

IN NORTHERN AFRICA.

Tiemoen, the illustrious contemporary of Grenada
Across the Straits in Spain.

Special Correspondence.

Tiemoen, Africa, June 1.—Entering this historic town by the Bou-Medina Gate, you pass at once into the noble avenue of the Mechouar, or citadel—under a dense row of poplars, planes and acacias, whose leafy shadow is so dense that no ray of the fierce African sun can pierce it, even on a mid-summer noon. After this beautiful introduction—your mind teeming with recollections of Tiemoen's stormy and romantic history—how much greater is your disappointment to find the city of today so shabby and unattractive, its former wealthy population of half a million dwindled to a poverty-stricken community of seventeen thousand! When the Moorish cities in Spain were at the zenith of their splendor, this contemporary of Grenada was equally renowned for its artists and scholars, poets and philosophers, its civilization and refinement, commerce and wealth—the capital of a powerful nation and the center of a world-wide trade. Long before Christ was born—it was a powerful city, known as Pomeria. Ruined during the Vandal invasion and subsequently forgotten, it was rebuilt A. D. 799 by Idris ben Idris ben Abd-Allah, an enterprising Arab, who bought it from the Berber nation of the Zenata and established his brother in possession. He named it Agadir, and erected the great mosque whose remains are today his most impressive monument. The brothers and their descendants held it a hundred and fifty years; when it passed into the hands of various tribes of the desert, and finally to the then all-powerful Almoravides, about the year 1080. The new masters renamed it Tagart, and fortified it strongly and increased its commerce. Then for a long period, Tagart figures in history as a royal city, "a city of soldiers," among whom was a king of several thousand Christians. The Almoravides (meaning Affirmers of the Unity of God), were intensely religious, and wise in their day and generation, giving equal protection to all foreigners, Jews and Christians. At one time there were many thousands of Christians in the place, who had a church of their own and practically their own government. The present barracks of the Spanish was the foreign bazaar of that day, within whose high walls Spanish, French, Genoese, Pisan and Venetian merchants displayed their wares, under the exclusive government of the consuls—the only stipulation being that its gates should be closed at sunset. The greatness of Tagart, so well known by the Almoravides, culminated under their successors, the better known (because later) Almohades, who came into possession in 1145, changed its name to Tiemoen, and built a new wall, in wider circles around the several older walls. Then for a hundred years it remained one of the chief cities of the great Mohammedan empire of the west; until early in the thirteenth century, when Ghazal, of the tribe of Ad-el-Doud, conquered it; and presently it became capital of the kingdom which embraced the present provinces of Oran and Algiers. Then followed a dreadful period of long sieges, slow starvation, and cruelties innumerable blackening even the dark pages of African history. The first of siege, begun because the sultan of Tiemoen refused to give up fugitives to the massacre, lasted nearly nine years, and was raised only after the murder of Abou-Yakoub, sultan of Fez. His successor, the terrible "Black Sultan"—Abou-el-Hassan Ali—returned unexpectedly to the fray and so captured the city, but lost it again after ten years of horrible misrule. The walls built around the camps of the enemy during those memorable sieges may still be traced. In 1553 Tiemoen was captured by the Turks, under Salah Rais, pasha of Algiers. So complete was its fall that again was the Arab proverb verified, "Where the hoof of the Turkish horse has trod, the grass refuses to grow." Science, literature and art, long decaying, became suddenly extinct; agriculture declined; commerce and manufactures died a natural death, and even piracy—the only "industry" that then flourished in northern Africa, was out of the ques-

tion at this distance from the sea. From 1580 to '86, possession of Tiemoen was disputed between the emperor of Morocco and the Turkish troops, the latter being in the pay of France and occupying the citadel. This completed its architectural ruin, and the red shawl called tahilla, worn by the Jewish women. The neighborhood is fertile and singularly well supplied with water, and Tiemoen is the chief town of an extensive district which exports every year large quantities of olive oil, dried figs, corn, flour, alfalfa (a kind of hay), wool, sheep, horned cattle, besides cloth, carpets and articles in leather of native manufacture. But it is said to see that little remains of the Tiemoen of song and story, except its romantic situation—on the slope of Lalla Setta mountain, nearly three thousand feet above the sea, its remarkable climate (for Africa), its olive trees, centuries old, and the ruins of its once magnificent religious edifices. All the palaces of which history and tradition speak have vanished from the face of the earth and their place is mostly filled by low, mean houses and squalid hovels. Like Algiers, the town has its native quarter, its Jewish quarter, and its European quarter, each separate and distinct from the others; and, again like Algiers, its Arabs live in narrow, dirty, crowded alleys, its Jews a little more comfortable, while its European quarter is a flimsy and feeble imitation of Paris. Several mosques within the walls of Tiemoen are well worth visiting. The largest, known as Djama-el-Kibet, has seventy-two square columns and a great many horse-shoe arches, decorated on the interior side with plaster-work, the outside round and plain. The ceilings are of cedar, without a trace of ornamentation. The mihrab of the mosque is extremely beautiful, with arabesque and round horseshoe arch, and lighted from above. It bears the date A. H. 530, corresponding to A. D. 1133, which shows that it was built under the Almoravides. But it is the successor of a much more ancient mosque, as walls in the rear will show, founded A. D. 789. The courtyard is paved with Algerian onyx, and the basin of the fountain is of the same material. The brick minaret was built by Ghazal, the first of the Abi-el-Oudite sultans (A. D. 1245) and the great brass chandelier was the gift of the same monarch, who is himself buried here. The mosque of Sid Ahmed Bel Hassan el-Shonari, now an Arab school, stands close by. In the same park known as the Place d'Alger. It was supposed to be "restored" by the French by the application of offensive modern tiles to the exterior. Inside, however, some exquisite productions of Moorish art remain, whose richness, variety and refinement are unsurpassed even by the Alhambra of Granada. The mosque is supported by six columns of Algerian onyx and all the walls and arches are covered with arabesque decorations. On the opposite side of the square was the college, now destroyed, where the celebrated Ibn Khaldoun taught. The destruction of the Mechouar, or citadel, is complete. Built in 1145, for the governor's residence, it became the palace of the Abi-el-Oudite. Arab writers tell of its splendor, and the brilliancy of the court held there; but time, the Turks and the soldiers have spared nothing but the outer walls and the minaret of its mosque. The most interesting sights of Tiemoen lie outside of the present city limits. At least three circles of ancient fortifications can be clearly traced. Little is left of the innermost circle, as the modern French wall follows it closely; but of the two outer circles, walls and towers are standing in many places. They are built of enormous masses of concrete, which look like stone and are evidently as durable as that which furnished in northern Africa, was out of the ques-

of the Almohades almost impregnable. The mosque of Abou Abdulla el-Shonari, commonly known as Sid el-Kalawi, the candy-maker—lies just outside the walls. You leave the town by the abattoir gate; pass a group of native huts inhabited by negroes, who have their own mosque and minaret; follow the angle of the wall—and presently see, far below you the holy place of Sid el-Halawi, amid a clump of olive trees. This Mohammedan saint flourished about the year 1224. Having been appointed tutor to the several hundred children of the Sultan Abou-Zian, he gave some offense to the grand vizier, who accused him of sorcery and brought about his death. Then followed a series of miracles which astonished the sultan, who caused the wicked grand vizier to be buried alive in a mass of clay, and honored the murdered saint with the mosque which bears his name and is also his tomb. It is hardly worth while climbing down to it under the broiling African sun, though the mosaics of its minaret glimmer like jewels and its portal and colonnades are said to be very beautiful.

Go straight on down the hill by an easier path to the right, and in a few minutes you will reach the minaret which is all that remains of the mosque of ancient Agadir, the "cradle" of Tiemoen. Only the minaret of a mosque is standing, remains and walls which, by their immense extent, bear witness to the splendor of the vanished city. Its tower, about 150 feet high, is of square construction and in wonderful state of preservation. Though it has lost nearly all its original coating of glazed tiles. Encased in its thick walls are monumental stones, from the still older Roman city Pomeria, which occupied the same site as Agadir, more than two thousand years ago. The stones are hewn; many are carved, inside and out, with Latin inscriptions, now almost effaced, and on several may be traced the dim word Pomeria. The upper part of the minaret is brick, probably of later date than A. D. 789, when the mosque was erected.

A few yards lower down, the fortifications commence. The road passes through the crumbling arch of a gateway which was named after Sid Daud, the patron saint of Agadir, whose tomb lies a few feet below. Descend a little further into the charming valley of Oued Kalla—Oued being the Arab word for river, and Kalla the name of a brawling little brook, fed by mountain streams. A walk through groves and gardens, under fig, olive, ash, elm and walnut trees, leads you close under the towers of the walls and towers of vanished Agadir; and thence to a very old Arab burial ground, with marabouts of saints and lime-washed koubbas glittering in the sun. The cemetery is so beautifully situated that one would suppose the dead saints would arise from their tombs to gaze at the scene, and is shaded by ash and elm trees of enormous size.

On the way back, you may wander through the dense olive-groves which the French rulers of Tiemoen have christened the Bois de Boulogne. A right straight road and sparkling with the foot of gray old walls covered with climbing plants; fig trees and terebinths grow in the chinks and crannies of shattered towers; deep is the shadow, sweet is the violet-scented air; and you find it difficult to believe that this is really far-off, desert Africa!

All travelers are astonished at the cool fresh verdure of Tiemoen, which is doubly refreshing after the many miles of sterility one is obliged to cross on the way here—immense areas, already seared by the hot air of early summer. The change is due to the remarkable climate of Lalla Setta mountain, where rains fall continually from October to May, and abrupt variations of temperature cover as much as fifty degrees. The sirocco or dreaded south wind rarely blows in this favored locality. The winters are too cold for orange or lemon trees to flourish, but the olive trees are wonderfully fine and productive. It is said that every olive tree is worth at the least fifteen francs a year, and the number of young trees planted by the colonists indicates that the cultivation is profitable.

Another interesting ramble takes you out of Tiemoen by the gate of Bou Medin; whence you follow the highway to Oran, perhaps 150 yards, past the ruined mint and over a bridge which spans the Oued Kalla. The path leads along the river's edge; on one side the public gardens, on the other extensive remains of walls and towers. This edge of the old city being most exposed, was naturally most strongly fortified, and the crumbling towers are set thick as lamp-posts on Broadway. Close by is the Christian cemetery. In a sad state of neglect and dilapidation, I regret to say. FANNIE B. WARD.



Tommy—What is this "spontaneous combustion" anyway father? Father—It's hot-air talk for the insurance companies, my son, hot air.



OTTO B. SHOTT—All this work and nothin' in de safe. Jimmie Wrench—Only regrets from de cashier what skipped dis mornin'.



Johnson—Is King Edward fond of cards? Browne—He must be; the papers the other day spoke of him as having a royal flush.



Grogan—What's Officer O'Ryan so stuck up about? Raftery—He says he has just found out that a bunch av stars in the sky is named after him.



MARCUS H. FEE—NATURAL. He—My third wife died last winter. She—When are you going to celebrate the fourth? He—Next July.

Time Table

In effect June 2, 1901.

LEAVE SALT LAKE.

For Ogden, Cache Valley, Omaha, Chicago, Denver, Kansas City and St. Louis. 7:00 a.m.

For Portland, Seattle, Tacoma and Tacoma. 7:45 a.m.

For Seattle, Portland, Provo, Nephi and Butte. 7:55 a.m.

For Ogden, Butte, Portland, San Francisco and intermediate points. 9:45 a.m.

For Ogden, Omaha, Chicago, Denver, St. Louis and San Francisco. 12:45 p.m.

For Ogden, Denver, Kansas City, Omaha, St. Louis, Chicago, and intermediate points. 7:00 p.m.

For Provo, Nephi, Milford and intermediate points. 7:05 p.m.

For Ogden, Butte, Helena, Portland, San Francisco and intermediate points. 10:50 p.m.

ARRIVE SALT LAKE.

From Ogden, Chicago, Omaha, St. Louis, Kansas City and Denver. 5:30 a.m.

From Ogden, Portland, Butte, Helena, San Francisco and intermediate points. 9:10 a.m.

From Milford, Provo and intermediate points. 9:35 a.m.

From Ogden, Chicago, Omaha, Kansas City, Denver, St. Louis and San Francisco. 3:40 p.m.

From Ogden, Logan, Brigham, Provo, Nephi, Milford and intermediate points. 4:00 p.m.

From Ogden, Butte, Portland, San Francisco and intermediate points. 6:55 p.m.

From Ogden, Butte, Portland, San Francisco and intermediate points. 8:30 p.m.

Trains between Milford and Provo do not run Sundays.

Daily except Sunday.

City Ticket Office, 301 Main Street.

D. E. BURLEY, Gen. F. and T. A.

W. H. BANCROFT, Vice-President and Gen'l Manager.

SIX MILLION DOLLARS SPENT

BY THE UNION PACIFIC OVERLAND ROUTE.

Featuring Palace and Ordinary Sleepers, Dining, Library and Free Chair Cars.

In improving which was originally the finest track in the West.

RESULT.

A comparatively ancient and level roadbed ballasted with dustless Sherman Granite rendering possible the highest rate of speed together with the greatest degree of safety. The magnitude of the work must be seen to be appreciated.

WHAT DOES IT MEAN?

Solid comfort, security and pleasure to our patrons.

ARE YOU GOING EAST?

If so you cannot afford to go via any other than this ROYAL HIGHWAY. Further information on application, orally or by letter to Ticket Office, 301 Main Street, Salt Lake City.

Burlington Route

You Deal With But One Concern.

The Burlington route operates its own trains over its own tracks every foot of the way from Denver to Chicago and St. Louis.

When you buy a ticket over the Burlington, you deal with but one concern. If you have any cause for complaint—or think you have, which amounts to the same thing—you do business with but one railroad. You are not told that "we're not responsible for this," or "we shouldn't have said that," or "we'll refer this to our Chicago office."

Leaves Denver 6:30 p.m. for Omaha, Peoria, Chicago, St. Joseph, Kansas City and St. Louis. Another good train leaves at 10:00 p.m.

Train for Black Hills, Montana, and Puget Sound leaves Denver 11:30 p.m. Tickets at offices of connecting lines.

Ticket Office, No. 79 West Second South Street, Salt Lake City, Utah.

R. F. NESLEN, General Agent.

Direct Route to Chicago

CHICAGO-UNION PACIFIC & NORTHWESTERN LINE

FASTER than any other route.

"THE OVERLAND LIMITED," equipped with Palace Sleeping Cars, Buffet Smoking and Library Cars (with barber) and Dining Cars, "a la carte," LEAVES SALT LAKE CITY AT 12:30 p.m. DAILY. The Limited Fast Mail leaves Salt Lake every evening at 6:30. First class equipment, including Free Reclining Chair Cars. The Chicago Special leaves at 7:00 a.m. For tickets and reservations apply to ticket agents, or address C. A. Walker, Gen'l Agent Chicago & Northwestern Ry., 206 S. Main St., Salt Lake City.

THE WABASH

IS THE SHORTEST LINE TO BUFFALO FROM KANSAS CITY, ST. LOUIS, CHICAGO AND INTERMEDIATE POINTS.

For through tickets and reservations apply to ticket agents, or address C. A. Walker, Gen'l Agent Chicago & Northwestern Ry., 206 S. Main St., Salt Lake City.

DAN-AMERICAN EXPOSITION

Established 1841. THE OLDEST AND LARGEST.

R. G. DUN & CO., THE MERCANTILE AGENCY.

GEORGE RUST, General Manager, Utah, Idaho and Wyoming.

Office in Progress Building, Salt Lake City, Utah.

Joseph E. Taylor,

PIONEER UNDERTAKER

Of Utah. Open day and night. Factory and warehouse, 22 S. 1st St. Salt Lake City.

ASHTON, WHYTE & SKILLICORN CO.

Successors to Watson Brothers.

CUT STONE. Dealers in all kinds of Cut Stone for Buildings, Carving, Cemetery Coping, Etc.

OFFICE AND YARDS—22 to 31 North Sixth West street, Salt Lake City.

Established 1841. 150 OFFICES.

THE OLDEST AND LARGEST.

R. G. DUN & CO., THE MERCANTILE AGENCY.

GEORGE RUST, General Manager, Utah, Idaho and Wyoming.

Office in Progress Building, Salt Lake City, Utah.

Joseph E. Taylor,

PIONEER UNDERTAKER

Of Utah. Open day and night. Factory and warehouse, 22 S. 1st St. Salt Lake City.

ASHTON, WHYTE & SKILLICORN CO.

Successors to Watson Brothers.

CUT STONE. Dealers in all kinds of Cut Stone for Buildings, Carving, Cemetery Coping, Etc.

OFFICE AND YARDS—22 to 31 North Sixth West street, Salt Lake City.

Established 1841. 150 OFFICES.

THE OLDEST AND LARGEST.

R. G. DUN & CO., THE MERCANTILE AGENCY.

GEORGE RUST, General Manager, Utah, Idaho and Wyoming.

Office in Progress Building, Salt Lake City, Utah.

Joseph E. Taylor,

PIONEER UNDERTAKER

Of Utah. Open day and night. Factory and warehouse, 22 S. 1st St. Salt Lake City.

ASHTON, WHYTE & SKILLICORN CO.

Successors to Watson Brothers.

CUT STONE. Dealers in all kinds of Cut Stone for Buildings, Carving, Cemetery Coping, Etc.

OFFICE AND YARDS—22 to 31 North Sixth West street, Salt Lake City.

Established 1841. 150 OFFICES.

THE OLDEST AND LARGEST.

R. G. DUN & CO., THE MERCANTILE AGENCY.

GEORGE RUST, General Manager, Utah, Idaho and Wyoming.

Office in Progress Building, Salt Lake City, Utah.

MORGAN TO FORM SOFT COAL TRUST?



Does Morgan contemplate the control of the soft coal industry of America? Is the world to be knocked breathless by another big deal on the part of the absolutely limitless millionaire? Repeated conferences between the great financier and President A. J. Cassatt of the Pennsylvania Railroad, Mark A. Hanna and Clement A. Griscom of the International Navigation company, have given rise to a strong rumor to that effect. All these men when questioned, disavow any such intention, but Wall Street is wondering and eagerly awaiting developments.