

NEW STYLE OF ARCHITECTURE

Long Sought and Made Possible Only Through the Employment of Modern Reinforced Concrete.

Planning a memorial church to be built entirely of concrete, an American architect introduces a novel mode of construction and claims to have found "what architects for centuries have failed to produce—an entirely new and pure style of architecture. Pure, because it conforms to all the essential ideas of architecture; new, because only modern reinforced concrete has made it possible." The structure takes advantage of the plasticity of reinforced concrete, and the building, which would be practically monolithic when finished, would have its external and internal forms identical to a degree new to architecture; its vaults would spring direct from the floor level and there would be no separating distinction between walls and roof. In fact, one might say that the building would be "all roof, and have no structural walls whatever." Architectural opinion may fall of unanimous approval; yet it must be admitted that the plan seems to adapt itself logically to the medium in which it is to be worked out, which is an important point in its favor.—Exchange.

Recalls Roman Conquest.

The sale is announced of the ancient Caerwent, Monmouthshire, England, which is mentioned in Domesday Book. This town (Benta Silurum) was the headquarters of a powerful and warlike tribe called Silures, who occupied "approximately the counties of Monmouth, Brecon and Glamorgan." In spite of the fierce resistance offered by them, about 48 A. D., to the Roman conquest, their town in time became a Roman city, not unlike Silchester, but smaller.

The old walls and gateways still survive, and the many excavations carried out have discovered Roman relics of much interest—a town hall and market square, a temple, baths, frescoed panels, and also water pipes, said to have carried drinking water from the hills.

Shop Talk.

A school teacher was discussing the way she had been changed from one building to another. "The manual training supervisor was with the superintendent when I went in to see where he was going to send me," she said, "and I just asked them if I was to sweep shavings up in that department."

Her listeners smiled; they smiled again when she continued: "Then the superintendent told me to go to the high school and sweep shavings up in the history department there." "Why," mildly put in one of them, "are they blockheads down there?"

Plant's Name Significant.

The spelling of Mangel-Wurzel is a question which appears capable of being settled in different ways. What is really interesting about the word is the fact that its name was altered from Runkelrueben by the German people. At a time of famine Runkelrueben saved the people from starvation, and was for that reason given the new name of Mangel-Wurzel, literally "famine root." The plant stood the Germans in good stead during the latter days of the recent war, thus once more earning its sobriquet, by which it is known everywhere in England.—Christian Science Monitor.

Counting the Cost.

"How much do you pay for beefsteak?" "No, much. After the sales-tunn gets through charging for the salt and the bone the cost of the edible portion is scarcely worth mentioning."

Valuable

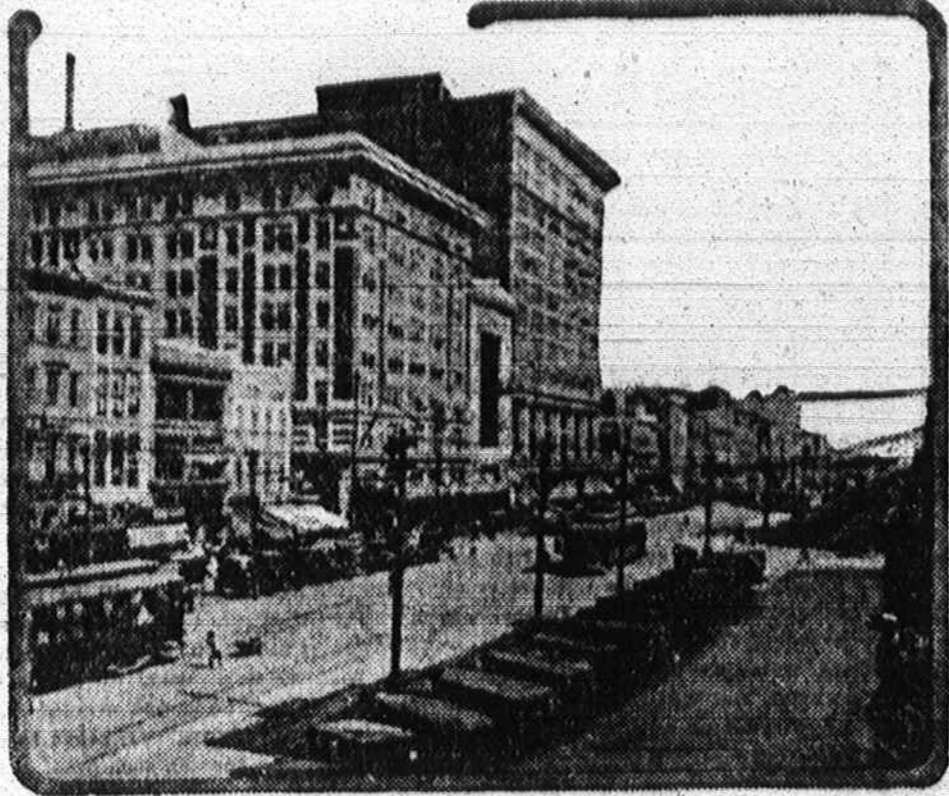
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Gateway of the Mississippi Valley



Canal Street, New Orleans.

THE greatest port and metropolis of the southern section of the United States, New Orleans, is unique among cities of the Americas. There is no other like it. Up-to-the-minute in its modern civic improvements, typically American in its aggressive commercial energy, even ahead of the times in its city government and municipal ownership and control of public utilities, it is nevertheless, in some features, one of the oldest and certainly one of the quaintest and most foreign of the large cities of the United States, says the Bulletin of the Pan-American Union. In the southwest quarter, with its modern business houses and fine residences, the visitor finds himself in a modern city of the United States; in ten minutes he may cross Canal street, stroll into the northeast or "Latin Quarter" and find himself in a quaintly medieval city which might be French or Spanish. In the old "French Market" section he hears a veritable babel of tongues—French, Spanish, Yiddish, near-English, and sometimes several of these mixed up in a "patois" that is distinctively "New Orleansese." Even the names of the streets reflect something of the city's history. Its French origin is revealed in such names as Toulouse, Orleans, Du Maine, Conti, Bourbon, Dauphine, Chartres, etc., while other street names such as Unzaga, Galvez, Miro, Salcedo, Casa Calvo, Baronne, etc., reveal the fact that at one time the Spaniards were in possession. Again Tchoupitoulas street would lead one to infer that Indians had also had a hand in the general admixture of nomenclature.

Situated about 107 miles above the mouth of the Mississippi river, whose system of navigable waterways radiate 13,900 miles through the great middle section of the United States, and on Lake Ponchartrain, with access to Mississippi sound water routes eastward to Mobile, Ala., and thence by the Warrior river to the great coal and iron fields of Alabama, the center of six canals, and the principal terminal of ten trunk lines of railways operating a total of 145,288 miles, New Orleans has become one of the great industrial centers of the world. Its manufacturing industries have an output of over \$140,000,000 worth of products annually, while as a market center the city distributes \$1,130,000,000 worth of commodities each year, a tremendous trade that is accounted for by the fact that New Orleans is the gateway for the Mississippi valley, the great producing area of the United States. Comprising 41 per cent of the United States proper, this great section, which includes from an economic standpoint 21 states, yields 82.4 per cent of the nation's cotton and cottonseed products, 27.9 per cent of its coal output, 62.7 per cent of all the iron ore mined, 67.5 per cent of its live stock, and 31.7 per cent of its total manufactures.

State Owns Port Facilities.

In the harbor of New Orleans is seen a splendid, successful application of the doctrine of public ownership and operation of public utilities. Sixty per cent of the port facilities have been built or developed by the dock board, a state institution. In the 17 years this board has had charge it has expended \$15,000,000 on the wharves, steel sheds, elevators, and warehouses on the east bank. These, with terminals built by the railroads, will give New Orleans almost eight miles of docks, capable of accommodating at one time 80 vessels 500 feet long. All are served by the Public Belt railroad, another triumph of public ownership. Assurance of future port expansion without fear of private profiteering is given by the fact that the title to the water front for 41 miles on both sides of the Mississippi river is vested in the public and under the control of the dock board. In addition, the board is now building an inner harbor six miles in length, the famous Industrial canal.

Terminal facilities erected by the dock board comprise 18 of the most modern steel sheds, 17,924 feet in length, 4,257 feet of open wharves, 1,285 feet of wharf at the publicly owned grain elevator, and 1,513 feet of wharf at the publicly owned cotton warehouse. The cotton warehouse and the grain elevator are the latest developments in port improvements. The former is the largest handling plant for an agricultural product in the world, is the most efficiently equipped structure of its kind in existence, and is a profit-earning institution while serving the public most economically. The storage facilities offered the cotton grower by the warehouse, coupled with the low insurance rate, make it possible for him to hold his cotton until such time as he may see fit to market it, while at the same time enjoying the use of bankable warehouse receipts that are backed by the resources of the state of Louisiana and are negotiable in financial circles the world over.

The port of New Orleans is one of the safest harbors in the world, and provides practically unlimited anchorage space. Vessels are usually anchored in the lower part of the port, the depth of water being 60 to 80 feet at low stage. From the city of New Orleans to the passes opening into the gulf there is a depth of water from 60 to 90 feet. In the South pass there is a 30-foot channel at mean tide, and at extreme high tide a depth of 31½ feet. The government is at present at work creating and maintaining a 35-foot channel.

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The New Orleans inner harbor, or Industrial canal, now in the process of construction, is one of the world's great engineering feats. It connects Lake Ponchartrain with the city's river harbor, and the gulf. The route from New Orleans to the sea through the Industrial canal and Lake Ponchartrain will be approximately half the distance via the Mississippi. The canal will furnish ideal sites for industrial plants. The inner harbor extending from the Mississippi to Lake Ponchartrain, six miles in length, will lie entirely within the city limits, and will be served through its length by the Public Belt railroad. The canal is being built by the dock board and will cost at least estimate \$12,000,000. The Industrial canal will make New Orleans the port of deposit and the industrial port of the South.

New Orleans is peculiarly situated to carry on a trade with the countries of Latin America. A glance at the map will suffice to show that this large city of the United States is but a few hundred miles from the countries of Central America and the northern republics of South America. With Cuba and the West Indies also New Orleans has the advantage of location over other North American ports. Via New Orleans is the natural trade route between the Mississippi valley and Central and South America.

Palm and Pine Flourish Together.

The climate of a city often serves to give an idea of it that other characteristics do not. The palm tree and the pine grow side by side in New Orleans. It is not too tropical, because the palm would kill the pine; it is not too temperate, because the pine could not endure. The average temperature for the last 47 years has been 65 degrees. During the last 43 years there have been only 211 days when the thermometer dropped to 32 degrees or lower. About once every ten years there is a gentle snowfall. Although New Orleans is situated in the southernmost part of the United States, it is a cooler city than many in the northern part. During the last 43 years there were only seven days when the temperature went to 100 degrees or higher.

Health conditions of New Orleans are reflected in the remarkably low death rate. Even including the negroes, who comprise a large percentage of the population, the total rate is only 17.54 for each 1,000 population. New Orleans compares very well in this respect with the other cities.

But not all of New Orleans is centered around its water front. There are beautiful residence sections and numerous lakes and parks. Because of its wide streets, extensive lawns, and numerous open squares, New Orleans is called the City of Magnificent Distances.

WERE CHRISTIANS AT NIGHT

Tribe of Stavrii in Trebizond Long Practiced Deception on Their Turk Overlords.

Not far from Trebizond (on the Black Sea in Asia Minor) live the clan of Stavrii, descendants of the Greeks who kept a Greek kingdom in being until after Constantinople had fallen, writes George E. White in the American Review of Reviews.

The Stavrii knew that they were of Christian ancestry, but in some hour of persecution their fathers had yielded assent to Islam. The same buildings above ground and churches below; the same men as imams by days and priests by night; the same boys were said to be circumcized and baptized; and named both Osman and Constantine.

A few years ago these Stavrii determined to throw off the mask and return to their Christian allegiance, and they did so, though at the cost of much government pressure lasting for years. With some of them I became personally acquainted when they were exiled from home. One day a Stavrii met a Turkish friend, and the latter remarked, "I hear you've turned Christian." The Greek answered that they had always known that their ancestors were Christian Orthodox and they had decided to avow their original heritage. "But," said the Moslem, "you've been to mosque all these years, and we've said our prayers side by side; how did you think you could deceive God all the time?"

"I never tried to deceive God," was the answer. "He always knew just what I was. I tried to deceive you, and in that I succeeded."

NATION WAS NEVER MORE FIT

American People Have Learned Many Valuable Lessons Under Great Stimulus of War.

"Under the stimulus of war we have sweated off mental, moral and physical fat," says the New York Medical Journal. "We have been forced to curb our appetites. We have learned to sacrifice without complaint, to dare without bluster, and sink our will in the common weal. Many of us went to the training camps flabby. We learned to rise early, bathe cold, eat plenty, work hard, and sleep soundly. We learned to obey promptly, to think precisely, to work accurately, and to command properly. One by one the vest ripples of the body, mind and soul disappeared and we were proud to be hard and fit again."

"There is a great lesson in all this. Flabbiness is man's greatest sin against himself. It begets sloth, fear and selfishness. It undermines the mind, the character, the body. Is this lesson, learned at the cost of lives and limbs and worldwide sacrifice, to be lost? Is the ponderous abdomen and feeble leg of yesterday to replace the straight front and springy carriage of today? Are we going to shrink from the cold bath and the hardening necessities of daily life? Or will we attack the post-war period resolved to remain hard and fit in body, mind and soul?"



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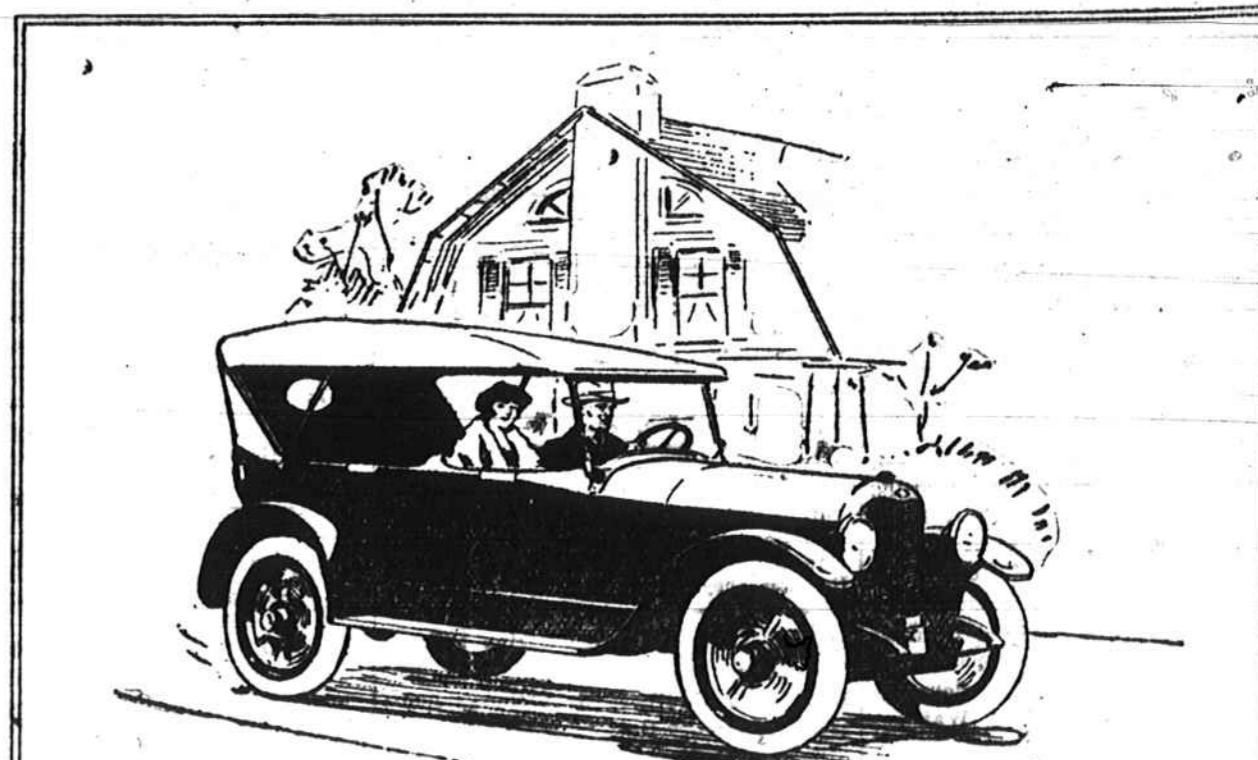
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