

The Awakening of the Older Nations.

Across Asia Minor—The Bagdad Railway Growing—Ancient Cities of Great Anatolian Plain Will One Day Blossom With Modern Civilization.

By WILLIS T. ELLIS.

Tarsus, Asia Minor.—The main highways of history run across Asia Minor. This has been the route for uncounted centuries of the armies of conquest, and the peaceful caravans of trade, journeying from Asia to Europe or from Europe to Asia. Here are the footprints of Cyrus and Darius, Nebuchadnezzar and Alexander the Great, the Caesars, and the Crusaders, the Turks and the Arabs, and such distinguished individual travelers as the Apostle Paul.

He who goes on foot or wheel today will find himself traveling the identical route built by the Romans, and crossing old Roman bridges. As he notes the sites of battles or camps, he will be able to see in the configuration of the ground why they were so chosen. The trip I have just made is a wonderful commentary upon the books we studied in school and upon the history of the early Christian church.

Here are the ruins of many of the great cities of classic literature, the "Seven Churches of Asia," to which the familiar passages in the Apocalypse were addressed; and the other

The Turkish Way With Railroads. Railroads are running two-thirds of the way across this great Anatolian plain, and the construction is being pushed forward through the Taurus mountains. There is a train a day in each direction, carrying both passengers and freight. The cars are built on the European model, with compartments. The trains do not run at night, and the first night out from Smyrna is spent, no less volens, at a miserable native inn where the proprietor thinks it strange that guests are not willing to crowd three into a room, and even insist upon clean bedding. The train starts at day-break, for Turkish time is a constantly changing quantity. Sunset is 12 o'clock, so that clocks and watches must change every day. The natives generally take their time from the call to prayer in the minarets. Eventually the time tables will be printed "a la Frank," as they call things European out here.

The train from Smyrna connects with that from Constantinople at a picturesque ancient city, Aphion Kara Hisar, where there is a fortress that seems more impregnable and imposing than Gibraltar. There is an hour's interval between trains. Undertaking to spend part of this time in the bazaars, I returned ten or fifteen minutes ahead of the time scheduled for the departure of the train, only to see it pulling out across the plain. I was cheerfully informed that as there was very little freight that day, the train had started ahead of time! This meant twenty-four hours in a city where the only English-speaking person was the American pastor of the American Board church.

When the Bagdad Railway gets to running, this city will be an important point, and a popular objective for tourists. It was here that the Turkish government undertook to colonize the Moslem Cretans. It built houses for

a matter of three years. This will mean a wonderful opening up of trade. Modern machinery will be brought in to the country. New hotels and villages are already coming into existence. Irrigation is bound to follow and the advent of western fashions will transform the life of Asia Minor. The linking of Constantinople with the northern Mediterranean region will bring hundreds of tourists, and all they imply.

The scenery in the Taurus mountains is beautiful beyond description. The mountains of Scotland are not comparable with it, and it ranks with the best of the Rockies and Switzerland. Some of the peaks are snow covered all the year round. There are majestic gorges and precipices and vistas. The natural beauties are enhanced by frequent remains of antiquities.

In the narrowest part of the Cilician Gates is chiselled a tablet recording the passage of Marcus Aurelius. Roman milestones dot the road, although in some cases they have been altered to bear Turkish numerals. The famous Cilician Gates proper have proved too difficult for the railway engineers, so they go through an upper pass, which they consider somewhat easier. At best the engineering difficulties will be great. Once the mountains have been crossed, the railway debouches upon the great Cilician plain beyond which sparkles the Mediterranean.

Nobody is willing to prophesy how long it will take the railroad to cross from Adana above the head of the Mediterranean to Aleppo and then down into Mesopotamia. When that day does come, it will be a notable event in eastern politics as well as in commerce. In the meantime, there are those who say that the Germans will never be permitted to complete it so long as the British Empire lasts. (Copyright, 1911, by Joseph B. Bowles.)

DROPPED TRUNKFUL OF G'S

Peculiar Exhibit Used by Mrs. Billtops for the Reformation of Her Husband.

"Ezra," said Mrs. Billtops to her admiring husband, "I have something here that I desire you should see," and as she spoke she threw back the lid of a big trunk in the storeroom.

The trunk was full, level full, of a vast number of little things of uniform size that might have been oats or grains of wheat, but which upon a little closer inspection seemed to be small type letters.

"They are letters, Ezra," said Mrs. Billtops; "they are the g's you have dropped in the last three years."

And the meaning of this exhibit was clear to Mr. Billtops instantly; he was not really a dull man; it was not necessary to hit him with a maul to make him understand things. Mr. Billtops has always been a great man for dropping his g's. Whether from carelessness or laziness or economy of his speech, or whatever his prompting, he has always said sein' for seeing, and bein' for being, and doin' for doing, and this has always disturbed Mrs. Billtops. Time and again she has sought to get him in this respect to mend his ways, but habit has proved too strong for him, and so finally she resolved to give him an object lesson.

"Three years ago, Ezra," she said, "unbeknown to you I began gathering up the g's you dropped in speaking. I started out to keep them in an empty fruit jar, but I soon found that wouldn't do, in fact I was appalled by the number I collected."

"I found that much as you had disturbed me in this way I had still never realized how bad you were; so I began storing them in this trunk, and here you see, Ezra, a trunkful of g's that you have dropped in three years. Don't you think that is terrible?"

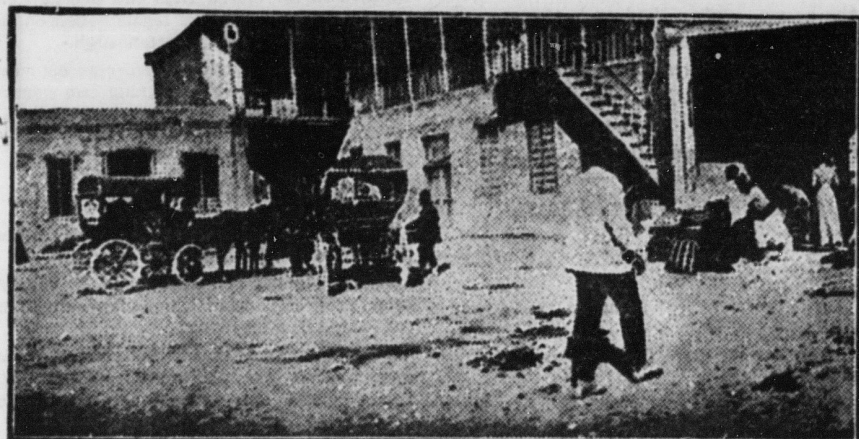
Mr. Billtops freely admitted that it certainly was; and then and there in the presence of that open trunk he vowed a reform. If she would throw away those g's, he said, right now, to the last one, he would most earnestly endeavor always to remember to make it ever impossible for her to start another collection.

Just to See the Ball Game.
"My!" exclaimed little Jimmy as he gazed at the lithograph. "I'd like to be a giraffe. Just think how easily you could 'rubber' over the baseball fence."
"That's all right," replied Johnny, "but there is another time when you wouldn't want to have a neck like a giraffe."
"When is that?"
"Why, in the mornings when your ma begins to scrub your neck with soap and water."

A Precaution.
"Mary," said her mistress, "I'm going to entertain a few friends this afternoon. You needn't stay in."
"But don't you want me to help?" said the hired girl.
"No. I'll get along myself. I'm afraid if any of my friends see how competent you are they'll start to bidding for your services."

Even Then.
American Citizen (A. D. 1910)—You don't take much interest in congress, Ezra.
Another—No. I tell you they don't have the men there that they had twenty years ago.—Puck.

Odd Coincidence.
"What do you think about the man who is the base of all my musical success in songs?"
"What about him?"
"He isn't a bass at all; he's a tenor."



Wagons Ready for Start Across Asia Minor.

cities which gave Paul and his companions a sample of mob law or else worshipped them as Gods.

The Ancient East Still Survives.

The country is still pretty much as it has been for millenniums. The cities are now hidden under the debris of ages, and the thriving commerce of that older day has disappeared along with the marching legions. But the wayside wells are identical with those at which the thirsty soldiers used to drink. The khans are built of mud and straw, and are after the same type as were known to the travelers before Christ; indeed they cannot be very different from that primitive khan in Bethlehem wherein was born the world's Conqueror.

The dust from passing caravans engulms the traveler. The soft-footed camels who now come swaying along with serpent necks, are laden with cans of American kerosene. The bullock carts with their primitive solid wooden wheels, bear material for the construction of the Bagdad railway. A bent stick still serves for a plow. Agriculture is largely by hand, and the threshing floors of scripture are a frequent sight. Picturesquely clad natives move slowly along on donkeys. I saw one young mother and child, whose bearded husband and father had stopped at a brook to give them drink, who suggested strikingly the picture of the Flight into Egypt.

Where the Glory Has Departed.
The ancient productiveness of this Anatolian plain, when the hills were

them and then straightway forgot them, so that the colony subsequently flew by night, like the israelites from Egypt.

The next night is spent at Konia—the ancient Iconium, where the Apostle Paul was so shabbily treated, and now notable as having the only decent hotel in the interior of Asia Minor. Meerschmum quarries, a mission school and interesting archaeological excavations are the notable sights of Konia. Again starting at daybreak, Bregli is reached about noon. For practical purposes this is the present end of the Bagdad railway. It is a small, dusty, malarial town, without a hotel above the khan classification. Here wagons or horses are taken for the overland journey to Tarsus.

Travelers in Arabas.
The process of securing arabas, which are diminutive prairie schooners, with entrances at the sides, resembles a small riot. Everything in the Orient must be done with great noise, and before terms are finally made with one driver, it looks as if blood would be shed. The journey across the plain takes three nights and parts of four days. The government desires travelers to be accompanied by one or more soldiers as escort, because the region is famous for outlawry. A soldier has an old fashion Mauser single-shot rifle strung over his shoulders, and at certain points he carries this in his hand. An American traveler puts more confidence in his own magazine pistol than



Shoveling Grain on the Line of the Bagdad Railway.

covered with trees and there was plenty of water, is apparent at a glance. Much of it resembles the west in parts of the United States and Canada. Its ancient glory may be restored at any time that an efficient government provides for afforestation and irrigation. Perhaps the cities of antiquity will rise again. Sardis, where Croesus made his name a synonym for riches, is now a heap of ruins wherein an expedition from Princeton University is digging.

Ancient Philadelphia, is now called Aleshir and one may see the comparatively new village through a ruined arch in the old wall. An excellent mineral water, which was known and used long before the Christian era, will, in the new day that may dawn for this region, become a commodity for the whole world.

in this fierce looking attendant. The latter does, however, give a degree of prestige and the right of way when passing caravans.

The khans along the way provide no furniture and no food, other than an occasional chicken. Usually a European can get a room to himself, and he carries his own cot bed and supply of insect powder. The experience brings one quite close to native life and, if he desires, the traveler may visit the elders of the village and talk politics and progress with them.

What the New Railroad Means.
The Bagdad Railway will be well into the Taurus mountains early this year. Work is actively in operation upon this section and also upon the stretch across the Cilician plain on the other side of the mountains. Its completion to Adana will perhaps be

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