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THE ADRIATIC PROBLEM.

FATE OF TRIESTE.

COMMUNICATION WITH VIENNA

NEED FOR RAILWAY NEUTRALISATION.

BERNE, March 13.

(Delayed). Baron Macchio, the former Austrian ambassador at Rome, states that the commercial future of Trieste depends upon the neutralisation of the Vienna-Trieste line and the creation of an Austrian zone in the port of Trieste. Havas.

The question of the open road between Vienna and Trieste is of vital importance for both cities, and had been frequently discussed during the war in the Austrian newspapers before there was any prospect of that Adriatic port becoming Italian owing to the fears of Vienna lest the creation of a South Slav State would rob Vienna of any approach to Trieste, with both Fiume and Trieste in Italy's possession, and the Czecho-Slovaks and Jugo-Slavs between what remains of Austria and Hungary and the Adriatic, neither of those countries will have any access to the sea, and will be thus forced to join Germany.

The only solution for all the enormous problems now connected with the Adriatic would be to neutralise that sea; no ships of war of any kind or sort would be allowed upon it. Jugo-Slavia would thus be relieved of the huge expense of maintaining a navy. Italy would reduce hers very considerably. Neither nation need fear the other. Nor would either be in a position to block the trade of Trieste and Fiume, which in any case must serve as ports for the land-locked countries behind them. Italy would not then require Valona, and Albania need not be deprived of her best port. All the newly-liberated States are young and inexperienced, and it is inadvisable to permit children to play with fire. They are hot-headed and ambitious, and the more their armaments can be regulated and checked the less likely are they to set Europe on fire, the smaller the temptation to plot against a neighbour.

MAKING GERMANY PAY.

At the end of five years it should be possible, writes a correspondent of the "Morning Post," for Germany to begin to actually remit, say, one-half of the amount of her annual Budgets, specially hypothecated to the Allies, and in this case the position at the end of ten years would be that the Allies would have received in cash £1,875,000,000 and have a similar amount invested in Germany itself. Then, if for a further period of five years Germany were to remit £300,000,000, each year to the Allies the position at the end of fifteen years would be that the Allies would have received £5,300,000,000, of which £3,375,000,000 would have been obtained in cash, the balance being still invested in Germany. This total, however, may be short of that fixed by the Allies, and in that case it is, of course, susceptible of readjustment, either as regards duration of payment or the total annual tribute from the outset. Of course, such a system presents its risks in the sense that any revolt by the people of Germany under the heavy burden of taxation might endanger the security of the Allies, but such a risk would also have to be faced, and that at the very outset in the case of an indemnity requiring an immediate remittance outside the country. The arrangement, however, perhaps requires the formation of a League of Nations as offering the most perfect security to the Allies, where, if the vanquished nations were ultimately admitted to the League of Nations conditionally upon the strict observance of their contract, they would be more truly consenting parties and additional securities might thereby be guaranteed.

After expressing the view that the Allies have to choose between the actual seizing of Germany's assets and realising them — a somewhat difficult process — or, after crushing once and for all the military power of Germany, of giving such assistance to the country as shall enable her to meet the indemnity. The correspondent presumes the latter method to be adopted, and suggests that, as a basis of arrangement the respective Budgets of Germany and Great Britain might be taken into consideration. Thus, he maintains that if, with our population of some 46,000,000, we are able to raise some £750,000,000 (at present we are raising £900,000,0000), Germany, with her population of 60,000,000, should be equal to a similar or a greater task. And, on that basis, the suggestion is made that at least £250,000,000 annually should be regarded as a first charge in favour of the Allies, and paid over to an International Commission, leaving Germany with about £500,000,000 for her own administration and debt service. But, in-as-much as the whole difficulty of the indemnity consists of remitting money from Germany, it is suggested that the annual sum set aside for the Allies should for the first five years be reinvested in the country in first charges on municipalities or first mortgage on leading industries, the interest alone being remitted abroad. If this course were followed the Allies would at the end of the first five years be owners or creditors of about £1,250,000,000 in Germany, in addition to having received a similar sum from expropriated foreign investments.

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KAR,
IRO.
YEARS.

FUTURE OF AIR TRAFFIC.

FRANCO-ITALIAN AGREEMENT.

PASSENGERS' RISKS.

ROME, March 16.

(Delayed). The signature of the Italo-French air convention will take place shortly. I.O.T.B.

The above two countries were among the first to understand the possibilities of aviation. These are now seen by all nations and soon aerial traffic commercially may be as common as any other mode of getting about. And naturally the question of insurance is coming to the fore.

Aviation risks hitherto "written" by a syndicate of members of Lloyd's, are in future to be the concern of a combination of Lloyd's and a group of the biggest insurance companies. The result will be that any person desiring to take out a policy for a machine, or for a life, or for any sort of aviation risk, will find every facility. Almost ever since flying began underwriters have been found willing to quote, and a great deal of business has been done. But with the heavier risks now in view, the great extension of flying, the coming era of commercial aviation, and the increasing cost of machines, it has been found desirable to place the whole matter upon a broader basis, says the "Observer."

The combination have appointed an underwriter, a well-known aeronautical authority who has for some years studied the question of aviation insurance. He will have his headquarters not, of course, at Lloyd's shipping office, but in a separate establishment. It will be his business to construct the system by which the machine owner, or user, or passenger can arrange terms with the companies.

BASIS OF AIR INSURANCE.

A vast amount of data is already in existence, enabling this matter to be put upon a sound basis immediately; and at this moment any conceivable aeronautical project could be instantly assessed as regards the risk, and a quotation given. Hitherto it has been the custom to insure each flight. But in future the basis will almost certainly be the time spent in the air. A mileage basis is unsatisfactory, since it is governed by a most uncertain factor, that of the wind. A quotation for a machine, as an example, might be one-eighth of £1 per cent: that is, 2s. 6d. premium on every £100 per hour of flight. Or, as regards a passenger, so much per £100 on any flight within the limits of the United Kingdom. These figures, it should be said, are purely suppositions. Probably, whatever the figure may be arrived at in the light of experience, much of which is yet to be gained, the process will be simple enough. A passenger will book his journey, and the booking clerk will say, "Will you take out an insurance, sir (or madam)?" He (or she) will reply in the affirmative; and a rubber stamp on the back of the ticket, and an entry in the ledger (or whatever it may be) will do the rest. Or possibly a separate ticket will be given. But if for a mere flight from London to Manchester, or from Brighton to Eastbourne, the addition were 10s. or more for an insurance of £500, the suggestion of danger implied in the price might cause the nervous to prefer the railway or the steamer. The figure given here is, of course, purely imaginery.

A CHECK ON CARELESSNESS.

As a matter of fact, every risk will be quoted on its merits. In shipping, as everyone knows, some companies get better rates than others; so will it be with aircraft. And, as in shipping, aeroplanes and airships will not be entirely covered by the insurance: a proportion of the risk must be borne by the owner: otherwise there would be a premium upon connivance at total loss for the sake of the value of the policy; "new for old," as it is called in the "trade" and in Arabian romance. It is a curious fact that the life of an aeroplane is estimated, on an average, at between 700 and 800 flying hours. Some are better; some are worse. That does not mean that disaster awaits the eight-hundredth hour of flight, but merely that the various parts must then be taken down, and some of them scrapped. Obviously, towards the end of the "life," the value of the machine diminishes. This will be provided for by an increasing proportion of the risk being borne by the owner: otherwise he might be tempted to have a timely wreck.

THE PILOTS' REGISTER.

An immediate effect of the systematising of aircraft insurance is expected to be a slight reduction of the cost; but clearly the work at present will be largely experimental; for past experience has, after all, been comparatively limited, and with types of machine smaller, cheaper, and less reliable than those of the present day. Moreover, it is expected that a vast amount of pleasure flying will be in progress after next month. One effect of the operations of this great combination will be to prevent the "market" becoming excessively sensitive, and this will react beneficially throughout the industry. At Lloyd's Index and the Pilots' Register will be kept; but whether we are to have a "Captains' Room" and a "crier" remains to be seen.

IN TRANSYLVANIA.

ROME, March 14.

(Delayed). The Hungarian forces have entered Transylvania and have attacked the Roumanian forces, occupying three towns. I.O.T.B.

ITALY'S LOSSES.

ROME, March 15.

(Delayed). The commission charged with the task of estimating the losses sustained in Venetia places the damage at five hundred million francs. I.O.T.B.

LIFE IN AN EGYPTIAN ALMSHOUSE.

(BY A CORRESPONDENT).

The Ministry of Wakf's Almshouse at Gabbary is in many ways very similar to an English workhouse. The only difference is to be found in the fact that the feature of the workhouse administration is supposed to be the compulsion of labour, such as breaking stones, picking oakum or sawing wood, or other work of a seminar-chanical character. In Egypt, no attempt is being made to furnish work of any kind, and the inmates are allowed to be idle. Of course, the majority are aged and suffer from one kind of ailment or another, but any one can see that a certain number of the inmates are not very old, and seem to be capable of doing some sort of light work. And when we remember that games are not provided and that practically none of those broken pieces of humanity can read or write, we can form an idea as to what kind of life they lead. The introduction of some light work of somewhat reformative character and which is likely to give them an interest in life, is in my opinion an important matter which ought to be attempted.

The Wakf's Almshouse is divided into two sections: One for males, and the other for females. There are about 60 men and 40 women, and between these there is no communication. Both sections contain a mixture of feeble-minded, epileptic, insane, weak and aged poor. No attempt has been made to provide separate wards for the different classes, except that the noisy and more dangerous individuals are kept apart from the rest. Careful classification is absolutely necessary, and should extend much further in order that each person may be helped in accordance with his specific need. Much good may arise if the proper classification and right methods be used, and it is quite useless to ignore the helpfulness of proper association. A careful study of the different people in an almshouse where well-meaning people try to put people together who are congenial in their tastes and habits. I remember, for example, how the master of a certain English workhouse contrived to solve the question of bad snorers by ingeniously putting them with deaf persons. Simple as it is, the solution, probably, would not have been found, had there been no attempt at classification.

Besides the master and matron, the Wakf's almshouse has an Imam (chaplain) and a medical officer. The master is responsible for the whole administration, and has accordingly great power. The matron (who is not usually his wife) assists him in the supervision of the female wards. The master enforces order, cleanliness and sees to the daily routine as regards meals, hours of rising and retiring. The Imam holds the daily prayers and Friday service, and gives religious instruction. The medical officer attends to the sick, sees that their diet is suitable, and reports on the sanitary conditions, and examines the newly admitted.

From this report it will be seen that the régime of the almshouse is more like a prison than a home. The life is monotonous, if not severe. The inmates must for meals, go to bed, and rise at a fixed hour and according to a fixed schedule. Their meals are of the very plainest, being usually of lentils, rice, vegetables, and occasionally, rice pudding, and meat. The aged and infirm have a more generous diet, and the sick diet is regulated by the doctor. Smoking is not forbidden, each person is allowed P.T.12 per month for tobacco.

The wards are big, clean and airy, but one matter deserves the attention of the Ministry. For example, the floors are made of cement tiles which are very cold in the winter, and some of the older people suffer considerably, while sitting or standing about, from rheumatic pains. Some matting or carpets would make all the difference to their comfort. The institution does not possess a proper dining hall, and male inmates can be seen taking their meals in a verandah exposed to the influence of cold and rain. Smoking, however, is not forbidden, a small quantity of tobacco being given out every month to the inmates.

THE UNREST IN EGYPT.

DEMONSTRATION AT DAMANHOUR.

MOUDIR OF THE BEHERA INJURED.

RAILWAY COMMUNICATIONS DESTROYED.

The most serious incident reported from the provinces on Monday was the outbreak at Damanhour, the capital of the Behera Province, when the mob rioters injured the Mudir, Ibrahim Pasha Halim. It will be remembered that in the discussion of the beginning of the troubles at Damanhour on Wednesday, March 12, we published in our issue of Friday last an account of the bravery of Ibrahim Pasha Halim, who when a great mob assembled in the Mudirieh Street, rushed among them, armed only with a stick, and scattered the demonstrators. However, since then, the infection of unrest has been on the increase at that city and our Damanhour correspondent telephoned yesterday the following account of the troubles that took place on the previous day:—

Yesterday Damanhour was the scene of noisy demonstrations, which lasted almost throughout the whole days hundreds of the population took part in these disorders. All the Government offices were closed in anticipation of impending troubles, as were the shops of the European inhabitants. Ibrahim Pasha Halim tried in vain to quell the disorders and unfortunately his efforts were of no avail, for he was roughly handled by the rioters. The shops of the Europeans were attacked and to-day the Government offices and the shops are still closed.

The railway lines in the Behera Province have been seriously damaged in many parts and communication is impossible. The lines have been destroyed at Hamada and also at Shebrakit and in various other districts. The rioting was quelled by the intervention of the British troops only after four of the rioters had been killed and seven injured. British military patrols are maintaining order in the town.

TRAIN COMMUNICATIONS.

The "Egyptian Gazette" was not taken by aeroplane to Cairo on Monday night, but we are informed by the General Post Office that our issue of yesterday morning left by a train, which was despatched to Cairo at 9 a.m., yesterday.

We are officially informed by the Egyptian State Railways to the following effect:—"The public are hereby informed that a train for the transport of foodstuffs and perishables will be run each morning from Gabbary Station to all stations up to and including Tantah, commencing from Wednesday March 19, 1919. Booking must be effected the previous day.

SITUATION IN ALEXANDRIA.

On Monday afternoon, the theological students at the Moustchefia, in the kisy of Gumrook, Alexandria,—over 300 in number — were taken to a place of internment. The President of the Ulema Board went to the Governorate shortly afterwards accompanied by ten of his ulema staff, to see the Commandant of Police regarding the students. The Theological College has given a holiday to its students who are about 1,800 in number as a result of the present state of affairs.

The railway traffic is still interrupted between Alexandria and Cairo. A train left Alexandria yesterday morning for Tanta conveying passengers and mail. It was guarded by an armoured train which preceded it, at a distance of about 10 kilometres on the line. Traffic at the Gabbari Railway station has been suspended since Sunday last when trains from Cairo ceased to come to Alexandria.

The railway works at Gabbari, the Bab el Gedid bridge, and station are being guarded by British troops.

During the last three days not a single newspaper has arrived from Cairo, with the result that Alexandria papers, especially our Arabic contemporaries have had to increase their publication enormously.

Several motor-cars were seen yesterday going to and coming from the neighbouring districts of the Behera, and some went by ordinary cabs to some of the same districts paying heavy fares.

Business establishments which have branches in the provinces have heard nothing from their agents for the last three days. A manager of one of the big firms in Alexandria told a representative of the "Egyptian Gazette" yesterday that "we have to content ourselves by throwing our letters in the Post Office letter box."

THE LAWYERS' STRIKE.

The employees of the Gallioub Summary Native Court, and those of the Boulac Court, Cairo, are reported to have gone on strike, the doors of both Courts being closed.

On Saturday last, the advisers of the Court of Appeal held a meeting and discussed present conditions. There is not even one lawyer who according to law, has to attend such meetings, as all have asked for the transference of their names from the list of "practitioners" to the list of "non-practitioners."

Out of 23 civil cases which were submitted to the Cairo Native Civil Court for pleading, only three were tried as through the lack of lawyers, the litigants pleaded for themselves.

The judicial service at Alexandria is now entirely inactive owing to the lawyers having gone on strike. The Ramleh land case came up before the Alexandria Assize Court yesterday for trial, but had to be postponed until the April session. Two other criminal cases were also postponed yesterday by the same Court; one because the lawyer is absent at Tanta and is unable to come here owing to the interruption of communications, and the other because the witnesses could not be summoned owing to the same reason.

DEMONSTRATION AT DAMIETTA.

On Saturday last, the Damietta theological students went on strike, and after collecting into one group, they proceeded to the old Matbouli Mosque in which many speeches were delivered. The Mamour of the Police appeared accompanied by some of his men, and warned the students to behave in an orderly manner. He arrested one of the leaders, and then released him on condition that they should be quiet.

On Sunday morning a demonstration was made in which High Schools students and street boys marched in procession. The mamour of the police and his men ordered them to disperse but were attacked by the mob. Thereupon the police fired on the demonstrators killing ten and wounding more than twenty. The bodies of the dead and the wounded were all sent to the Government Hospital. The mamour and some of his men who were seriously injured by the demonstrators were also sent to the Government Hospital for treatment. The street boys aided by riff-raff and thieves seized the opportunity and raided jewellers' shops from which they took whatever they could lay their hands upon. Finally the police dispersed them, and all the shops were closed.

On Thursday, a pacific demonstration was carried out in El Santa by the students of the schools who marched round the streets, and then returned to their homes.

RIOTS AT ROSETTA.

News comes from Rosetta that a great demonstration took place there on Monday last in the course of which a large crowd of demonstrators went to the railway station in the town and, forcing the doors open, they took the necessary tools for cutting the rails. The mob then proceeded to the line and cut it. The demonstrators then attacked the Post Office and subsequently attacked train No.38 damaging part of the engine. They then attacked the station, wrecked the office, cut the telephone and telegraph wires and proceeded to the police station which they set on fire. The Alexandria Governorate yesterday was asked by the Coast Guards Administration to re-inforce the Rosetta police. We understand that the Military have taken the situation in hand.

MONDAY'S DEMONSTRATION IN ALEXANDRIA.

We have received the following letter dated, Alexandria, March 18, from the General Manager of the Khedivial Mail Steamship and Graving Dock Company, Limited:

Sir,—It is with regret that we notice in your issue of today's date, under the heading "Unrest in Egypt," a statement to the effect that the workmen of the Arsenal in the Gumrouk District, Alexandria, started a demonstration.

The Alexandria Factory and Workshops of this Company are commonly known as the "Arsenal," and we beg to state that none of our workmen took part in any demonstration yesterday, nor were they absent from their duties. We shall be obliged if you will take an early opportunity of contradicting the above quoted statement.

Yours, etc.,
M. CURWEN.

ARCHAEOLOGY IN EGYPT.

PROFESSOR FLINDERS PETRIE'S VIEWS.

Professor Flinders Petrie sends the following letter to the "Times" in support of the appeal of Sir Arthur Evans, which we published in our last issue:—

Permit me to emphasise Sir Arthur Evans' eloquent and much-needed appeal by stating some of the immediate needs for British study in Egypt and the East. Egypt is the best training ground in archæology, as our knowledge of the productions of man there is fuller and more systematic than elsewhere. It is to Egypt that we have to look to train students for posts in Palestine, Mesopotamia, or even India, and yet by the apathy of political authorities in the past, we have not provided any adequate prospects to attract workers. The few inspectorships in Egypt at £400 per annum are only adequate for bachelor life. We cannot expect an A1 class of students from a B3 pay system. The British School of Archæology in Egypt (and the earlier Research Account) trained some 20 men, but most of them have been obliged to drift away into other work, instead of maintaining the flourishing institution which is nationally overdue.

At the present time there are half-a-dozen men wishing to take up work with the British School, and probably double that number will be waiting by next winter, yet I have to ensure that each (without private means) must also have training for some different work, so as not to be wrecked if one of the very few archæological posts is not vacant for him. The men are at hand and ready; their work is urgently needed before industrial development shall wipe out the history of the past; the possibility, however, of finding living in such work is almost denied them. What is nationally needed at present is a fair number of maintenance posts, and a few prize posts, to give reasonable prospects to students. The British School in Egypt is ready to spend freely on the training of as many students as may be wanted, and should be supported to that end, but it is needful for public careers to be open to such scholars. The proposed British Institute of Archæology will be a welcome provision of some positions; but beside that the public service of Palestine, Mesopotamia, and the needful expansion in Egypt can only be properly carried on by some 20 or more new officials. If there were a guarantee that such would be gradually provided for in the next few years, the prospects would attract men who would be worthy of the position and of our national reputation.

The "Times," in an article on research work in Egypt, says that it is discreditable to us as a nation that, while we have achieved marvellous results in bringing new property to Egypt and the Sudan, we have allowed other countries to outstrip us in the work of investigating the remains of earlier civilizations. France, Germany, and the United States have all created special organisations for archæological research in Egypt, and have lavishly supported them. Many English archaeologists have done splendid work on the Nile, but they have received comparatively little official help, and it is unpleasant to learn that they have had to turn for aid to subscriptions from America. Egyptology has always been treated with scant respect in this country, where the importance of pure research has never had adequate recognition. The spirit which allowed mummies to be ground up to provide paint for Turner's canvases reappears today, when we see museum galleries still crammed with clerks from Government Departments.

The excavations of the older ruins of Egypt are no mere hunt for relics and buried kings. The papyri which are found throw light on the origins of Christianity and on many obscure problems of the ancient world. These researches link up the chain of the older civilizations with our own. They have an immediate and living interest, for the complex problems which perplex the world at this moment can only be rightly understood by comparison with the processes which produced cycles of prosperity and decay thousands of years ago. The history of civilised humanity needs to be regarded as one long, connected, but fluctuating whole. The only criticism of Sir Arthur Evans's plea is that, like most modern archaeologists, he stops short at Egypt and Crete: he gives no hint of the possible earlier migrations across Arabia to Egypt, nor does he make any reference to the secrets of even older civilizations which may some day be unveiled on the shores of the Persian Gulf and in the delta of the Tigris and Euphrates. Probably he feels that to interest the Treasury in Egyptian archaeology is a sufficiently formidable task for the moment. If the Imperial aspect of the question is emphasized, we do not think that he will fail.

GOING HOME — ?
Mourams are making a special showing of travelling goods, Trunks, Comfy, Wraps for ladies and all that they need for the voyage.

SMOKERS NOTE THAT
Messrs. Melachrino and Co. (Inc.), the Cigarette Manufacturers of Cairo, have recently received a consignment of 1,000 bales of first quality tobacco. In consequence their No.2, medium size, best quality cigarette is especially recommended.

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A PLEASANT EVENING
may be spent in the company of "The Double Traitor" by E. Phillips Oppenheim. To be obtained at M. Avatis, the bookseller, Cairo and Alexandria. (See advert page 8).

THE RACING SEASON.
Binoculars can now be obtained from Lawrence and Mayo, Shepheard's Hotel Buildings, Cairo. Price P.T.1,200.

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at the C.M.S. Book Shop, 33, Sharia Kasr el-Nil (opposite Liptons), Cairo, you will find a complete stock of the English Classics, high-class Modern Literature, Religious, Educational and Technical Works (Tel.3990).

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