

JEW ARE ALL AGOG

The Iron Horse Prancing Around the Holy City CARS FROM PHILADELPHIA

The Railroad Finished From Jaffa—To Be Dedicated This Month—Steam Whistles Alarming Palestine.



OFF in the dirty little napkins on their heads. It seems certain that the railroad will be finished in a few weeks. The new railway runs, irregularly, up to Jericho, half way to Jerusalem. The Holy City and unholy civilization are being connected with unwanted ties that bind steel rails to each other and to the enduring earth. And the sluggish Arabs, becoming aware of the emulation of these new-fashioned sleepers, rub their eyes and yawn, with languid resentment in their hearts, sit up under the cactus bushes and stare at it.

USTLE them other donkeys around here. Lively, now! String 'em along behind the camels. The familiar accents are pronounced and amused. We stood on the wharf in Jaffa. Palestine, if a mere location on a coast can be called a "wharf," our disappointment at arriving in a "wharf" instead of a storm and stinging serenely down the wobbly ladder into the boats instead of being excitedly tossed into them from the end of the lofty yard-arm, was partly compensated for by the strange jargon and tropical costumes of the Arabs who set ashore. And now, here was a live fragment of Cape Cod with a home language jarring on our anticipations again.



THE SHEIK OF THE BEDOUINS IS OUR GUIDE.

or a farm, or a fence or hedge, or a house or hut outside of the squalid little villages, or hardly a tree or green thing. I wonder if the Old Testament enumeration of the population is strictly accurate. According to Numbers, 1:40, not less than 3,000,000 Jews came into Palestine—five times as many as the present entire population, and according to Second Samuel, 20:9, they had increased to 6,000,000—ten times the present population. This would give an average of 600 to the square mile—surpassing that of the most fertile countries of Europe. But we are told in the Old Testament that the Hebrews from seventy-five all told increased to 3,000,000 in about 300 years, which implies that each woman had more than eighty children. I am afraid there was some mistake in the Hebrew method of enumeration. How could such dense multitudes have been nourished on these parched and dismal hills?

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Is there a man worker in England who averages even one-seventh of \$9.85 a day, which is the average net wages per day paid by A. R. Whitney & Co. from July 1, 1891, to July 1, 1892, to their rollers on cotton ties and steel hoops?

If the McKinley tariff does not protect the farmer, why have imports of farm products greatly decreased? If it depresses the prices of farm products, why are they 18 per cent higher than two years ago? If it stimulated the use of shoddy, why does the census show that less shoddy is used than ever before? If it raised prices of manufactures, why do Democratic senators agree that these prices are lower? If protection is a "fraud," why was Benjamin Franklin a protectionist? How can protection be unconstitutional when the supreme court of the United States, the one authority competent to pronounce upon that question, has over and over again affirmed the constitutionality of protective tariffs? Is it possible that the very men who framed the constitution passed an unconstitutional measure when they enacted the first tariff law? Did the great expounder of the constitution, Daniel Webster, not know a constitutional law when he saw it? If the Spruiger free wool bill would benefit manufacturers, why have 90 per cent of the wool manufacturers protested to congress against its passage? If cheapness is a sign of prosperity, why do you, one and all, mourn over cheapness when it affects your own business? If Free Trade Cleveland is a Jeffersonian Democrat, what was Protectionist Jefferson himself?

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CALIFORNIA FIG SYRUP CO. SAN FRANCISCO, CAL. LOUISVILLE, KY. NEW YORK, N.Y.



ONE ENJOYS

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Smith & Sanford Carpets AND Curtains

The fairs are over—now for fall business. We have never shown so complete a line as we are offering this season. Everything one could wish for in variety of design, coloring, quality and price.

AXMINSTER. Carpets are more beautiful than ever this season. We have the exclusive right of many choice effects in this artistic showing.

MOQUETTE. Carpets are more beautiful than ever this season. We have the exclusive right of many choice effects in this artistic showing.

VELVET. Carpets are more beautiful than ever this season. We have the exclusive right of many choice effects in this artistic showing.

BODY BRUSSEL. The ever reliable are made in the same soft colors that prevail in the Axminsters and Moquettes. Our line is inexhaustible and we are bound to please you.

TAPESTRY BRUSSELS. Made for honest, hard wear. We have the patterns, the quality, and the prices are moderate.

INGRAINS. Did you say ingrains? One would hardly think they were, the beautiful colorings of the better fabrics are so handsomely reproduced, that one would almost think that they are looking at Moquettes.

CURTAINS. Such a world of curtains and curtain materials we show that it is impossible to describe accurately the beauty of this offering. We have everything desirable and the price is right.

Smith & Sanford 68 Monroe Street.



THE HIGH POSITION In the estimation of the people attained by our CHILDREN'S CLOTHING!

Is gratifying indeed; yet the distinction is but just. The best should have preference, and the most stylish SUITS should receive the highest praise.

OUR CHILDREN'S DEPARTMENT has become one of the most important features of our business, and few houses are able to offer such a variety from which to choose.

THE NEW FALL AND WINTER DESIGNS are exceedingly attractive and the little fellows who wear one of these nobby outfits will be pardoned for feeling a little proud. If you want the finest English Cheviot Suits in existence, we furnish them at \$7.00 to \$10.00.

Splendid School Suits \$3.00 to \$5.00. Thousands of Cheaper Grades \$3.00 to \$5.00. And to give those a show whose pocket books are not so well lined, we offer ONE THOUSAND Boys' Suits during this last week of September at 98c, \$1.25 and \$1.50. These last are unparalleled bargains.

JUST THINK A BOYS ENTIRE SUIT FOR 98c.

HATS, HATS—Yes, bargains throughout our immense Hat Department.

Hudson's Tower Clothing Co. LEADERS. OPPOSITE SWEET'S HOTEL, GRAND RAPIDS.

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And the sluggish Arabs, becoming aware of the emulation of these new-fashioned sleepers, rub their eyes and yawn, with languid resentment in their hearts, sit up under the cactus bushes and stare at it.

In a little while the lively conductor will cry out, "Chorazim! Chorazim! Change once for Capernaum!" or the bold rider of the real chariot of fire will salute his passengers in the valley of the Jordan with "All out for Cherith, where Elijah was fed by the ravens. Twenty minutes for refreshments!"

The one thing which most astonishes me here is the utterly barren and desolate character of the whole country in late summer. Palestine is a cluster of mountains, without rivers or wells for irrigation. The tourist travels for days without seeing a single running stream.

At the hotel I learned that he was one of the foremen engaged in equipping the new railroad from Jaffa to Jerusalem, and presiding over a gang of Irishmen who came with him.

Shortly afterwards I met the chief engineer, director of the company, a German-Frenchman named Gerold Eberhard, tall, alert, ready, enterprising of face and enthusiastic of manner, speaking fair English, and, as I learned through the sorrow of subsequent defeat, a good chess player.

"All a letter writer," he said. "Very well, you shall tell your American people this autumn—this fall—they shall come here and not ride donkeys or old mules any more, for they shall be carried all the way from Chicago to Jerusalem by steam. The grading is about done; the rails are nearly laid; and the—what you call it—the rolling stock is already here."

"When do you hope to run the first train to Jerusalem?" I asked.

"It is not hope; it is fact," he replied. "The road will be fully equipped in August and we shall run the first train up to Jerusalem in September, opening with a grand display—the sunnier perhaps, and all that. Any time after warm weather diminishes, you shall ride up to the Holy City. Almost Harrah!"

"Another thing," he added, after a minute, "all our cars and engines are American—all from Philadelphia. We have bought five engines—locomotives you call them—and ten passenger cars—long Yankee cars all in one room—social. Your locomotives are as cheap as the English, and they are more easily moved around sharp curves."

"Well," I said, "and about the length of the road, the grade, the gauge, etc., give me some figures for my American papers, please."

"Length of road, fifty-two miles. Narrow gauge, thirty-five inches, is somewhat cheaper and better fitted to this hilly land. Our heaviest grade is one hundred and twenty feet to the mile—not very serious, your Yankee engineers think."

"What company is doing the work?" "A Turkish company—the stock is owned by Frenchmen."

"This government is a tough customer to deal with, they say?" "He cast at me a quick glance, shrugged his tall shoulders and said: 'Ah, no! Not. The best in the world! Jerusalem is your ultimate terminus!'"

"Yes, for the present. The plunge beyond down to Jericho—an average of nearly 300 feet to the mile—is some-

what appalling to contemplate. But two other branches are already surveyed—one off south to Gaza, and the other north to Nazareth, Galilee, etc., and will probably be built within two years. And that to Damascus is begun. All of these railroads, under the charter, pass into the possession of the Turkish government gratuitously in seventy-five years."

"Can you give me the reasons which have induced capitalists to believe that this road up to Jerusalem will pay?" "Certainly, with much pleasure. Of course we began by making an estimate of the regular traffic. The government owns this territory between Jaffa and Jerusalem and collects tolls of everything that passes. Every camel that passes pays to the government two pence—about 10 cents—and every carriage 30 cents. There are about 100,000 passengers a year and 10,000 tons of freight. The pasha, who collects tolls for the government, receives about 100,000 francs a year, say \$20,000. During the busy season there are more than 1,000 camels on the road every day."

The chief toll road here, and probably throughout Syria, is a dirt road about as big as the palm of the hand, with a short timbered bridge over the narrowest stream and how up a little beam of wood with this and three carry it

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