

SEEING ROME FROM DIRIGIBLE

Correspondent Gives Interesting Description of Trip Over Eternal City.

WONDERFUL SCENE UNFOLDS

Plan to Make Aerial Tours of City an Attractive Feature for Visitors When Normal Conditions Return—Trip is Marvelous Experience.

By LLOYD ALLEN, Western Newspaper Union Staff Correspondent.

(Copyright, 1919, by Western Newspaper Union.) Rome.—When you make that long promised European trip to see the great battlefields of France and Italy and get to Rome you will undoubtedly have the opportunity of inspecting the Eternal City from the deck of a dirigible.

By the time Europe has set its house in order and has recovered sufficiently from war to make tourists comfortable Rome will be featuring an aerial tour of the city which no one will care to miss, even though the cost of the trip may be something like \$20.

Instead of lumbering through the streets in the old-time rubberneck wagons, or in a taxi, you will be able to lounge comfortably in well padded seats of an airship and see at fairly close range the layout of Rome with its glories of ancient and modern architecture and at the same time feel perfectly safe, because a dirigible moves along with even less vibration than a Pullman sleeper or American parlor car.

I have just landed from such an inspection of Rome. Except for a few moments' uneasiness while the dirigible was leaving the ground the trip was a marvelous experience and almost absolutely free from any anxious moments, even though the big ship sailed along 2,000 feet in the air at times. It was a war craft, built for scout duty, and capable of carrying 30 persons and was nothing like the comfortable passenger airships that are now being planned and which will soon be in actual operation not only in Rome but in other European capitals as well.

The big factories and the men who designed these ships are now turning their thoughts to the possibilities of passenger traffic and they know that Americans are going to be some of their best customers during the days of enormous tourist traffic that are to come. In Italy, as well as France and England, it is taken for granted that the day of air travel is here.

No Chance for Civilians Now. Just now, of course, civilians find it impossible to fly over Rome, or even visit Rome for that matter, unless they have special business there. All transportation facilities are being used to demobilize sections of the armies and there is general congestion of railways and hotels. But this reconstruction period is not expected to last many months.

As guests of the Italian government and armed with a special permit to fly, our party of American newspaper men, eight in number, were taken up at mid-afternoon for a one-hour flight in which our ship did a figure-eight course over Rome, flying directly above the magnificent structure of St. Peter's, the Quirinal palace, the Coliseum and the newer monumental edifice in white marble and gold that has been erected to commemorate the creation of new Italy, the vast edifice of simple and severe architecture of the monument to Victor Emmanuel II.

In automobiles we were rushed out of Rome through the ancient city walls, some of which were built during the days of the old Roman republic, across the gardenlike campagna of green fields and flocks of sheep to an immense airfield in the prairie land. The whole of the interior was one vast room in which three dirigibles were moored safe from rain and storm.

By means of a portable staircase on wheels we climbed into the swinging basket of the dirigible and took places where we could find them around the three gasoline engines, 12-cylinder Flats, each attached to a separate propeller.

Carries Crew of Seven. Leather coats lined with sheepskin were distributed, although the weather on the ground was springlike. Seven Italian army men composed the crew of the ship. The officers used megaphones at times to shout orders to the crew and to communicate with the small army of soldiers that held the guide ropes on the ground.

The final sand bags were thrown from a pile on deck and the ship started ascending without a tremor. Unless one looked at the ground the sensation of moving was not noticeable.

I watched for a few moments the manner in which a gas engine man turned up one of the three motors aboard, and was startled a few seconds later to find that we had moved skyward about 300 feet.

The hundred odd helpers on the ground had already been dwarfed into mere pygmies. The Roman campagna with the mountains in the distance, was unfolding into a vast panorama. We continued to ascend to more than 1,000 feet, moving all the time with increased speed toward the city of Rome, ten miles away.

Panorama of Rome. At a speed of 40 to 50 miles an hour we sped over farmhouses and ruins of the Apian way toward the city. Within five minutes the miles of arched stone aqueducts that stretch from Rome to the mountains had been passed and we were in the outskirts of the town with the River Tiber just ahead threading the solidly packed rows of houses like a dull blue ribbon.

They tell you in Rome that the most satisfactory view of the wrecked Coliseum, where the Caesars used to murder Christians by the hundred and where the gladiatorial combats of the old days were held, may be had by moonlight.

However, a much better idea of the Coliseum and its size can be obtained by viewing it from the air. From 1,000 to 1,500 feet above earth you can get a better estimate of its size, and as you float by you have to scrutinize closely to notice the damage time has brought to walls and arena.

Near the Coliseum the other ruins are less distinguishable. They are too small to stand out in the panorama. The palace of Augustus is a mere pile of bricks. The world-famous Palatine hill near by is to all appearances an irregular strip of brick-strewn meadowland and loses all of the grandeur that the fanciful tourist, on foot among the ruins, is able to reconstruct from his imagination.

On the other hand, the Quirinal palace, the Rome residence of the king of Italy in peace times, is notably uninspiring when viewed from the street. But seen from the air, the magnificence of the Quirinal is impressive.

Wonderful Scene Unrolls. To all appearances we were barely moving. Whole sections of landscape presented themselves smoothly and seemingly slowly. We had ample time to inspect with considerable care the larger points of interest from our vantage point in the steady basket, and it was only after landing, that we learned our speed had averaged 40 miles an hour. The distance above the ground was responsible for the delusion of slow speed.

The glories of St. Peter's, viewed from the air, are no small part of the joy of flying over Rome. It is only from a high elevation that one is able to appreciate the perfect symmetry of design that represents the best genius of architectural thought in Rome through four centuries under the patronage of over a score of popes.

Naturally enough the finer embellishments of St. Peter's are more or less invisible from the air. The famous Egyptian obelisk, brought to Rome by one of the old emperors, who utilized 800 men and 140 horses to perform part of the work and spent a small fortune in gold or the enterprise, is a dot in the landscape. The statues are mere blurs, the fountains are simply brighter spots in the landscape.

Trip Quickly Made. One of the disappointing features of a first flight over Rome is the quickness with which the trip is accomplished. You have no sooner gotten into the spirit of viewing things from aloft until your machine scoots outside the city over the green fields again and you have groups of country people below gazing skyward for the ever interesting sight of an airship.

Once headed toward the airfield, you will probably worry a bit about how efficiently the crew is going to manage the descent and landing. You commence to realize what an unwieldy thing an airship is, how sensitive it is to the air currents, how much it weighs, and, above all other things, how far away the ground appears. You consider, after a bit of thought, that after all it was an idiotic idea to fly while the airship business is in a state of comparative infancy.

About that time the airfield, with its immense roof and sides of corrugated iron, is in sight. The pilots circle the airfield and do a sort of figure six in the air. On the ground nearly a battalion of men are rushing along to the spot the pilot has picked for the landing. Sure enough, just as you feared they are dropping the huge machine just like an elevator. The ground suddenly looks very close. About that time you get your first slight jar; it is the crew dumping several barrels of water ballast to lighten the machine and stop the car. The jerk is less than the usual elevator makes when stopping for a floor. Had you not been watching closely you would not have noticed it.

WAR STAMP IS BRITISH IDEA

Washington.—An interesting comparison between the systems of War Savings stamps in Great Britain and America is made by the savings division of the United States treasury.

England had been selling War Savings certificates for more than a year before this attractive form of investment was offered to the people of the United States. This country has had the advantage of the Britons' experience in this field, and while the two savings stamps are alike in most respects, there are a few interesting differences.

The British War Savings stamp is dated when purchased and is due exactly five years from that date. This enables them to sell the certificates always for the same—15s. 6d. (\$3.83). The American War Savings stamps are issued in annual series, and each series has a uniform date of issuance and of maturity. The present rate is

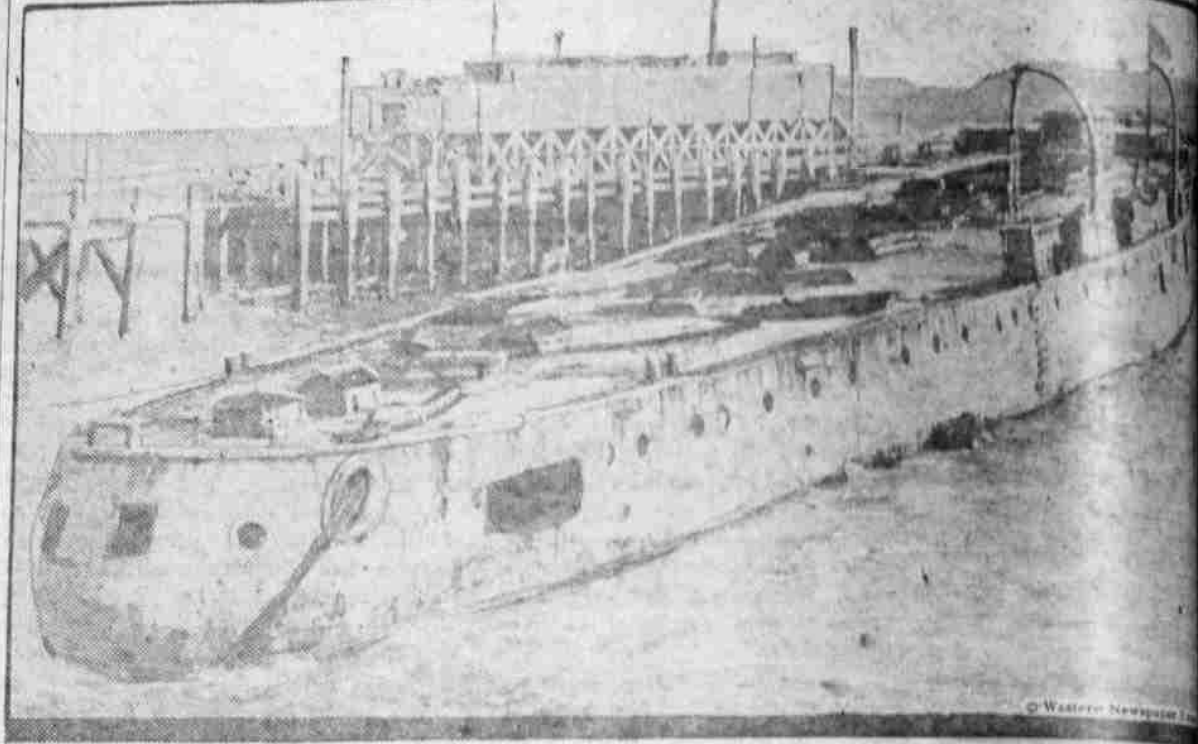
kept uniform by increasing the purchase price one cent each month. This means that all of the 1919 War Savings stamps will mature in January, 1924, while in three or four years British War Savings stamps will begin coming up for redemption in varying amounts each day.

The British System. The British have developed the system of purchasing the regular sixpence postage stamps, which are pasted on a card until 31 are obtained. Then the card is exchanged for a War Savings certificate. Americans, on the other hand, can purchase a 25-cent Thrift stamp, and thus gradually accumulate the required 16 stamps necessary to purchase a War Savings stamp, adding, of course, the necessary amount according to the month, namely, 12 cents for January or 23 cents for December.

War Savings societies, or associations as the British term them, are very numerous in the British Isles. Each person affiliated with the association contributes either a fixed sum or any amount he can at regular intervals, say, each week. Whenever the secretary finds 15s. 6d. or more in the treasury he immediately purchases one or more War Savings certificates for his society, so that the certificates begin to draw interest. As soon as a number of persons have completed their payments it is customary to draw lots for the advantage of the earliest dated certificates in the association treasury. Thus, the lucky person may obtain a certificate which has been accumulating interest for weeks possibly, while the last stamp drawn will, of course, be only a few days old.

Exempt From Taxation. Both British Savings certificates and American War Savings stamps are exempt from taxation, and for this and other reasons there is a limitation to the amount that may be held by one individual. In the early war days in England persons with income exceeding \$1,500 were not permitted to buy Savings stamps. This condition was later changed so that anyone may hold Savings certificates up to about \$2,500 maturity value. In the United States one individual may not hold more than \$1,000 of any one series. In both countries there is no limitation preventing each member of a family from holding the prescribed limit.

H. M. S. VINDICTIVE IN OSTEND HARBOR ENTRANCE



This ship with its gallant crew astounded the world by its remarkable feat of bottling up the former U-boat base at Ostend. The Vindictive was run into the entrance to the mole and sunk.

MACHINES TO DO WORK IN CENSUS

Wonderful Devices to Tabulate and Record Figures on Population and Industry.

QUIZ BEGINS IN APRIL, 1920

Government Already Has Begun the Job of Assembling its Plans and Forces—One Machine Handles 150,000 Cards in Eight Hours.

Washington.—With hostilities at an end, the government is now laying the basis for one of the greatest of its peace-time tasks—the decennial inventory of the United States, its people, lands, industry and live stock that is called the census. Secretary of Commerce Redfield the other day signed the order that transferred one of the largest of the temporary war buildings put up in Washington, that formerly housing the army's department of aeronautics, to Director of the Census Rogers and his staff.

Actually, the government began the job some time ago, assembling its plans and forces. By law, the beginning of the census period of 1920 is July 1, 1919, though it will not be until a year from April that the enumerators will be set at work.

There will be twenty-nine questions in the 1920 census, according to the present design of Director Rogers' dummy cards, which now are being given the exhaustive study of statisticians. The more complex questionnaires that go to industrial establishments, schools, farms and every other permanent institution of the country are likewise in the development stage, undergoing critical examination in the light of experience the government has gained in conducting thirteen inventories of the kind.

Will Be Machine Operation. Chiefly the bureau is engaged in preparing for the classification and tabulation of the vast quantity of material which will be assembled. The 1920

census tabulation will be for the first time almost completely a machine operation, conducted by means of devices useful only to the census bureau of the United States which have been invented and are now being built by men in its employ. Electric machines will first transfer the written information coming in on the enumerators' sheets to cards, not by writing, but by punching holes at proper points. Then the punched cards will be handed in their millions to another battery of machines, the tabulators, an amazing product of human ingenuity. E. M. Bolteaux, who devised them, has been with the census bureau for eighteen years and is now superintending the construction of twenty-five machines, the operation of which he will direct.

These tabulators, working with smooth and silent perfection, take in 400 cards a minute, count them, reject all that are imperfect or improperly punched in any fashion and take off the totals of punch marks, assembling the final result in printed figures on handy sheets. One of them the other day in eight hours handled, 150,000 cards.

Look Like Office Furniture.

The machines resemble in outward aspect a piece of office furniture. Cards go into a metallic magazine at their top, travel a few inches on metal guides, come out neatly stacked with the mistakes of the punching machines—which have merely human operators—pointed out. The printed records of the eighteen or twenty totals that the punch marks indicate come out from another slot, and the instrument stands ready to repeat.

With these machines, there is a practical assurance that the publications of the census, usually coming out a long time after the enumeration, may be more quickly at hand to guide and demonstrate the progress of national civilization. They are being produced largely by the work of youthful apprentices from Washington schools which have vocational courses.

SOAP BRIBE FREES AMERICAN

Private Released From German Prison Camp After Gift to One of the Guards.

Coblentz.—Half a cake of soap, used as a bribe, opened the road to liberty for an American soldier who recently rejoined his regiment after being imprisoned in Germany.

William Litch, a private in the Twenty-sixth Infantry, was captured October 4 during the fighting in the Argonne and taken to a prison camp near Baden. From another American who had received a prisoner's package Litch procured a piece of soap not much larger than his thumb.

A few nights before the signing of the armistice Litch gave the soap to a German prison camp guard and stepped out of the stockade a free man. He began traveling by night and hiding by day, but before he reached the front he was overtaken by other released American prisoners, who told him of the armistice.

LONDON GREET'S GRENADIERS

Only 12 Survived Great War and Take Part in Homecoming Welcome.

London.—The Second battalion of the Grenadier guards received an enthusiastic welcome on its return to London from Germany. Although no ceremonies had been arranged and the hour of arrival was uncertain, immense crowds assembled at St. Pancras station.

The only indication that something unusual was happening was the presence of massed bands, which played: "See, the Conquering Hero Comes," as the men left their train. Gen. G. G. G. was the commandant of the London Grenadier guards and the battalion in being of the day and then the guards began a parade of 11 march across London to Chelsea barracks.

For the original unit that left England in 1914, only twelve men survived to take part in this great homecoming.

BAD WRITING TRAGEDY CAUSING

Letter of Texas Judge to Former Wife Is Delivered to Another Person.

Decatur, Tex.—A letter wrongly delivered led to the tragic death of Judge H. D. Spencer of Decatur, one of the leading lawyers of this part of the state. He was shot down while passing along the street here by W. B. Bolger, a well known and highly respected retired merchant of Waco.

Judge Spencer was divorced from his wife several months ago. She moved to Waco, where recently she was married to a man by the name of W. B. Bolinger. Spencer wrote his former wife a day or two before he was killed in regard to certain insurance policies which she had in her possession. The letter showed that there had been close intimacy between the two.

This letter was delivered by the postman to Bolger instead of Mrs. Bolinger. He read it and then laid it before his wife. Mrs. Bolger declared she had never heard of Spencer before, and did not know what the letter was about. Bolger became infuriated and declared he was going to kill Spencer. He met Spencer and fired four shots causing his death.

DOG IS WITNESS IN COURT

Convinces Jury in Philadelphia Trial He Is Not Vicious and Gets Verdict.

Philadelphia, Pa.—Trixie, a collie dog, was a witness for her mistress's Common Pleas Court No. 5 in the trial of the suit of Mrs. Helen Butkus, who claimed to have been bitten by the dog, against Mrs. Mary A. Chambers, the dog's owner.

According to Mrs. Butkus, she was attacked by Trixie on July 31, 1918, when she entered the vestibule of Mrs. Chambers' home to purchase some household effects. She testified the dog bit her in the left thigh, causing tears and abrasions of the skin at the place.

Trixie's owner denied the dog had been guilty of such a violent temper and questioned the truth of the plaintiff's story. Mrs. Chambers admitted Trixie was a lively puppy, but good tempered and a playfellow for the children of the neighborhood.

To demonstrate the truth of this, Trixie was brought into court and scamped about among the jurors, who later returned a verdict for the dog's owner.

DRY WAVE BOOSTS COFFEE

Unusual Demand and Shortage of Crop Cause Prices in Porto Rico to Go Up.

San Juan, P. R.—Porto Rico is consuming 50 per cent more coffee today than she did before the island "went dry," according to a San Juan coffee dealer.

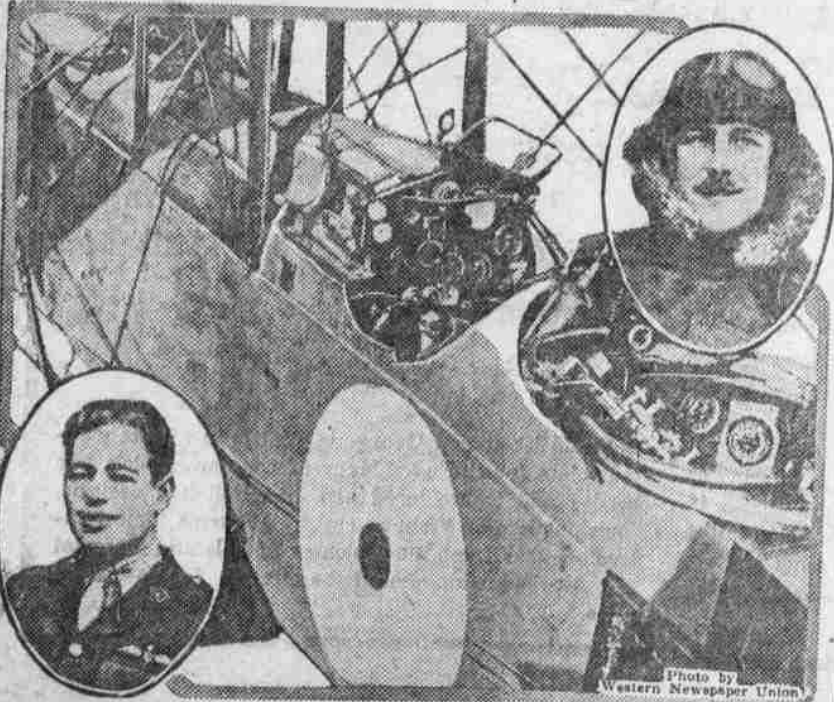
This fact, together with an island coffee crop of only half of what it was last year and a heavy demand from Spain and Cuba, has sent up prices throughout the island.

The coffee market here began jumping a week or two ago and it has been going up ever since. Retailers found the price almost doubled over night, and the restaurant last week raised their prices to a cents a cup.

Photograph Heroes' Graves for Relatives

Washington.—Every identified grave of an American soldier in France will be photographed by the American Red Cross and the picture sent to the soldier's next of kin. Several hundred photographs have been taken and forwarded to relatives, and it was announced that at the request of the war department the Red Cross has taken over the task of photographing all graves. Each photograph will be mounted on a cardboard folding frame, on one side of which will be inscribed the record of the soldier.

MADE RECORD ALTITUDE FLIGHTS



Captain Lang, R. A. F., and Lieutenant Blowes, observer, who made a world's record altitude flight in a British biplane equipped with a single engine. They reached the unprecedented height of 30,500 feet, or six miles up, at Matsham, England.

BRITISH RAILROAD CHIEF



Lord Claud Hamilton, M.P., who is chairman of the Great Eastern railroad of England.