

# The Journal of a Summer Journey

## From New York to Warsaw—To Odessa by Way of the Mediterranean.

From Charles A. Dana, in the Sun.

It was a beautiful afternoon in May when our ship steamed out of the harbor of Marseilles. We had laid out an interesting scheme of travel, and we were now beginning its realization. We were going through the Mediterranean, stopping at various places in Greece, thence to Salonica and Constantinople, and from there to Odessa in Russia. From there by ship the whole length of the Black sea to Batoum, thence by rail to Tiflis and Baku, through the Caspian sea, then again by rail to Samarqand in Turkistan, and finally back from Central Asia through European Russia, Poland and Germany to the Atlantic ocean, and so to New York, making in all from the commencement to the end a journey of perhaps 15,000 miles.

It began most pleasantly, and so it continued to the close. Not a single storm of any importance, not a mishap of any kind came into the way with our comfort. It is true we were not able to get beyond the boundaries of Transcaucasia; but that was due to the temporary breaking up of the mountain railway between Tiflis and Baku; but apart from that, we were able to carry out our plan. And in due time we found ourselves safely at home again on the delightful borders of Long Island Sound.

We had the luck to pass through the Strait of Bonifacio, which separates Corsica from Sardinia, in full daylight, so that we could see fairly the extreme points of each of those famous islands. They are hilly and wooded near the strait, and one could not wish to go ashore on each and explore the whole interior. Next day we passed among the Lipari Islands and saw both the crater of Etna and the smoking cone of Stromboli. The Strait of Messina is a narrow channel, which, at low tide, is only a few feet deep, and the water is very shallow. It is a very interesting place, and one could not wish to go ashore on each and explore the whole interior. Next day we passed among the Lipari Islands and saw both the crater of Etna and the smoking cone of Stromboli. The Strait of Messina is a narrow channel, which, at low tide, is only a few feet deep, and the water is very shallow. It is a very interesting place, and one could not wish to go ashore on each and explore the whole interior.

Charybdis and Scylla are passed almost without noticing either. Yet, we reflected, a whirlpool which could make a great disturbance and danger to navigation in the time of Ulysses, might only prove a trifle to a modern steamer of 6,000 tons.

The plan of our voyage included two landings in Greece, one at Kalamata in the ancient Peloponnese, and the other at Syra, an island among the Cyclades. We were very glad of this opportunity to visit the two cities, the modern Greeks and of the cities they live in. Kalamata is at the head of the Gulf of Koron, some thirty or forty miles north of Cape Matapan. It is a busy manufacturing, modern place of 5,000 inhabitants. The principal industry appears to be the manufacture of silk. Our anchor was hardly thrown out before peddlers of silk things were on hand, selling what they could to the passengers.

From Kalamata to Syra occupied a whole night, taking us around the southern extremity of the island, a considerable distance eastward from the coast. Syra, with its 20,000 or 40,000 people, is a very attractive place, entirely European in appearance, with fine residences, churches, mosques, and other public buildings. It is a high hill, while the commercial quarter is spread out on the lower lands along the shore. The people in both these towns seem to have a great deal in common with the Greeks of the time of Herodotus, quick wit, and ability to take care of themselves from conspicuous traits of the population. Syra is said to be the most important town in the kingdom after Athens, and a walk among its streets and squares confirmed the impression formed in other towns where the Greeks evidently predominate, that no people are better able to manage their own business than these intellectual, practical, energetic, and enterprising descendants of the antique Achaeans. They are surely among the most useful and efficient citizens of the modern world.

**MOUNT OLYMPUS.**  
The next morning as we were moving northward along the coast of Macedonia, the Thracian Olympus, with snowy summits, towered before our eyes in the west. It is a noble and most impressive group of mountains, and no one who sees it in a clear sunrise will condemn the early Greeks for making it the special abode of their divinities. Perhaps the Mysian Olympus, which arises above the Turkish city of Bursa, is grander, and certainly it is some thousands of feet higher; but it lacks the noble and variety of its Thracian counterpart.

We reached Salonica at about noon, and had ample time to drive about the city during the stay of the ship. Its appearance is very gay and cheerful, considering the amount of history that attaches to it. Here Xerxes had his camp on his way to overwhelm Greece; here Cassander, brother-in-law of Alexander the Great, gave to the unconquered town the name of his wife, Thessalonica; here Cleopatra lived in exile; here was the Church of the Thessalonians to which Saint Paul addressed two of the most interesting among his epistles. The place has now some 130,000 inhabitants. It has a considerable extension to the west front, and it reaches up the long slope of Mount Kortiash, quite far inland. I had heard that was rather dirty and disagreeable, but we found it cheerful and reasonably clean in the beautiful situation that it occupies. The bustling streets of the European element seemed to predominate, and I could not discover that the Turkish ownership gave to the city any special difference of physiognomy compared with the more progressive town of Greece.

**A PASHA ABOARD.**  
Our next stopping place was to be Constantinople, and early in the day at Salonica the captain told me that two Turkish domestic establishments, one of them belonging to a Pasha, were coming on board as passengers for the metropolis. Presently the Pasha appeared, a big, fat, red-frosted, and altogether a European-looking gentleman; and with him arrived his ladies, one of them a handsome middle-aged woman, unveiled, looking like an Italian, with bright

black eyes and pleasant bearing. She was followed by three others in semi-European costume all wearing the yashmak or Turkish veil, which leaves the forehead and eyes uncovered, and hides the rest of the features. But what excited my interest particularly was the chief of the household, the principal eunuch, evidently an important personage, quite stout and with a noble air of dignity, yet good-natured and friendly-looking. For the two harem of our two distinguished passengers the captain opened separate gangways near the rudder-post aft, disclosing suites of cabins that we

### MOUSTAPHA BEY, Turkey's Representative at Washington.



Washington, April 20.—Moustapha Bey is the wife, and his family at his home, a great palace on the hill overlooking the city of Constantinople, surrounded by the most beautiful gardens in the city. When at home he is a practical, busy man, and devotes much of his time to the affairs of his country, and to the education of his children, all of whom are now grown to womanhood and manhood. Moustapha is descended from a long line of noble ancestors, and his family has been prominent in the affairs of the Turkish government for many generations. He is wealthy, able, diplomatic and brave, and resembles the "villainous Turk" of tradition.

matched with the Venus of Milo and the Hermes of Olympia. Precisely when it was made, or who was the artist who conceived and executed such a glorious production, is unknown. There is no mention or allusion in classical literature that indicates either its epoch or its authorship; but the traveler who has not seen it should pack his trunk and start for the Golden Horn, and take his tickets for the Golden Horn.

**ROUGH ROADS.**  
Our day was now well advanced, yet after St. Sophia and the museum and the bazaar, it was still impossible to leave the place without driving around the ancient walls. Few things in all Europe are better worth seeing; and if I were to visit the old city a thousand times, I should always wish to see them again. The day was lovely, and our carriages were good, but the roughness of the streets was something that no one could imagine without driving through them. The further west you go and the nearer you approach to the ancient towers, the more precipitously rough, backward, forward, and sideways, the roads become. However, we lived through it, until we reached the headwaters of the Golden Horn. There, hiring a boat and rowers, we dismissed our shattering cabs and got back to our ship in time to make everything comfortable before she started to go up the Bosphorus.

As we were passing out of the Golden Horn and turning our prow toward the north we came upon a lovely American yacht of perhaps 200 tons, painted white and bearing the stately banner. What her name was and who was her owner we could not find out. But it was almost like seeing home once more, and all our hearts gave to the cheers again and again.

The journey up the Bosphorus from Constantinople to the Black sea is among the spectacles that every traveler celebrates. We accomplished it in sunshine, and with the flowers of the peach trees and judas trees in full display, and most religious of religious structures, superior, I think, in its effect upon the soul to every other temple or worship. It is impossible to pass under its high arches or to cross its wide pavements without emotions of reverence and adoration. In one place, a little distance from each other, were assembled groups of students, all sitting upon the floor with the Koran in their hands, listening to the loud reading and exhortation of their two professors who would first give a passage from the sacred book, and then pause to explain and comment. The reading was apparently in Arabic, and I thought that the exhortation was also in that language, but in this I may have been mistaken. The only point that I was quite sure of was that neither of the two schools seemed to be interfered with by the other, although the instruction in each was audible to the students of the other as well as to the strangers who stood around.

From St. Sophia we drove to the museum of antiquities at Seraglio Point. This is an institution which has existed more than forty years, but it is only in the last few years that it has risen into serious importance. Now, the law is that all objects of antiquity unearthed in any part of the Turkish empire must be brought here for preservation and exhibition, and an experienced antiquarian can spend a day profitably in examining the collection long since assembled.

**GREEK ART.**  
But it was not until 1887 that the great discovery was made at Sidon, which has raised the museum to high distinction among the famous collections of the great European cities. This discovery produced seventeen sarcophagi, the most important of them Greek, all of which are now to be seen here. One among them, known as the sarcophagus of Alexander the Great, excels all the others, and must be ranked among the most admirable remains of Grecian sculpture. Though there is no reason to believe that it was made for Alexander it is called by his name because his effigy is conspicuous among its carvings. It is of white marble, perhaps a little less than six feet high, and all four of its sides are covered with the noblest style of Greek art. On one side a hunt is depicted; on the other side a battle, and each end has a battle scene. The embossed figures are covered with these scenes, are perhaps two feet and a half in height. The figures are in high relief and in violent action, and what is more remarkable, they are all gently tinted with delicate colors that add much to the effect, but do not injure the quality of the marble surface. It is one of the most wonderful works that have been recovered from antiquity, worthy of being

## NEW THINGS IN THE WAY OF WHEELS.

### Changes in the Bicycle Patterns for 1897.

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Taking a general view of the characteristics of the '97 wheels of the leading makers one finds that all make an effort to maintain the standard prices of last year, while the announced advances are \$1.00 to \$1.50, and that there is a tendency toward the use of larger tubing for the frames, and of flush joints. The Columbia, the Victor, and the Crescent makers all agree that they will use larger tubing than that in last year's model. The Victor and the Spalding will also make changes in the form of some of their frames. In the case of the Victor, there was complaint, the makers say, that the top of the frame was too short. In the standard 24-inch frame this has been changed by making the top bar one inch longer than it was in '96. This change gives a different shape to the steering head, but is not permitted to alter the handle of the front wheel, which is believed to make the Victor an unusually easy machine to steer. In the new model the forks of the wheel are bent to a new curve, which still leaves the steering head pointing exactly in the place where the front wheel stands on the ground. In the Spalding the change in form is to make the top bar of the diamond run parallel with the ground instead of dipping toward the rear, thus making the heights of the frame for men's wheels 23 and 26 inch, instead of 20, 23, and 26 inch. The tendency toward putting on higher gear is shown in the Humber, the Crescent, and the Spalding. The normal gear on the first two named wheels is 48 inches and 28 inches, respectively, with an option of other gears. Every one knows that the higher gear is more effective upon good level roads, but it was naturally supposed that a low gear would be better for horse conditions, but during the last year many riders have become convinced that the higher gear did not have in practice the theoretical disadvantages in hill climbing or going through sand that it was supposed to have.

Most makers show some changed form of bearings, and almost every one of them lays claim to some new dust-proof quality, but as yet no one shows a gear case to protect from dirt that more vulnerable part, the chain and sprockets. That there is a tendency, however, to introduce the gear case seems evident from the fact that provision has been made on several wheels for a gear case. The Humber people quote an expert as saying, "though they have none in stock, many makers call attention to chains which they assert are better in strength and quality than those of previous years. Of these, however, are the ordinary huck variety, except that on the Keating machine, which is provided with a roller chain. A new style of sprocket wheel has been adopted by the Humber and the Remington, which is to have points of great advantage. In this case, in addition to the sprocket teeth which engage with the chain, there is formed, on each side of the face of the wheel a narrow flange, and upon this the edges of the teeth in the chain rest. This is an advantage in the fact that the flange prevents the chain from crawling down over the sprockets, and this getting out of the proper position, in which its touch upon the sprocket teeth is to be maintained. It is becoming a sliding friction. Dis in such a gear is likely to be more of a disadvantage than it is in the usual sprocket wheels.

The makers of the Victor and of the Spalding, who use the \$75 machines this year, besides their regular \$40 machines. In the case of the Victor, the announcement is plainly made that the \$75 machine of '97 will be the '96 model, made and finished in the same manner as the '96 machine. The extra cost, the makers say, lies largely in the providing of new machinery and tools for it, and by continuing to use the machine of last year, the old model can be profitably made and sold at the same price. The Spalding \$75 machine, also, will be the makers '96 model, except that a new hub, designed and used for the '97 machine, will be substituted for the '96 hub, and the spokes of the spoke sockets in last year's wheels.

Of course, many of the changes which have been made in wheels are of consequence only to the maker, or of interest only to the mechanic. Changes of this nature, which are made by the maker or better ways to insure strength in the frame or general parts, are of little consequence to the buyer except where those parts were proved by last year's wheels to be especially liable to give trouble.

Taking now a more detailed view of the changes which concern the buyer and user of the wheel, one naturally finds that the most important are of the variety people. Nickel steel tubing of five or thirty miles, and the high and gently sloping and varied shores are covered with villas, parks, gardens and castles. It was indeed a delicious excursion. We entered the Black sea before dark, and without further adventures found ourselves at Odessa the second morning afterward at about 10 o'clock.

### ONE DEMOCRATIC KING.

#### The Monarch of Denmark Doesn't Put on Many Frills.

While walking on the streets of Copenhagen some years ago with the American Minister, I saw, says Robert P. Porter, an elderly gentleman in a modest uniform, accompanied by a magnificent bloodhound, walking towards us. The pavement was narrow and we were walking on the sidewalk. Without giving us a chance this kindly man, erect as an arrow, stepped from the sidewalk into the street, and saluted our Minister military fashion. We both returned the salute and passed on.

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# A SCIENTIST SAVED.

## President Barnaby, of Hartsville College, Survives a Serious Illness Through the Aid of Dr. Williams' Pink Pills for Pale People.

From the Republican, Columbus, Ind.

The Hartsville College, situated at Hartsville, Indiana, was founded years ago in the interest of the United Brethren Church, when the state was mostly a wilderness, and colleges were scarce. The college is well known throughout the country, former students having gone into all parts of the world.



PROF. ALVIN P. BARNABY.

A reporter recently called at this famous seat of learning and was shown into the room of the president, Prof. Alvin P. Barnaby. When last seen by the reporter Prof. Barnaby was in delicate health. Today he was apparently in the best of health. In response to an inquiry the professor said: "Oh, yes, I am much better than for some time. I am now in perfect health; but my recovery was brought about in rather a peculiar way."

"Tell me about it," said the reporter.  
"Well, to begin at the beginning," said the professor, "I had been very hard when at the school, endeavoring to educate myself for the professions. After completing the common course I came here, and graduated from the theological course. I entered the ministry, and accepted the charge of a United Brethren Church at a small place in Kent County, Mich. Being of an ambitious nature, I applied myself diligently to my work and studies. In time I noticed that my health was failing. My trouble was indigestion and this with other troubles brought on nervousness.

"My physician prescribed for me for some time, and advised me to take a change of climate. I did as he requested and was some improved. Soon after, I came here as professor in physics and chemistry, and later was financial agent of this college. The change agreed with me, and for awhile my health was better, but my duties were heavy, and again my health failed. I was in the winter I became completely prostrated. I tried various medicines and different physicians, but to no avail. Finally, I was able to return to my duties. Last spring I was elected president of the college. Again I had considerable work, and in the middle of the year I had become entirely cured, began to affect me, and had just left the college. I had different doctors, but none did me any good. Professor Bowman, who is professor of natural science, told me of his experience with Dr. Williams' Pink Pills for Pale People and urged me to give them a trial, because they had benefited him in a similar case, and I concluded to try them.

"The first box helped me, and the second gave great relief, such as I had never experienced from the treatment of any physician. After using six boxes of the medicine I was entirely cured. Today I am perfectly well. I feel better and stronger than for years. I certainly recommend this medicine to all who doubt Prof. Barnaby's cheerfulness made an affidavit before  
LYMAN J. SCUDDER, Notary Public.  
Dr. Williams' Pink Pills for Pale People are sold by all dealers, or will be sent postpaid on receipt of price, 50 cents a box, or six boxes for \$2.50 (they are never sold in bulk or by the 100), by Dr. J. C. Williams' Medicine Company, Salem, N. Y.

## AUCTION SALE.

The stock of J. L. Harding having been removed to the corner of Wyoming and Linden street has been purchased by us for less than 25 cents on the dollar. Not wishing to ship the goods to our wholesale house in New York, we have decided to sell the entire stock in Scranton at auction.

**Fine China, Bric-a-Brac, Silverware, Crockery, House Furnishing Goods, Toys, Etc.**

Will be sold for cash at any price realized. The public now has the opportunity of securing such goods which we carry at a much lower figure than merchants in this line buy them at.

**2.30 P. M. AND 7.30 P. M. ARE OUR HOURS FOR AUCTION.**  
For the benefit of those who do not attend auction sales, we will sell at retail in the forenoon of each day. Ladies especially invited.

## INTERNATIONAL TRADING CO.,

Formerly J. L. Harding, Wyoming and Linden St., Opposite Cathedral.

### RAILROAD TIME-TABLES

**Central Railroad of New Jersey**  
(Lehigh and Susquehanna Division.)  
Anthracite coal sold exclusively, insuring cleanliness and comfort.  
TRAFFIC TABLE IN EFFECT JAN. 25, 1897.  
Trains leave Scranton as follows: 7:15 a. m., 1:00 p. m., 5:00 p. m., 8:00 p. m., 11:00 p. m.  
Trains arrive Scranton as follows: 6:30 a. m., 10:30 a. m., 2:30 p. m., 6:30 p. m., 10:30 p. m.

### PENNSYLVANIA RAILROAD.

Schedule in Effect November 15, 1895.  
Trains Leave Wilkes-Barre as Follows  
7:30 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington, and for Pittsburgh and Erie.  
10:15 a. m., week days, for Hazleton, Pottsville, Reading, Norristown, and Philadelphia; and for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburgh and Erie.  
3:15 p. m., week days, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburgh and Erie.  
3:15 p. m., Saturdays only, for Sunbury, Harrisburg, Philadelphia, and Pittsburgh and the West.  
6:00 p. m., week days, for Hazleton and Pottsville.  
J. R. HUTCHINSON, Gen'l. Pass. Agent.  
J. R. HUTCHINSON, General Manager.

### DEL. LACKA. AND WESTERN.

Effect Monday, October 19, 1896.  
Trains leave Scranton as follows: Express for New York and all points East, 1:40, 2:50, 3:15, 8:00 and 9:55 a. m.; 1:10 and 2:35 p. m.  
Express for Easton, Trenton, Philadelphia and the South, 5:15, 8:00 and 2:55 p. m.  
Express for Harrisburg, 12:00, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30 p. m.  
Express for Washington, 12:00, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30 p. m.  
Express for Philadelphia, 12:00, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30 p. m.  
Express for Baltimore, 12:00, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30 p. m.  
Express for Washington, 12:00, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30 p. m.

### NEW YORK AND ONTARIO WESTERN RAILWAY.

Trains leave Scranton as follows: Express for New York and all points East, 1:40, 2:50, 3:15, 8:00 and 9:55 a. m.; 1:10 and 2:35 p. m.  
Express for Easton, Trenton, Philadelphia and the South, 5:15, 8:00 and 2:55 p. m.  
Express for Harrisburg, 12:00, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30 p. m.  
Express for Washington, 12:00, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30 p. m.  
Express for Philadelphia, 12:00, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30 p. m.  
Express for Baltimore, 12:00, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30 p. m.  
Express for Washington, 12:00, 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30 p. m.

### ERIC AND WYOMING VALLEY.

Effective Jan. 1, 1897.  
Trains will leave Scranton for New York, Newburgh and intermediate points on Erie, also for Harrisburg and all points on Erie, at 7:00 a. m. and 9:30 p. m.; and arrive from above points at 10:30 a. m. and 9:30 p. m.