

AMERICAN GIFT AIDS VERDUN CATHEDRAL

VERDUN, France.—(AP)—An anonymous American has given 100,000 francs—about \$4,000—to help repair war damages to the Cathedral of Verdun. The letter which accompanied the gift asked the Bishop of Verdun not to reveal the American's name.

"Although I am a Protestant," the donor said, "I realize that the Catholic church is the real mother of Christianity. Without her we would become barbarians in a pagan world."

The terrific bombardments of 1918 reduced the ancient cathedral, which is one of those thick stone structures built to last for ages, to a mere shell. Much progress had already been made in restoring the old building, and the American's donation will go further in overcoming damage by German shells.

Author of Monroe Doctrine Honored

FREDERICKSBURG, Va.—(AP)—A small brick building in this city which contains a commemorative bronze tablet to the author of the Monroe doctrine is the only memorial to President James Monroe, according to Laurence Gouverneur Heise, who accepted the tablet in behalf of the Monroe descendants.

After the revolutionary war Monroe practiced law in the small brick building. The memorial tablet, commemorating his achievements as president, was given by the James Monroe chapter of Daughters of the American Revolution of Washington, D. C.

Boys Promise to Keep Commandments

ARKANSAS CITY, Kas.—(AP)—Picture four American boys, between the ages of 14 and 16, keeping the spirit and letter of the Ten Commandments for three years. That's what four Arkansas City boys have pledged to do.

Frederick Maier, Jack and Eugene Cornish and Jesse Stewart must be the perfect "little gentlemen" that Booth Tarkington portrayed if they keep their promises. Each, if faithful, will receive \$200 in cash and a gold medal from the Julian Ship Foundation for Promotion of Better Citizens, Chicago.

Nearly 14,000,000 persons have ascended the Eiffel Tower in Paris since its construction.

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Ireland Paradise For Auto Tourists

DUBLIN.—(AP)—Motorists visiting Ireland declare that what strikes them as most unusual and most contributes to their enjoyment, is the freedom of the roads from congestion. In many districts, even near Dublin, one may drive for five miles without seeing another motorist. Americans who come without their cars have evidenced a partiality for the old Irish jaunting car, and nowadays this once universal vehicle

MODERN ALADDINS!



No fiction hero in any of Horatio Alger's stories of boyish rise to fame and fortune can equal the real-life story of Cleveland's ex-news boys, the Van Sweringens. These new kings of railroads and realty—O. P. Van Sweringen, left, and M. J. Van Sweringen—are shown here in their latest photo.

ARAB STORY

(CONTINUED FROM PAGE 1)

succeeded in restoring quiet, the attacking bands of Arabs had grown to about 5000 and had run its deadly pillaging way throughout a large part of the Jewish section.

It was not until Sunday morning that repressive measures were sufficiently successful to admit a survey of the situation and to begin the gruesome task of collecting the dead. In one house alone 19 bodies were found. In some cases bodies were hanging from windows; in others they had been mercilessly thrown into the streets.

In practically every instance death was caused by swords or knives. Even young children of two and three years, many of them girls, did not escape the savagery of the attack.

While the death toll in Hebron is estimated at nearly 60, only ten Moslems were killed by the Jewish defense. The American Jewish casualties in the town were in the Rabbinical college where the youths were pursuing their religious studies. Twenty-nine American students survived the attack.

Valuable work in removing wounded Jews from Hebron to Jerusalem was done by the Zionist executive committee in Jerusalem which dispatched motor buses escorted by armored cars for this purpose.

The Arab attitude toward the Jews in Hebron is by no means unanimously hostile, friends report. There were cases at Hebron and elsewhere, they say, where Arab neighbors saved Jews from the fury of the mobs.

finds most of its custom from American tourists.

Card of Thanks
We wish to express our sincere thanks to all our friends and neighbors for their kindness, help and sympathy during our recent bereavement in the death of our beloved husband and father. The beautiful floral offerings were also appreciated.
Mrs. D. E. Brown
Fred E. Brown
Mr. and Mrs. N. L. Howard.

It was in 1900 that the brothers took up real estate. Orris Van Sweringen was 21, and Mantis was 18. They began buying farm lands on a pleasant plateau southeast of Cleveland, where a pioneer Shaker community had floundered some gen-

Van Sweringens! Mighty Is Name of Ex-News Boys Who Rebuilt Great City

By NEA Service
CLEVELAND, Aug. 20.—The newspapers of Cleveland the other day announced that "the Van Sweringens have completed their plans for Cleveland's rapid transit system." And back of that bare announcement lies a great story—a whole series of stories, in fact, that deal with the rise of two bachelor brothers and a tremendous industrial empire.

For this business of the rapid transit is only the latest step in the story of the rise of the Van Sweringens brothers; and that story, in turn, is the story of many other things—railroads, street cars, skyscrapers, bridges, towns, banks, all mixed together to form an integral part of the amazing tale of America itself and their developments in and around Cleveland that are costing more than the Panama canal.

Sold Papers
To begin with, these Van Sweringens started out as poor boys. Born on a central Ohio farm, they came to Cleveland in their early teens, sold newspapers on the streets (see how the story conforms to the traditional American type!) and then took to dabbling in real estate.

Just what they had in mind when they began selling real estate no one knows, for Orris Paxton Van Sweringen and Mantis James Van Sweringen are the least talkative of all American businessmen.

But before they got through, these two young realtors had become the outstanding railroad men of the nation, had remade the downtown section of one of the country's biggest cities and had rearranged the entire future development of the city.

And—incidentally, as it were—they had made themselves very, very wealthy indeed.

It was in 1900 that the brothers took up real estate. Orris Van Sweringen was 21, and Mantis was 18. They began buying farm lands on a pleasant plateau southeast of Cleveland, where a pioneer Shaker community had floundered some gen-

erations back. The land was open country, then, and Cleveland was a relatively small city with less than 400,000 inhabitants; but the Van Sweringens always planned things on a big scale, and in no time they were laying out a high grade residential suburb with wide, curving streets, ample lots, plenty of shade trees and modern architectural restrictions.

Being excellent salesmen, they sold many lots; and they also induced the city traction system to shoot a spur line out to their new development, which they named Shaker Village.

Needed Cars
But this transportation system was inadequate. The Van Sweringens were prospering and Shaker Village was growing; but quicker access to downtown Cleveland was needed. The traction company refused to extend its lines any further.

So, quite characteristically, the Van Sweringens decided to build their own electric line. Cleveland is split by a number of river valleys and gullies. Along one of these the old Nickel Plate railroad had its right of way. The brothers arranged to bring their rapid transit line into the city on the Nickel Plate's right of way, thereby avoiding the street traffic that slowed up the ordinary car lines.

Maybe the brothers had the idea in the first place, and maybe it occurred to them when they built their rapid transit line; they alone know, and they never talk. But, at any rate, in 1916 they decided to buy the Nickel Plate road. It was a poor relation to the New York Central, running a single track line from Buffalo to Chicago and losing money with magnificent regularity. The New York Central sold it cheaply for \$8,500,000, \$2,000,000 down and the rest in long-term notes.

Borrowed Plenty
The Van Sweringens had a little over half a million in cash. They put it in the pot, borrowed a million and a half from Cleveland bankers—and, with rare acumen, hired J. J. Bernier away from the New York Central to run their railroad. Bernier was—and is—one of the

canst railroad men in the country. He had always felt that the Nickel Plate had possibilities. Now he had the chance to prove it. He did. The Nickel Plate began to earn money. In a few years the Van Sweringens were using its profits to pay off the rest of the debt to the New York Central.

Bernier saw that the Nickel Plate needed extension. It was crossed, near the Indiana-Ohio line, by the Clover Leaf, a rambling wreck of a bankrupt line running from Sandusky, O., to Peoria, Ill. He suggested that the brothers buy it.

The brothers bought it, using profits from the Nickel Plate to make the down payment. A little later they bought another weak cross line, the Lake Erie and Western, again making only a small cash payment. Bernier went to work to knit the three roads into a unified, profit-making system.

Meanwhile, the brothers had conceived the idea of putting up a station on Cleveland's public square for their electric line to Shaker Village and the city's other interurban lines. When they bought the Nickel Plate, they decided to bring it into their station too. But sometime before 1920 they suddenly expanded this project many fold, and decided to build a union station for all Cleveland railroads.

This brought them smack into deep water. The job would be a costly one. But the Van Sweringens went ahead, anyhow, secured the co-operation of all railroads entering Cleveland except the Pennsylvania.

Rebuilt City
First they had to buy something like 150 acres of land in downtown Cleveland, and rip all the buildings off. Then they had to build numerous bridges, re-arrange a perfect maze of railroad tracks and construct enormous new freight terminals. Beside their station they planned a huge collection of skyscrapers, stores, theaters and the like.

It was a 10-year job, to cost something like \$200,000,000.

The Van Sweringens, however, had established themselves by this time. New York bankers—J. P. Morgan and George F. Baker—were lending them money.

Then they began to expand. They bought control of the Chesapeake and Ohio, the Erie, the Pere Marquette, the Hocking Valley, the Wheeling and Lake Erie. With these and their old lines they announced they would form a new eastern

trunk line, worth over a billion and a half dollars and having more than 9,000 miles of track.

This part of the job hasn't been so easy. The Interstate Commerce commission has disapproved various of the financial and stock setups by which the Van Sweringens have sought to put the merger into effect. There seems little doubt that the merger in some form will ultimately be approved, however.

Meanwhile—incidentally as it were—the Van Sweringens' personal profits from the rise in value of their railroad stocks have been estimated at around \$80,000,000.

Still Building
The amazing brothers have never forgot that they were real estate men. They proceeded with their development of Shaker Village. They cut new boulevards through miles of Ohio farm land, charting an enormous residential chain of suburbs.

On their Nickel Plate right-of-way they provided rapid transit service for most of the inhabitants of Cleveland. The Van Sweringens estimate that Cleveland will have 2,000,000 inhabitants in a few years, and that most of these people will be living many miles from the downtown section.

But—as if to make sure that no Clevelanders escape being carried to

and from his work by the Van Sweringens—they have just gained control of the city's entire street car system; and they are expected to taxicab company.

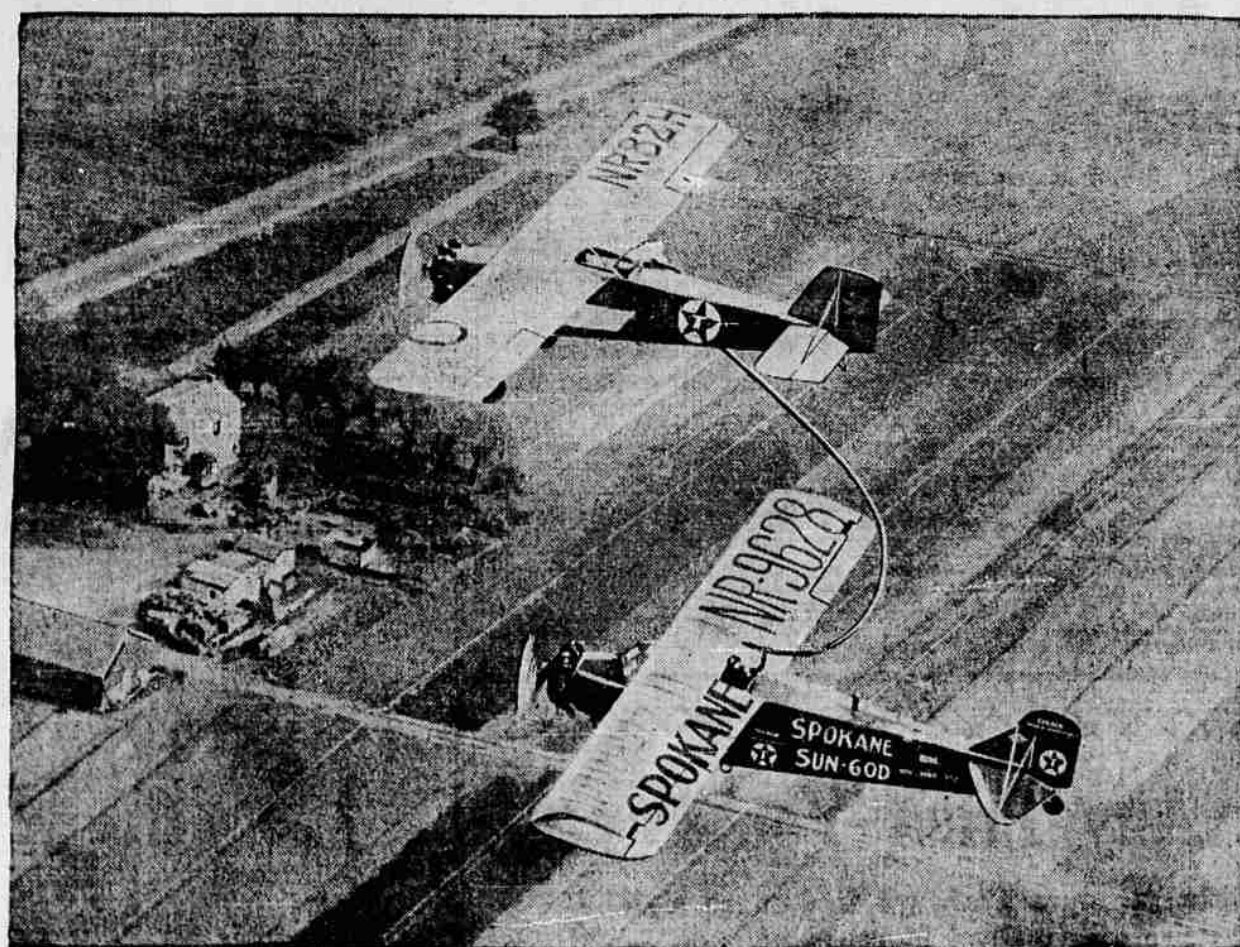
High over the heart of downtown Cleveland rises a great 500-foot tower gone American. It is the Terminal Tower, heart of the Van Sweringen empire.

In a suite of offices near the top of this tower sit the brothers—imaginative and daring as ever. The married, they do not go into the harbor then. The Terminal Tower is their building, shooting up like a great beacon to signalize the triumph of the two brothers who used to selling lots southeast of the city some 30 years ago.

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