

THE TURKS IN MACEDONIA

Condition of the Various Dominions of the Sultan

THE CAUSES OF REVOLT

Disorder Made Worse by Conflict of Race, Religion and Politics—By Constant Warfare the Empire is Gradually Being Reduced in Size—The Navy Not a Factor.

The territory in Europe under actual sovereignty of the Sultan Abdul Hamid II, may now be said to be confined to its southern edge, and the administration of the whole



Abdul Hamid, Sultan of Turkey. western part of it is in dispute between him and the representatives of the Western Powers, says the New York Sun.

Briefly told, they call upon the Sultan to submit to the amputation from his direct rule of the richest and largest part of his European territory, containing several millions of inhabitants who, unhappily, are divided among themselves by differences of race and religion to such a degree that all attempts made at different times to bring them together in their own interests have totally failed.

Among the Albanians are adherents of Islamism, Catholicism and the Eastern or Greek Orthodox Church. The people of what is called Macedonia are of Bulgarian, Servian or Greek origin, with about 100,000 of the descendants of the old Roman military colonists scattered over the southwest and given mostly to pastoral and commercial pursuits. The commercial port and capital of this country is Salonica, the old Thessalonica, with a population in which the Jewish element largely predominates, there being a section about 7,000 in number, called by the Turks Dunmech, who profess the Mohammedan religion and have their own mosques.

The consequence of the division of the population into three strong sections is that there are only four full working days in the week, the Turks performing their Selamluk on Friday, the Jews observing their Saturday Sabbath and the Christians Sunday.

That the revolt against Turkish rule in Macedonia was justifiable cannot be denied. The condition of the country, so far from improving, had become intolerable to men who saw the results of the freedom given to the Bulgarians, Servians and Greeks, and who had, as so many of the leaders of the Macedonian bands, or comitias, as the Turks call them, or committees, as we would call them, have had a western education.

The treatment of the Christian women by the Mussulman Aghas and Beys, and by the truculent zaptehs, or gendarmes, who lived free on the country, had as much to do with the insurrection against Turkish rule as anything else. Against such a rule and the social and political oppression accompanying it enlightened and high-minded men could do nothing else but revolt, and maintain their revolt, whether by doing so they hurt the interests of European governments and financiers or not.

Harrassed by suspicion of every one around him the Sultan has always, for some reason not easily explained, entertained special doubt of the fidelity of his navy. Whether it was because of the better education of the officers or the foreign influences under which most of them came, ships that cost millions were laid up for years together, and the officers remained in idleness, with little else to do than pass their time in the cafe and gardens drinking and forming part of the Sultan's cortege on the Friday when he performed the weekly Selamluk.

The secret murders by poison, the dagger, and drowning in the Bosphorus and the Golden Horn, the endless intrigues at the palace and in the provinces, the all pervading spy system that centers in the Sultan himself, for since the flight into Egypt of his most trusted political agent Abdul Hamid gives his confidence to no one; all these, combined with the international jealousies that crop up between the embassies of the Powers, the intrigues at the Phanar, the headquarters of the Greek Patriarchate, and since 1878 those at the agencies of the minor Balkan States, leave the days of the Greek empire far behind. The wonder is not that there are disorder and oppression going on all over the empire, but that there is any empire at all left for the Sultan to reign over.

OCEAN TRAVELING OF TO-DAY.

Ingenious New Devices That Insure Safety in Sea Voyages.

In the presence of the fearful loss of life in accidents on our railroads, it is with relief that we contemplate the ever increasing safety of travel by sea, says the Scientific American. The secret of this security is to be found both in the structure of the ship itself, and in the marvelously ingenious devices which science and invention have placed at the service of the navigator to guide him in the more perilous phases of his duty.

The submarine signaling is a close rival to the wireless telegraph in the great increase that it has made in the safety of travel on the sea. One receiver is placed on each side of the ship, with separate wires from each, and by the use of telephones the officer is able to hear a bell that is being struck at a point many miles distant from the ship, and determine its direction. The officer of the Kaiser Wilhelm der Grosse states that on the last trip over, when the ship was four miles distant from the mouth of the River Weser he plainly made out the signal conveyed from the lighthouse there. Furthermore, as the vessel neared Nantucket, and when she was about four miles distant from the lighthouse, he heard through the telephone the signal "66." This consists of six strokes of the bell, a pause and then six more strokes of the bell, which is the Nantucket Lighthouse code signal. At about the same distance from Fire Island light and from Sandy Hook Lightship the respective signals were distinctly audible. The value of this device in preventing collision between approaching ships is evident, for it has this advantage over the foghorn, that the direction of the approaching vessel, whether from port or starboard, is determined at once by the fact that the sounds are audible to the port or starboard telephone.

CARNEGIE'S COAT-OF-ARMS.

It Portrays the Humble Origin of His Ancestors.

In addition to many other belongings, Andrew Carnegie is the possessor of a coat-of-arms. It was not, to be sure, granted to an ancestor for prowess on the field of battle nor for any deed of valor. It has a much more interesting history. Anyone—almost anyone—has a coat of arms which has been handed down to him like any other heirloom. Mr. Carnegie had none such, but like the man of enterprise and originality that he is, he went to work and devised one, and then he got an artist to paint it high up on the walls of his splendid library—not the library he gives away every other day, but his own, in his fine New York mansion.

Upon the escutcheon there is a weaver's shuttle, because his father, William Carnegie, was a weaver; there is also a shoemaker's knife, because an ancestor not very remote worked at his trade of shoemaker. They say plainly that he has no desire to ignore his humble beginning and that he wishes to honor the memory of the weaver and the shoemaker, his forebears. He boasts not of Norman blood, and honest hearts are more to him than coronets or royal favors.

Mr. Carnegie has a coronet, or a crown, for a crest, but it is reversed and surmounted by the cap of liberty. The supporters are the American and Scotch flags, and the motto is "Death to Privilege." It makes no difference, of course, since the arms are unique, that according to laws of heraldry, coronets and supporters are only allowed with arms of peers, baronets and knights of the Garter. Upon his own particular copies of his own books, "The Gospel of Wealth" for one, the arms are emblazoned in blue and gold.—Boston Post.

The Moon Uninhabited.

The moon being much the nearest to us of all the heavenly bodies, we can pronounce more definitely in its case than in any other. We know that neither air nor water exists on the moon in quantities sufficient to be perceived by the most delicate tests at our command. It is certain that the moon's atmosphere, if any exists, is less than the thousandth part of the density of that around us. The vacuum is greater than any ordinary air pump is capable of producing. We can hardly suppose that so small a quantity of air could be of any benefit whatever in sustaining life; an animal that could get along with so little could get along on none at all.

But the proof of the absence of life is yet stronger when we consider the results of actual telescopic observation. An object such as an ordinary city block could be detected on the moon. If anything like vegetation were present on its surface we should see the changes which it would undergo in the course of a month, during one portion of which it would be exposed to the rays of the unclouded sun and during another to the intense cold of space.—Harper's Weekly.

Blunder of a Divorcee.

In these days of many divorces a man should be careful about whom he marries—at least careful enough to see that he doesn't remarry a woman from whom he has been divorced. That happened to a man in Montana recently. He fell in love, proposed, and was accepted by a woman from whom he had been divorced 23 years before, but did not know it until after the wedding.—Los Angeles Times.

TIME DEFYING CHEMICAL.

A Recent Discovery Said to Make Roads Dust and Germ Proof.

The Hungarian chemist, Brunn, says he has discovered a liquid chemical compound which renders certain kinds of matter proof against the effects of time. He asserts that it doubles the density of nearly every kind of stone, and renders it waterproof. It imparts to all metals qualities which defy oxygen and rust. It is also a germicide of hitherto unequalled powers. The professor says that while traveling in Greece some twenty-five years ago he noticed that the mortar in stones of ruins which were known to be over 2,000 years old was as hard, fresh and tenacious as if it had been made only a year. He secured a piece of the mortar, and has been working on it ever since until now, when, he says, he has discovered the secret. The compound is a yellow liquid, which the professor has christened zorene. He describes the following experiments: a piece of ordinary and easily breakable slag, after immersion in zorene, defied the full blow of a hammer. There was the same effect on ordinary bricks and a block of red jarrah wood. All three were then immersed in water for a long time. When taken out and weighed with delicate scales the presence of a single particle of added moisture could not be detected. Two pieces of steel submitted to an ammonia test equal to five years exposure to the air emerged from the bath as they entered it. An ordinary table knife which had lain open five months did not show the slightest stain. Professor Brunn asserts that he will be able to make roads dust, germ and water proof, thus giving a commercial value to hundreds of millions of tons of slag which is now useless in the mining and smelting districts. His discovery will at the very least, he says, double the life of metals exposed to the air, such as in bridges, railroads, vessels and tanks.

UTILIZING THE HIGHEST LAKE.

As a Source of Motive Power for the Peruvian Railway.

Lake Titicaca, the largest lake in Peru and the highest navigable lake in the world, will shortly be utilized as a gigantic power generator to supply motive force for the Southern railway of Peru, and probably also to provide electricity for lighting and other purposes in the Republic.

M. Emile Guarini, a well known electrical engineer, who has been commissioned by the Peruvian Government to estimate the resources of the lake, has returned to London from his mission, full of enthusiasm. At present the Southern railways of Peru consume on the average about 140 tons of coal a day. The cost of this by the time it has been transported to the place of use, has amounted to £2 a ton. This means an average expenditure of £280 a day, or £102,200 a year for motive power on the railways.

The interest on the capital necessary for the installation of electric power would, according to M. Guarini, fall far below this sum, and in addition the electrical supply could be used for other purposes.

The Physician's Right to Kill.

Discussing an article by Dr. I. Regnault in "La Revue" (Paris), A. Agresti writes, in "Italia Moderna" (Rome), on "The Right of Homicide"—in other words, the expediency of physicians practicing euthanasia, hurrying the demise of hopelessly afflicted patients.

The Italian writer thinks the world would become ridiculous if every one were reduced to normal—as Lombroso would have it, "if there were not some deformed that would permit us to appreciate beauty; if there were not some assassin to teach us the value of life, and some genius to tell of its joys and its sorrows. That which counts in society, and lends ever to count more, is the individual." But when the human organism is hopelessly deranged, and death must ensue shortly, there come the right and the duty to prevent too atrocious suffering. Each for one's self would choose the quicker end, but all administer the dose that prolong the life and the suffering.

But when shall the decision for euthanasia be made, and by whom—the patient, the doctor, the family? Who knows when death is certain to come soon? Many difficult questions arise. This writer thinks the physician should be judge, with a consultation, perhaps furnished by the municipality, and not always the same persons. The family should be consulted, not as to when, but as to the willingness and advisability. The patient might be consulted as to the administration of the last sacrament, but often his true state is concealed from him, and his merciful ending might be also.

As to the how, Signor Agresti would put it all in the hands of the physician. "He should put the patient into the eternal sleep without saying to any one: I come for this. His action should be sudden and mysterious, like death, and, like death, beneficent."—Review of Reviews.

Wear on Wooden Pavements.

In provincial towns in England the creosoted soft wood pavement has a life of from twelve to fifteen years, and hard woods from fifteen to eighteen years. At St. Pancras, London, where there is a traffic of 411,318 tons per yard of width per annum, the greatest wear of the Australian wood jarrah was 0.18 inch, or less than one-fifth of an inch each year.

NOVEL VENTILATION SYSTEM.

Experiments Have Demonstrated Its Efficiency.

Attention was drawn to this important question at the recent congress of medical officers by Thomas Glover Lyon, M.D., who made several interesting suggestions concerning the possibility of fresh air always and everywhere.

Dr. Lyon, after long experiments, devised a system of his own for the ventilation of the home without draught or expensive installations, and the success of his ideas in this respect has been demonstrated in the presence of medical conferees as well as at the clubs and hotels where this system has been put into force.

The Glover Lyon system of ventilation is based on directing the air in such a manner that it enters the room evenly through apertures along the side of suitably placed conduits, and is taken evenly out of the room in a similar manner.

The result is a slow sweep of air through the room without draught, either from end to end or from side to side, or in any direction which may be required.

The movement of air along the conduits is not produced by pressure, the air moving along by the momentum imparted to it.

A room measuring fifteen by fourteen feet, and ten feet high from floor to ceiling, was once occupied, by way of a very severe test, by twenty-four workmen, who smoked the strongest and cheapest tobacco for about two hours. The experiment was a success—the atmosphere in the apartment being as fresh at the departure of the men as on their arrival.

Dr. Lyon's suggestions for dealing with the impure air in our cities include a scheme for diffusing the pure air of the country all through the metropolis by means of pipes and air tanks.—London Mail.

SPANISH INTEREST IN CUBA.

Retain a Large Share of the Foreign Trade of the Island.

Cuba is no longer a Spanish colony, but this does not mean that the Spaniards have ceased to feel the greatest interest and concern for their former insular possession.

The interests of the ex-metropolis in the Pearl of the Antilles are too important to permit the Spaniards to look with indifference upon the development of affairs in the new republic.

It is a well known fact that the greatest part of the Cuban trade is controlled by Spanish merchants; one-third, at least, of Cuba's wealth belongs to Spaniards, and the trade between the two countries, while not so large as during the Spanish domination, is important enough to make the Spanish people deeply interested in all matters concerning Cuba.

For some time after the advent of the republican regime in Cuba, the Spaniards were inclined to share the pessimistic views of those who doubted the stability of the Cuban republic.

The good work of Senor Estrada Palma's government, however, tended to dissipate all fears, and confidence had begun to spread throughout Spain when the news of the contemplated negotiation by Cuba for a new loan has caused new fears.

Automobile Farming.

A new and special type of automobile has recently been put on the market in Scotland which is designed especially for farm work, and which is not only suitable for ploughing, but may be equipped with a cultivator or reaper. It will prepare the ground and sow the seed at one operation, and can be operated at a better speed than a horse. Thus, when ploughing, it can cover from six to seven acres a day, and goes over the field so as to leave it in final shape for cultivation. When not in use in the field, the motor can be used to drive all farming machinery, and when ploughing the cost of fuel, labor and depreciation has been computed at \$1 per acre, or less than one-half the expense of ploughing by horse. It is interesting to note that the cost of the machine is about \$1,500, an amount that does not seem prohibitive for a large farm, where a thorough test of the new machine could readily be made. The automobile, unlike the farm animal, does not have to be fed when it is not working, and it is here that a substantial element of economy can be secured.—Harper's Weekly.

Fishing by Telephone.

Isaac Waiton, reincarnated in the twentieth century, could further his knowledge of the flunny races with a telephone. In Norway they have a telephone by which the sounds of fish may be heard. It consists of a microphone in a hermetically sealed steel box, connected with a telephone on shipboard by wires, each sound in the water being intensified by the microphone.

The inventor asserts that, with its aid, the presence of fish, and approximately their number and kind, can be recognized. When herring or smaller fish are encountered in large numbers they make a whistling noise, and the sound made by codfish is more like howling. If they come near the submarine telephone their motions can be distinguished. The flow of water through their gills produces a noise similar to the labored breathing of a quadruped.—Exchange.

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The Private Car and the Favored Shippers

Ray Stannard Baker in the January McClure's talks about the private car and the beef trust. He begins by considering the legitimate uses of private cars, and shows how, as originally planned they were of great benefit to the railroads, the shippers, and the consumers; how they boomed the fruit industry, and brought to the large cities of the North the delicacies of the South and the West.

After that, Mr. Baker, in his clear style, builds up a structure of facts that gives you a bird's-eye view of the almost unbelievable sweep of the abuses. He talks principally of Armour, as the largest owner of private cars, who controls a dozen or more lines, owning fruit and meat-cars approximately 14,000 in all, representing an investment of about \$14,000,000. He tells how Armour & Co. carry not only their own products, but fruit and vegetables for shippers generally, and how much of this side issue is conducted entirely at the expense of the railroads.

The railroads pay for these private cars a "mileage charge," afterwards collecting the freight rate. Although the rental for the cars brings in a handsome interest, on the money invested, these big shippers are not satisfied, and turn the screws just the same and squeeze their rates down when their products are carried at a figure far below that which the smaller shipper pays.

Armour in addition, on account of the breadth of his interest, is able to drive these cars so that they make the maximum number of miles a day, and so gets his stuff through, at the expense not only of other shippers, but of the ordinary routine of the railroad itself.

Mr. Baker illustrates his narrative with many true incidents, which serve to bring home to the reader the menace contained in this control of the rates by the trusts. He tells of John D. Rockefeller and the Standard Oil Company, and shows how Armour and he defy the railroads and name the actual price at which the products shall be carried. Mr. Baker goes further and makes charges, astounding, hard of belief, until he has proved them with hard, cold facts. He shows how politics play a part and how politicians garner rebates, and tells at length of the gross injustice of the discrimination between beef and cattle. This article containing the exposure it does would create a sensation at any time, but it is of peculiar interest just now when all the country looks to Washington for rate legislation.

Prince Louis of Battenburg contributes to the Woman's Home Companion for January the only signed article that he has given to any American publication "Diplomacy—A New Field of Endeavor for the American Woman." Another notable article is "Why Do We Read?" by Jerome K. Jerome. "A Royal Love Match" tells how the Crown Prince of Germany won his bride. There are two lively Western stories, "The Princess and the

Puncher," by William McLeod Raine, and "The Trail of the Billy Doo," by William Wallace Cook, and two good Eastern love stories, the dainty "Wooing of Betty," by Zona Gale, and the strong "When Love and Duty Meet," by May Ellis Nichols. Philadelphia's "Shooters' Day" is elaborately illustrated with photographs, and "How Wall Street Celebrates New Year's" is another New Year specialty. The fashion, household and architectural features are bright and timely as usual. Published by the Crowell Publishing Company, Springfield, Ohio; one dollar a year; ten cents a copy.

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Dr. David Kennedy's Favorite Remedy, of Rensselaer, N. Y., cured me of Bright's disease and Gravel. Four of the best physicians had failed to relieve me. I have recommended it to scores of people with like success, and know it will cure all who try it.—Mrs. E. P. Mizner, Burg Hill, O. Price \$1.00, all druggists 6 bottles \$5.00.

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Talk is cheap, in spite of the fact that most of us indulge in extravagant assertions.

Take care of the stomach and the health will take care of itself. If people only realized the soundness of that statement the majority might live to a good old age like Moses, "the eye undimmed, the natural force unabated." It is in the stomach that the blood is made. It is from the stomach that nourishment is dispensed to nerve and muscle. If the stomach is "weak" it can't do its whole work for each part of the body. If it is diseased the disease will taint the nourishment which is distributed, and so spread disease throughout the body. It was the realization of the importance of the stomach as the very center of health and the common source of disease, which led Dr. Pierce to prepare his "Golden Medical Discovery." "Diseases which originate in the stomach must be cured through the stomach." The soundness of this theory is proved every day by cures of diseased organs, heart, liver, lungs, blood,—by the use of the "Discovery," which is solely and singly a medicine for the blood and organs of digestion and nutrition. It is a temperance medicine containing no alcohol, whisky or other intoxicant.

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