

CITY OF PETRA IS IN TURKS' CONTROL

Rock Palaces of Ancient City Have No Tenants; An Impending Entrance

Washington, D. C., July 29.—Though Turkey will be dismembered and pushed out of Europe, the Ottoman Empire probably will continue in control of some of the sacred shrines and most precious history spots of Asia, says a bulletin from the National Geographic Society.

"For example, there is the Rock City of Petra, known as the 'safe deposit' of caravans en route with precious wares to Tyre and Sidon—which also contains Pharaoh's Treasury."

"The highlands east of the Jordan river are strewn with ruins marking the rise and fall of successive civilizations—Semitic, Greek, Roman, Christian, Mohammedan and Crusader. These ruins have been preserved for the modern explorer by the tides of nomadic life, which have swept up from the Arabian desert, but at the southern end of this no-man's land, deep in the mountains of Edom lies one of the strangest, most beautiful and most enchanting spots upon this earth—the Rocky City of Petra. Its story carries us back to the dawn of human history.

The entrance to the Rock City is the most striking gateway to any city on our planet. It is a narrow rift or cleft, bisecting a mountain of many-hued sandstone, winding through the rock as though it was the most plastic of clay. This slit, or cleft, is nearly two miles long. Its general contour is a wide semi-circular swing from the right to the left, with innumerable short bays, having sharp curves and corners in its general course.

"Seen at morning, at midday, or at midnight, the sky, this majestic entrance to a hidden city, is unquestionably one of the great glories of ancient Petra. Along its cool, gloomy gorge file the caravans of antiquity—from Damascus and the East, from the desert, from Egypt and the heart of Africa. Kings, queens, and conquerors have all marveled at its beauties and its strangeness. Wealth untold went in and out of it for centuries, and now for over thirteen hundred years it has been silent and deserted.

"Carved in the face of the cliff, half revealed, half concealed in the growing shadows, is one of the largest, most perfect, and most beautiful monuments of antiquity—Pharaoh's Treasury. Almost as perfect as the day it came from beneath the sculptor's chisel, fifteen hundred or two thousand years ago; colored with the natural hues of the brilliant sandstone, which added an indescribable element to the architectural beauty; flanked and surrounded by the cliffs, which had been carved and tinted in turn by the powers of nature; approached by the mysterious defile—it is almost overpowering in its effect."

SOLDIERS ARE INTERESTED IN FATE OF MONDELL BILL
Washington, July 29.—That individual soldiers and sailors of the great war are much interested in the Mondell bill providing for the establishment of community settlements for American veterans in the world, conflict is apparent from the number of communications that members of Congress, especially members of the house committee on public lands, are receiving. A great many of the veterans have taken the trouble to call at the committee's rooms in the house office building to inquire about the status of the bill and express the hope that it will soon be favorably acted upon.

BOMBARD NEW YORK GERMANS PLANNED

Teutons' Scheme Was To Send Two or Three Zeppelins, Editor Declares

New York Herald.
In a paper on "Commercial Transatlantic Aviation" read before the Aeronautical Society of America, at No. 29 West Third-street, Leon Cammen, second vice president of the society and associate editor of the Journal of the American Society of Mechanical Engineers, declared that the call of the German submarine of Nantucket a year ago was to prepare the way for an ambitious project of bombarding New York and Washington from the air.

"As far as information is available," said Mr. Cammen, "the project was to send two or three of the largest Zeppelins carrying nothing but fuel. The Zeppelins were to take bombs from submarines off shore, drop them on New York and Washington, possibly on the works of the Bethlehem Steel Company, then fly to sea. The men and records were to be transhipped to the submarines and the Zeppelins destroyed. Too busy on Western Front.

"Apparently, however, in the latter part of the summer of 1918, the Germans were too busy on the western front to carry out this project, which, by the way, could have been carried out without doubt."

Regarding commercial transatlantic aviation, Mr. Cammen said, that it will not come until "there are dollars and cents in it." "Commercial," he said, means something that not only pays its way but brings a profit.

"The course of commercial flying probably will follow at first the plan, though not the route, of the NC-4 crossing direct from New York or rather from Montauk Point to Ireland, but relating at sea," he said: "This would mean that at certain points, say two, along the line of flight, there would be mother ships cruising. By means of radio lights the planes would be directed to them, drop the bags with goods carried, on the deck, and alight on the water in the neighborhood of the mother ships.

"The tags would be immediately picked up by a relay plane and carried to destination or to the next relay point, as the case may be, while the plane that has performed the duty will be picked up from the water at leisure and gotten ready for the next leg of the flight.

Only Sensible Scheme.
"There may not be in this scheme as much glamor as in a non-stop flight, but from an operative point of view this is the only sensible scheme. In fact, even railroads, which are operating under far more favorable conditions, work on a relay principle, and no train from New York to Omaha, for example, which is approximately the distance from New York to Europe, would be expected to carry fuel for the entire trip from New York. And if a locomotive can be coaled and sometimes exchanged on the road, why not a plane?

"A system of two relays means that each plane would be in the air about seven hours, a thing of which practically every large well built plane ought to be capable today. It would also mean that in addition to the fuel and oil carried there would be a good reserve of lifting capacity to take up a paying amount of load."

In regard to the kind of goods for a transatlantic airplane to carry Mr. Cammen said:
"Let us start with letters and mail generally. An investigation recently carried out would point to the likelihood that many scores of thousands of letters would go out daily by plane if it were available, and that a rate of 5¢ an ounce would be by no means excessive."

Honors Them All Together.
Paris, July 29.—To honor President Wilson, Marshal Joffre, Premier Clemenceau, General Pershing and Marshal Foch all in one, the municipality of the ancient town of Castelarrain, in the south of France, has baptized a new street Wiljofoleperferoch avenue.

HOW CITY FIGURES HOUSE SHORTAGE

New York Survey By Reconstruction Commission Shows 36,000 Homes Needed

Statistics showing just how far New York City is lagging in its building program, recently compiled by the New York State Reconstruction Commission, are most illuminating in that they will serve as a basis for the preparation of similar reports in cities in other sections of the country, save the American Architect's weekly review. It was found after extensive examination of all the available housing facilities in New York City that 26,000 homes will be needed to take care of the increased population before the end of the year. The report says that all of these houses should be in the process of construction at the present time.

The calculation is based upon the average number of buildings and apartments erected in the years previous to the war, combined with a consideration of the shift in population and the number of vacant apartments which have been filled in that time. From this is subtracted the number of apartments which will probably be ready for occupancy in the Autumn.

It was learned that during the two years preceding our entrance into the war that 1,271 buildings were erected, giving an average of 21,517 apartments each year. But this was not continued, for in 1917 and 1918 but 890 buildings, meaning 16,947 apartments were put up. If the population had continued normal the shortage would be 26,087 apartments. At the beginning of this period, however, many vacancies existed. Some of them have been filled, thus decreasing this number. Nearly 10,000 of these vacancies, which were 35,635 in 1917 and but 21,482 in 1918, were filled in old law tenement houses, really unfit for habitation.

The normal shortage of 26,087 was reduced to 11,934 by these 14,153 vacancies owing to the number of buildings destroyed this does not constitute the final figure. In some way 6,831 apartments had been destroyed. Thus, while in March, 1917, there were 972,810 apartments in New York City and between March, 1917, and March, 1919, 16,947 were built, there were in reality only 992,926, whereas 990,737 should have resulted. Adding the normal shortage of 11,934 to the 6,831 destroyed, the number needed at the beginning of this year was 19,765.

It has been estimated that whatever loss of population New York may have sustained from a lack of immigration this was fully balanced by the influx of war workers. So far this year plans have been filed for 370 buildings containing 4,675 apartments. Subtracting this from the total shortage of 19,765, the present need is lowered to 14,090 apartments.

In the days before the war it was possible for one to almost take his pick of newly erected apartments at almost any price one felt inclined to pay. Today long waiting lists are the rule at practically every apartment house superintendent's office. The most severe shortage is being felt in apartments renting from \$50 to \$45, as the heaviest demand comes, naturally enough, from the moderate wage earner, the clerk and married professional man. Prices are being paid for old, poorly arranged apartments, without modern improvements, that two years ago would never have been considered at half the money now being obtained.

Meat Scarce; Stock Forgotten.
Berlin, July 29.—The government troops guarding the Lichtenberg station in the east end of Berlin, have discovered several carloads of livestock which were sidetracked to the freight yards and apparently forgotten. Most of the animals were dead from starvation. Meanwhile the shortage of meat in Berlin is one of the most difficult problems facing the food authorities.

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To show we're just as good as any London Daily News, We offer twenty dollars that We used to spend for booze; As cash reward to him who first Will fly around the globe, Without descending to the earth A single time, by Job.

It's raining when we go to bed, It's raining when we rise, It rains all day, and all night too, From sunset to sunrise; The field and yard, the lane and road, Are two feet deep in mud, We never saw so dark much rain Since Noah and his flood.

The Senators and Congressmen, O Hickory, Dickory, Dock! Aren't willing for the President To monkey with the clock; We move to throw the clocks away, For why let schedules haunt you, And join the labor unions which Work only when they want to.

Impartially we introduce For your consideration A list of men who have a chance To get the nomination For President. The war was a Political bonanza, And brought to light a lot of men (Continued in last stanza.)

Although it's hot as—steam—just now Show wisdom and remember That he who orders coal today Will keep warm in December; You know the rain always did soak The back of him who wouldn't Repair his roof on sunny days.

For when it rained, he couldn't. Professor Allyn says he finds That Buttermilk contains Some one per cent of alcohol! So after this take pains To let what'er you eat or drink, From noodle soup to snail, Be analyzed beforehand, or You'll find yourself in jail.

Americans who sent their sons To settle Europe's trouble Won't take much more from Mexico's Poor governmental bubble; We ought to send a hundred thousand men across the border, And put a quick, if bloody, end To Mexican disorder.

We wonder if the Washington Disorder is a schism In bolshevik doctrine, or Just negro Bolshevism; At any rate we realize That Trotsky will rejoice To hear of these new converts to The Callithian voice.

A lot of folks are thinking now That life ain't quite so awful, For Congress says that stowing drinks Within the home is lawful; Perhaps because we have no wines To stow we're somewhat vicious, But still we think such conduct looks A little bit suspicious.

Who might entice our vote. But here's Our list, sans more ado: Josephus Daniels, Pershing, Wilson, Clark and Maddox, Ole Hanson, Hiram Johnson, Taft, And Henry Cabot Lodge— And we ourselves if called upon Shall not attempt to dodge.

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School of Law Washington and Lee University Next session begins Sept. 18, 1919. Two-year course for LL.B. Beginning September, 1920, three-year course required for degree.

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PLENTY ROAD BUILDING GOING ON IN ALASKA

Juneau, July 1.—The total road mileage in Alaska March 1 was 4,800. Of this amount total mileage March 1, 1918, roads and trails, 4,800. Of this amount 2,806 miles comprise a connected system reaching from Valdez and Chitina to Eagle, Fairbanks, places above the Arctic Circle, to the Lower Yukon, Nome, Candle and other Seward Peninsula points. This system is joined at several points on the Yukon river by a second system of 2,736 miles, which begins at Seward, and serves the Iditarod, Ophir and Innoko districts. In addition to these two connected systems there are 288 miles of short roads and trails in various parts of the Territory.

To March 1, 1919, the total amount expended for all maintenance and construction since January, 1905, was \$1,925,286. \$2,353,700 has been spent for maintenance and construction of the Richardson road from Valdez and Chitina to Fairbanks, or approximately \$5,770.00 per mile on the 410 miles. During the past winter automobiles made the 120 miles from Chitina to Meaders in a day; from Meaders to Little Delta sleds were used; and from Little Delta to Fairbanks, 60 miles, autos have been making regular trips all winter.

The bulk of the summer traffic on the Richardson road is handled by passenger and freighting automobiles. These machines do not make the trip with the same degree of comfort and ease that is possible on the State roads, which cost from \$10,000 per mile and up, they do get through and with favorable weather conditions the trip from Chitina to Fairbanks, 320 miles,

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is made in about twenty-four hours running time. When considering road work in this Territory it is well to keep in mind the difference between Alaska costs and those obtaining outside. In normal times, outside, five dollars will hire a team and driver one day, and the owner furnishes feed. On much of the Alaska work in the interior it costs \$5.00 or more to feed one horse a day, and many other costs are in the same proportion.

The Bureau of Public Roads and the Forestry Service have joined forces with the Alaska Road Commission for the purpose of constructing roads within the National Forests. This centralizes the responsibility for all of the Federal road work. The Territorial Legislature passed a very progressive road law which provides machinery for the most efficient highway administration through co-operation with the Federal authorities.

Rain Coats May Cost Less.
St. Louis, Mo., July 29.—Half a million yards of cotton balloon cloth—enough to stretch from St. Louis to Chicago—will be manufactured into rain coats by a St. Louis concern which bought the cloth at auction from the government. The auction price of the 38-inch sea-island cloth purchased by the government for manufacturing balloons was announced as approximately \$25.000.

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With your fingers! You can lift off any hard corn, soft corn, or corn between the toes, and the hard skin calluses from bottom of feet. A tiny bottle of "Frezon" costs little at any drug store; apply few drops upon the corn or callus. Instantly it stops hurting, then shortly you lift that bothersome corn or callus right off, root and all, without one bit of pain or soreness. Truly! No humbug!—Adv.

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