

HAITI: MAGIC ISLE OF THE INDIES

Picture an island more wonderful, more beautiful and more richly endowed by nature even than the fabled isles that medieval mariners loved to dream about; a country of pleasant peaks, charming vales and fertile plains; an idyllic land set in a summer sea.

Picture then a land where the avarice of conquerors, ruthlessly exploiting, has blasted promises of progress; where the passions of men have run riot; where tyrant after tyrant, some great, some petty, have waded to power through pools of blood; a land from which the gods of peace and industry seem to have turned away.

Both are pictures of Haiti, the relations between which country and the United States are now under discussion.

To avoid confusion it must be explained at the outset that the name Haiti is used sometimes to denote the entire island, which is the second largest land mass in the West Indies, sometimes to denote merely the Republic of Haiti, which occupies the western third of its area. The possibilities of confusion are increased by the fact that the island is also known as Santo Domingo and San Domingo, names applied likewise to the Dominican Republic, which occupies the eastern two-thirds of the land unit.

The name Haiti is much used because it was the descriptive term, meaning "high land," given to the island by its aborigines. This was the favorite island of the West Indies to Columbus, who reserved for it the most complimentary name bestowed on the lands which he discovered—Hispaniola, "little Spain." Something of the impression which this beautiful and promising island made on the great discoverer can be gleaned from his reference to it as a "Garden of Eden," and from the fact that he named the point at which he first set foot in Haiti, December 6, 1492, "the Vale of Paradise."

History has been prodigal to the island of Haiti and has crowded one interesting and tragic event after another into the relatively short span of years since the eyes of white men first beheld its towering peaks. On its northern coast, near the present Cape Haitien, the Santa Maria, which bore Columbus to the new world, was wrecked on Christmas eve, 1492, and from its broken, historic boards was set up by the crew the first structure erected by Europeans in the western hemisphere. This was the fortress of Navidad, in which the men of the Santa Maria were killed while Columbus was on his return voyage to Spain to report his epoch-making discovery of "the Indies."

Farther to the east on the northern coast of the island Columbus built on his return the first white settlement in the new world, naming the little town "Isabella" for the queen who had made his voyage of discovery possible. On this second trip Columbus brought with him to his magic isle a great fleet bearing a large force of soldiers and adventurers. After defeating the natives the conquerors journeyed to the south coast and there laid the foundations of the city of Santo Domingo—first permanent city established by Europeans in America, for many years the most important outpost of western civilization, and forerunner of the countless cities and villages that are the seats today of the industry, commerce and culture of the three Americas.

CAROLINE ISLANDS: AN OCEANIC MUSEUM

Whatever the political future of the Caroline Islands, which Japan seized from Germany, they are bound to be objects of scientific interest for generations to come.

Who built the massive stone structures which give evidence of a high degree of civilization at some prehistoric time?

What was the origin of the stone currency, some "coins" of which weigh five tons?

These are but two of the many questions which these Pacific islands of mystery present.

The stone ruins extend from Ponape, an island toward the east of the group, to Yap, on the west. Yap will be recalled as the island which figured so conspicuously in the peace treaty discussion because of the proposal to cede it to the United States.

On Yap are great stone terraces, embankments and roads, composed of neatly laid stone blocks, stone graves, stone platforms and enormous chambers resembling council lodges with gables and tall pillars, frequently carved.

Ponape is the "Pacific Venice." There the ruins are partly submerged. Apparently they once stood on an island city, unless their site was connected with other islands before a terrific upheaval inundated them.

What remains today is more than half a hundred rectangular walled islands jutting above the waters of a

lagoon. There is an outer lagoon, separated by a breakwater three miles long. In all this construction huge basalt blocks were used. Apparently they were touched by iron tools. Recent study has confirmed the belief that these mighty megalithic monuments antedate the present native population of the Carolines.

Origin of the unique stone coinage is not known. Shell money seems to have supplanted the unwieldy stone disks for "small change" long before the white man arrived. The stone "money" is made from limestone or calcite. It probably was employed for primitive banking rather than for general circulation. Its security, from theft was assured by its weight. Specimens are found piled about the homes of native chieftains.

Including reefs not inhabited, the Caroline Islands number more than 500. Of the total land area of 390 square miles 307 square miles is con-



King of Muai District and One of His Wives.

prised in Ponape, Yap, Kusale and Hogo, or Tuak. In 1911 the total population was about 55,000, and of these fewer than 400 were Europeans.

The islands extend for about one thousand miles east and west. They lie more than fifteen hundred miles to the east of the Philippines and about a thousand miles north of New Guinea.

ODESSA: PARIS OF THE UKRAINE

Before the war no city of the Near East save Bucharest so nearly resembled Paris and Vienna in its hectic night life as did Odessa, conspicuous in the fighting of Ukrainians, Poles and Bolsheviks.

Odessa had hundreds of sidewalk cafes, its municipal opera and its palaces of chance. It had more than half a million population, yet it is one of the newest cities in Europe. Moscow's history extends over a thousand years, that of Odessa only a little beyond a century.

There is a unique analogy between Odessa and the capital city of the United States. Both were started at about the same time—during the last decade of the eighteenth century—and both were begun because of the far-seeing wisdom of the chief executives of the two nations.

Perhaps the oddest coincidence is the fact that they both were planned by foreign civil engineers of the same nation. While Major L'Enfant was devising the "city of magnificent distances" to be erected on the banks of the Potomac, Voland, also a Frenchman, laid out Odessa on the shore of the Black sea. While President Washington was dreaming into being the beautiful city which bears his name, Czarina Catherine the Great was sponsoring the upbuilding of a municipal stepping stone toward the chief object of the Russian Bear's stealthy tread—Constantinople.

Like Washington, Odessa was laid out in the midst of a virtual wilderness and swamp. An isolated Turkish fort, Khaj-Bey, stood on the site of the present city at the time, 1789, when it passed to Russia. In early years of the Christian era Greek colonists had taken advantage of the bay of Odessa.

Until five years ago the railway distance between Odessa and Moscow was more than a thousand miles, but a new line, via Bakhmach, reduced that distance to 814 miles. The steamship distance between Odessa and Constantinople is 300 miles.

From its history it is evident why Odessa was far from a typical Russian city. Mark Twain found the only Russian things about it to be the shape of the droshkis and the dress of the drivers. He might have mentioned the gilded domes of a few churches. There the Russian likeness ends.

A few miles to the north and also to the southwest are three "limans," or lagoons, famous for mud baths believed to benefit persons with rheumatism, gout and skin diseases. The most popular of these is 20 miles long, a mile wide, 10 feet deep and lies 10 feet below the level of the Black sea.

THE ORIGINAL SKYSCRAPER CHURCHES

Plans to erect in an American city a "skyscraper church," to be used both as a place of worship and an office building, recall that the ancient monasteries of Thessaly are nature-made skyscrapers, reached by unique elevators. In a communication to the National Geographic society, Elizabeth

Perkins describes these structures of the Greek church as follows:

"There is a legend, perhaps it is history, that there was once a ruler in Constantinople who disliked his brother and wished to banish him to the remotest corner of his kingdom. Consequently the monarch built a monastery on a well-nigh inaccessible mountain in Thessaly and founded a brotherhood, about four hundred years ago, in what seemed to be the uttermost corner of the earth.

"The monastery was called 'Metora,' meaning 'domicile of the sky.' After the original was built 23 others grouped themselves around and were inhabited for a while. They were, however, finally abandoned, with the exception of three which are still in use.

"As we looked in wonder at one detached pillar of stone we discovered on its seemingly unattainable summit a building. This habitation of man, half natural rock and half artificial, seemed most extraordinary. Our guides drew attention to the higher precipices, and as we grew accustomed to their outlines we saw on all sides monasteries tucked into the ledges of the perpendicular walls. They are not all inhabited today, but they are there, bearing testimony that man has climbed and built and lived on crags that seem impossible for goats to climb.

"The whole of the west plain of Thessaly lay at our feet, and the white mountains of the Pindos range rose rugged and imposing before us. At the base of the rock on which Trinity is perched, like an eagle's nest, our guides hallooed and beat with a stick on a tin can found in the bushes. Soon an answering call came back, and over the precipice, some three hundred feet above us, the peering faces of several monks were seen. Then something serpentine flew into the air, and as it dropped perpendicularly we saw dangling from a coil of rope what looked like a small fish net. Down came the cable until it touched the earth at our feet, and the fish net proved to be a large-sized rope bag which opened and spread out flat on the ground.

"One at a time we were invited to step into the middle of this net and squat Turk-fashion. The edges were gathered together onto a large iron hook, a shout was given and the net soared upward, while its occupant felt somewhat like an orange at the bottom of a market woman's bag.

"The ascent takes just three minutes. Occasionally the openwork elevator swings into the rock with a bump, but the monks at the top wind the winches slowly, and the bumping does not hurt, and as a compensation the view grows more beautiful every second. At last the top was reached."

A MUSICAL ADVENTURE FOR AMERICA

Newspaper dispatches state that there is a plan afoot to have a national carillon at Washington, D. C., as a tribute to the soldier dead.

Contact with the men and women of Flanders has directed American attention to one kind of music, vital in the national lives of these people, which cannot even be heard in this country.

A carillon is made up of a set of tower bells attuned to the intervals of the chromatic scale, usually covering a range of four octaves. To attain such a range the bell producing the lowest note must weigh several tons, while the smallest weighs scarcely twenty pounds. The bells are connected to a keyboard or to a clockwork mechanism which causes their clappers to strike.

Producing music from the bells requires great skill and dexterity on the part of the bellmaster, for he must use his feet for the larger bells, and the muscles of both his wrist and elbow are brought into play in producing the tremolando effect usually given. A fine carillon is not the result of a chance molding of metal but its making is as much an achievement wrought by a wise combination of excellent material and deep thought as a Stradivarius. Lovers of carillon music compare the tones to those of a pianoforte in delicacy and to an organ in majesty. When touched by the hand of a master like Denyn, the wizard of Malines, the music seems to come veritably from the heavens and to settle in peace and benediction over the surrounding country.

From the even rows of red-topped roofs and the trees of the surrounding level spaces in Malines the immense flat-topped Gothic spire of St. Rombaud once arose. The cathedral dated from the thirteenth century and has for hundreds of years been known the world over for the remarkable silvery quality of its bells. So much attention had been given to making it the best of its kind that its bell makers gained wide reputations and the town itself became the headquarters of bell founding.

The tower, vast and mysterious against the luminous sky, seemed to dominate the city. While compelling the attention it stirred the imagination as it kept watch over Malines and tolled the passing of the hours with its hugest bell. When not attached to the wonderful mechanism that controlled the ringing of the carillon, this bell required eight men to ring it. The range of the bells of this carillon was great enough to admit of many difficult operatic selections. Today the majestic tower mingles its dust with that of the ruined city over which it had for centuries guarded.

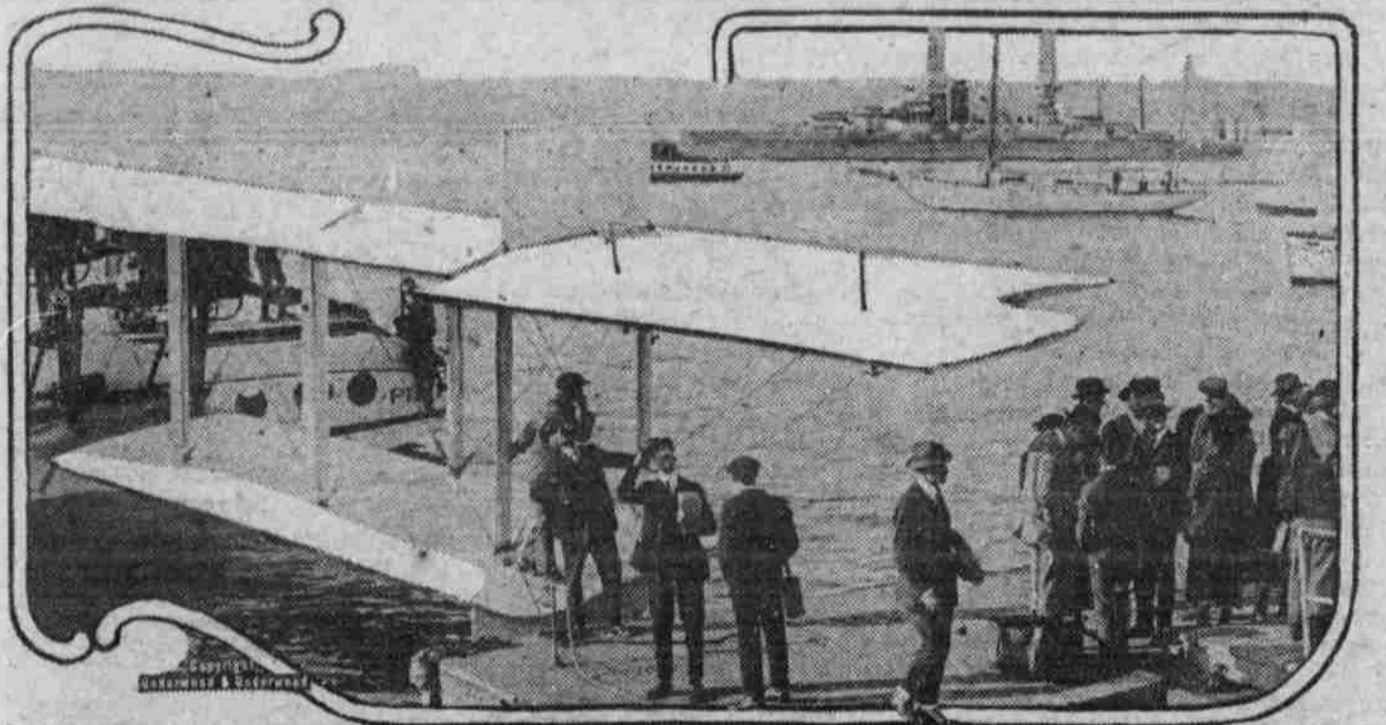
The carillon of Antwerp possessed the greatest number of bells of any in Flanders—sixty-five. It has been said that from the cathedral tower on a clear morning 120 carillons could be seen.

International Speed Typewriting Contest



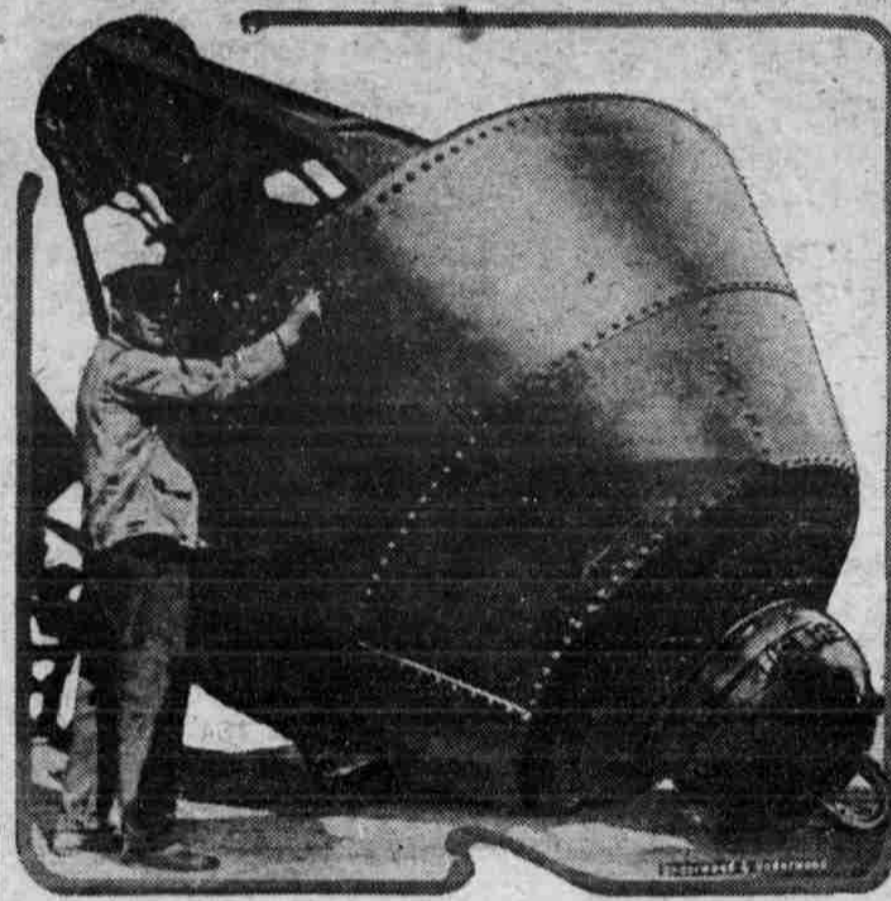
View during the international speed typewriting contest at the Grand Central palace, New York, and portrait of George Hossfield, the winner.

Ships of the Air Named After Columbus' Caravels



The Santa Maria and the Pinta, two 11-passenger air liners named after Columbus' caravels, "hopped" from the Columbia Yacht club, New York, for Key West, where on November 1 a passenger and mail service between Key West and Havana, Cuba, opened.

Painting Danger Signal Buoys



Uncle Sam is preparing for a hard winter along our coasts. A good number of the danger signal buoys which clank their warning to liners are being repaired. This photograph shows one of the huge buoys being painted.

WARNS MANUFACTURERS



"Manufacturers must get out of the habit of relying upon the government," says Edmund Platt, vice governor of the federal reserve board. He also points out that prices are coming down because the public, not the government, is in charge now and that the general drop in prices will make the credit situation much easier.

MRS. MALCOLM KING



Mrs. Malcolm King, wife of Commander King, the new assistant naval attache of the British embassy, has recently joined her husband, having crossed on the same steamer with Lady Geddes.

Earl Hanson and His Invention



Earl C. Hanson, American inventor who served in the navy department of engineering during the war, with the receiving apparatus of his new invention on the United States torpedo boat destroyer Semmes, while his apparatus was guiding the vessel through Ambrose channel. An apparatus on the ship receives impulses from a submarine cable laid for the purpose. Hanson invented an amplifier which renders the electric signal currents as understandable as a telegraph message. Receivers on each side of the ship give out sounds through ear pieces so the navigator can tell by the loudness of the sound in each ear when he is over the cable.