the Menapier, tried to put out in a lifeboat, but the storm prevented. He then thought of the wireless. Descriptions of the men's injuries were wireless to him, and he carefully dictated the method of treatment for each.

## "Shorn Lambs of Labor" in a Parade



More than two hundred "Shorn Lambs of Labor" took part in a demonstration at Trinity church, New York city. The unemployed, carrying signs, marched from their headquarters in the basement of the chapel of St. Marks-in-the-Bowery to historic Trinity at Wall and Broadway. The banners carried paraphrased Scriptural quotations.