JULY 4 IN JERUSALEM.

AMERICAN RED CROSS CELEBRATION.

(FROM OUR OWN CORRESPONDENT.)

The American Red Cross Commission recently arrived from America to relieve the Palestine poor, celebrated their Independence Day in the afternoon at their Headquarters in the enclosure known as "the Russian Building" in Jerusalem; General Allenby, Col. Storrs, Governor of Jerusalem, Maj.-Gen. Sir Arthur Money, the Palestine Administrator, the Spanish Diplomatic Agent, and their respective staff were present, as well as all Jerusalem Americans and various officials and officers. Colonel Finley, Chief Commissioner of the American Red Cross gave a stirring speech, in which he very happily termed the celebration as Inter-dependence Day, saying:—

We welcome, to celebrate the opening of this building on this America's Natal Day, with you, Sir Edmund, and with us, the high officials under your command in Palestine, especially those who have to do with the administration of the occupied area; the Diplomatic Representative of Spain who is with such courtesy and consideration also caring for the interests of the United States; the high representatives of France and Italy here—who have desired to share the joy of this day with us; His Honour, the Mayor of the city and the Commissioner of Education; the heads of the great religious organisations in Jerusalem, the Mufti of the Mohammedan community, the Latin Patriarchate, the Greek Patriarchate, the Armenian Patriarchate, the Chairman of the Zionist Commission, our brothers in relief work in Palestine; the chairman of the Syrian and Palestine Relief Committee, which has already given such splendid service under Bishop MacInnes, whom we doubly welcome in his dual capacity; and all others, especially our fellow American citizens who, far from home, keep this day in their hearts.

I beg leave, Sir Edmund, to present to you this brief address:—

Representing the American Red Cross, whose President is the President of the United States, whose membership consists of more than twenty-two millions of people, supplemented by a Junior Membership of nearly ten million children, whose mission is to give succour to body and spirit in the wake of war, famine, pestilence, fire or earthquake, and whose messengers of this mission are gathered about me and before you this afternoon, I have the great honour to offer to you, the Commander-in-Chief of the most appealing section of the "Far-Flung Battle-Line," filial and cordial greetings on this day which we celebrate as our Nation's birthday and which you can keep with us because it is the birthday of a daughter of England. We have been accustomed to call it Independence Day, but that is after all, only a synonym for birthday, the day on which the child comes into existence apart from the Mother.

But to-day, when the sons of Mother and Daughter are fighting side by side for a world freedom and justice, we celebrate it as Inter-dependence Day. We of our country have been deeply upon your watchful Navy and your indomitable Army for safety of our own coasts, our own homes. Now we come, if our seem rather tardily, but yet wholeheartedly, inviting your dependence on what our nation has risen to give not only through its Army and Navy but also through its agencies of mercy and relief and reconstruction.

Now, under the benign and noble Governorship of General Sir Arthur Money and the sympathetic care of Colonel Storrs, the realisation of whose plans would bring the apocalyptic city to the site of the Old Jerusalem, we offer that which is but the symbol of our Country's desire to co-operate with you in holding for civilisation this most sacred bit of the planet which your arms have recovered. We have brought surgical and medical supplies; medical, engineering, industrial and social skill; material for relief and for the establishment of industries; ploughs, water pipes, sanitary equipment, and much else, that has temporarily consisted your railroad, but will ultimately contribute as we hope to the rehabilitation of the land that has in many parts been permitted to deteriorate till it seems that Isaiah's prophecy of destruction has come upon it.

But the antiphonal prophecy of restoration has also happily come into fulfilment and that which we prefer is but a modest intimation of what the people of all the Nations and of all the Faiths which had their cradle here (Jewish, Moslem, and Christian alike) will be eager to put at your command for the beautifying of this Holy City, for the clothing of the sacred hills, for the cleansing of the villages, for the blessing of children, for the enrichment of the life of those who keep this spiritual and physical homestead. The genius, its engineering genius, its industrial and agricultural genius, its spiritual genius — will come to your gates if only you will give the nations the vision of that which rises before your eyes, and will let them bring their glory and honour into it.

We have a type of eloquence in America known as "Fourth of July" oratory, a flamboyant, self-boastful style and substance of speech. Loving our country even more in this exile, we have no such boastful eloquence in our hearts or on our lips, as we witness what England, France, Italy and the other Allies have done. We celebrate the birthday far from our own coasts by bringing to our Mother, whom you will represent to the world immortally, our first national gifts for this Holy Land. They are not ornamental, they are practical. They are of the homely genius of our land. They are America's new "Fourth of July" speech to Great Britain, uttered not in word but in deeds, in the land of our common love.

General Allenby then answered in an equally stirring speech, well befitting the occasion.

Later in the afternoon the American Colony held a reception in honour of the day, which was attended by all Americans, various members of the English community as well as by many important officers and officials.

In the evening a Princeton dinner was given, in which nine Princeton College men were present, Prof. Jervies of the Y.M.C.A. and Col. Finley presiding.

COTTON CONTROL.

THE COMPENSATION COMMITTEE.

(TO THE EDITOR, "EGYPTIAN GAZETTE."

Sir,—I read with interest the paragraph which appeared in your columns yesterday, under this heading, entitled "Compensation Committee elected" and I am sure you will allow me to pass a few comments on the subject. It seems to me, firstly, that this meeting was wholly superfluous; secondly the election of the committee referred to, which I understand took place in an informal, and quite irregular: everybody present apparently participating whereas at such a meeting brokers only should have had a voice in the matter. I wish however only to point out that in such a body as the "Commission de la Bourse" there exists the properly elected and officially recognised competent representative, which not only has as its mission but which possesses also the knowledge and courage, if needs be, to act for all concerned. I have no hesitation in stating that they have always done so in the interests of the Futures Market and I therefore see no reason why any substitution should be made. This, however, is only a personal opinion and it remains for the Commission over which Mr. R.G. Abdy will, I am sure, so ably preside to decide with whom they wish to discuss such a delicate and intricate question.

Yours, etc.,
"FAIR PLAY."

CAIRO-LONDON IN ONE DAY.

OVERSEAS FLIGHTS.

The flight from London to Cairo will only take a few very more days, the Author of "Overseas," Mr. C.G. Grey, editor of "The Aeroplane," describes how aircraft will revolutionise travel in the near future, the following table of flights from London in days:—

Cairo	1	Sydney	5
Hong Kong	3½	Cape Town	3½
Calcutta	2½	Newfoundland	1
Colombo	2½	Ottawa	2
Auckland (N.Z.)	5	Winnipeg	2½
Baghdad	1½	Vancouver	3

Commenting on this article, the "Manchester Guardian" says:—

An imaginative though not an improbable picture of the uses that may be made of air communication in the next decade is drawn by Mr. C. G. Grey in an article in "Overseas." He sees Sydney linked with London, by a five days' flight, Calcutta in 1½ days and Cape Calcutta 2 1/4. Bagdad and back would be compassable in a long week-end and Newfoundland could be reached in a day. The latter journey could, he says, be made safe and simple even with the aeroplanes and seaplanes which exist to-day. It needs merely mark boats at fifty-mile intervals to indicate the express route, and where that is obscured by the low-lying fogs of the Newfoundland banks kite balloons in the clear, upper air to act as guides. These times and distances beat even those which Lord Montagu of Beaulieu, the chief prophet of the new element, has estimated as easily achievable; but Mr. Grey propounds them with confidence. Such prophecies are more than merely interesting. They are, or should be, a constant reminder to us that in the planning of the great world air routes of the future these islands are a natural junction for the eastern and the western lines. The traveller from America to the continent of Europe or to the Near East would make his first halt in England, or more probably in Ireland; and if, as is perhaps inevitable, he had made his journey so far by an American line, he would, one hopes, continue on British planes that had as sure and well-deserved a reputation in mail and passenger traffic as the crack British lines of steamships have to-day. If we are to achieve this it will be only by keeping the ideal, including its most remote possibilities, vividly in mind, and to this such articles as Mr. Grey's are a valuable stimulus.

"The Kaiser thought he could frighten America. All he has done is to stir the spirit of the nation with a greater determination to crush the Hun now and for ever."—Mr. Marshall Vice-President of the United States.

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EGYPTIAN WOMEN AND CHILDREN.

A MOTHER'S SACRIFICE.

(FROM OUR OWN CORRESPONDENT).

ASSIUT, July 7.

Of all other nations of the world none are so particular about having children as the Egyptians in general and the women especially. As soon as the young woman is married, the first idea that occupies her mind is children, especially male ones. The following incident gives one who is not so closely associated with Egyptian customs and instincts a fair idea of what I mean:

A woman who used to see her children die as soon as they were born and who was so anxious to have a child, came last week to the American Mission Hospital when she was about to give birth. On consulting the doctors she was told that the child must be inevitably be born dead. But she wept and implored the doctors to devise some means to avoid this as she preferred death to a childless life. But again she was told that it was absolutely impossible to bring the child into the world alive unless a very serious and dangerous surgical operation were undertaken. The poor anxious mother danced with joy at the idea and in spite of the dangers that were pictured by the doctors to both the woman and her relatives, she insisted upon having the operations even if but one out of every hundred cases were known to succeed. The operation was done and a male child was taken out from the poor mother's side. For about a week the child was a source of excessive joy to the mother and the relatives but it was not long before the dangerous wound carried the woman to an early grave. In the midst of her agony when she was on her death bed in the hospital she was unceasingly crying for her baby-son whom she wanted to see.

As to myself I was really touched, as many others were, by this marvellous self-sacrifice. I wish I had been a poet to turn the prose of this incident into a poem that would sing the great self-immolation of that poor mother and lament that wonderful woman who had such a strange self-sacrifice as could give the sons an idea of how dear they are held by their mothers.

PRICE OF PAPER IN EGYPT.

Paper for newspapers, which has recently arrived at Alexandria from London, has been estimated by the Egyptian Customs Administration at having increased in value by 62 1/2 per cent since the date of purchase two months ago.

ALEXANDRIA SPORTING CLUB.

A lawn-tennis match is being played today in Alexandria between the G.S.C. and the A.S.C. on the grounds of the latter, commencing at 3.30 p.m.

The Polo match arranged for Friday (to-morrow) is abandoned.

CASE AGAINST THE EGYPTIAN UNIVERSITY.

Abdul Aziz Effendi Fahmy, Secretary of the Sultanic Geographical Society, has won his case in the Cairo Native Court against the Egyptian University for unjustifiable dismissal. The effendi had claimed L.E.3,000 as an indemnity but the Court deemed L.E.400 to be sufficient compensation with L.E.10 for lawyers fees.

THE "SULTAN'S COLLEGE" CASE.

On Sunday, the Cairo Native Court of Appeal postponed the case of the "Sultan's College" fraud to August 6 next. The proprietor of the "College" Aziz Ezet, who was sentenced by default, is still at large.

EGYPT'S ONION EXPORT.

Up to Friday last, 182,728 sacks of onions were exported this season, of which 14,849 sacks were exported last week.

REUTER'S TELEGRAMS.

A correspondent writes:—

The meaning of Reuter's telegrams is frequently difficult to follow and this was especially so in the recent announcement of that Telegraphic Agency to the effect that a Government decree in Rome authorises the conversion of the Lake d'Averno into a "dry dock." A dry dock of some 150-200 acres would indeed be "Some Wonder." A dry dock, or graying dock, as it is sometimes called according to old fashioned nomenclature, is a dock to which a ship is admitted and from which the water is then pumped out leaving the ship dry for the purpose of painting or repairs. The largest dry dock in the world is about 1,000 feet long by about 100 feet wide—one of this size was completed in Bombay just before the war. A dry dock of 150 acres length leaves one something to think about.

The steamship companies in the North Atlantic Passenger Conference, by direction of the Ministry of Shipping, announce a general advance on pre-war rates of from 50 to 80 per cent. in all first-class cabin, second-class and third-class rates to and from the United States and Canada.

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EGYPT AND THE O.B.E.

The following is a complete list of the names of persons connected with Egypt and the Sudan figuring in the Birthday Honours under the British Empire Order. (Some of these names have already been notified in these columns):—

Knights Commanders (K.B.E.):—

Colonel GEORGE SAMUEL ABERCROMBIE HARVEY PASHA, C.M.G.
Head of Police and Provost Marshal of Cairo.

Colonel Sir COURTAULD THOMPSON, C.B.
Chief British Red Cross Commissioner for Malta and the Near East.

Commanders (E.B.E.):—

ANASTASIE LADY CHESTHAM, Commdt. V.A.D., Cairo.

JAMES HUGGET Esq., Financial Adviser, Egyptian Expeditionary Force.

GRANVILLE GEORGE, BARON RADSTOCK, Y.M.C.A. Egypt.

BERESFORD VESSCHOYLE Esq., Chief Engineer Egyptian State Railways.

Officers, (O.B.E.):—

ARTHUR DAVID ALSAN Esq. H.M. Consul at Cairo since 1903.

JOHN BALL Esq. M.B.E. D. Sc. Chief Inspector of Geological Survey.

Major, E. E. PRIT, BRAMHALL, for services with the E.E.F.

BURTON, PEARSON Esq. Div. Traffic Supt. Egyptian State Railways.

ALBERT ERNEST BRANCH Esq. Chief Vety. Inspector.

WILLIAM HASTINGS Esq. Director of Hospitals in the Dept. of Health.

GEORGE ERNEST JEFFES Esq. Legal Adviser, Cairo.

ARTHUR JOHNSON Esq. Sec. Y.M.C.A. Trading Dept. Egypt.

Lt.-Col. E. HERBERT LLOYD for services with the E.E.F.

ROBERT EARLE MONTEITH-SMITH Esq. Asst. Director-General of Public Security and Chairman of Executive Committee Y.M. C.A. Cairo.

Capt. CHARLES MCKAY, (retired pay) Director of Customs, Sudan Govt.

CHARLES HERBERT PAGE Esq. Acting Director, Steamers Dept. Sudan Govt.

FRANK DE ROUGEMONT Esq., Sub-Commissioner British Red Cross, Port Said.

Miss ALTAMONT SMYTHE, Lady Superintendent Alexandria Hospital, British Red Cross, Egypt.

Major GEORGE ARTHUR SKRES, D.A.Q.M.G., E.E.F.

Members (M.B.E.):—

ARTHUR P. BOSSARD Esq. Secy. Sudan Agency.

Lt. GEORGE W. BURY R.N.V.R.

ALEXANDER ROBERTSON CRAIG, Esq. Chief Ar-Harrad, The Residency, Cairo.

JOHN EDWARDS CRESSWELL Esq. H.B. Principal Medical Officer, Suez.

Miss VICTORIA GRANT-DUFF, Head of wounded and missing Enquiry Bureau, British Red Cross, Alexandria and Canal Zone.

PERCY HARRY EAST, Esq. Director of Works in the Public Works Dept.

WILLIAM SYDNEY EDMONDS, Esq. Vice-Consul in the Levant Service.

Lt. WILLIAM FOSTER, R.E. for services with the E.E.F.

CHARLES LEAVERS HALL Esq. Director of Works in the Public Works Dept.

Capt. CHARLES SCOTT HILL, Asst. Provost Marshal, E.E.F.

Rev. SAMUEL HANNA KENNEDY, D.D., Y.M.C.A., Alexandria.

Miss FLORENCE LOFTUS, In Charge Red Cross Station.

WM. MALCOLM LOGAN, Esq. Egyptian State Railways.

Major HARRY AINSLEY MANN M.C. Deputy Director of Army Postal Services, E.E.F.

ARTHUR SIDNEY MERTON, Esq., Director of Agriculture in charge of Department of Agriculture.

Capt. C.E. SERAO-MONTEFIORE, A.P.M., E.E.F.

HARDWICK GRANT MORRIS Esq. Engineer, Cairo Water Works.

Capt. ARTHUR STANLEY GORDON MUSGRAVE for services with the E.E.F.

JOSEPH CHARLES RADFORD, Esq. Egyptian State Railways.

Major GEOFF. HUGH SIMPSON, for services with the E.E.F.

Capt. SAMUEL CHRISTIAN SINCLAIR, Postal Services for Indian Troops, E.E.F.

Mrs. CAROLINE E. STAMMERS, Organiser Ladies' Red Cross Workroom, Alexandria.

GEORGE RONALD STORRAR Esq., Divisional Engineer, Sudan Govt. Railways.

Lt. FREDERICK STOVELL for services with the E.E.F.

CHARLES C.H. WALKER Esq., Commercial Agent Sudan Govt., H.B.M.'s Consul for Western Abyssinia.

JOHN RICHARD WESTCOTT Esq., Sec. Alexandria Conference, Ministry of Shipping.

ARTHUR OWEN WILLIAMS, Esq., Postmaster, Cairo.

JOHN EDGAR WILLIAMS, Esq., Chief Electrical Engineer, Public Works Dept., Sudan Govt.

Hon. (M.B.E.):—

ALI IBRAHIM BEY, Senior Asst. Surgeon at Kasr-el-Ainy Hospital, Cairo.

WAHBI BEY BURSAKI, Principal Medical Officer, Zagazig Hospital.

GEORGE BEY MIKHALANY, Supt. of Workshops, Dept. of Stores.

SUDAN TRADE.

IMPORT AND EXPORT STATISTICS.

The following tables show the values of the principal articles imported into the Sudan or exported from the country during the period January 1 to May 31, 1918—as compared with those of 1917:—

IMPORTS.

	1918 L.E.	1917 L.E.
Boots and Shoes	13,582	4,568
Rice	10,073	5,581
Flour	8,801	11,751
Sugar, refined	244,210	145,834
Coffee	25,451	16,998
Tea	66,580	18,980
Coal	109,615	94,473
Cement	14,910	3,145
Matches	18,080	1,244
Soap	35,474	20,922
Cotton fabrics	445,066	299,040
Sacks	107,492	44,075
Clothing	25,672	17,463
Manufactures of Iron and Steel	23,194	16,623
Machinery	25,089	8,781
Military and other Warlike Stores	71,861	97,877
Tobacco, Tombac, Cigars, and Cigarettes	42,438	33,888

EXPORTS.

Camels	9,563	35,992
Cattle	176,999	78,133
Sheep and Goats	168,035	89,341
Undressed Hides	55,822	99,054
Undressed Skins	15,518	40,485
Ivory	10,955	23,028
Durra	292,402	375,392
Dukhn	66,275	7,337
Beans (Dried)	65,189	5,068
Sesame	99,744	126,880
Dates	47,866	22,940
Ground Nuts	49,240	40,817
Gum	278,419	318,290
Charcoal	21,854	20,262
Senna	7,159	35,355
Cotton Ginned	72,178	232,983
Gold (Bullion)	20,144	25,068

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WOUNDED W.A.A.C.'S BACK IN BLIGHTY.

VICTIMS OF HUN RAIDS ON HOSPITALS.

ANXIOUS TO GO BACK.

A certain London hospital is particularly proud just now of its top ward. There, where the sunshine comes in all day long, amongst the flowers which friends and admirers have sent, and with a piano to while away the time, are installed 11 of the W.A.A.C.'s who were gassed and shell-shocked during one of the recent German air raids on hospital camps in France.

There are 11 of them—four wounded and the remainder bruised and suffering from shock. Most of them have been through at least two of the recent raids on hospital centres, and many of them have not enjoyed a sight of unbroken sleep since the German policy of war on women and wounded showed this latest development. But every one of them declared in answer to a question that they would like to go back as soon as they are better.

The names of these heroines and the towns which they left to answer the call for women are:—

Workers Eva Glass (Potterne Wilts), Ellen Packham (Newhaven), Annie Burgess (Hailsham, Sussex), Rachael Leech (Methwold, Norfolk), Margaret McMurchie (Rutherglen, Scotland) Margaret and Elsie Neilson (Edinburg), Ida Savage (Nottingham), Molly Cross (Hatfield), Dorothy Davies (Cardiff), and May McElvie (Belfast).

Workers Eva Glass and Ellen Packham told a "Daily Chronicle" representative that they had been friends ever since they joined the W.A.A.C.'s. Their first experience of the recent raiding was during a dance to which many of the women were invited by an Australian unit. "When the lights went out we only thought it was the signal for a Twilight Waltz," they said, "but when the guns started we knew it was another sort of waltzing we were in for."

ASLEEP IN THEIR HUTS.

On the night during which the W.A.A.C.'s had their first serious experience of hot le raiding the girls were asleep in their huts when the guns started. Dressed in their pyjamas, with the addition of such great-coats and blankets as could be snatched up in the melee, they ran to the trenches which had been prepared for such an emergency. The girls were in the trenches for about four hours, during which time three of the huts they had vacated were destroyed.

A vivid little story of this night's doings was told by Worker Eva Glass, who is in her twentieth year. "When our official saw that things were getting serious," she said, "she sent us into the trenches. When a bomb exploded near by, I think I must have fainted. I didn't know anything more about what was happening until 6 the next morning, but I did my work all right next day. We had a lovely breakfast, which the officials ordered for us.

"Yes, we had scrambled eggs, fried bacon, marmalade and tea," put in a chum, "and it was lovely I can tell you."

But the girls did not get off so easily the next time. For three nights they slept out in their great-coats with two blankets apiece while new emergency quarters were being prepared for them.

Then one night at supper orders were given that in case of raids the girls were to take refuge in new trenches which had been prepared.

That very night about 11 the guns started. At about 1.30 a bomb fell on the cook-house, another set fire to a motor-lorry, a third knocked down some huts, and then a bunch of three or four fell in and near the girls trenches.

"A bright-faced little girl from Norfolk, with her auburn hair in two plaits over her shoulder—"Just like I had it on the raid night," she explained with a smile and told what happened to her on the night of the second big raid.

HER SIXTH NIGHT OUT.

She has been wounded in the left shoulder and chest, but even the raid was not so bad for her as for some of the others who had not had an unbroken night's sleep for some time. "You see," she explained, "it happened on my sixth night out, and so I hadn't had time to get so tired as some of the girls who slept in the trenches right up to the time the bomb fell amongst us.

"We heard the cook-house go, and then the German machine came down very low and seemed to be searching for us. Three bombs came in quick succession in and near our trenches. All sorts of things happened on my sixth night out, and so I hadn't had time to get so tired as some of the girls who slept in the trenches right up to the time the bomb fell amongst us.

"We heard the cook-house go, and then the German machine came down very low and seemed to be searching for us. Three bombs came in quick succession in and near our trenches. Bits of mud and corrugated iron were flying all around us. We were blinded and thrown off our feet—and then I felt a sudden pain in my side, but I was too dazed to say anything.

"Quite a lot of us were wounded, and I think that's what kept us cool. Otherwise I think I should have gone potty, but I kept thinking to myself: 'We must stand by and keep cool.'

"I made my way out of the trench and tried to report myself, but I felt so tired I didn't seem to be able to get there. Everyone was so kind to us. I would like to get out there quick again to help them all I can."

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It is officially announced that the last horse-drawn steam fire-brigade in the London Fire Brigade has been taken out of commission, in consequence of the delivery of motor-fire-engines. There are, however, still some few horse-drawn escape and ladder vans in use.

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