

ESTHER GOULD'S TRAVEL CORNER

OH! FEZ

We have left Morocco. Already we are regretting its primitiveness, and bewailing the returning signs, here in Algeria, of European civilization.

Our last night in Morocco we spent in "terrible Taza" center of revolt, dreaded by both Sultans and

ly Arabs of Fez, to whom one felt as if one should apologize for intruding, were replaced by the stocky Berbers, belonging to the untamed Riff tribes. We really shivered a little there in the square where a foaming dervish and a man selling bright nursery pictures attracted equal crowds, attesting equally to the childlikeness of the peoples' minds. We were glad to retreat to our safe flower-surrounded hotel where we were lulled to sleep by "taps" from the various soldier encampments by which we were surrounded.

In Fez we were housed in a beautiful Moorish Palace which the Transatlantic company—each of whose hotels has, like every Moroccan town, itself, an individual charm—has turned into one of the loveliest and certainly one of the most unique hotels in the world. From the roof, with the satisfaction of stage managers on a successful first night, because it all came off as we had told ourselves it would—we watched the gorgeously robed ladies of the harem come out on their roofs to enjoy the sunset air.

Women who spend their lives in the harems, never going out except when heavily veiled to the Mosque once a week, or, rarely to visit other harems, came up on every roof-top dressed in their glorious colors—greens, rose, wisteria, purple, blue, all the most delicate and subtle shades of these colors—grouped about as far literally as the eye could reach—splashes of color everywhere—and formed a scene operatic in effect. There were large family parties on some roofs, perhaps some guests as it was their Sunday. They sat on cushions and slaves brought out trays, probably of the du menthe.

Beyond the city which is a labyrinth of greyish white buildings, now and then a spot of green indicated the hills and far away were the snow covered Riff mountains with their savage untamed tribes. Could anything more fully satisfy the eye and the imagination?

At sunset, by the time we had all the ladies and their likes and dislikes sorted out, we saw the little prayer flags go up on the Mosques and heard the wierd long call of the Muezzins ring out and hang undissolved like a second flag unfurled over each graceful tower.

To our painted surprise very few of the ladies stopped their chatting to pray, evidently feeling their hour of freedom too precious to be used that way; though some got-out their prayer rugs and salaamed. But the men down in the street hurried—but no, hurried is too undignified a word—went majestically, rather, into the Mosques, leaving their slippers outside the door. All of it going on precisely as it has gone on for ten centuries or more, it made me feel more than anything else

could do the solemn dignity of Fez, the holy city, the thing which makes everyone who has ever been there catch his breath a little when you mention it and say "Oh—Fez." Now with that picture in my mind I have joined that brotherhood.

Two RAYMOND-WHITCOMB

NORTH CAPE-BALTIC SUMMER CRUISES
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CHICAGO SUBURBAN AREA GROWING FAST

Has Increased More than Half-Million in Population Since 1920

Chicago's suburban area has increased in population by more than 500,000 persons since 1920. This graphic indication of the rapid development of that section of the Metropolitan district lying outside of the city limits is announced by the Chicago Association of Commerce.

The study, which reviews the recent growth of the suburban area in Cook and Lake county, Indiana, making up the zone within a 35 mile radius of the Loop, shows that while the suburban communities contingent to Chicago had a collective personnel of 862,670 in 1920, they will show a population of 1,397,240 in 1930.

The forecast announced for 1940 is 2,010,130. This is expected to climb to 2,600,365 by 1950. Thus, the estimated gain for the entire suburban zone for the 30 year period, starting with 1920, is expected to approximate 201 per cent.

Dividing the suburban area by geographical location, the study shows that the district comprising the towns from the Cook county line north to the state border of Wisconsin has jumped 71.6 per cent in population in 10 years. The Federal census figure in 1920 was 132,831 against the 227,910 anticipated by 1930.

The greatest expectations, according to the Association of Commerce bulletin, are held out for the great industrial zone lying to the south of the city and taking in a big chunk of adjacent Indiana, with Gary as its focal point. This area, profiting by electrified suburban railway service, has increased its population of 244,848 in 1920 to almost 400,000. The study shows it eventually destined to touch 712,000 by 1950.

Milwaukee Road Pays Lake County Big Tax

County treasurers in Illinois recently received from the Milwaukee road vouchers covering tax payments for the year 1928. Lake county received this year \$75,847.44 of the more than three-quarters of a million dollars paid by the Milwaukee road for taxes to be used for the benefit of the residents of this state.

Transportation facilities are provided at 155 stations in Illinois by the Milwaukee road and 1,500 miles of track are operated within the state. Its payrolls amount to over \$19,000,000 annually, divided among some 11,500 employes in Illinois. Yearly the Milwaukee road purchases about \$7,000,000 worth of materials and supplies from producers and manufacturers in this state.

Einstein, who knows so much about space, might devote a little of his time to finding some of it for parking—Fort Worth Star-Telegram.

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