THE RED SEA IN 1907

28

took ship three days ugo at Port Said, and were is hours going through the | then Suez canal. We tarried a while at Enca, and we are now off Port Sudan. where the new railroads across the Nubian desert begins. We are just opposite Jeddah, where, according to the Mohammedans, Mother Evo was buried, and where the Pilgrims start out over the descri to Mecca. With the ship's glass one can almost see, the place where the greatest grandmother of all mankind lies. She rests outside the wall in a tomb 400 feet long, and a mosque rises over her dust. You have heard the Mohammedan story of how Adam fell. Eve gave him the apply, and he ate if, and as a purilshmost both he and she were east out of the Garden of Eden. As they dropped a strong west wind was blowing, and this wafted the fairy form of Eve to Ara-bia, while Adam, with his heavier weight, fell down in Ceylon. There is a string of coral keys running from Ceylon to Hindoostan, which is still known as Adam's bridge, and it was over them that he started out on his long hunt for Eve. A took bin 200 years to find her, and the meeting was somewhere user Meeca. What he-came of Adam's horize we do not know, but those of Eve are supposed to he mosque rises over her dust. You have but those of Eve are supposed to lie at Jonean at Joucah.

ODD FEATURES OF THE RED FEA.

abreast, and leave 100 miles or more to

A RIVAL FOR THE SUEZ CANAL.

On the German East African steam-) is greater than the height of a 20-story er Feitmarshall. I am on a Gorman steamst, of 5,000 tous, sailing down the Red sea. We the deepest ocean steamer to go over

HOT AND SALTY.

The Red sea is red hot. I have steamed many miles along the equa-tor, but this is much hotter. The wa-ter here is shut in on both sides by deserts which frunish no streams to cool it, and the tropical sun beats down from January to December. As a regult the surface of the water is down from January to December. As a regult the surface of the water is often 100 degrees above zoro, and it forms a great hot-water plant steam-the the air. The surfs rays are bot-tied up also by the desorts, which act as a second heat radiating plant. The result is that the air is often suffocat-ling and there seems to be only a wav-ing sheet of blue steel between us and the lower regions. Indeed, were it not for the electric fan in my cabin J should be unable to write, and out-side upon deck we have double roofs of canvas to temper the rays of the side upon deck we have double roofs of canvas to temper the rays of the sens. Lest night many of the pas-sengers slept outside their cabins on account of the heat. We cat our meals fanned by electricity, and ves-terday we had a sandstorm which cov-caed our ship with red dust, and even entered the portholes and gottinto the beds. That storm came from Arabia, and R may have swallawed up some of the pilgrims new on their ver to of the pilgrims now on their var to

te air here is so salty that upr ent The air here is so saily that one can almost cut eags without seasoning. The source contains so much walk that if the bounds of h pre-bolled down, four counds of sail will be found in the feature of the kettle. The evapora-tice is as great that were it not for the islass of the follow occur. The reasonid, within less than a century, reasonid, within less that a century, reasonid, within less that a century one intractive block of suit. Indeed, these waters are more so it's plan there of the orient, and they are soldier than the Mediterrinean and mean other suit suits.

SUEZ IN 1907.

ODD FEATURES OF THE RED SEA. Jeddah is just about half way down the Red sea. It took us 35 bours to come here, and we shell be fully that long is steaming to the Strait of Rab-el-Mandeb, where we entor the Indiro ordn. The Red sea is mighty small on the map. It boks like a craigh between Asia and Africa: but to scratch is actually about 200 miles wide in many places, and so deen that the most of the Blac Hidge mountains could be dropped down into it, and only their higher peaks would reach the sur-face. The Red sea is so long that if u began at Ireland, and extended west-word across the Allantic, it would go hilf ed up and laid down upon the United States with Size at Philaco-phia. Beb-el-Mandeb would be a sea canal as which as from New York bo Washington or wide enough to accom-modate and her unites of the world abrenst, and leave 100 miles or more to sures. SUEZ IN 1997. I had expected to find the Red sea cossis more thickly populated. There are no effect of any size and very few tillages. Even Suez has only about 15,060 people, and of them not more than 3,060 are Europeans. The town has large docks, but its trade is small, and it has had nothing like the growth which men thought would follow the completion of the canal. There is di-rect railroad connection with Calro, and pessengers on their way home-from India stop off there and Join their ships at Alexandria, or take oth-er steamers from that port. KOSUEP AND UTS MINES.

KOSIER AND JTS MINES.

KOSIER AND JTS MINES. Have you ever heard of the town of Kosier? It is a Red sea port that at on the west coast some distance south of Suez. It was formerly the end of the caravan route from the Nile, and the caravan route from the Nile, and the caravan route from the Nile, and the caravan the formerly the end of the caravan to the formerly the end the caravan to the formerly the end the caravan the bound of the south of the other surroundings of a true plyrimage center. Then the Suez can-al carace and killed it. The port is now nothing. Its big houses have fall-en to ruins and it has become a village of one-story huts. There are emerald mines near it, however, and the desert regions about show evidences of hav-ing been once worked for gold. <u>PORT SUDAN.</u> A RIVAL FOR THE SUEZ CANAL. This mighty waterway nerrows almost to a point at each end. Where it leaves the Indian ocean it is no boot to be a substantial operator of the sinal operator of the sinal power, and it is lost at the north in the Suez canal. Starting at Bab-el-dimension of the second operator of the sinal power, and it is lost at the north in the Suez canal. Starting at Bab-el-dimension of the second operator of the sinal power, and it is lost at the north in the Suez canal. Starting at Bab-el-dimension of the second operator of the sinal theore the over part of the Sinal power and Akabah. The guilt of Suez is 10 miles long, and it has been join-ed to the Mediferranean by the Suez anal. The guilt of Akabah is 10 miles for making a canal from it to the Medi-fer making a canal from the to the Medi-fer making a canal from the to the Medi-ber a considerable distance east of the suez canal, but it would practically and be built without intringing on the second be a considerable distance that of Suez canal concession, which relates the text to remove the second operator of the second be a considerable distance that of Suez canal operators which relates the text to be the second operator operator operators and the second operators which have a considerable distance that a new canal would pay well. That of Suez canal would pay well. That of suez canal would pay well. Along the make the ships, and in some places is a under the ships, and in some places is a under the ships, and in some places is the average depth of the guilt of Suez to the average depth of the guilt of Suez to the second operator operators and a shift deepart operator operator operators and a shift deepart operator operator operators and a shift deepart operator operator operators and a shift deepart operators and a shift deepar

PORT SUDAN.

The two chief ports on the west coast of the Red sea are Port Sudan and Suakim. They were nothing a few years ago, but they promise to grow into cities since the completion of the Red Sea road. There has al-ways been something of a town at Suakim, and the original intention

New Railroads For Mecca and Damascus and Jeddah-Port Sudan and The Nile-The Italian Colony of Eritrea as an Outlet to Abyssinia-Odd Features of Red Sea Travel-Jeddah the Pilgrimage City-Some-thing About The Mecca of Today and How it is to be Reached by New Railroads.



THEY LIVE IN TENTS MADE OF MATS.

Photographed for the "News" by Frank G. Carpenter.

was to use that place as the terminus of the rallway. The English surveyors, however, found a much better harbor at Port Sudan, and they have extended the rallroad to that point. The town, which was absolutely nothing two years ago, has now several thousand people, and it grows like one of the mushroom settlements of the Canadian west. The British government is erecting great docks and harbor build-ings. It has put up lighthouses and built a postolifie, quarters for the gov-ernment officials and schools, many lots are being sold and residences are going up. The settlements of the most of whom come from Haly and up. The settlers are energy fullaly and the most of whom come from Italy and Greece

The harbor of Port Sudan is shape The harbor of Port Sudan is chiped like a leaf. It is 200 feet deep and well protected from the sea outside. There are now steamers twice a week from there to Sucz and Aden. The ships start at Sucz, go to Port Sudan, and then south around the west coast of the Red sea, and return, calling at some of the ports on the east coast. The ships are of the Explain Khedi-vial line. They are said to be comfor-table. table

At present one of the great needs of that port is a hotel. There are no ac-commedations for travelers, and some

mmodations are furnished at the Already many freight steamers are calling at the port, and in a short time the bulk of the freight for central Af-rica and the upper Nile will go that way,

ITALIAN AFRICA.

I have been making some inquiries about the Italian possessions on the west coast of the Red sea. They have a colony known as Eritrea, which be-gins about 150 miles south of Suakim and runs down almost to the Strait of Bab-el Mandeb. It is not wide, and it terminates a little back of the coast where the Abyssian hills begin. It is only a few years since the Italians tried to include in Eritrea a large part of Abyssinia and failed owing to the bravery of King Menells. The land they have now is of small value. There are only a few tracts that can be irri-gated, and the exports are nothing. The strip is inhabited by nomads, who raise I have been making some inquiries strip is inhabited by nomads, who raise camels, oxen, sheep and goats. The pasturage is scanty, and the shepherds move about from place to place with their stock. Some of the tribes live in tents made of matting, and their wants are simple to an extreme.

MASSAWA.

The chief Italian port is Massawa. It is a little town situated on a coral island and joined to the mainland by a causeway. It has two short railways which connect it with the Abyssinian hills and which comprise altogether about 45 miles of track. The road is to be continued to the town of Asmara,

near which some gold mines have been

opened. I am wold that the Italians have re-cently built a telegraph line from their port to the capital of Abyssinia and that they are trying to increase their trade with that country. They are shipping considerable sait, which strange to say, is so relished by the Abyssinians that it brings more than su-gar and takes much the same place Abyssinians that it brings more than su-gar and takes much the same place among them as candy and tobacco with us. The average Abyssinian carries a stick of rock selt with him and takes a suck of it between whiles. It he meets a friend he asks him to take a lick of his salt stick and his friend brings out his own individual stick and they take lick about. It is just as it was with snuff in the days of our fore fathers when every one offered his friends a pinch of his choice macaboy. macaboy.

THE PORT FOR MECCA

I regret that I shall not be able to stop at Jeddah, the port of Mecca, to which I have already referred. It is one of the most interesting places on the Red sea and 100,000 or more pR-grims pass through it every year. While at Omdurman, a few weeks ago, I saw something like 1,400 Moham-medatis who were going by the new I saw something like 1,400 Mohain-medatis who were going by the new rallroad across the Nubian desert to Port Sudan where they expected to got ship for Jeddah. Some of them had been 10 years on the way and their religious enthusiasm had not waned. They started out upon camels from the borders of Timbuktu and had been forced to sell their camels for food.

GREAT CHANGES ARE GOING ON ALONG THE COASTS OF ARABIA AND AFRICA

After that they had walked from oasis to easis working for money to carry them onward. In that party there were so many that the English govern-ment omciais had to divide them up into batches and send on a train load or so at a time. The road saved them several hundred miles of camel rid-ing or walking and it will probably be a great pligrimage route in the rutars. Af present the pligrims come to Jed-dan from all parts of North Arrica and rom the eastern coast of the Meal-terrahean sea. They also come from hauan and southern Arabia, and Jeo-dan takes her toll from each of them. The people live by flecting the de-votes. The town is full of noters and it is noted for its discomments. It mas a bad water supply and after each big rain there is an epidemic of fever. All who land in Jeouan is a bad water with the sea After that they had walked from oasis who land in Jeauan go on foot troad there to Mecca. The distance is 65 miles and a guide is required.

THE NEW MECCA RAILROAD. The British are now talking of build

Ing a factorial are now calling of build ing a factorial form Jeagan to Alecca, at they go, it will probably pay sea, for the traver as encomputed, invelte-nce years ago there were more than bo,over a charamenans, who cause an-mularly by sea to make their way over the same or alecca and mention. These the samue of Meeca and Megina. Then are probably nah again as many more took, and the railroad will so feates the cost of the trip that the number of worshipers will be greatly increased, indeed, the day may come when some monanhiedan tourist agent will be sching to pugrims from all parts of the Monahamedan world round trip tickets to the birthplace of the prophet, Including admission to the Rados and also to Aledina, where Monammed died. The sultan is already builting a line southward from Damascus to a line southward from Damascas to Mecca, a60 miles of the road being al-ready completed, and it is expected that it will reach Medina in 1959 and Matta if will reach Medina in 1939 and Matta arity in 1910. There is now a like from befrat to Damascus, and one will be able to start in at that port' in the western Mediterranean and go to Damascus, Jerusalem and Mecca without change of cars. The Mecca line is being built by Turkish soldiers, un-der the supervision of a German civil der the supervision of a German civil engineer, and the cost is being in part defrayed by the voluntary contribu-tions of Mohammedans in all parts of

day, takes his life in hand. The railroad will be officered Mohammedans, and it is doubtr whether they will take Christians i passengers. They will have to cater the pugrims, as it is from them dis

The plagrims, as it is from them the the plagrims, as it is from them the their traffic must come. In the meantime, without wishing to act add the fox who called the grap-sour, I do not believe there is much in a hot sandy valley watered for th most of the year by a few brackies wells and some cisterms. The bas water comes in from Arafat through liftle adjueduct, and it is sold at hig prices by a water trust at the head of which is the governor of the city. Mecca, all told, has only about 50, 600 ginhabitants. It fills the valle and runs up the sides of the hills. In houses are of dark stone, built in our two and three stories. They stund clos to the streets. There are no pavements

to the streets. There are no pavements it is often dusty and it takes all the holiness of the surroundings to make inte agreeable.

THE KAABA.

THE KAABA. The most important place in Meca-is the sacred mosque, and the most im-portant thing in the mosque is the kaaba, a cube-shaped stone building which lies in its center. In the south cast corner of this building at abou-tive feet from the ground, is the black metcorite which the Mohammedian say was once a part of the Gates of Paradise. When Adam was cast our this stone fell with him and it dropped down near Mecca. At that time if while of a beautiful white color, but it a new turned to jet, having been black ened by the kisses of sinners. Even pligrim who comes to Mecca presses his lips to it again and again, imag ining that as be does so his sins ac out of him into the stone, and his son becomes as pure as it was when him was a baby. There are several hundred thousand pligring, who perform this bissing act every wasant. thousand pilgrins who perform this issing net every season, so that the holy stone of the Kaaba gets its mit loors of kisses every year. What a load of sin it must carry! FRANK G. CARPENTER,

CARRIE NATION

part rbu-rbu-ts of ts of leted dans d to man to -ts of to -ts of ts of to und Syrup has smashed all records as a cure for coughs. Bronhits. Induenza and all Pulmonary diseases T. C. H.-.. Horton, Kansas, writes: "I have never to und a medicine that would cure a cough so quickly as Ballard's Horehound Syrup. I have used it for years." Solid Street, Salt Lake City. B

When these railroads are completed there may be a chance for Christians to visit the holy city. All who have been there in the past, have had to go in disguise, and the man who would attempt it to-

world.

LEATHER AND THE FOREST.

No other nation produces half as much tanned, curried, and finished eather'as the United States, which vields over one-fourth of the world's supply. Six hundred and seventeen tanneries contribute to this output. The raw material includes 103,000,000 hides and skins, including a large num-ber from Argentina. To tan this im-mense quantity of leather, valued at over \$550,000,000, last year required over 1,250,000 cords of tanbark, worth nearly \$13,000,000, and more than \$50,-000 bergels of tanbark, worth 000 barrels of tanning extract, worth

\$8,700,000 Over two-thirds of the tanbark con-sumed comes from hemlock and over one-fourth from oak: chestnut and other woods contribute the remainder. More extract is secured from chestnut, however, than from all other domestic woods contibued. A small quantity of extract of a little over 1,000 barrels comes from the roots of palmetto. Although the taining industry is widely distributed over the United States, the greater part of 11 is carried on in the states of Pennsylvania, New York, Michigan and Wisconsin, while use more than two-thirds of the tan-ning materials consumed. Pennaylvania alone consumes over 900,000,000 pounds of bark and extract worth \$8,000,000, or Over two-thirds of the tanbark con-

per cent of the total value. Since 1900 the quantity of tanbark used has fallen off 15 per cent, al-though its value has increased. During though its value has increased, burning this period the consumption of extract increased from 67,000 to 660,000 barrels a year, of which nearly 90,000 barrels were imported. Relatively small quan-titles of hembock bark were imported from Canada, and of mangrove bark from the West Indies and Africa, in weight four times as purch quarkrake

from Canada, and of mangrove bars from the West Indies and Africa. In weight, four times as much quebracho was imported in bark as in extract form, but the value of the two forms was about the same. Bark brought the lowest price in New Hampshire, and the highest in Oregon, with an average of \$9.50 per cord. More than in bark the price of extract varied widely according to the material from which it was manufac-tured. The extract of quebracho, a tree of Mexico. Central America, South America, and the West Indies, from which seven-eighths of all imported tanning materials are secured, had an average price of \$18 per barrel; and hemlock brought \$12.60 per barrel; osk \$9.90 per barrel, and chestnut \$9.12 per barrel. Statistics of the consumption of tan-bark and tanning extract in 1906, gath-ered in co-operation with the bureau of the census, are given in circular 119 of the forest service. This pub-lication can be had upon application to the forester, U. S. department of agriculture, Washington, D, C.

ransit--Interurban Car System West Side "Rabbit



Photo by Harry Shipler

SCENERY AND STORE ALONG RIGHT OF WAY.

where liquored individuals are kept during the process of sobering, they have what they

"NEU, eNQLUND GrOERY STOR." The sign has nothing to do with the

VER in the city juil in the cell is passed, which is adorned with the for a whole block without stopping-where liquored individuals are following sign: jumped the track and the matager would have jumped the car crew had not all been one and the same person.

to like the ride. While waiting for the trip to begin, study the car. It has no signs in the windows to tell where it is going-for who can be expected to know? And "Out into Uish valley to the city lim-its or into a ditch or the Jordan may-be" would take up too much room any-way besides being costly. way, besides being costly.

ADVICE TO PASSENGERS.

ADVICE TO PASSENGERS. Don't offer the conductor Utah Light & Railway tickets. Seeing the Sait & Railway tickets. Seeing the Sait simail competitor of the bigger con-cern, it can hardly be expected to ac-cept them. Also, don't get impatient when the conductor "does" the neigh-borhood for a starch-box-full of coal. When the conductor carries the con-trolier and trolley around to the op-posite end of the car, know that he has become motorman. When he comes in and collects fares he is conductor. After you have been on the road 15 minutes you will learn these nice lli-tle distinctions. TIME TO PULL OUT.

TIME TO PULL OUT.

TIME TO PULL OUT. When four or five persons gather to-gether in the car it is "pulling out" indication of the start is made. The first block is made slowly, the car hardly having the rails; from then on it hardly touches them. The first block you wonder if you are going to got will be. The franchise designates the route as follows: "Commencing at the intre-section of Second South and First West streats; thence south to Sixth South: thence west to Fighth West; thence to Eighth South; thence west to the county line; city limits; along the center line of Second T, etc; to-wit:--se on, so forth, and likewise." That covers it. Except for the excitement in rounding curves and crossing the bordan the trip's about as stirring as a chapter from the volume of city ordinances. In a city ordinance hides many a sing and the same thing can be sait of the Jordan--and you wonder if the car well hit it. SCENERY EN ROUTE.

SCENERY EN ROUTE.

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Photo by Harry Shipler.

backwards. The repair gang-auditor-conductor-motorman goes to the front of the car and as the windows begin to rattle you resolve never to do it again if you only get home safely this one time. You see your wife a widow -for three months- and all the wrongs you ever did come dancing be-fore your memory, making for most persons quite a large ballet. But you get over the Jordan, back through the fields and eventually to First West, where you will find a drug store con, venient.

COUNCILMAN'S WILD RIDE.

One time a member of the city coun-cil-a long-time unruber of the city council, went out junketing over the Sait Lake & Utah Valley street car system. As it was raining he stepped inside and put up his umbrella, Upon the following Monday he turned in an expense account towit-

CAR BARNS, REPAIR SHOPS AND ROLLING STOCK.

for an hour while the company was running the boy down and spanking him. As the company had a sore thumb the boy escaped with light pun-

while Mr. Nunn owns the road he is not quite what the street gamin terms "the whole thing." He has an employe who is every office; gang and department, but the owner, Mr. Nunn himself. It was reported at one time that Mr. Nunn was the maker of a fa-mous continent, hence his ownership of the Sait Lake & Utab Valley raif-way. (two rails, one car) system but this was exploded by careful investi-ation, although the evidence was con-vincing.

ation, although the evidence was con-vincing. The story is told that a pedler once came to Mr. Numn and tried to sell him some spring medicine. Mr. Nnra turned the fellow down. As the man turned to go he gurg.en so c. your pardon, but I was sent to you by friends of yours who said your system needed cleaning up."

Rallway company has built lines which parallel the Utah Valley tracks for niles, but the little old two-by-feur car continues to jog in and out every day-sometimes several times a dot. The Third street and Second West street line of the Utah Light & fLab-way goes as far south as Second West and Ninth South: the West Temple line pierces the far southwestern end of town. But bee-ple who live across the river and in a teritory exclusively the Utah Val-ley's take this line because there is no other. And the franchise granted was passed May 2, 1830 and holds good 29 years from that date, or unit life Se the end is not yet. HEAVY TRAFFIC.

HEAVY TRAFFIC.

bend in the door and said. "Wait agree the door and said. "Wait agree with the queer tribunings."
ENTIRE FORCE OF SYSTEM.
At the Cannon farm the motormap diverse the conductor, Theo, be guided on an officious looking paid of parter, announcing he was the a.do, parter and the system was the other tree.
System are due to the trip out, cally it's
Comparison of the trip out, cally it's
Comparison of