

RAILWAY VANQUISHES DANGERS OF DESERT

40-Year Journey of Children of Israel Taken in 18 Hours.

ATMOSPHERE GHOST-LIKE

Construction of Line From Cairo to Jerusalem Is Historic Feat; Sleeping Cars Crude.

BY WILLIAM T. ELLIS. (Copyright by the New York Herald. Published by arrangement.)

JERUSALEM—I have been spending a night with ghosts of the great East, between Cairo and Jerusalem runs a new railway; and from the Suez canal on to Gaza the line is laid across the desert. It is a military road, using discarded Egyptian state railway stock, and the sleeping cars are merely benches on which the passenger rolls up in his blanket and wishes he could sleep. It was during this experience that I visited socially with some famous ghosts. For the cars and the rails combine to rattle one's bones until they turn to water; and the dust of the desert covers and chokes one from nose to suffocation. Far he it from me to complain. Better men than I by the myriad have crossed these waterless wastes afoot, through terrible days; and many left their bones in the sand during recent campaigns. The present railway is a historic feat; a link in world communications that has gone unnoticed by the western world. Egypt has now been connected up with Syria and Babylonia and Asia Minor, which means with the whole of Europe.

Much space has been given in print to the Cape to Cairo railway project, which will not be realized for decades, and, at the best, creates a new and artificial highway. Quite different is the already accomplished new Palestine railroad system, which runs over the oldest routes in history, and connects the lands which were trading by caravan at the beginning of written records. These are the regions of romance and religion, the ancient centers of the world.

Forty-Year Trip Taken in Day. The manner in which time is now annihilated by new methods of communication is shown by the simple statement that I left Cairo at 6:15 in the evening and was in Jerusalem by noon of the next day. Or, if one does not change cars at Lud for Jerusalem, he may proceed on to Haifa, past Nazareth and the Lake of Galilee, reaching Damascus in the evening.

That is what is today being regularly done under more or less makeshift military conditions; soon as the new form of government for Syria is settled upon the roadbed and equipment will be improved and the trip greatly shortened. The journey from New Orleans to Canada, which took the children of Israel 40 years, I have made within 18 hours!

Does not the prospect make the tourist's eyes glisten? Imagine the thrill of buying a through ticket from Calais to Carthage, or from Paris to Petra, or from Liverpool to Jerusalem, having delightful evenings beforehand, complete rail and ocean transportation from Philadelphia, Pa., to Philadelphia, Asia Minor, from Memphis, Tenn., to Memphis, Egypt; from Cairo, Ill., to Cairo, Egypt; from Babylon, Ill., to Babylon, Mesopotamia. I have personally been in all these places, and I know the rail connections. The question is no longer one of railroad construction, barring a short unfinished bit of the Bagdad railway line in Mesopotamia, but only of commercial tourist organization.

Desert Is Haunting.

A person will soon be able comfortably to make the round trip from New York City to Constantinople, Bagdad, Damascus, Jerusalem, Cairo and Luxor, all within the space of six weeks. I have figured out the schedule—24 days for actual travel in New York, through Asia Minor and Syria to Luxor, Egypt, including the Bagdad side trip; and eight days for night-seeing. This, though, does not take into account any other methods or speeds of travel than those now in regular use; it disregards airplane possibilities and the only serious contingency is the completion of the short unfinished stretch of the Bagdad railway between Nisibin and Tarsis. One does not have to be a seer to envisage the army of American schoolteachers, who will spend their vacations thus, now that it has been proved that Egypt and Palestine are perfectly habitable in mid-summer.

But to my own personal ghosts. As I have said, my ride from the Suez canal, and the great tented city of Kantara, to Lud (the ancient Lydda, between Jaffa and Jerusalem) was a night of weary wakefulness. Out of the windows I could see, beneath a glorious moon, the limitless white expanse of the desert. Sand and dust, dust and sand everywhere; the world's greatest rampart and barrier, up until the time when the war's airplanes vanquished it. In the spectral moonlight the desert is a solemn and rather eerie place. Its vastness and power fairly haunt one.

WOMAN THROWN BY HORSE

Mrs. G. L. Aleman of Divide Is Taken to Cottage Grove Hospital.

COTTAGE GROVE, Or., Aug. 23.—(Special)—Mrs. G. L. Aleman, of Divide, is recovering from injuries which she sustained when thrown from a mule on which she was making the trip between Cottage Grove and Divide. At the hospital here, she recovered consciousness and was removed to her home. Her sister, Mrs. F. M. Chapman, who was riding with her, immediately summoned aid.

LABORER CUTS THROAT

Ole Flom Takes Life as Terminal Foreman Looks On.

Ole Flom, laborer, about 40 years of age, who registered at the Hotel

Modern, 41 North Second street, as a resident of Portland, committed suicide by cutting his throat with a razor in the Southern Pacific yards about 5 P. M. yesterday.

According to F. J. Schotz, 411 Russell street, foreman at the Southern Pacific terminal, Flom was seen walking up and down in the yards for about five minutes preceding the tragedy. He said he noticed that the man had a razor in his hand and notified the police.

Schotz said that the man suddenly cut his throat and fell, afterwards getting up and walking for about 20 feet before falling again.

Police Captain Inskeep sent a patrol wagon to get the body and the coroner was notified.

Flom had been booked two days previously by J. M. Harris, at the Columbia employment office on North Second street, to go to Maryhill, Wash., for some road work. He had been staying at the Modern hotel for two days.

LEGION POST IS FORMED

Name of Wheeler County Soldier Is Honored at Fossil.

FOSSIL, Or., Aug. 22.—(Special)—The local post of the American Legion, to be known as the Arthur E. Glover post, was formed here this week. E. J. Elvers, state organizer, had charge. W. G. Trel, district attorney, made a patriotic address.

The following officers were elected: R. M. Howe, temporary chairman; Howard Lamb, vice-chairman; Carl Hendricks, secretary; W. Steiwer, treasurer.

The executive committee is composed of Alvis Anderson, John Lowe, Lloyd Angell, Harry Shown and Dewey Blann.

Fifty men signed for membership and the list has now reached 75. The post was named in honor of Arthur E. Glover, a Wheeler county boy who was killed in action. A meeting is planned for Saturday, August 30, to be held at Fossil, the object being to stimulate enthusiasm in raising money to match county money to erect a memorial clubhouse.

CANDY PRICE PLAIN FILED

Limburger Cheese Also Is Referred to Board at Tacoma.

TACOMA, Wash., Aug. 22.—(Special)—Complaints of the high cost of peppermint lozenges and limburger cheese were made to the Pierce county fair price board, operating under the federal food administration. It was alleged that peppermint lozenges were purchased by dealers at 30 cents a pound and retailed at 60 cents. The board, however, was of the opinion that lozenges come under the head of luxuries.

The investigators found that flour is selling at a fair price in Tacoma. Millers met with the committee and explained their system of profits.

Army Recruits Sent Away.

Twenty-one applicants for enlistment in the army were sent away during the past week by the local recruiting office. Of these 12 were Portland boys and the others from various Oregon and Washington towns.

The office at Third and Oak streets has just received forms for the conversion of war risk insurance and is prepared to distribute them and give out information. The blanks came yesterday.

Winlock to Pave Streets.

CENTRALIA, Wash., Aug. 22.—(Special)—Bids will be opened by the Winlock council Monday for the paving of several streets there. Concrete construction is provided in the specifications. The estimated cost of the improvement is \$24,000.

BOLSHEVISTS' FLEET SMASHED BY BRITISH

Defenses of Kronstadt Also Reported Destroyed.

AID ASKED FOR KOLCHAK

Recognition of Omsk Government if It Survives 30 Days, Urged by Ambassador Morris.

STOCKHOLM, Aug. 23.—(Havas.)—The bolshevik fleet in the Gulf of Finland, defending Petrograd, has been disabled completely, the newspapers here report. The defenses of Kronstadt, which were bombarded by British warships, have been destroyed.

WASHINGTON, Aug. 23.—Ambassador Morris, who was sent by the state department from Tokio to Omsk to report on conditions in Siberia, has advised the government here that the next 30 days will probably see a crisis in the affairs of the Kolchak government.

Ambassador Morris asserts that Admiral Kolchak has had to devote so much attention to the military campaign against the bolsheviks that he has been unable to organize his government sufficiently, but nevertheless Kolchak is the best man for the task confronting him.

Lack of material aid from the allies has been a tremendous handicap for Kolchak, the report states, and this has led to friction between the military commanders of the Kolchak forces. Kolchak is endeavoring to make a determined stand on a new line more than 100 miles west of Omsk. His forces number not more than 200,000 men, the ambassador advised.

Recognition of the Kolchak govern-

ment, if it succeeds in surviving the next 30 days, has been urged by Ambassador Morris. It is understood, to make this recognition effective, it is understood, the ambassador has urged that this government be ready to assist in the negotiation of loans for the Siberian government and to dispatch additional arms and munitions and later food and clothing.

DOCTORS ASK BIGGER FEES

Proposal Submitted to Oregon Industrial Accident Commission.

SALEM, Or., Aug. 23.—(Special)—The State Medical Society has submitted to the Oregon Industrial Accident commission a proposal for increased fees for attending persons injured while entitled to benefits under the workmen's compensation act.

A tentative schedule prepared at a conference attended by Dr. F. H. Thompson of the accident commission, and Dr. J. W. Mow of the medical aid board of the state of Washington, is under consideration and probably will come up for final acceptance at a joint meeting to be held in Portland Labor day. Physicians declare the present fees are too low when compared with the general advance in compensation in other professions.

Duties Will Be Resumed.

SALEM, Or., Aug. 23.—(Special)—F. H. Poorman, adjutant at the Oregon Soldiers' Home at Roseburg before entering army service two years ago, has arrived in New York from France, according to a telegram received at the offices of the state board of control today. Mr. Poorman expects to be mustered out of service in a few days and will resume his duties at the home immediately upon his return to Oregon. R. H. Grinstead, acting adjutant at the home, expects to retire about September 1 to engage in other business.

Castle Rock Schools Open Soon.

CASTLE ROCK, Wash., Aug. 22.—(Special)—The Silver Lake schools will open September 8, with the following corps of teachers: Millard Gilbreath, Mrs. Wilma Wells Stankey, high school; Waldo Chase, eighth grade and manual training; Miss Lillian Billington, seventh grade and domestic science; Miss Ferns Dasett, Miss Florence Appleman and Miss Pauline Schauble, lower grades.



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