

SPILS LIFE FOR TURK PROFITEERS

Food Commissioner Cuts Prices by
Selling to Retail Buyers—Dinner
Costs \$1.50

Constantinople, March 21.—Of great interest to the general public here is the presence of the troops of the Entente Powers, or even Turkey's future, is the war the Food Commissioner, Howard Heinz, is conducting against the profiteers.

The arrival in Constantinople of three shiploads of wheat has enabled Mr. Heinz, selling to retail buyers, to force the price of a bag of flour weighing seventy-five kilograms from thirty-eight lire (Turkish) to seventeen lire, thus greatly relieving the distress of the people.

Enough grain already is in this country to last until within a month of the next harvest. Indeed, Constantinople now has more food than has London.

Profiteering in food, however, continues. Sugar is selling at the equivalent of \$1.50 a pound; beans, fifty cents a pound; oil, \$10 a gallon; coal, \$125 a ton; milk, seventy-five cents a quart.

A dinner costs from 1.5 (Turkish) to 1.10, the equivalent of about \$1.50 American money.

Reports indicate that Roumania is suffering more than either Turkey or Bulgaria.

The policy of feeding friends first is being followed by Mr. Heinz, and supplies are steadily going forward to Constantinople. However, transportation inland is very difficult, because of the fact that the Germans stole or destroyed 75 per cent of the railroad rolling stock and equipment.

Southern Serbia also is in great need of quick relief.

While endeavoring to handle the food situation, the commission is also re-establishing the mail service. During the last two years there has been no mail received by Americans in Turkey. Now, however, they are again getting in touch with the world.

Americans Start Mail Service.

The American government has begun a weekly courier service between Constantinople and Paris. Letters require three days from Constantinople to Bucharest by way of Constantinople, and three days from Bucharest to Paris by way of Vienna and Budapest.

At the same time the railroad from Salonica to Agad is being re-opened from Sofia here, coincident with the re-opening of the line from Constantinople to Cairo by way of Aleppo and Jerusalem.

Vessels are plying frequently between the Black Sea and the Mediterranean.

The trade blockade having been lifted, British, French and Italian traders are here.

Second-Hand Planes Have Come to Stay

Occasional Death of An Aviator
Will Not Deter
Venturesome Youths

(Columbus Despatch.)

A New York concern has purchased ten million dollars' worth of airplanes and airplane parts from the British government. The machines and parts are in Canada, but it is said they will be brought to this country and disposed of to persons who desire to purchase second-hand airplanes. All of which is evidence that at least one big concern believes the airplane has "come to stay."

The United States government also has on hand several million dollars' worth of airplanes and parts, and for which it now has no use. This great volume of planes and material will sooner or later find its way to the market at ridiculously low prices compared with the original cost. Already there are several commercial firms figuring upon taking much of it, with a view to distributing it to persons who desire to go into the flying game. So it seems it will not be a great while until second-hand airplanes will be as common as second-hand automobiles.

At the same time we are told that the aviators who took part in the war will not be in the market for the machines; that the men who have learned to fly and who have had experience in the game are not enthusiasts in the matter of planning. Even Orville Wright, who ought to know more about planes than any other man in this country, says the present plane is not practical for ordinary use, and he does not look for general employment of planes until a type is devised that can be landed with less risk than those now made.

But there will be a demand for these second-hand planes just the same. There will be persons to buy them and to use them. The occasional death of an aviator will not deter venturesome youth from taking a flight, and in good time these same venturesome youths will work out types of planes that will be safer and more easily handled.—Columbus (Ohio) Despatch.

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