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mother families are twice as prevalent among blacks as among Indians, these households do not depress average Indian incomes as much as they do those of blacks.

Yet, the authors also warn that *national* Indian statistics may be misleading for two special reasons. First, many Indians change their minds about their "Native American" identity. One quarter (357,655 people) of those who called themselves Indians in 1980 did not in 1970. Moreover, the Census Bureau counts only households *headed* by an Indian as "Indian families"; non-Indian men who marry Indians are defined as heading non-Indian households. Since more than half of married Indian women have non-Indian husbands, this definition is "especially significant" in determining which Indian families, rich or poor, are counted by the government.

Decongesting Suburbs

"The Real Problem with Suburban Antigrowth Policies" by Anthony Downs in *The Brookings Review* (Spring 1988), 1775 Massachusetts Ave. N.W., Washington, D.C. 20036.

America's suburbs are becoming more congested each year. According to Downs, a Brookings senior fellow, as more businesses flee from downtown high-rent districts and middle-class families seek uncrowded, crime-free suburbs, the nation's traffic problems will only get worse.

Between 1970 and 1986, the number of cars and trucks in use in the



Cars clog an Atlanta freeway on a hot June day. Ninety percent of all U.S. households own at least one car or truck; over 50 percent own two. Rising car ownership ensures that restrictions on auto use are politically unpopular.

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United States increased by 65 percent (64 million), while the U.S. population rose by only 18 percent (37 million). Between 1984 and 1986, auto vehicle usage rose twice as fast as the U.S. population. This "automobile vehicle population explosion" is the chief villain, along with the sprawl of suburban office buildings and such massive shopping centers as Tysons Corner in Virginia and the Oakbrook Shopping Center near Chicago.

The most popular suburban antigrowth strategy is to make new buildings very expensive. One town in California charges \$16,000 for each building permit. In other places, developers are forced to assume the costs of roads, sewers, schools, and parks once financed by local governments. Yet, Downs notes, such extra costs are passed from the developer to the homebuyer. By forcing up the price of housing, antigrowth advocates inadvertently bar "households with low or moderate incomes" from the suburbs, and lengthen the distance low-wage workers must travel to reach suburban jobs.

Suburban traffic congestion, Downs contends, will ultimately lessen over time, as employees move closer to their work sites and more new jobs are created in expanding exurbs. Staggering work hours, as well as increasing work done at home, will also help reduce rush-hour congestion. Meanwhile, simple restrictions on development will continue to be ineffective as a traffic control measure; for as long as the *total* number of jobs in a metropolitan area increases and employees continue to prefer driving to work, the amount of suburban traffic will continue to increase.

America Takes a Bath

"The Early History of Cleanliness in America"
by Richard L. Bushman and Claudia L. Bushman,
in *The Journal of American History* (Mar.
1988), Organization of American Historians, 112
North Bryan St., Bloomington, Ind. 47401.

In 1799, Elizabeth Drinker, wife of a Philadelphia merchant, stepped into the family's new "shower box" for the first time. "I bore it better than I expected," she wrote in her diary, "not having been wett all over att once, for 28 years past."

Mrs. Drinker's abstinence from bathing or showering was not uncommon. According to Richard Bushman, a historian at the University of Delaware, and Claudia Bushman, executive director of the Delaware Heritage Commission, before the 19th century, bathing in the United States was at best an irregular practice. Even rich city-dwellers typically washed themselves using only a towel and a basin of cold water.

Like the Drinkers, other wealthy people had begun to install private showers or tubs in their homes during the 1790s to supplement infrequent trips to the public baths. But their bathing techniques did not meet present-day standards of cleanliness: Several people shared the same water and soap played no part.

During the first half of the 19th century, cleanliness gradually became an indicator of breeding and morality. Etiquette manuals advising regular full-body washing proliferated among the American well-to-do. These books reflected the influence of British standards of civility established by such dandies as England's George Bryan "Beau" Brummell. Then middle-