

First 'Monitary' Idea For Suez Canal Lost

By ALY LASHEEN
Graduate Student From Egypt
"The Suez Canal"

The idea of linking together the Mediterranean and the Red Sea is lost in remote antiquity. Eager to increase the economic potentialities of the country, the Pharaohs came to think of a highway that would cut across Egypt from the north.

The competent engineering authorities of the time were of opinion that it should be best to connect the two seas by means of a canal starting from the Rosetta branch of the Nile to Lake Timsah, silted up in the course of subsequent years it had to be cleared by Necho II (600 years B. C.), by Ptolemy II, by Emperor Adrain and finally by Amroo (640 A. D.). In the early years of the eighth century the canal was completely abandoned and buried under drifting sands. The project of a sea highway was left dormant for over 800 years, when towards the middle of the 16th century the Venetians, then Napoleon who came to Egypt to thwart Britain's designs, and, in 1846 a handful of Saint-Simoniens laid definite plans for the linking of the two seas across the Suez Isthmus.

Their miscalculations showed erroneously that the level of the Red Sea was 9 meters higher than that of the Mediterranean. On the other hand, Mohamed Aly, King Farouk's great grand father, wishing to avoid the creation in Egypt of a "new Bosphorus" with all the political implications that the scheme would entail had always staunchly opposed the plans, the more so as land transit through the Egyptians territory was a good source of income to the state treasury.

In 1854, however the idea came to maturity and it is Ferdinand de Lesseps who should be credited with the glory of having realized it. Said Pasha, King Farouk's grandfather, approved his plans and granted the friend of his childhood of the canal. Ferdinand began his pioneering work by a lecture tour in Europe in order to collect the necessary funds for this huge project.

Great Britain's hospitality robbed him of the sympathy of Russia, Austria, and the United States who refused to subscribe for the scheme. Nevertheless, De Lesseps succeeded in securing enough financial backing to initiate the execution of the project so that on Dec. 15 1856, the "Campagnie Universelle du Canal Maritime de Suez" was officially set up. Work began on the 25th of April 1859.

Capital was represented by 400,000 shares of 500 francs each. Said Pasha bought 176,000 shares and France 220,000.

One of the clauses of the concession stipulated that Egypt had to supply 20,000 laborers for digging operations.

The death of Said Pasha opened a period of uncertainty and dispute, during which the whole future of the canal project was at stake. Considering that the agreement entered upon by his predecessor was contrary to Egypt's interests, Ismail Pasha tried to cancel the concession accord and proceed with the work on his own account "I do want" he said, "that the canal becomes Egypt's property and not Egypt a property of the canal." A timely intervention of Napoleon IV, who had been appointed conciliator, solved the problem to the detriment of the Egyptian

Treasury which had to pay 3,250,000 pound for the land granted by Said Pasha to the company.

After 10 years of sweat and toil the canal was completed not, however, without the kindly cooperation of the Khedive. It was officially inaugurated on Nov. 17, 1869 and the event was marked by splendid celebrations for which Ismail spent lavishly. The overall cost of the boring of the Suez Canal rose up to 16,000,000 pounds.

Measured lengthwise from Port Said to Suez the canal is 168 kilometers long; it has a surface width varying between 45 and 100 meters broad, with an average depth of 13 meters and a half. Several stations or moorings have been established along its course, the main one, Ismailia, standing in the center. By narrowing the distance between Europe and the Asiatic countries of the Far East, the Suez Canal has operated a complete revolution in world economy. It took no less than 45 days to go from London to Bombay via the Cape of Good Hope; across Suez the crossing has been cut down to some 15 days.

The canal is the world's busiest highway. Every year some 6000 merchant ships (55 per cent of which flying the Union Jack) cross the canal from end to end. Transit dues or tolls which they have to pay to the company represent a yearly income of 150 million gold francs.

World trade has so much improved that exchanges between Europe and Asia have increased tenfold. British export trade in particular has progressed so much that it has grown twelve times larger than what is used to be before the digging of the canal. Seaborne cargoes through the canal fall into two categories: raw materials and agriculture produce, corn, rice, silk, tea, cotton, rubber from India, Indochina, China and Japan en route for the continent and the British Isles; Industrial products from England, France, Germany, Holland, Italy to the Far East.

Thanks to the canal, the Mediterranean was restored to its former importance which it had lost as a result of the discovery of the route of the Cape of Good Hope and is today once more the main highway towards Asia. Its harbors have flourished in consequence, notably Alexandria, Marseilles, Genoa, Trieste, and Salonica.

As for Egypt, the opening of the Suez Canal has made the country the world's thoroughfare, the melting pot of East and West, thus speeding up its evolution. If the canal has had adverse political consequences, for England after having exerted herself to thwart the scheme, attempted by every possible means to secure exclusive control and ownership of the new route to India, in the field of economy, the geographical position of Egypt astride the crossroads of the world's main trading streams, has considerably added to her own trade which grew tenfold.

It is true that 80 per cent of trade exchanges are handled by Alexandria, but the ships streaming into its harbor reach the Mediterranean through the Suez Canal.

Lastly the digging of the canal has permitted the exploitation of a vast sandy region east of the Nile Delta. Several towns have cropped up and prospered, such as Port Said, Ismailia, nicknamed the "Desert Emerald", and Suez.

Battalion Editorials

Page 2 TUESDAY, NOVEMBER 13, 1951

Student Checks Don't Matter

ONE OF the advantages of hiring a student to do a job is that you have him just where you want him. He is confined, at least in the case of A&M, to the general vicinity of the college. He is at the mercy of the employer, so why should the employer worry about any of the discomforts of the students?

But without going into any more editorial fine writing, we would like to know why the student labor checks are always the last checks to come out—when they come out.

Payrolls have been submitted to the Fiscal Office on the twenty-fifth of the month and the checks have been returned to the students on the fifteenth of the month. But on the other hand, payrolls that have been submitted to the Fiscal Office on the first or second of the month have been returned to the student worker on the sixth of the month.

This is not helping the student plan out his monthly budget.

As we know, many of the students rely on loans or extension of credit to make it through school, or make ends meet from month to month. How can a man hope to establish any kind of credit rating if he can't give his creditor any idea of when he will get his check and repay the loan?

A man's payroll is something that is sacred. It is something that cannot be excused away. If a man works for his money he is entitled to it—that man cannot be put off. Another way of saying it—if a man works, pay him. Not make excuses.

Students are an understanding group. If it takes ten days to process their payroll, they won't gripe about it, JUST AS LONG AS IT COMES OUT TEN DAYS LATER!

Men in the Fiscal Office say not all of the blame can be laid to their doorstep. They say that many of the heads of departments are not submitting their payrolls on time.

If this is true, it is something that MUST be corrected. If it takes a presidential decree to force the heads of departments to make out their payroll on time—let the president decree. If the Fiscal Office can get the same result from a memo—let the Fiscal Office memo.

Another excuse, or explanation offered, is that payrolls take about ten days to make out. All right, let it take ten days to make out—but make certain that the checks will be ready in ten days.

In collecting facts about the situation, we heard the payroll was being held up one month because one man was out of the office. Are we so close to godliness that we cannot be replaced? Is there no one to take the place of the men making out the payroll?

We have been sitting still too long, being content to get a late check. It is time we started squawking and being heard.

Original by Dreiser

'Place in the Sun' Rated One of Year's Best Movies

"A Place In The Sun" with Montgomery Clift, Shelley Winters, and Elizabeth Taylor. Produced and directed by George Stevens, A Paramount picture—showing at the Campus.

By BERT WELLER

In a year that has produced some fine motion pictures and promises to produce even more, "A Place In The Sun" will hold its own with the best. This modern version of Theodore Dreiser's "An American Tragedy" is a fine job of movie making, a faithful adaptation of the novel and an absorbing evening's entertainment.

One of the most striking things about the George Stevens production is the use of the camera. Stevens utilizes the camera as a story telling medium in a manner that is both unusual and effective.

Lens Peeks Around

The lens peeks around corners and through doorways, then moves up for some of the most breathtaking close-ups ever made.

Each scene is as carefully and skillfully designed as the most exacting artist's prize canvas. The much abused fade and montage take on new meaning as transitional devices in the capable hands of Stevens.

All of these director's techniques would be in vain without the capable acting of Montgomery

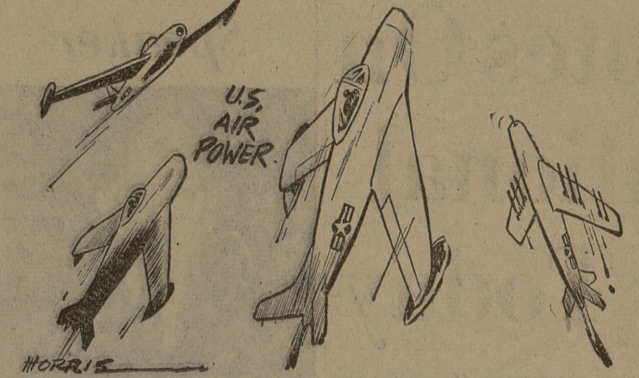
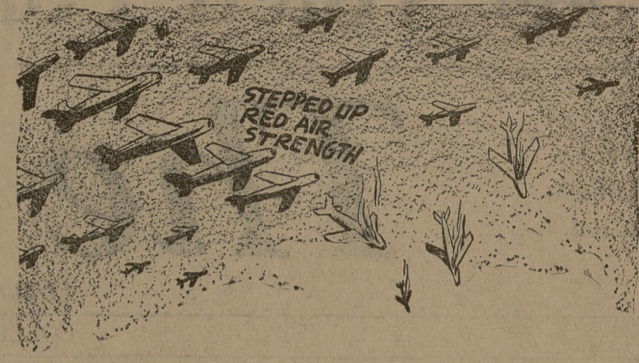
Clift, Shelley Winters, and Elizabeth Taylor. Each of them turns in a performance that is sure to bring some recognition when the best actor and actress awards are handed out.

New Type Roles

Those that see "A Place in the Sun" expecting to see Miss Winters and Miss Taylor in their usual type of screen role will be disappointed. Each displays acting abilities that the movie public would never suspect from watching their previous pictures.

The movie is the story of George

RIISING TO THE OCCASION



Players

(Continued from Page 1)

acts but in the last stanza gave a very good interpretation of the newly assigned officer.

Sergeant Evans, played by Richard Black, provided most of the humor for the performance. Black has a laconic delivery that provides the necessary note of realism to the characterization.

The war correspondent, played by Roger Coslett, and the general's aide, played by Chuck Neighbors turned in competent performances. Their characterizations were not as good as they might have been, but each showed talent in their parts.

The General's aides played by Roger Melton, Howard Allison, and Willard Jenkins, provided necessary continuity to the performance. John Caple, Doyle Smith, and Bill Witt, play two members of combat crews that have had to fly missions for General Dennis.

In supporting roles were Glenn Whitley and B. B. Smith. The two congressmen were played by Don Lance and Carrol Phillips. Carl Stephens portrays General Kane's aide, Maj. Homer Prescott.

Makeup was provided by Florence Far and Christine Opersteny, sound effects by Leo Birenberg and Tom Wood. The set and lighting were created by John Caple. The stage crew was composed of Wanda Rohr and Carl Stephens. Mary Eleanor Vaden was in charge of properties and costumes.

The entire production was under the supervision of C. K. Eston of the English Dept. Serving as technical advisors were Col. E. W. Napier, Lt. Col. B. P. Browder, Maj. L. J. Westbrook, and Maj. J. C. Lowell of the Air Science Department.

Ford Invites Groneman To Judge Contest

The Ford Motor Company has invited Chris H. Groneman, head of the Industrial Education Department to be a member of their National Advisory Committee to assist them in the 1952 Industrial Arts Awards Program.

This is the fourth consecutive year that Dr. Groneman has received an invitation to participate in the program. He has served as a judge the last two years in their national contest.

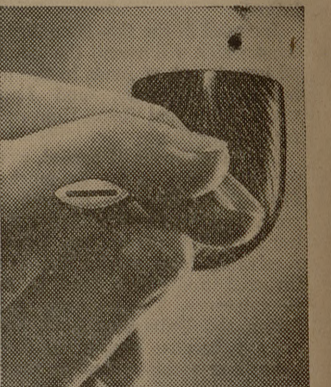
The Ford Motor Company is attempting to promote and develop an increased interest among junior and senior high school boys and girls in doing creative work in industrial activities which entail craftsmanship, Dr. Groneman says.

A&M Loaned Equipment

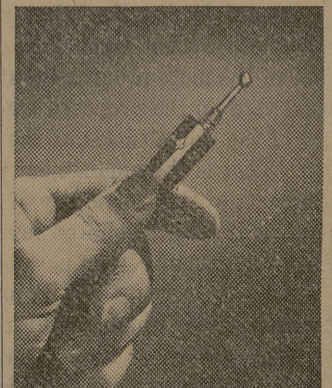
The International Harvester Company of Dallas, has loaned the Agricultural Engineering Department a tractor and a thresher, F. R. Jones, head of the department, announced.



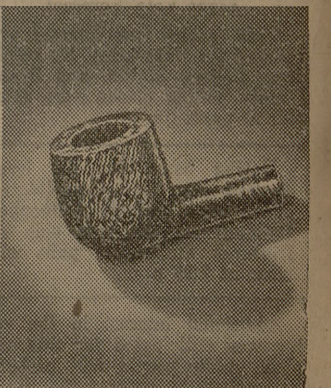
Doctors warn smokers about throats. Kaywoodie Pipes have Three Throat-Guards to give extra throat protection.



FIRST THROAT-GUARD: "Wider-opening" bit. Spreads out smoke, helps cool it. No hot smoke to irritate throat or "bite" tongue.



SECOND THROAT-GUARD: Exclusive, patented "DRINKLESS" device. Cuts down irritating tars... keeps every pipeful lit longer.



THIRD THROAT-GUARD: World's best imported briar. It's specially heat-resistant and porous. Makes smoke cooler... less irritating.

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Guard that throat, doctors say. And Kaywoodie gives you one...two...three Throat-Guards, protecting your throat like no other smoke can! Making the smoke easier on your throat...keeping it cooler.

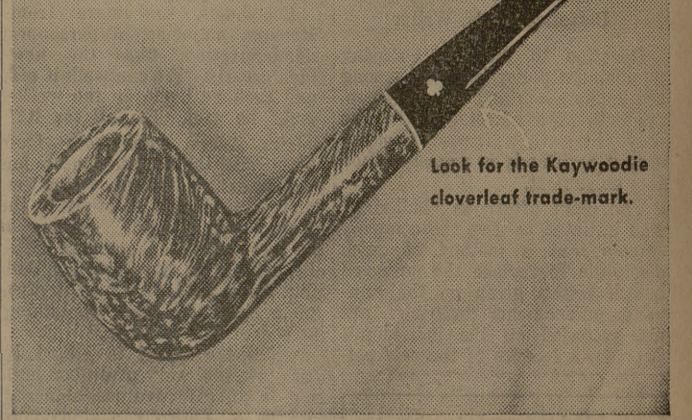
Yes, light up and forget about your throat. Just think about that Kaywoodie...about its beautiful lines...its satin-smooth finish. Relax with a real smoke...a man's smoke...a smoke that's giving you so much extra throat protection!

Kaywoodie imports the finest briar—and then throws 90% of it away. Keeps only the finest 10%, the very heart, for cool, sweet smoking.

KAYWOODIE

NEW YORK • LONDON • SINCE 1851

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Look for the Kaywoodie cloverleaf trade-mark.

The Battalion

Lawrence Sullivan Ross, Founder of Aggie Traditions
"Soldier, Statesman, Knightly Gentleman"

The Battalion, official newspaper of the Agricultural and Mechanical College of Texas, is published by students five times a week during the regular school year. During the summer terms, The Battalion is published four times a week, and during examination and vacation periods, twice a week. Days of publication are Monday through Friday for the regular school year, Tuesday through Friday during the summer terms, and Tuesday and Thursday during vacation and examination periods. Subscription rates \$6.00 per year or \$1.50 per month. Advertising rates furnished on request.

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News contributions may be made by telephone (4-5444) or at the editorial office, Room 201, Goodwin Hall. Classified ads may be placed by telephone (4-5324) or at the Student Activities Office, Room 209, Goodwin Hall.

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City Council Will Meet Tuesday Nite

City Manager Raymond Rogers has announced that the City Council meeting will be held on Tuesday night Nov. 13 instead of on Monday as usual.

The reason for the postponement of the meeting is that Monday is an Ordinance Holiday for all city employees and City Hall will be closed, Mr. Rogers explained.

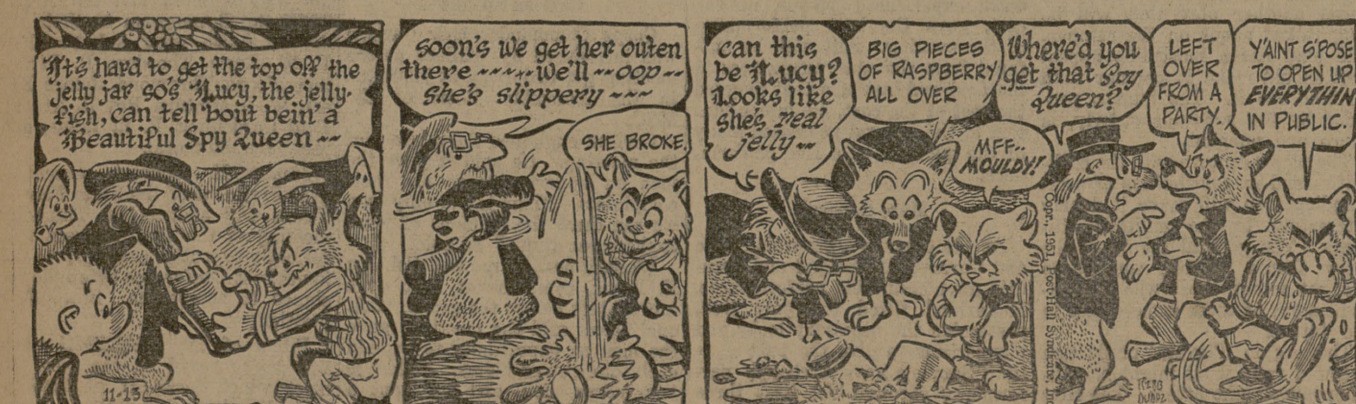
A regular monthly meeting will be held Tuesday at 7 p. m. in City Hall.

Extension Service Plans Training Series

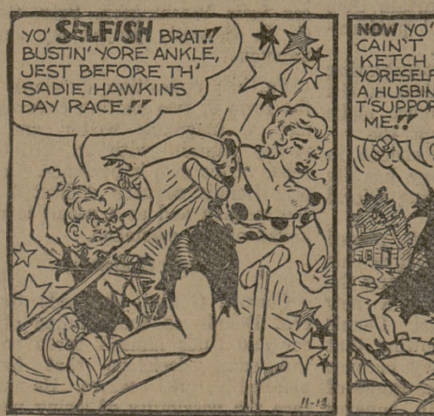
Vice Director E. L. Williams of the Engineering Extension Service will conduct a series of training programs for the Health and Safety Division of the Bureau of Mines in Vincennes, Indiana.

The training program will begin Nov. 12 and last through Nov. 16. Williams began the series in September and since that time he has conducted training programs in West Virginia, Pennsylvania, Virginia, Kentucky and Ohio.

By Walt Kelly



L'L ABNER The Wonder Man



By Al Capp

