

Thus, the mean expenditure for gas, oil and repairs was \$21.40 by participants and only \$7.47 by applicants. This is somewhat understandable in view of the previous finding that 33 participants owned cars as compared to only 20 applicants, which meant that about one and one half as many participants as applicants were driving cars. Since there was no difference in distance to town,² the increased expenditures probably represented increased utilization of autos by the participants in fulfilling their obligations to the WE and T Program.³

Personal Expenses

Personal expenses included expenditures for: cosmetics, shaving supplies, tooth brushes and tooth paste, sewing supplies, other personal expenses, and miscellaneous nonfood nondurables. This was rather a "catch-all" category for assorted personal expenses such as lipsticks, drivers' licenses, shotgun shells, and shoe polish. The great potential variety of expenditures, and the anticipated small magnitude mitigated against further categorization or classification. These kinds of expenditures were termed developmentally related, for the increased integration of participant families in educational and training activities necessitated more of this kind of expenditures.

The information on personal expenditures is incorporated in Table 4.6 below.

TABLE 4.6.—*Personal expenditures by applicants and participants, October 1966*

	Applicants		Participants	
	Total	Average	Total	Average
Cosmetics.....	\$30	\$0.83	\$64	\$1.78
Sewing supplies.....	0	0	18	.49
Recreation.....	13	.36	13	.36
Miscellaneous nonfood nondurables.....	24	.67	14	.38
Other personal expenses.....	9	.25	29	.84
Total.....	76	2.11	138	3.84

The average personal expenditure by participants, \$3.84, was greater than that of applicants, \$2.11. Participants reported average expenditures for cosmetics of \$1.78 while applicants reported a mean of only \$0.83. Since cosmetics included shaving and dental care supplies, the conjecture that participants had to make more social appearances would probably explain their increased expenditure for this category.

Very small amounts were reported for sewing supplies, and this was perhaps not as underreported as it might seem. Very few sewing machines reported in the consumer durable inventory,⁴ and it was observed by the author that wives of the applicant and participant families did not do very much sewing. This was not necessarily economically irrational, for there has been a recent proliferation of secondhand clothing stores in the Appalachian area. These stores sell servicable clothing at quite low prices: \$.25 for a boy or a man's shirt; \$.50 for a lady's dress. Thus it seemed that one could not buy the material to sew such items for less, and the lady of an impoverished household would not be sacrificing any income by buying rather than making her family's clothing.

Recreation expenses were reported as the same for both groups, \$.36 per family for the month of October 1966; all expenditures were for movies. Average miscellaneous nonfood nondurables expenditures were higher for applicants, \$.67, than for participants, \$.38, because some of the applicants reported some items as miscellaneous which should have been included as cosmetics or sewing supplies.

² Above, Chapter III.

³ A tentative calculation of the average mileage driven reveals not much excessive motorizing by participants. If one assumed operating costs of \$.05 per mile (gasoline at \$.35 per gallon; 10 miles to the gallon yields a cost of \$.035 per mile; and another \$.015 per mile for oil, tires, and repairs), then the average expenditure per month by participants, \$21.40/\$.05 yields 434 miles driven. The average participant lived about nine miles from town; thus 20 miles per round trip would yield about the equivalent of 22 trips to town per month. When one considers the obligations of the participants to the WE and T Program, it does not seem that the participants were using their cars for much more than the rather necessary mileage.

⁴ Above, Chapter III.