SUEZ CANAL

Sails Survive in the Suez Canal.

Prepared by National Geographic Society, Washington, D. C.—WNU Service.

THE Suez canal, famous parade ground of international shipping between Europe and Asia, unlike the Panama canal, is a lockless ditch excavated through sand. Like Panama, however, it connects two great seas and several lakes. From a ship's crow's nest one may look down upon the highest earth ridge through which the Suez cuts.

But with industrial Europe at one end and the populations and raw materials of the East beyond, this sand ditch is a barometer of world life.

Each separate cargo adds its clue. Coal, moving in the inverse direction; grain brought from unfamiliar fields; wood coming from Burma instead of Kamchatka; the appearance of unusual numbers of ships making their maiden trip; the use of Diesel engines instead of steam or oil fuel instead of coal; the numbers of soldiers sent out or brought back—thus world life registers its symptoms on the records of the canal.

In normal times, along this short cut between hand and mouth, loom and back, and rubber tree and balloon tire, cargoes almost assemble themselves.

Freight pays the profits, but it is the demand of the passenger for more palatial accommodations, the vogue for round-the-world cruises, that makes the dredges squeal.

A large proportion of the ships now using the lengthened, widened, deepened canal could have passed through it when it was first opened for traffic in 1869. But larger and finer liners are ever passing this way, coming to the Holy Land and Egypt from the rainbow crowds of Bombay, from Hong Kong with its barrel-chested chair coolies toiling upward toward "the Peak," from the cherry blossoms of Japan.

Ships, like travelers, are sun hunters, and when the cold winds sweep down from the Grand Banks and ice forms on the rigging, those not needed in the North Atlantic seek the Tropics. Many go by way of Suez.

Always Open to All Vessels.

According to the Suez canal convention of 1888, the waterway is "always to be free and open, in time of war as in time of peace, to every vessel of commerce or of war, without distinction of flag."

Between Gibraltar and Massaua the shipping lanes are much the same, although Mediterranean ports furnish considerable cargoes.

But once outside the corners of Africa, the ships go their separate ways following the African coast to Mombasa, Durban, and Capetown, crossing the Equator to Melbourne and Sydney, pushing up the Persian gulf to Bushire and Basra, entering the roads at Bombay or the treacherous Hooghly, berthing at Colombo or Insulinde, waiting in the Woosung for the Shanghai tender, or steaming past the peerless cone of Fujisan to the harbor of Yokohama.

This one with the long, flat decks, tightly sealed, and a single funnel aft is a new oil tanker in from Abadan. That, whose dazzling upper decks are hung with passengers buying trinkets from a tossing bumboat by the cable-and-basket route, is a floating home for those who see the Bay of Naples, the Church of the Holy Sepulcher, Tutankhamen's tomb, India's burning and bathing ghats, Hong Kong's staircase streets, Japan's geisha dances, the Golden Gate, and two world canals—all without closing the wardrobe trunks placed in their staterooms in New York or Southampton months before.

Near Suez are the remains of a lock which was part of an ancient canal, begun under Seti I, about 1300 B. C. Ramses the Great, between waging Hittite battles, temple building, and sitting for stone portraits, found time to continue the waterway to connect the Nile with the Red sea.

Darius Completed First Canal.

Necho, son of Psammetichos, according to Herodotus "was the first to attempt the construction of the canal to the Red sea—a work completed afterwards by Darius the Persian—the length of which is four days' journey and the width such as to admit of two triremes being rowed along it abreast!"

A dream which takes 800 years from the time when one man grabs his pick until another sees triremes passing each other between river and sea is a potent dream.

Trajan seems to have kept the canal in shape. The Caliph Omar had 'Amr ibn el-Asi restore the canal to proper working order, but Al Mansur, near the end of the Ninth century, wanted to stop the shipment of grain to Arabia, and so it was finally filled in.

For 2,200 years, various men were either building a canal, using it, letting it fall into disrepair, or deliberately destroying it. With such a record before them, one might have thought that Ferdinand De Lesseps, the canal builder, and the present company would have planned in terms of centuries. But the 99 years phrase imposed its convention, according to which, in 1968, the canal will lapse to the Egyptian government.

When De Lesseps was barnstorming England in behalf of the canal, the British had the thought of making a railway do the work. That would now take 10 trains an hour, night and day. Were the canal closed, India would be 5,000 more sea miles away.

One of Napoleon's Dreams

When Napoleon dreamed of divesting Great Britain of her Indian empire, he had preliminary surveys made with the intention of building a Suez canal.

Lepere, Napoleon's chief road engineer, estimated that the Red sea level was 33 feet higher than that of the Mediterranean. This miscalculation stopped Napoleon. But not De Lesseps. To him the 33 feet looked smaller than the 5,000 miles to be saved.

Then it was shown that the difference in level between the two ends of the canal would, by comparison, make the Dardanelles look like a waterfall.

De Lesseps appealed to the viceroy, Mohammed Said Pasha, and heard from his friend these cheering words: "I am convinced and I agree to your plan: it is understood between us. You can count upon my support."

That was in the middle of November, 1854. In two weeks, De Lesseps had his coveted concession. He thought that the world would demand a slice of the melon. But it was five years before digging began.

There was a time when bankruptcy hung over the canal and for years the interest coupons were not paid.

Not all of De Lesseps' difficulties were diplomatic or financial. The physical labor of digging a canal under the fierce sun of that desert, with little aid from machinery, was inconceivable. Even a seventy-mile sand ditch is a considerable problem for hand labor, armed only with primitive tools and soft baskets to transport the dirt.

The viceroy provided 25,000 workmen for whom the company furnished food and pay high enough so that conscription was not necessary. But before he would ratify the firman, the sultan of Turkey insisted upon the suppression of the corvee, or use of forced labor, and this necessitated the wider use of machinery in the building of the canal.

Reason for Sweet Water Canal.

It cost $2,000 a day to bring enough water by caravan to supply 25,000 men, so the company constructed the second of the two essential canals.

The Sweet Water canal takes off from the Nile below Cairo and, splitting into a T at Ismailia, flows to Suez and Port Said. On it are locks by which small boats can step down to the traffic canal.

For many miles the Sweet Water canal follows an ancient bed dating from the time of Tutankhamen. This waterway was first constructed to win from the desert the fertile land of Goshen, where Joseph and his family found a home.

The traveler hanging over the rail at Port Said and watchng the fresh water tubing throb with every stroke of the pumps may not realize that this water has come from reconstructed waterworks which first served the people of Egypt before the Exodus.

Although the model town called Port Fuad, at the Mediterranean entrance, was built by the company on the barren east bank opposite Port Said, with homes and even gardens for skilled workers and laborers, some still prefer to draw a money allowance and live on the west bank near the cafes and movies.

Some feel that the canal pays too well and trade depression has brought some criticism of canal profits. But the main thing for those who foot the bills is continuous, efficient service.

Monkey Family Is Large; Some Giants, Some Small

The ape or monkey family as a whole is surprisingly large, and ranges from giants taller than any man to midgets like tiny squirrels.

The gorilla is the king of the apes—up to 9 feet tall and weighing three hundredweight or more. The forests of Africa on the equator are his home, notes a writer in Pearson's London Weekly.

Next comes the orang, growing up to five feet tall.

He is found in various parts of the world in lands occupied by black men and brown men. And where the men have a black skin, so have the orangs; among the brown skins the orangs are brown. Thus the old saying, "Monkeys copy their masters," is true at least with regard to the cheerful orangs.

The chimpanzee, also a native of equatorial Africa, comes third. He grows up to four feet tall. Slightly smaller is the gibbon, found in parts of Asia.

These animals, strictly, are all apes. The monkeys are a smaller tribe still. Included in them are the last of the monkeys to be found in Europe—those which live on Gibraltar.

Baboons live in the lands near the Red sea, Langurs in Indian, Lemurs in Madagascar, and the tiny squirrel-like Marmosets are found in America.

Men Without Countries

Another "Man Without a Country" has bobbed up. He is George Volkoff, an exiled Russian aboard the British steamship Baron Blytheswood. After tramping about Europe for 11 years in a vain effort to find a country willing to adopt him, Volkoff boarded the Baron Blytheswood in Poland. That was more than a year ago. He has since visited many lands, but nowhere can he find a country to call his own.

Nor is Volkoff the only man without a country. The ships of many nations are now plying the seas with stowaways aboard who have no country. The captains are as anxious to get rid of most of them as the men are to leave, but as matters stand, the sea which has provided them with sanctuary may also be their grave.—Detroit Free Press.

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MEAT PERFECT AFTER 8 YEARS IN OPEN ROOM

Someone should tell Mr. "Believe-It-or-Not" Ripley this story that comes from John S. Hill, storekeeper in South Carolina. "I have now hanging on the back door of my store," he writes, "a strip of meat smoked with FIGARO Condensed Smoke EIGHT YEARS ago. This piece of meat is ribbed belly, about 18 inches long and 6 inches wide. It is firm, sweet and sound as a dollar—neither rancid nor spoiled in any manner, and has kept perfectly these eight years. FIGARO is the finest thing I have ever seen for smoking meat. I have been using it ever since it was first put on the market."

(Signed)
John S. Hill.

S. E COLGIN
Discoverer of Process of Condensing Smoke

Mr. Hill has to buy the meat he cures, so he cannot afford to lose any of it. Yet the average farm does lose 50 lbs. every year, because the meat is not thoroughly smoked. During cold weather, keeping meat is a simple matter. But when summer comes, or a warm spell during the winter, look out. Rancidness develops. You suddenly find the meat alive with "skippers," or worms. Green mold appears on it. Or it dries out and hardens.

Thorough smoking is the only known way to prevent all these troubles. But how? Everyone knows how uncertain the old smokehouse method is. Other so-called smoking methods, or substitutes for smoking, are likewise risky. How can you tell whether or not the meat is thoroughly smoked? But if you want to

be SURE all your meat will keep perfectly right through the summer months, wash it thoroughly after it comes out of the cure and brush FIGARO Condensed Smoke over every square inch. FIGARO penetrates. It keeps meat from drying out. It positively PREVENTS skippers, green mold, or rancidness. Flavor? You'll say the meat is the finest you ever ate. And the cost is less than one-third cent per pound!

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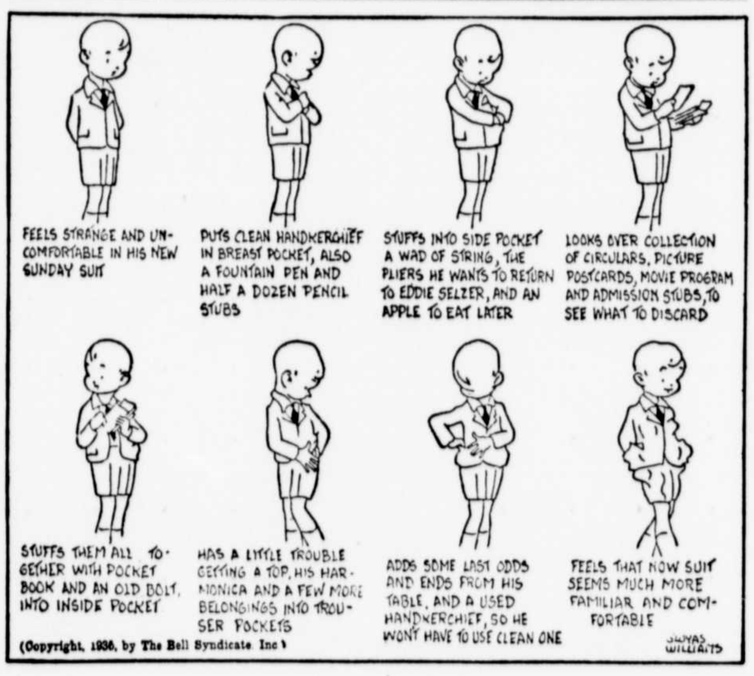
POCKETS

By GLUYAS WILLIAMS



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