

Democratic Watchman

Bellefonte, Pa., September 19, 1902

ESCAPED FROM SIBERIA

Exile Preferred What Seemed Certain Death in the Asian Wilds to Longer Captivity in Czar's Realm.

Dr. Michael Krasool, an escaped Russian exile, who for more than six years has been a fugitive from the Siberian prison officials, left St. Paul recently for Bellefonte, Pa., where he will live among the immigrants from his native land, and other escaped exiles. In his attempt to rid himself of the yoke of Russian tyranny and the hardships of Siberian imprisonment, Dr. Krasool has almost circumnavigated the globe. He sailed in a tramp ship from Seoul, Korea, to New Orleans and made the trip from the mouth of the Mississippi river to St. Louis on a river steamer. He arrived in St. Paul Monday.

Dr. Krasool, who is 31 years of age, was educated at the Berlin university, where he received the degree of doctor of medicine. He speaks English fluently, as well as French, German and his native tongue.

"Yes, I am an escaped Siberian exile," he said "and I have been for six years a fugitive. However, I am now far out of their reach, and no longer fear their cruelties. I am bound for Bottineau, N. D., where I intend to practice medicine among my countrymen.

"Tell you about my exile and escape? It is a long story, but it may interest you. I suppose you remember the Moscow student riots in 1893. Well, I was in the thick of the fight, and as a leader of the students, was singled out by the Russian authorities. I had just come from Berlin, where I was educated, and returned to Russia, imbued with the spirit of German liberalism.

There were other young men in Moscow, who had also studied school abroad, and we, about twenty in number, formed the 'Russian Independent Society.' Our object was to force the government to certain reforms in the educational institutions, if such you may call the semi-barbarous school system now in vogue in that country. We wanted the schools thrown open to everyone, and not only to the sons of the aristocracy.

One night, while holding a meeting in my office, we were surrounded by the Russian guards. I was president of the club, and when the officer in charge of the soldiers smashed into the room I was addressing the other students. All of us were placed under arrest, and without trial or hearing we were exiled to far Siberia. No two of us were exiled to the same place. Some were exiled to the mines in Western Siberia, and others to the Eastern and Northern parts of the empire. I was detailed to work as a section hand on the new Trans-Siberian railroad near Nechinsk, in the province of the Transbaikal.

I will not dwell on my journey to the village which was designated by the Russian officials to be my life prison. It was the same as that of thousands of other unfortunates who are exiled yearly to that barren land. It was a journey of hunger and thirst, cold and exposure. We gathered in dilapidated box cars, were transported to our destination without even the comforts usually given to animals.

"From the moment I landed at Nechinsk I began to plan to escape. First, I gained the confidence of the guards, but it was a tedious task. My efforts were rewarded, however, and after two years of exile I was placed in charge of a crew working a few miles from Nechinsk. We returned to the prison nightly, but as I was trusted no guards ever accompanied us.

"After several years of work and planning, four of the other prisoners and myself decided to make a break for liberty. We felt at the time it was our death, but we were willing and anxious to meet any and all hardships, if we could but free ourselves from the misery of slavery. Death itself was preferable to the life prison at Nechinsk. Since I have reached the United States I have read George Kennans account of Russian cruelty. Those who say he exaggerates know little of conditions in Siberia. In fact, he does not tell half of the whole truth.

"For the three years I was in exile I was starved, and, although trusted I was beaten by barbarous officials. The officers in the Transbaikal region, really exiles themselves, feel that their positions are due to the poor political unfortunates, and they hate the sight of a government exile so much that whenever we ran across their path it was to be clubbed and kicked. The life was more than I could stand. Often I contemplated suicide, but finally decided to try for freedom. As I said before, four of us made a break for liberty. Only two succeeded. The others met their fate while crossing the Khingan mountains into Manchuria.

"When the other student exile and myself reached Tzitsikikal, in 1899, the Boxer rebellion was at its height. The few Europeans had either been massacred or driven from the province. It was not a cheerful prospect after our tramp of hundreds of miles over mountain ranges and plateaus. But made the best of a decidedly gloomy situation. We joined the Boxers. It was hard to enlist to fight Europeans, but it was also our only hope of safety. For four months we fought against the introduction of European ideas into China, that is, we belonged to an army which was supposed to be opposed to these things, but in reality we were 'smelling' money. We were greatly mistrusted by the Manchurian soldiers, and several times we thought our lives were to be sacrificed with the other foreigners. But for some reason we escaped.

"Our sojourn with the Boxer soldiers gained the desired end. We reached Korea, and from the Seoul secured passage on the tramp steamer Grechen. For over a year we sailed, and finally landed at New Orleans.

Coal 23 Cents a Bucket.

Imagine yourself carrying coal to your stove from a grocery at 23 cents a bucket. That's what the masses of people are doing now in Philadelphia, the anthracite region's nearest big city, according to a letter received by a local man from a Philadelphia relative. There are a lot of people there who have always bought their coal by the bucket, but before the strike they had to pay only from 5 to 8 cents a bucket for it. There are about 50 buckets to a ton, so that at this retail bucket rate the poor people of the Quaker city are now paying \$18.40 a ton for coal.

Heavenly Fireworks.

Four year old Arnold was out in the yard one evening when he saw a comet, the first he had ever seen. Running into the house, he said:

"Oh, mamma, come out and see the fireworks. God is celebrating the Fourth of July in Heaven, tonight!" -Little Chronicle.

Faced Death on Pelee.

Professor Heilprin Home from Volcanic Martini. In the Midst of Eruption. Thrilling Tale of the Professor's Experiences on the Crater of the Mountain of Fire and His Narrow Escape.

Professor Heilprin, president of the Philadelphia Geographical Society, who narrowly escaped death at Martini during the second great eruption of Mont Pelee, on August 30th, returned to Philadelphia Saturday on the British steamer Fountebelle. The unique distinction of being practically the only man in the history of the world to study a terrific volcanic cataclysm as the Professor has enabled him to collect a vast amount of new scientific information on the subject. Professor Heilprin's visit to the stricken island was the result of a strong desire to obtain for his own benefit new data on the subject of seismic disturbances, and was not made under the auspices of any scientific society. "The condition of Mont Pelee when I arrived at Fort-de-France," he said, "was practically the same as I found it on leaving Martini on my former visit. The crater, however, had naturally become enlarged, as had the great cone of eruption, which seems to surpass in size the highest summit of the mountain itself.

MAGNIFICENT ELECTRICAL DISPLAY.

"My main effort to ascend was made from the eastern side for the purpose of ascertaining the condition of the cone and to see if any new danger threatened the surrounding country. In a short time the increased activity of the volcano became manifest, and on Monday night, August 25th, there was a magnificent electrical display, followed, on the next day, by minor disturbances.

"My colleague, Julian Cochran, of St. Louis, and myself, made the ascent during the day of August 30th, and succeeded, after a hard trial and after surviving a heavy fusillade of bombs and boulders, in reaching the summit. Owing to the energy of the volcano and its enormous steam discharge, nothing was visible but the steaming column itself, which was probably 1000 feet in diameter. Its terrific roar as it passed from the lip of the crater, hardly 400 feet from us, was simply appalling. Ashes fell on all sides, and when we left the top Mr. Cochran and myself were completely covered with ashes.

ESCAPED GREAT DANGER.

"The great eruption took place less than five hours after our descent, and was accompanied by another magnificent electrical display. We passed directly under a vast cloud of steam and made our escape between two angles of fire. That we were not killed many times is little short of miraculous, for great lava blocks were flying everywhere, and the danger from noxious gases was also always present. My narrow escape was when a block of lava, the size of a four barrel, missed hitting me by about 10 feet.

"The destruction covered an area far greater than when St. Pierre was destroyed and spread over a zone thought to be protected. From 1500 to 2000 people were killed, but the loss of life would have been much greater had not St. Pierre already been wiped out. The greater part of the north of the island, is now being evacuated, as confidence can no longer be maintained.

"It is impossible to foretell the future of the volcano, as its activity is seemingly greater than it ever been. There also seems to be a reawakening of La Soufriere, on the island of St. Vincent. The connection between these two volcanoes now seems firmly established and their joint activity points to a possible long duration of eruptions in that region. At the time of leaving Fort-de-France Mont Pelee was still extremely boisterous, and its whole aspect terrifying in every detail."

Persia.

The visit of the Persian Shah to England and Captain Mahan's timely article in the National Review serve to remind the world of the existence of a Persian problem. For there is no other country of equal size, importance and interest which is so little in the public mind as that one. In history and romantic interest, of course, Persia easily outranks most other lands of earth. The land of Jehushid and Rosten, of Cyrus and Darius and Choeros, is worthy of rank with those of the Pharaohs and Caesars, and of Pericles and Alexander. To-day it is in decline, though not in as great decline as the others have at some time been. Yet it is by no means a negligible quantity. A country more than three times the size of France, with 10,000,000 inhabitants of a civilization superior on the whole, to that of Russia, is capable of filling a considerable place in the affairs of the world.

The Persian problem is, however, what interests the rest of the world is the Red-Deen, and is what may one day be of intense importance to more than one other power. For Persia is, like Afghanistan, a "buffer State" between the two great rival empires of Asia. It does not mark their point of nearest approach. Afghanistan does, and it does not so directly abut upon the Indian Empire. The connection between the two rivals differs from that of Afghanistan in degree only and not in kind, while its own intrinsic value is far greater than most of the rugged land of the Ameer. Naturally, Persia has hitherto inclined toward the British side, remembering Russia's long and costly aggression, and through Great Britain has now secured a subsidy, as she has Afghanistan. The Shah has until lately been ready to rebuff the advances of Russia and to welcome those of Great Britain.

Of late, however, neglected by Great Britain, Persia has perforce yielded to Russia's mingled blandishments and menaces. The Russian frontier along her frontier and the dominance of Russian trade in her markets have been potent factors. She has granted concessions for Russian railroads within her own borders. She has bargained with Russia for the leasing to the latter of a port on the Persian Gulf or on the Gulf of Oman, a step which Captain Mahan judiciously declares Great Britain cannot afford to permit. She has also borrowed money from Russia, since England refused to lend it, and in so doing has bound herself never to borrow from any other country than Russia. These things have at last roused British statesmen to an appreciation of the situation, and to a realization of the need of doing something if Persia is not to drop like a ripe fig, into the maw of the Russian bear. Hence the marked attention shown to the Shah during his recent visit. We shall see if the British awakening has been effected in time to serve the British purpose.

When She Dances.

She—"How beautifully Miss Heavy-weight dances! She doesn't seem to touch the floor with her feet."

He (whose feet are still suffering from the last polka with her)—"She doesn't!"

Cause of Accident.

Some New Facts Bearing on the Mishap to the President's Party Wednesday By Gov Crane's Secretary. The Secretary Thinks the Car Was Running Twenty Miles an Hour When the Accident Occurred. The Mishap of the Motorman.

Some new facts of interest bearing upon the accident to the president's party at Pittsfield are given by John B. Smith, secretary to Governor Crane, who was in the third carriage behind that occupied by the president, and who saw the accident. He says that in his judgment the car was going about twenty miles an hour. He said that there were no shrieks or yells at the moment of the collision, and, as a matter of fact, the silence was appalling.

Secretary Smith says he talked with Motorman Madden directly after the accident and that the latter stated that his car was going about eight miles an hour and that he did not think that the carriage of the president was going to cross at the point it did.

About the place where the accident happened, Mr. Smith explains that the street bears a little to the left. About 200 feet beyond where Driver Pratt attempted to cross the tracks, the side road way on which the president's carriage had been going terminated. A green signal at this further point, came flush with the street car tracks. The road way continued straight on up Howard's Hill.

Driver Pratt's object was, of course, to cross the tracks and strike the carriage road on the other side. Accordingly, the carriage would have kept to the side it was on for almost 200 feet, when it was that the car had been going to cross the tracks, the side road way on which the president's carriage had been going terminated. A green signal at this further point, came flush with the street car tracks. The road way continued straight on up Howard's Hill.

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Dr. Colt, medical examiner, will prepare a statement on the death of William Craig, the president's guard, who was killed in the collision with, with the result of the inquest, will be available when the men are again arraigned. It was announced that the city council will take immediate action to regulate the speed of trolley cars in the city.

Former State Representative William Tuttle, the legal adviser of the Pittsfield Street Railroad company, appeared for the defendants. The presiding judge was Joseph Tucker, president of the street railway company. Had a hearing been held he probably would have given place to an associate. It is believed that two weeks hence another postponement will be granted and that the preliminaries and action by the grand jury, if the case should come before it, will take up so much time that actual trial will not be reached before January.

The Proper Way to Take Raw Eggs.

A raw egg is an excellent tonic and is very strengthening. If prepared in the following way it is really a delicious drink: Put the yolk of an egg into a dish with a teaspoonful of white sugar and a teaspoonful of orange or lemon juice, and beat lightly with a fork. Put the white on a plate, and add a pinch of salt; then with a broad bladed knife, beat it to a stiff froth. Now, as lightly as possible mix it together in the dish; then as lightly transfer it to a clean tumbler, which will nearly fill it properly made. It must not stand in a warm place, as it soon becomes liquid and loses its snowy look. Any fruit juice may be used in place of orange or lemon.

FORTUNE FAVORS A TEXAN.—"Having distressing pains in head, back and stomach, and being without appetite, I began to use Dr. King's New Life Pills," writes W. P. Whitehead, of Kennedale, Tex., "and soon felt like a new man." Infalible in stomach and liver troubles. Only 25 cents at Green's Drug S.

Business Notice.

CASTORIA

FOR INFANTS AND CHILDREN.

The Kind You Have Always Bought

Bears the Signature of CHAS. H. FLETCHER.

In Use For Over 30 Years.

Tourists.

\$50.00 Round Trip to California.

Chicago & North-Western railway from Chicago, August 2nd to 10th. The new Overland Limited, the luxurious every day train, leaves Chicago 8:00 p.m. Only three days enroute. Unrivaled scenery. Variable routes. New Drawing Room, Sleeping Cars and Compartment cars. Observation cars (with telephones.) All meals in dining cars. Buffet Library Car (with bar.) Electric lighted throughout. Two fast train times 10:00 a. m. and 11:30 p. m. daily. The best of everything. Daily and personally conducted tourist car excursions to California, Oregon and Washington. Apply to your nearest ticket agent or address A. Q. Tallant, 507 Smithfield street, Pittsburg, Pa.

Homesteaders' Rates, Chicago & North-Western Railway.

Round-trip tickets are on sale to points in Wisconsin, Michigan, Minnesota, Iowa, Nebraska, the Dakotas and other points west and northwest at one fare plus \$2.00 for the round trip, via the North-Western Line. Tickets are good twenty one days to return. Call on any ticket agent for particulars, or address W. B. Kniskern, G. P. & T. A., 22 Fifth Avenue, Chicago.

Hot Springs, S. D.

The great sanitarium and health resort, in the picturesque Black Hills. Only \$24.00 round trip from Chicago, on certain specified dates throughout the summer, via the Northwestern Line. Through train service from Chicago daily. Ask ticket agent for full particulars or write for information to A. Q. Tallant, 507 Smithfield street, Pittsburg, Pa.

Very Low Round Trip Rates.

Via the North-Western Line Chicago to Salt Lake City and Ogden, Utah, until September 15th. Return limit October 31st, 1902. Luxurious fast trains leave Chicago 10:00 a. m., 8:00 and 11:30 p. m. daily. For tickets and information apply to A. Q. Tallant, 507 Smithfield street, Pittsburg, Pa.

Medical.

DOING THEIR DUTY.

SCORES OF BELLEFONTE READERS ARE LEARNING THE DUTY OF THE KIDNEYS.

To filter the blood is the kidneys duty. When they fail to do this the kidneys are sick. Backache and many kidney ills follow. Urinary troubles, Diabetes, Dropsy, Don's Kidney Pills cure them all. Bellefonte People endorse our claim.

Mr. W. E. Haines of No. 1, Beaver Row, locomotive engineer says: "I was suffering from an acute lameness in my back, and a dull, lingering aching over my kidneys. I felt it in my head also and there were pains over my eyes and in the top and back of my head and in the upper part of my spine. I was afraid I would not be able to attend to my duties as I was on night work and had to get some rest in the day time, for on account of my back and the other troubles I could not rest well. I read about Don's Kidney Pills and obtained them from the Bush House block drug store. They proved to be just the remedy I required for they removed the whole trouble."

For sale by all dealers. Price 50 cents. Foster-McLure Co., Buffalo, N. Y., sole agents for the U. S.

Remember the name—Don's—and take no substitute.

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STANDARD ROTARY SHUTTLE SEWING MACHINE

STANDARD GRAND LOCK AND CHAIN STITCH.

TWO MACHINES IN ONE.

We also manufacture sewing machines that retail from \$12.00 up.

The Standard Rotary runs as silent as the tick of a watch. Makes 300 stitches while other machines make 200.

THE STANDARD SEWING MACHINE CO. OR MISS SARAH C. BRICKLEY, 47-23-4th BELLEFONTE, PA.

Restaurant.

CITY RESTAURANT.

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CLEAN, FRESH AND TIDY.

Meals furnished at all hours. Fruits and delicacies to order. Gate in season.

COME IN AND TRY IT.

47-23-3rd CHAS. A. HAZEL

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is a door to your establishment through which much business enters.

KEEP THIS DOOR OPEN

by answering your calls promptly as you would have your own responded to and aid us in giving good service.

If Your Time Has a Commercial Value. If Promptness Secures Business. If Immediate Information is Required. If You Are Not in Business For Exercise stay at home and use your long Distance Telephone. Our night rates leave small excuse for traveling.

47-23-4th PENNA. TELEPHONE CO.

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Judge of our ability as you judged of his—by the work already done.

Many very particular people have judged us in this way, and have chosen us as their plumbers.

R. J. SCHAD & BRO.

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FINE GROCERIES

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Don't spend your strength during this extreme weather in a fruitless search for what you need, but come straight to us and get the goods promptly.

FINEST CALIFORNIA and imported ORANGES—30, 40, 50, 60 per doz.

LEMONS, finest Mediterranean July fruit.....30 and 40cts. per doz.

BANANAS, the finest fruit we can buy.

FRESH BISCUITS, Cakes and Crackers.

Sweet, Mild Cured Hams, Breakfast Bacon and Dried Beef.

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OLIVES, an excellent bargain at.....25cts.

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PURE EXTRACTS, Ginger Ale and Root Beer.

NEW CHEESE now coming to us n elegant shape.

CHEESE PREPARATIONS. We carry a fine line of the most popular ones.

PURE CIDER VINEGAR, the kind you can depend on.

If you have any difficulty in getting suited in a fine Table Syrup come to us and you can get what you want.

Travelers Guide.

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And principal points in Texas and the Southwest. This train is new throughout and is made up of the finest equipment, provided with electric lights and all other modern traveling conveniences. It runs via our new complete **RED RIVER DIVISION.**

Every appliance known to modern car building and railroading has been employed in the make-up of this service, including

CAPE OBSERVATION CAR, under the management of Fred Harvey. Full information as to rates and all details of a trip via this new route will be cheerfully furnished, upon application, by any representative of the

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CENTRAL RAILROAD OF PENNA.

Condensed Time Table.

READ DOWN			READ UP		
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