

TRAVELS THRO' BIBLE LANDS

Ruth Bryan Owens Tells of Trip From Jerusalem to Jaffa.

JUDEAN HILLS AND JERICHO

Excavations in Charge of German Students—Discovery of Succession of Waste Places Frame the Dead Sea.

A crowd of Syrian girls, returning to their mission school, were our fellow passengers on the train from Jerusalem. Familiar hymns sung in their clear, young voices seemed to receive a new meaning. The children were pretty with a very gentle, dark beauty, a very sweet seriousness. The experience of that Biblical character who, going down "from Jerusalem to Jericho, fell among thieves" is not so means unique. We went down from Jerusalem to Jericho, and the road is all among thieves. A complacent robber drove the three-horse vehicle which conveyed us; a veritable band of robbers conducted the Jericho hotel and our morning ride. It was gallantly before, was the hardest, steepest of them all. We wondered much at the necessity of such a guard for the land had no apparent danger, and the guard rode too far in advance of us to be of assistance should unexpected danger appear. "It is the land of Bedouins," we were informed. "These have Judean hills are the property of wandering tribes. If a thief hires one of their number to guard him, he is safe. If not—he is liable to find his harness cut or his horse stolen."

Our guard did not seem to appreciate the humorous side of his calling, however, and rode before us with great show of saber and firearms. At least he was a picturesque ruffian. We left the city at daybreak, as the driver said, "to get to the one. Our road led out around the old city wall and past Damascus gate, where a camel caravan was unloading. Jerusalem, at a little distance, is beautiful, with unique charm.

Disappointing Scenery.

Many travelers express disappointment in Palestine's scenery, but it would be difficult to imagine a prospect more gracious than that which is spread before the Jericho road in early morning. Dead, low, haphazard buildings of yellow and white cover the summit of several hills, and on all sides, down from this pile of pale masonry slopes are gently green. Nearby, in the valley, a small mosque marks the pool of Sileam, and farther on is the curiously funnel shaped monument of Absalom, erected by the ungrateful son to his own memory.

After an hour's ride the orchards and fertile ground are left behind and Jericho road follows ravines through more barren hills. Here the soil is too rocky and uneven for cultivation. Only the Bedouin tribes and shepherds wander here. As in all barren lands the sky seems very near. These are lonely reaches of hills with the blue arch near above them. In this silent country it was that the shepherds, "watching their flocks by night," saw the Christmas star in the west over Bethlehem. The Bible narrative seems in this land a chronicle of history not too remote. Nineteen hundred years seems a comparatively short epoch.

The road follows the natural draws of the land. So long as the hills are low, the same this must have been a highway between the Jericho valley and Jerusalem. Here was the road of the patriarchs. Here Ruth, the Moabitess, must have crossed over into her new country. On this way the good Samaritan found the traveler sorely wounded and cared for him.

Jordan's Green Fringe.

The Judean hills grow more precipitous as they near Jericho and drop in an abrupt descent to the valley below the first viewpoint. Far below the Jordan valley, level and fertile. The muddy Jordan, between its swampy undergrowth, creeps through the valley's heart. This was the vista of tropical fruitfulness which first greeted the eager eyes of the children of Israel after their sojourn in the desert. There is no modern city, faces tattooed with small green polka dots, two or three very indifferent hotels, a few native inns, before which keen-eyed sons of the desert recline to their water pipes—little more would be needed to reproduce modern Jericho.

More interesting are the excavations, under the charge of German scientists who have located the ancient city, and are now laying it bare. This work proceeds slowly. All the digging is done by native women and children, who scrape off the earth with their hands and fill small baskets, which they carry on their heads to the dumping places. They work with oriental leisure and sing as they stroll to and from the ruins. Only the Germans in charge seem to feel any interest in the city they are uncovering. Every bit of pottery and earth is enthusiastically seized and inspected by them. One by one the walls of old Jericho's houses appear, and history allows a peep back into her hidden past.

Dead Sea Desolation.

Beyond Jericho are the strange waste lands that border the Dead Sea; where legend places the sites of Sodom and Gomorrah and their sister cities in wickedness and destruction. The sun became obscured and the rain that fell at evening was imminent as we topped over the heavy roads. "Desert" implies only a lack of life, but that plain before the Dead Sea had an additional suggestion—one of malignity. The land looked desolate—rising in ugly eruptions. Its surface was flakey and seemed to emit a fetid odor. Its stillness was not one of peace. It was an ominous lack of sound. The furlows on the land's face suggested a sinister drama. Among its dunes a sinister place as Victor Hugo might have described, and Dore peopled with imaginary hosts.

The Dead Sea was almost refreshing after this scene, but its bitterness recalled the premonition of the plain. No fish abide in its waters and no bird flies above it.

A dismantled wreck on the shore was the only tragic evidence here of human suffering. The day we passed the Jaffa reef was the maddest day of the winter trip. It was an utterly mad day, even from the early hour when we were given an entirely mad breakfast. The Syrian manager at Jaffa superintended our departure from the hotel. He loaded us and our complicated baggage into a couple with a really brilliant lining—then, standing in the middle of the road, he shouted a paralyzing volley of instructions at our meek cabman. His gesticulations and volubility drew a large crowd of natives about us.

Riding an Angry Sea.

The narrowness of the Jaffa streets did not permit the use of carriages within several squares of the wharf, so we dismounted and walked.

Coming to the water's edge, we saw the sea rising in mighty swell, out upon which our steamer, in the distance, was dancing about like a cork. The rock reef before Jaffa was beaten by a mad sea, and a flotilla of small boats tied

Secretary of Interior Who Takes Office on Monday

A Fourth of July baby, born in Wheeling, W. Va., educated in Ohio, a lawyer of Chicago since 1914, and having his birth-day anniversary indexes the career of Walter L. Fisher, the successor of Mr. Ballinger as secretary of the interior.

After beginning the practice of law in Chicago Mr. Fisher became known through his activities in the Municipal Voters' league, which he organized and led in 1906. He became secretary of that body and after five years was elected president.

When Mayor Dunne got into the traction tangle he appointed Mr. Fisher special traction counsel. Mr. Fisher, with the help of attorney Samuel Adams, drew up the traction settlement ordinance.

Mr. Fisher was one of the foremost advocates of the "Muller certificates." He went to Springfield with the advocate of the Muller bill and succeeded in having it passed.

Recently Mr. Fisher was appointed a member of the Railroad security commission and has been in New York in one of the hearings. He had been prominently mentioned as one of the possible appointees to the supreme court of the United States.



WALTER L. FISHER.

as special traction counsel for the city. Mr. Fisher lives at 1122 North State street, Chicago, and has a summer home in Wisconsin. He is married and has seven children, the oldest of which is at college.

AS MOTOR WHEELS GO ROUND

Calculating the Records They Will Make in Plain Figures.

6,000,000 HORSE-POWER IN ACTION

The Pace of Last Year Outclassed in Speed, Number and Power—Various Statistics Put in Odd Way.

Aggregate figures related to any industry are always interesting, but those bearing upon American motordom are especially fascinating because each new set of statistics strikes forth into virgin territory at this stage of the industry. The total production of American automobiles of all classes and descriptions during 1916 was close to 1,000,000 cars. The total rated horsepower under the A. L. A. M. formula was 6,000,000 in round numbers.

If each car traveled an average of ten miles a day the total mileage for the year of the new cars would be 365,000,000, or a little more than 7,000 times as far as the distance around the world on the equator, or over seven times as far as the sun is from the earth.

If a car does not do an average of ten miles a day it is not giving full value to its owner and those that accomplish less than that moderate figure are certainly compensated for in the totals by the cars that are driven forty or fifty miles each day and those that run 100 miles or more once a week.

Running at twenty miles an hour this vast pile of mileage would be accumulated in a half hour's time, leaving twenty-three and a half hours in each day for additions to the total. That the astonishing sum is unduly conservative, the fact may be noted that the tire man, a person who is concerned strictly with cold, hard facts, when he is guaranteeing his product to consumers, says that the average daily mileage is about twenty-five.

On that basis the distance traveled by the cars of 1911 during one year would approximate 1,760,775,000 miles, or 3,615 times the distance around the world. Put in another way the figures would read: Akron, O., the center of the automobile tire making industry, has a population of about 100,000. Now, if every person in Akron possessed a car of 1911 make and there was a smooth, broad boulevard along the coast of South America, across the Pacific, through the Philippines, touching Borneo and then shooting straight across the Indian ocean to the African coast, then plunging into the wilderness of the dark continent, crossing the great lakes and silent forests to the sandy beaches of the Atlantic and straight across that body of water to Paris, where the principal element of Akron's industrial prosperity is derived, thence through the dense Amazon jungles to the Andes and mounting the cathedral-like heights on first speed, at length crawl over the summit of the passes over three miles in the air.

Wrapping Mileage Around the Earth.

Suppose the whole city of Akron, seated behind the wheels of almost 10,000 automobiles of 1911, and having all the population of Evansville, Ind., sitting alongside it in the front seat, to the left in most cases, but to the right where Ford and other left hand drive machines were used. And then in the rear seats of the touring cars, demitonneaux, runabouts, etc., suppose that the entire population of Chicago Falls, Mass., some 15,000 souls were comfortably ensconced, the whole caravan could make the circuit of the earth as far as mileage is concerned without equaling the actual mileage made by one year's product of the American automobile factories.

But that is only a starter. Experience has shown that the average consumption of gasoline may be conservatively placed at about seventeen miles a gallon. In some cases it is more and some less, but seventeen miles to the gallon is not a wild figure. At that rate the tourists would use about 100,000,000 gallons on the trip, or about 1,760,000 barrels. This little item of freight would cost \$1,760,000 freight and about \$1,760,000 more for the cost of the gasoline used by the American railroad. Figuring these cars to a train of a train to a mile, the line of gasoline freight cars would stretch almost from New York to Denver and leave about 200 miles of track up toward Cheyenne, Wyo., to accommodate the freight trains loaded with lubricating oil.

Refraining the cost of gasoline at 15 cents a gallon, which is also a shrinkingly modest figure, the total cost of fuel for the great Akron pilgrimage would be in the neighborhood of \$1,500,000. In other words the owners of 1911 cars would spend that amount in a year for gasoline, to say nothing of lubrication.

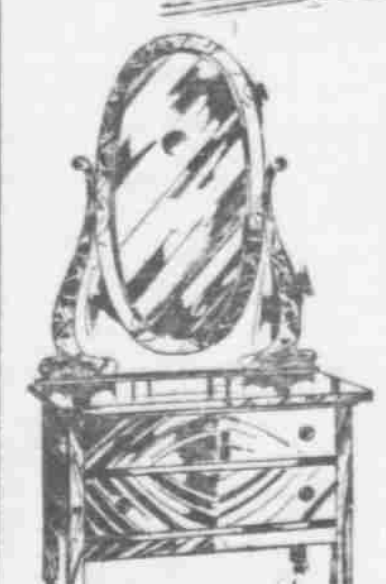
Consider the Tire.

Take the subject of tires. A mileage of 1,000 is guaranteed by many of the leading makers of shoes. Thus in the Akron pilgrimage, each of the 10,000 cars would require five sets of shoes in making the big trip. That is twenty tires for each machine, or 200,000. Some tire makers claim that fewer tires would be needed, depending upon the kind used, but the fact remains that the cold, hard guarantee is based upon 1,000 miles travel and it is to

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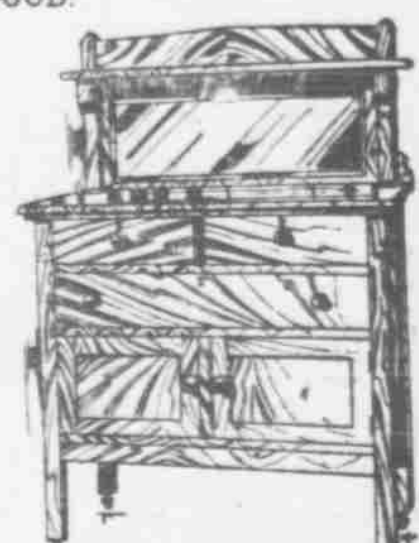


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Exactly like illustration and a wonderful value. They are constructed of selected stock finished in a beautiful golden oak. The base is fitted with two large drawers, and the heavy carved standards support a large French beveled oval plate mirror.

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\$14.50 Fabricated Leather Couches, heavy framed, sale price \$8.75

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These include Mifflin Carpets and Stock Rugs made from remnants. A guaranteed saving of fully ONE-HALF.
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\$14.00 Ingrain Carpets—size 10-10x12; sale price \$6.98
\$9.50 Ingrain Carpets—size 11-2x12; sale price \$4.65
\$18.50 Brussels Rugs—size 12x9; sale price \$9.85
\$27.50 Brussels Rugs, high quality, size 13-6x10-6; sale price \$16.50
\$20.00 Wilton Velvet Rugs, extra quality, size 8-2x7-10; sale price \$11.95
\$32.50 Wilton Velvet Rugs, size 10-6x9-9, extra quality; sale price \$16.75



\$12.50 FOR THIS HANDSOME \$18.50 EARLY ENGLISH BUFFET.

Exactly like illustration and a most superior value. They are constructed of solid oak and are finished in the popular Early English. One of the small drawers is plush lined for silverware. The top is set off with a beautiful French beveled plate mirror. The design is plain and very attractive. All in all, this is positively the best value offered you in many years.

FURNITURE SPECIALS
\$10 Extension Tables, golden oak finish, six-foot extension sides, sale price \$5.25
\$22.50 China Closets, made of quarter-sawn oak, highly polished, sale price \$13.75
\$27.50 2-piece Parlor Suites, richly upholstered, sale price \$14.50
\$15.50 Dressers, made of solid oak, French plate mirrors, sale price \$8.75

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BRANDEIS STORES

PRATTLE OF THE YOUNGSTERS.

Little Eva—What's that, Aunt Mary? Aunt Mary—It's a scent bottle, dear. Little Eva—How do you get the penny out?

Four-year-old Carrie had remained quiet for some time, seemingly in deep thought. Then she queried: "Mamma, where do the days go when they become yesterday?" Mother (at lunch)—Yes, darling, these little sardines are sometimes eaten by the larger fish. Mabel (aged 9)—But, mamma, how do they get the cans open?

Teacher—Spell "reporter," Johnny. Johnny—R-e-p-o-r-t-e-r. Teacher—That's right. Now can you tell me what a reporter is? Johnny—A reporter is a man who knows things they happen.

His Fatal Blunder. "Candle, my child," said the gentle dame. "If what I hear is true, Mr. Har-Kyne is boasting of having made a conquest of you, and I trust you will see the propriety of requesting him to discontinue his visits." "Don't you worry, maw!" exclaimed the impetuous beauty. "When I found out that Hank Har-Kyne had told L. J. Jones I was dead stuck on him I gave him the G. E. You bet he knows he's broke his pick with me, all right!"—Chicago Tribune.

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Mamma, why is that man's hair so black when his beard is white?

She was hushed by the stricken family, and stayed hushed until the salad was brought in.

Then she saw her chance. "I know," she said. "It's 'cause he uses his jaw mow'n he does his head."

Sunflower Philosophy.

You can't love anyone so much you won't wish, occasionally, that you could be left alone. Men spend entirely too much time hunting matches. The three swiftest runners are the hawk, the scorpion and the dollar. One of the best things that can be said about marriage is that it puts a man up against it and makes him work harder.—Arlinson Globe.

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The observant little 4-year-old, who knew his letters, but couldn't spell, was aware that there was a small sack of candy somewhere about the house. "Mamma," he whispered, with a side glance at his younger brother, "where the G. E. B. J. O. I won't tell X. Q. S. B."

After staring at the minister straight through the first course, Adeline inquired:

Get in usual liquid form or concentrated tablets called Sarsaparilla. 200 doses \$1.00.