

# Home Distilling Made Less Easy

Government Makes Elaborate Arrangements to Discourage Private Plants.

## TAXES, FINES AND PRISON

Manufacture of Whisky in Commercial Quantities Made Especially Difficult—Home Stills Are Officially Defined.

Washington. — Ambitious drinkers who expected to set up their own little stills and maintain an individual oasis against the national drought are to be checked up, taxed and policed by the internal revenue bureau of the treasury department.

The bureau sent notice to every collector of internal revenue of the requirements for registering and paying taxes on stills. The regulations are rigid and apparently the only escape for the individual defiant will be in the home manufacture of the distillery as well as the spirits.

Then is given the following notice: "Under federal laws and regulations manufacturers of stills are required to pay an annual special tax of \$50 and in addition thereto \$20 for each still or worm for distilling made by them. All persons, firms or corporations thus manufacturing a still or worm to be used in distilling are deemed manufacturers of stills. This applies to all stills capable of the production of distilled spirits but does not apply to small laboratory stills (usually glass) for legitimate laboratory purposes or to water stills which are not capable of and intended for the production of distilled spirits. Ordinarily laboratory stills are small, constructed of glass and not adapted to the commercial production of distilled spirits.

How Stills Are Defined. "Any stills or worms adapted to the production of distilled spirits for commercial or beverage purposes are presumed to be intended for such use and in consequence the manufacture thereof involves the manufacturer in special tax liabilities as above. In order to remove such presumption in the case of stills and worms intended to be used in the manufacture of essential oils, vinegar and like products and in purification of water (other than small glass laboratory stills) the person for whom such still is made will be required to submit to the collector evidence under oath showing that the still is not to be used for the production of spirits and setting forth specifically the actual purposes for which it is to be used.

"The manufacturer of any still, boiler or any vessel to be used for the purpose of distilling must, before the same is removed from the place of manufacture, notify in writing the collector of the district in which such still, boiler or other vessel is to be set up, by whom it is to be used, its capacity and the time when the same is to be removed from the place of manufacture. Manufacturers of stills for industrial distilleries are exempt from the special tax for the manufacture of such stills, but they are required to obtain permits for their removal in the usual manner. Penalty for failure to file return of special tax within the time prescribed by law is 25 per centum of the amount of the tax. Penalty for carrying on the business of manufacturer of stills without having paid the special tax required by law is a fine of not less than \$100 or more than \$5,000 and imprisonment of not less than 30 days or more than two years.

"All stills set up, whether intended for use or not, must be registered with the collector of the district on form 23 in duplicate. This applies to all stills of whatever size or for whatever purpose intended, whether for distillation of spirits or for pharmaceutical or other purposes except as to small glass laboratory stills. Penalty for failure to register still is a forfeiture of the still or distilling apparatus which is not so registered, together with all personal property in the possession or custody or under control of such offender and found in his building or in any yard or inclosure connected with the building in which the same may be set up.

Tip for Home Distillers. "A person who makes a mash fit for distillation is held to be a distiller even though he does not vaporize or condense the spirit. A mash fit for distillation is a fermented beer in which alcohol is generated. Obviously the making of such a mash is not permissible in the home brewing of beer or home production of spirits, since it renders the manufacturer liable as an illicit distiller. Penalty for illicit distillation is forfeiture of the distillery and distilling apparatus and all distilled spirits and raw materials for the production of distilled spirits found on the distillery premises, and a fine of not less than \$500 or more than \$5,000 and imprisonment of not less than six months or more than three years."

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# Russian Famine Is Widespread

Prisoners Straggling Back Find Fatherland Greatly Changed Since War.

## MAKE BREAD OUT OF STRAW

Returning Soldiers Tell Tales of Piteful Suffering From Hunger in Villages Through Which They Passed.

With the American Forces in North Russia—Russian soldiers returning from Germany to their homes in northern Russia find their fatherland vastly changed since they went to war. Scores of these soldiers are passing through the bolshevik lines and making their way to the American and other allied outposts.

They tell tales of piteful suffering from hunger in the villages through which they passed. One of them, F. Evtampieff of Archangel, thus describes his experiences:

Famine Reigns at Petrograd. "At Petrograd we were sent to barracks, where a bolshevik officer started to read us the soviet program. The prisoners protested. 'Give us first something to eat, and then read us your program,' they cried. Then the commissar gave up trying to read the

## Can Use Growing Trees for Radio

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program, saying we were not fit elements for propaganda, and left us. Each of us received 25 rubles in advance on his salary. "Famine was reigning in Petrograd. The first category (working people of bolshevik sympathies) received one pound of oats daily. The second category received one-half pound. The citizens grind the oats in coffee mills to make flour for bread. For Christmas the Petrograd inhabitants received two potatoes for each person. A slice of bread is sold for 25 rubles. There was no tobacco. People smoked cabbage and nettle.

Wait for Bread Two Days. "The situation at Vologda was the same as in Petrograd. It was famine, and the population stood in line for bread sometimes two days. There was no private commerce. The shops were empty."

On his way from Vologda toward Archangel a commissar tried to coax Evtampieff into serving in the red army, and on his refusal sent him back to Vologda. A peasant hid him in a load of hay and carried him to his uncle's home in Torozki. In all the villages he passed through, he said, there was famine. The peasants cut straw, cook it and make bread. Eventually, after a long journey on foot through the snow, Evtampieff reached his home.

When such prisoners reach the territory of the provisional government of the north they are cared for as well as possible. Many of them voluntarily have joined the white guard army because of their hatred of the bolsheviks.

Quite Enough. Hoboken, N. J.—John Kelly, seventy, told the judge his wife had him arrested 100 times. "That's enough," said the judge, dismissing the wife's charge.

Young Chicagoan Is Aided to Higher Wage by the Department of Labor. Washington.—How an unskilled workman increased his wages 60 per cent in six months through the work of the training service department of labor is revealed in the story of a young man who six months ago went to a Chicago machine shop and found a wheelbarrow to and from a concrete mixer.

They gave him a job as a sweeper, but after working in the shop a few weeks he became interested in the machines, particularly the boring mills and hand screw machines. Because he spent more time watching the machines than in working, he fell behind in his work. But the foreman learning of his attraction toward the machines, turned him over to the training instructor for a chance.

# PUBLIC HIGHWAYS

## DRAG ROADS AT PROPER TIME

Fully as Important as It Is That Highways Should Be Done Right—Keep Ruts From Forming.

(Prepared by the United States Department of Agriculture.)

It is fully as important that a road be dragged at the right time as it is that the dragging be properly done. Furthermore, the difficulties involved in prescribing definite rules for determining when dragging should be done are equally as great as those already encountered in attempting to define how it should be done. Only very general statements concerning this feature of the work can properly be made here, and much must be left to the experienced judgment of those who decide when the dragging of any particular road is to be started and when it is to be stopped.

The rule frequently cited that all earth roads should be dragged immediately after every rain, is in many cases entirely impracticable and is also



Drag on a North Carolina Road.

very misleading because of the conditions which it fails to contemplate. It is true that there are many road surfaces composed of earth or earthy material which do not become very muddy under traffic, even during long rainy seasons, and since such surfaces usually tend to harden very rapidly as soon as the weather clears up, it may be desirable to drag roads of this kind immediately after a rain. Such roads, however, would not ordinarily need to be dragged after every rain, because of the strong tendency that they naturally possess of holding their shape. On the other hand, many varieties of clay and soil tend to become very muddy under only light traffic after very moderate rains, and it is evident that roads constructed of such materials could not always be successfully dragged immediately after a rain. Sometimes, in fact, it may be necessary to wait until several consecutive clear days have elapsed after a long rainy spell before the road is sufficiently dried out to keep ruts from forming almost as rapidly as they can be filled by dragging.

Well-constructed sand-clay topsoil roads should not often become muddy after they are once well compacted. They may become seriously rutted, however, under heavy traffic, during rainy weather, and are almost sure to need dragging several times each year. Such roads should ordinarily be dragged as soon after a rain as practicable as otherwise the surface soon becomes dry and hard, so that it is necessary to do considerably more dragging in order to fill the ruts. Furthermore, the material which the drag moves will not compact readily unless it contains a considerable amount of moisture.

Gravel roads can be effectively maintained with a road drag only when the gravel composing the surface is fine grained and contains a considerable quantity of clay earth. Gravel road surfaces in which this condition prevails not infrequently get badly out of shape during wet weather, and may sometimes require considerably more attention than well-constructed sand-clay topsoil roads. The time for dragging gravel roads is unquestionably while they are wet. In fact, the best results are sometimes obtained by doing the dragging after the road has become thoroughly soaked and while it is still raining.

In general, it may be said that the best time to drag any type of road is when the material composing the surface contains sufficient moisture to compact readily after it has been moved by the drag and is not sufficiently wet for the traffic following the drag to produce mud.

Change in Road Sentiment. When we consider the fact that such a large proportion of our population are owners of automobiles it is not difficult to understand the change in sentiment in regard to road building that has recently developed.

Big Saving in Hauling. If our main highways were improved with permanent surface, we would certainly save 8 or 9 cents per ton mile in hauling the immense interstate commerce that each year originates from agriculture, mine and forest.

# NATIONAL CAPITAL AFFAIRS

## Black-Strap Gasoline the Latest Jitney Saver

WASHINGTON.—From the records of the United States patent office has come the carefully guarded secret of the as yet unnamed superfuel, invented for driving war planes and now being developed to supplant gasoline wherever motors run. This liquid fuel, past the experimental stage in development, was used in virtually every war plane put out by the government. The formula utilizes alcohol as a basis, with 25 per cent of gasoline and a heavy mixture of petroleum hydrocarbons. It develops a propelling power nearly as great as some of the high explosives.

It is the property of two companies which own and control about 95 per cent of the alcohol capacity of the country. Before the discovery the two companies were producing more than 100,000,000 gallons yearly of industrial or nonbeverage alcohol. What is still more startling is the inexhaustible character of the source of the basic elements. Black-strap molasses, the refuse from the refining of sugar, is the source of the alcohol in the blend.

The invention means that the available supply of gasoline is multiplied four times, it is said. At the same time yet immeasurable units in power are obtained. It is free from all sediment, practically odorless and absolutely smokeless.

What the market price will be—the thing motorists the world over will be interested in—is still a matter of speculation. To the government the product has gone without cost. To date figures on the cost of production are still a secret, though it is known to be much cheaper than gasoline.

Arthur A. Backhaus, a Baltimore chemist in the employ of one of the companies, is credited with the invention. What about that threatened gasoline shortage? And what, oh, what, is the price?

The Legion for Jobs for Mustered-Out Soldiers

## THE LEGION

is the name of a national organization of soldiers of which the announced purpose is to make congress provide returned fighting men with a job. It has been in formation about a month and has branches in various parts of the country. Marvin G. Sperry is national chairman of the organization. He is forty-five years of age, and before the war was a railroad engineer in Ironton, O. He was a former private in the Twelfth regiment of railroad engineers and was one of the first Yanks to land in France. He still wears his uniform with three gold stripes and a wound chevron.

The plan of organization is to establish one or more legions in every town. The town legions will elect delegates to state conventions, and the state legions will name representatives to the national convention, the first meeting of which will be held soon in Washington, when a permanent organization will be perfected.

The fee for admission to membership is \$2. The monthly dues are 25 cents, payable in advance. Men who hold commissions are ineligible for membership. The declaration of principles says in part: "The first demand of the demobilized men of the United States service is the opportunity for employment for all. This the government could and should have provided them last November, as soon as demobilization began. The failure and neglect of the government four months after the armistice was signed to take any single step to provide employment for the millions of demobilized soldiers and war workers was inexcusable, and the legion intends that this neglect shall not be repeated at the special session of congress to be held this summer."

If congress does not meet these demands, the legion intends to elect a congress that will.

The legion also wants congress to pay every returned soldier \$500, which will cost the nation only about \$2,000,000,000.

Katmai, Alaska: Valley of Ten Thousand Smokes

## WORD

has been received by the National Geographic society that the sixth expedition of the society, headed by Prof. Robert F. Griggs, to explore the famous Valley of Ten Thousand Smokes has arrived at Kodiak Island, Alaska, opposite the extensive volcanic area about Mount Katmai.

Professor Griggs headed the society's first expedition to the Katmai district in 1915. The following year he discovered the volcanic area there which has been called one of the greatest natural wonders of the world and which was set aside by President Wilson as a national monument September 24, 1918.

This year the party includes chemists, a petrographer, a zoologist, other scientific men, and motion-picture photographers. Efforts will be made to determine whether helium, the noninflammable gas which is expected to revolutionize the science of ballooning is to be found about Katmai.

The Katmai National monument contains about one million acres. It lies on the south shore of Alaska in a volcanic belt that has shown extraordinary volcanic activity of late years. The eruption of Mount Katmai in June, 1912, ranks in the first order of volcanic explosions. This explosion left a crater with a circumference of 8.4 miles. There is a lake in the bottom of it about a square mile in area. The precipice from the lake to the highest point in the rim is 3,700 feet.

The Valley of Ten Thousand Smokes lies a few miles west of the crater. It is several miles long. From its bottom rise many thousands—millions, Mr. Griggs believes—of jets of steam. Thousands of these jets rise 500 feet; many rise 1,000 feet. All merge into one gigantic cloud. The valley is a land of geysers in the making.

## Spike a Tree and "Floragraph" or "Floraphone"

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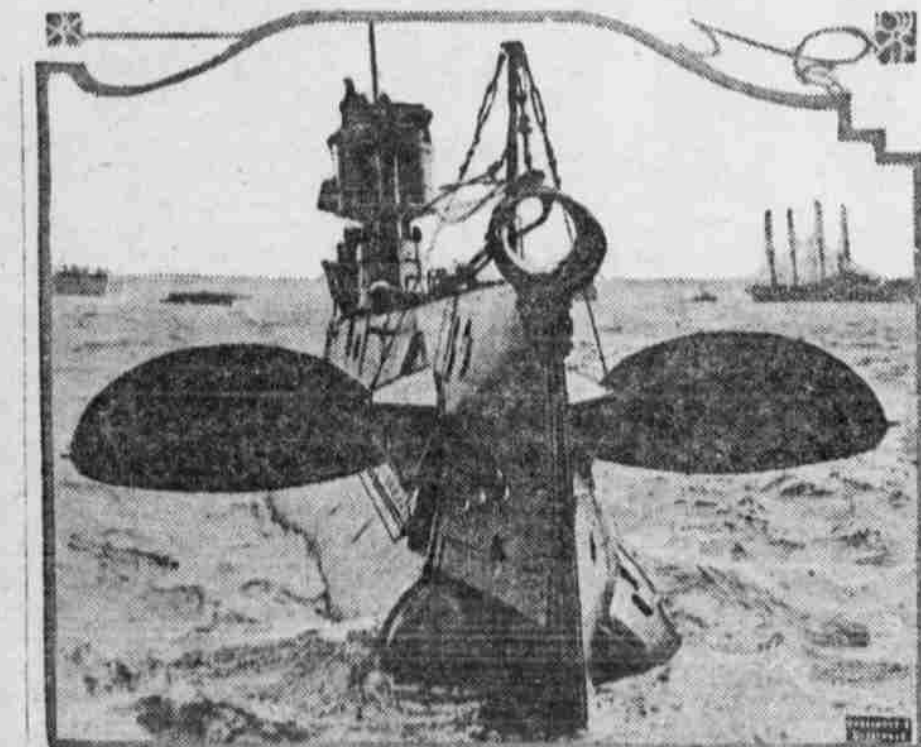
General Squier has been in communication with Europe for several months by means of the tree radio apparatus. Messages have been received from England, France, Germany and Italy. In addition to this, radio telephone conversations, in which the voice is transmitted just as clearly as in the ordinary metallic circuit telephone, have been carried on from tree to tree in the woods on the outskirts of Washington. Up to date these conversations have extended a distance of three miles, but there never has been a test for distance.

"It is possible," according to General Squier, "to conduct long-range telephone conversations, limited, of course, only to the power of the apparatus." The messages carried over this tree telephone and telegraph system have been named by General Squier. They are to be "floragrams." The tree telephone is to be a "floraphone"; the tree telegraph a "floragraph."

With the floraphone and the airplane not even a golfer can find an excuse for not getting home to supper.

No wonder the government handed back the wire lines.

## NOVEL AMERICAN SUBMARINE



A most unusual view of the new United States "O"-boat with its submerging apparatus above water. Several submarines of this type are now at anchor with the rest of the Atlantic fleet in the North river at New York. The "O"-boat operated on this side of the water during the war, and performed creditably.

## GIVE FOOD INCREASE

Allies Plan Larger Ration for 7,000,000 Foes.

German Need of Fats Recognized in Order by Military Commission.

Coblenz.—The average uniform ration for the 7,000,000 inhabitants of the occupied areas of Germany will be 930 grams a day for each person, according to the decision of the inter-allied military commission for food supply for the civilian population on the left bank of the Rhine.

In weight this is an increase of 80 grams a day over that provided by the German war regulations, but estimated in calories it means an increase of 2,400 calories a day from the 1,400 allowed by the Germans. The increase in calories was based on reports made by food experts that the Germans needed more fats.

The decision to allot each inhabitant 930 grams daily means that the commission agrees to supply the food not supplied by the Germans. The food will be paid for by the German government. It will be distributed through cards issued by the Germans at prices sanctioned by the commission.

The food is to come from the supplies accumulated by the inter-allied relief organization and the army supply depots in the occupied zones will get 10 per cent. of the total allotted by the inter-allied organization for Germany.

The population of the American area of occupation is 850,000 and is 13 per cent of the occupied zones. The distribution of food will begin as soon as it can be brought from Rotterdam.

The number of women employed by the railroads of the United States increased 70 per cent during the war.

## TRAINING BETTERS HIS STATE

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