

Censor Helped Defeat Germany

Performed Great Service in Guarding Allies' Interests During War.

THWART MANY FOE SCHEMES

British Official Expunged "Lord of Hosts" From Lloyd George's Speech as Kaiser's "Aid de Camp" —Smuggling Prevented.

The British postal censor is soon going the way of the telegraph and cable censorship—out. Judging from criticisms in America, such as that of the Merchants' association to the postmaster general, the going of this war institution will be just as joyously welcomed abroad as in England. But whatever the petulance of those who think war restrictions have held over too long, the postal censor, in the opinion of those who have watched his work from the viewpoint of British and allied security throughout the war, has been of the greatest service in defeating Germany.

The nearness of the date of the demise of this institution has called forth considerable information about its work. Thus far, however, there has been no amusing side such as was shown during the obsequies for the cable censorship.

Just after Mr. Lloyd George succeeded Lord Kitchener as secretary for war it is related that he provided the ammunition for the censor to give the paragraphs a lease on war life. Mr. Lloyd George went to Branshott to bid good by to a Canadian division about to cross the channel. After the inspection he made a speech from his motorcar, concluding with a quotation from the Bible: "And may the Lord of Hosts be with you." Correspondents who sent their dispatches first to the censor were surprised to find the final words of the secretary running in this fashion: "And may the Lord of Hosts be with you." It was amusing, but also serious, in the minds of the news writers, so they protested. However, they got their reply from the censor's department: "The Kaiser, having claimed the Lord as his aid-de-camp, no reference must be made to the Divinity in this connection."

Enemy Schemes Thwarted.
As I said, the postal censorship has as yet turned up no morsel of relative choiceness. The postal censorship, however, has thwarted many enemy schemes that make just as interesting or more interesting reading. Furthermore, the British postal censorship was a much farther reaching organization than was attempted in America, simply because England was the channel through which virtually all questionable mail matter flowed.

The postal censor in London was the dam which held the flood of continental mail until each portion of it could be passed upon and approved before being scattered over the wide world.

An idea of the immensity of the task can be obtained from the fact that a staff of nearly a hundred expert linguists was constantly employed to examine and approve mail matter written and printed in more than a hundred languages and dialects. Manuscripts in every conceivable tongue found their place in this great mass of mail, estimated at about 150,000 letters daily.

Much of the mail was passed with only mechanical inspection, so sure did the examiners become of certain categories of communications. But considerable more than the time saved on harmless mail was consumed in exhaustive examination and tests of questionable matter, some of which was subjected to all manner of acid and X-ray inquiry to detect hidden messages.

Smuggling Prevented.
There was also for a time a great smuggling campaign, harmless looking bundles such as newspapers contain-

ing various commodities then obtainable in enemy countries, such as coffee, rice, tobacco, sugar, and so on. Some even contained rubber hidden between the pages of the papers.

The most-sought-after evidence was that of military character, and the censorship of mails more than repaid its expensive outlay in detecting information that might have wrought havoc with allied arms, or at least helped Germany in no uncertain degree. There is little doubt that none of that character of information which the censorship obtained will be made public, but officials directing Britain's war machines have not been slow to say that thanks to the postal censorship much valuable military information, of every conceivable character, came to their attention.

Propaganda was the greatest and most constant effort of the Germans. The most harmless appearing sets of newspapers and magazines, some of them with covers dated before the war, dispatched from neutral nations to individuals or societies, such as scientific organizations, were often found to contain the latest German accusations of British mismanagement in Egypt, India or Ireland. Books, not always in German, were found to contain everything except what the title proclaimed. The postal censorship today possesses an intensely interesting museum of many of the propaganda carriers the Germans sent out, or caused to be sent out from their agents in neutral countries.

Voice Orders Rule Air War

Development of Radio Telephone Permits Personal Direction of Fleets.

PREVENTS MANY ACCIDENTS

At Signing of Armistice Training in Voice-Commanded Flying Was Well Under Way—Pilots Directed From Ground.

Washington.—Previous to the entry of the United States into the war, the problem of airplane radio development had received attention from the army.

In August, 1910, the first wireless transmission from airplanes was made. In the years following the development of the airplane radio was carried on through a series of accomplishments. These may be summed as follows:

1912—Message transmitted from airplane to ground by wireless telegraph over a distance of 50 miles.

1915—Fan type of driving the wireless power plant on the airplane developed and adopted.

1916—Radio telegraph transmission from airplane successful over 140

miles of distance; radio messages transmitted between airplanes in flight; airplane radio telephone constructed.

1917—The human voice transmitted by radio telephone from airplane to ground.

Talk Thousands of Miles.

Contemporaneous with this was the commercial development of the radio telephone for ground and ship use by engineers of the American Telephone and Telegraph company. This culminated in a successful transmission from the naval radio station at Arlington to stations thousands of miles away.

In May, 1917, steps were taken to combine the experience of the engineers and of the army in developing the airplane wireless.

Six weeks later the airplane telephone was a fact, and in October, 1917, a long-range test was made. Telephonic communication was carried on between airplanes in flight up to 25 miles apart and from airplane to ground up to a distance of 45 miles.

The development of voice commanded flying was definitely begun at Gerstner field, La., in May, 1918. On June 1 an aerial review was given by an air fleet of two squadrons of 18 planes each, followed by a close order drill by a section of six airplanes.

Throughout the review and the drill command was exercised by the voice of the commander flying with the fleet. In September following, voice commanded flying was instituted at several other fields.

Avoids Many Accidents.

By using the airplane radio telephone in instructing aviators in aerial gunnery it was found possible to reach the same efficiency with a saving of one-third of the time. By exercising control over pilots in the air, accidents were practically eliminated.

At the signing of the armistice, development and training in voice commanded flying was well under way. Numerous demonstrations were held during November and December and a fleet of 204 airplanes was maneuvered in the air at San Diego by voice command.

In the practical application of the airplane radio telephone to airplanes, over 6,000 flights have been made with this apparatus in this country. In the last 2,000 flights there have been only 74 cases of airplane trouble and only 25 cases of radio trouble.

Shipments of the apparatus to France in quantities began August and September, 1918, and of trained air service radio personnel in October. Had the war continued the voice-commanded military air unit would undoubtedly have made itself felt.

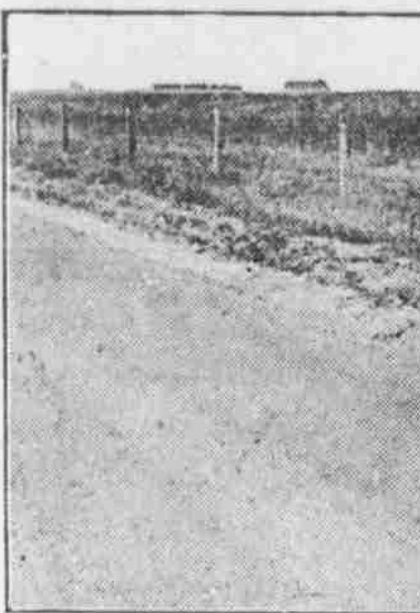
ROAD BUILDING

BENEFITS OF COUNTRY ROADS

Among Other Things They Cheapen Cost of Transportation of Farm Products to Market.

Good roads promote self-respect in a community. They make possible social intercourse. They bring the benefits of churches and schools within the reach of all. They help to keep the boys on the farm. They cheapen the cost of transportation of farm products to the markets and thus add to the value of farm lands much more than they cost. They mark the degree of civilization of the rural community. This, in short, is the value of good roads as seen by the extension service of the University of Missouri College of Agriculture.

The building of good roads is of the greatest importance to a community. What kind of a road should be built? Of what should it be constructed?



Good Roads Like This Bring Farmer Nearer to City Markets.

What are the things to be considered in locating the road? What "grade" should be maintained? How should the road be drained? What are the laws governing highway construction? There are a few questions answered in extension circular 68 dealing with country roads.

Matters of prime consideration in locating a road are: Easy grades, good drainage, exposure to sunshine, elimination of culverts and bridges by avoiding unnecessary creek crossings, directness and the number of farms to be served for a given length of road. Whenever possible to avoid it, a good location should not be rejected merely because a certain roadway has been in use for some time. If the location of a used road is bad it should be changed if possible. In relocating roads avoid railroad crossings at grades.

The grade of the road is important for on this depends the weight of the load which can be hauled economically. By grade is meant the rise or fall in feet for each 100 feet in horizontal length of road, usually expressed in percentage. A 5 per cent grade means that the road rises or falls 5 feet each 100 feet along its center line. It has been calculated that on a smooth country road the load that one horse could pull on a level would require two on a 5 per cent grade, three on a 10 per cent grade and four on a 15 per cent grade. Engineers usually figure a 6 per cent grade as a maximum.

Road work in Missouri has not been as well managed as other public work. Projects have been too narrowly limited to localities, resulting in fragmentary effort. Skilled locating and supervision of construction have been generally lacking. The remedies are: First, a wider co-operation and the adoption of broad schemes of improvement, preferably with units no smaller than counties. Second, the absolute elimination of political considerations in the spending of money. Third, securing good engineering advice in the preparation of plans and requiring careful engineering supervision of construction.

ENGLAND SPENDS 50 MILLION

Grants to That Amount Will Be Distributed for Reconstruction of Roads and Bridges.

Grants amounting to \$50,000,000 will be distributed by the British road board for the reconstruction of roads and bridges in England in 1919. Demobilized army units will be used to do the labor. Local highway authorities will be required to match this appropriation by at least as large a program of road work as they carried out in the year before the war. Area taken into consideration, England's program is thus far in excess of that of the United States, including both federal aid and state funds.

POOR ROADS ARE EXPENSIVE

Congressional Report Places Annual Loss at \$504,000,000 for Transportation Alone.

The congressional report of 1914 placed the economic loss of the United States through poor roads at an annual figure of \$504,000,000 for transportation costs alone. The heavy increase in tonnage since that time probably makes the loss today close to \$1,000,000,000.

HEARD and SEEN at the CAPITAL

Many Americans Are Eager to Get Onto the Soil

WASHINGTON.—That a great many Americans, including returned soldiers and sailors, are eager to become farmers is shown by the work of the home-seekers' bureau of the United States railroad administration. During the first three months of 1919 about 14,000 persons applied to the bureau for help in getting farms. About 15 per cent of these were men back from war, and a large number of women were also among the applicants.



Town folk who want to get out in the country make up another large section of the back-to-the-soil army. Farmers who have sold out land at fancy prices in thickly settled parts of the country, and want to buy larger places farther West, are also among the applicants. Some of these farmers want to buy places for boys just back from the war. There are also a number of applications from farmers in Canada. These generally went there from the United States and now want to return.

The men returned from war usually state they wish to continue an outdoor life. It is interesting to note that a majority of the returned soldiers are either that they have just been married or that they are just about to be married.

Most of the women who write to the bureau express an interest in fruit-growing, dairying or poultry raising; but there are some women who want to tackle the heavy work of general farming, and some who want to raise cattle. In a number of cases three or four women have pooled their resources to buy a farm. Most of these intending women farmers are unmarried. A majority of those who give their previous occupations have been school-teachers.

About one-half of the tillable land in the United States is uncultivated. To be exact, there are about 275,000,000 acres of good farm land lying idle. This land is scattered throughout the West and South, and can be purchased at moderate prices.

Government officials predict that there will be a continued heavy demand all over the world for American food products for some years.

"Millions for Bonds, but No Tax on Ice Cream"

OFFICIAL Washington has been keeping an ear close to the ground to see how the public takes the tax on luxuries. "We need the money," is their motto, but just the same they want to know how the people feel about it. "Millions for bonds, but not one cent on ice cream" seems to be the answer.

The experience of the revenue office in collecting this tax shows conclusively that the American people are just as averse as ever to paying a tax which looks like a tax, and which has to be paid every day instead of once a year in a lump.

It also shows that the attitude of the average man toward being taxed is much the same as his attitude toward having a tooth pulled. He wants the thing done quickly and painlessly, and just as he trusts the dentist to pull the right tooth and not to remove an indispensable molar, so he trusts congress to levy an economically sound tax, and refuses to worry about that phase of the matter himself.

He will buy Liberty bonds with a whoop of joy, stimulated by a parade and a little oratory. He will pay a heavy tax in the way of tariff without a whimper because he doesn't see the money go. He will pay an income tax, after some swearing and perspiring, because the thing is done all at once, and his injured finances and feeling have time to recover before the dreadful day comes around again.

But he will not dilly dally plunk down an extra penny or so for soft drinks. It reminds him constantly that he is being taxed. It causes him to carry around a lot of small change. The cash girl gets all mixed up, and it's a general mess. The fact that a luxury tax is the most equitable and economical tax which can be levied does not mean anything to him.



POSTWAR ACTIVITIES ON THE THAMES



With the end of the war the locks of the Thames river are becoming alive with pleasure craft again. Great crowds flock to this river to enjoy the pleasures it affords. Our photograph shows Bouter's lock on a warm Sunday.

Cotton Seized in 1867 Is Paid for by U. S.

Savannah, Ga.—The claim of the Imperial Importing and Exporting Company of Georgia for \$178,000.00 for cotton illegally seized by the federal government in 1867 has been paid. It developed through the filing of a petition in superior court here for permission to notify by advertisements stockholders and others interested.

The money is to be divided among residents of Alabama, Florida, Georgia, Louisiana, Mississippi, North and South Carolina, Tennessee, Texas and Virginia. Lawyers, however, will get half of the total. The case reached final decision in federal courts recently after ten years of litigation.

Truth is mighty—mighty scarce.

ALIENS GOING HOME

1,300,000 Will Take \$4,000,000,000 With Them.

Chicago Expert Figures on Vast Exodus for the Department of Labor.

Washington, D. C.—One million three hundred thousand aliens in the United States are planning to desert this country for their homeland and they will take with them approximately 4,000,000,000 American dollars.

These facts were disclosed in a report by Ethelbert Stewart of Chicago, director of the investigation and inspection service of the department of labor, after an investigation of prospective emigration from America.

The estimate, Mr. Stewart says, is conservative. That the aliens will take \$4,000,000,000 is figured on the basis

that the average amount each alien will carry is \$3,000.

An official statement from the department of labor says that up to June 1 investigations covered Chicago, the Indiana steel mill district (South Chicago, East Chicago, Indiana Harbor, South Bend, Gary, etc.), Detroit, Pittsburgh and surrounding steel districts, Johnstown, Pa., Youngstown, O., and Wilkesbarre, Pa., and surrounding coal mining area.

Of 163,498 Poles covered by the investigation, 24,590, or 15.04 per cent, will return to Poland; Austro-Hungarians, 28.02 per cent; Russians, 35.70 per cent; Croatians, 21.75 per cent; Lithuanians, 9.72 per cent; Roumanians, 64.29 per cent; Italians and Greeks, 11 per cent; Serbs, 36.50 per cent; Slovaks, 34.50 per cent.

The center of the quinine cultivation activity until recently in Peruv has been transferred to Java.