

HE unrest that has long existed among the Bedouin tribes in those regions of Palestine east of the Jordan, and further south along the line of the new Mecca railroad, broke into open revolt against the Turkish authorities, and already has been marked by serious violations of the law and bloodshed. The Turkish garrison at Kerak, a town with a population of several thousand, lying on the uplands of Moab a few miles east of the south end of the Dead Sea, was overcome and put to sword by the hordes of Bedouins which have infested it like locusts. The military governor was among the slain. The many Greek-church and Latin Christians of Kerak have fled to Hammoud. A part of American tourists, including some ladies, were stopping there enroute for the rock-hewn city of Petra when the outbreak occurred, and were obliged to abandon their trip. They succeeded in getting out of the town with the help of some friendly Bedouins who attempted to guard them in an effort to reach Horeb, but they were robbed of everything but the animals they rode, by other Bedouins, and at last succeeded in reaching the shelter of Horeb. No other pilgrims have been killed, as the enemy of the Bedouins is against the government.

The Bedouins have also torn up the Mecca railway, or long stretches between Zinjara and Katarah, a distance of about 100 kilometers. The telegraph wires have been cut outside of Kerak, and station masters and their assistants have been killed. The Bedouins now block the region traversed by the railway, creating a most serious situation.

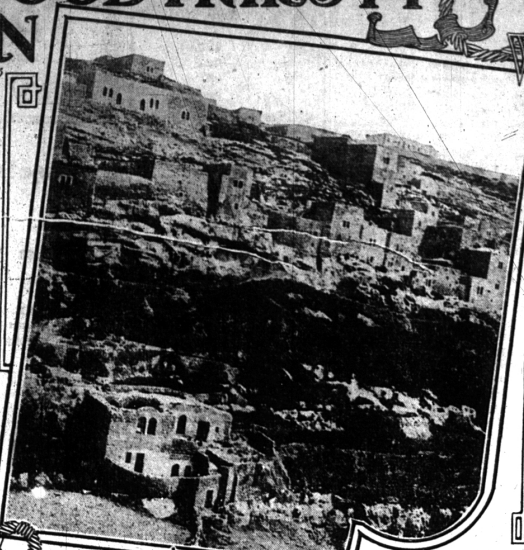
tion, as it closed the outlet northward to the tens of thousands of Moslem pilgrims who in and about their great and annual feast, the Aid el Kebir. If the caravan route from Mecca to Jeddah on the Red Sea is also held by the Bedouins, it would close the way out to the thousands of pilgrims from Egypt and India, a state of things which would call for prompt and decisive action. The limited food supply at Mecca would be quickly exhausted and could not be easily replenished.

Much excitement was caused in Jerusalem by the discovery that Kerak was in flames, as could be plainly seen from elevated places in and about the city. Different rumors are current, one of which is that Kerak is being destroyed by the Turkish troops because of the discovery that the chiefs of the town were secretly in league with the Bedouins.

Medaba, where the famous mosaic trap of the fourth century of the sacred places in Palestine was unearthed some years ago, has just been recaptured by several Turkish regiments, and is believed to be safe from attack. It is stated that the French consulate here just received a telegram from its Damascus agent that Sami Basha, who has recently succeeded in suppressing the Druse rebellion in the Horan, has hastened with his troops to Kerak to quell the Bedouin trouble. Further reports state that he is dealing with the Bedouins with great severity. The large Bedouin population of Palestine and the region through which the new Mecca railway extends is divided into many tribes. If there existed unity of aim and action among them, their opposition to the Turkish government would be most formidable. For these tribes are often at war among themselves and there is no spirit of organization or cohesion among them. But even as it is they have presented a serious problem to the government.

It is only within a few years that the tribes on the east of the Jordan, opposite Jerusalem, the Adwan and the Beni Sakher, have been brought under a sort of loose control, and that Kerak has been occupied by a garrison, and likewise the Bedouins in the south, around Beerseba, where a government post was established only recently. At the latter place a serai has been built, and also a mosque to please the Bedouins. A small town has sprung up which is the newest town of Palestine and is distinguished by being the first to have water works as well as being the site of the Beerseba of Abraham's time. The name means "Seven Wells" and has already been located. It is from one of these the water is pumped for the use of the town.

An abortive attempt was made about three years ago to plant another center further south and so



VILLAGE IN THE VALLEY OF JERUZAH



extend the jurisdiction of the government. The Pasha of Jerusalem, with his retinue of civil and military officials, at that time gathered the Bedouins of the region, and gave them presents and, with great pomp, read a message from the Sultan. As part of the ceremonies many of the Bedouin boys were brought together to receive presents of clothing, etc., and to be circumcised. But a report was started that this would mark them for being taken as soldiers later, and they fled from the proposed rite.

These new government stations, and the attempts of the officials to incarcerate themselves and military officials, at that time gathered the Bedouins of the region, and gave them presents and, with great pomp, read a message from the Sultan. As part of the ceremonies many of the Bedouin boys were brought together to receive presents of clothing, etc., and to be circumcised. But a report was started that this would mark them for being taken as soldiers later, and they fled from the proposed rite.

It seems premature to attempt to disarm the people of these towns and villages that are exposed to the attacks of the Bedouins, and in seeking to do so the government is facing a difficulty with which it will be hard to cope. It is thought the government will be able to put down the present uprising without much delay. It is most unlikely that the disturbances will extend far beyond their present area.

Other means of arriving at a similar result are admission of air through positively controlled valves, inter-connected with the usual butterfly throttle, or by devices that reduce the orifice of the atomizing nozzle. In many carburetors made for automobile use the floats and float chambers are made concentric in form, surrounding the atomizing nozzle, the purpose being to maintain the level of fuel in the nozzle, regardless of the level of the float chamber. In a flying machine this seems hardly necessary, because longitudinal tilting never under normal conditions can exceed the comparatively flat angles of gliding or ascending, while lateral tilting is compensated for by the centrifugal force set up in turning, which acts upon the liquid within the float chamber as well as upon other elements in the machine.

Many of the foremost designers them which is most unjustifiable and dangerous, and yet contrition and stinging reflection seem to have no power in the punishment they inflict or of producing amendment. I do not wish to harbor one ungrateful thought, for though my public life is far, far from happy, my domestic happiness is based upon an equivoque to its annoyances that you cannot think of my education and the life derived from the counsel and example afforded me, without heartfelt repinings. To God Almighty I lift my prayer that I may

GOING ALOFT IS PLEASANT
One of the Least of the Things With Which the Sailor Has to Contend.
"Most of the people who have asked me about my experience before the mast," said a man who has served as an ordinary seaman on a deep-sea vessel, "did not know that it wasn't so dreadful to go aloft. Now as a matter of fact going aloft was one of the least of the things I had to contend with."
"When I went aboard that old square-rigger for the first time I thought going aloft would be the worst I could get out of. I got out on the second time I got out on the mizen-topgallant yard, sent there to make up gaskets. It wasn't bad when I got there. I was a little shaky going up, but once on top the yard I had some things to do and I soon found myself getting with interest but quite without alarm over the ocean and down at the deck."
"Having something to do makes a great difference. And then, the fact is you get used to it pretty soon. You hold on to something as you go up, with it too. The sailors' rule, one observed as a rule by the veteran as well as the apprentice, is 'One hand for yourself and one for the company, and the unwritten but not unspoken corollary is that in certain moments it's both hands for yourself and farewell the company.'"
"Even now on heights I am bothered unless I have my eye on a balance. I can't get used to it unless I have a steel worker who walks a girder a hundred feet in the air. But riding a ladder isn't anything."
"You speedily get so aboard ship that you balance on your heels against the swaying boat tops on which you stand. I never minded going aloft barefoot in the tropics, but coming down—well you feel as if your feet would be cut in two."
"And by the way, in the tropics up aloft is the best place in the world to be. You get the breeze and you're in the shade half the time and you're out of the blistering hot deck and the mate can only fuss you if you're glad to go aloft!"

BASEBALL
"I saw Dr. Parkhurst on Madison avenue today."
"Well" and "Hub" being the only comments on that remark, he went on.
"Now, I wonder if Dr. Parkhurst is telling anybody at this time that he has a remedy for rheumatism. I saw me on Madison avenue today."
"Then said the man sweetly."
"If he is, I am sure he is telling them something more interesting than what you are telling us," New York Times.

SUFFERED TERRIBLY.
Kidney Trouble and Rheumatic Pains Made Life Miserable.
"I had kidney disease in a very aggravated form. Kidney secretions contained a thick sediment and passages were very painful. I was very nervous and dizzy. My limbs were swollen and mornings I felt very tired and depressed. I doctored and tried numerous remedies but they were worse until almost hopeless. The Paxton Toilet Compound, the use of Doan's Kidney Pills and it was only a short time before I was entirely well."
Remember the name—Doan's. For sale at all dealers. 50 cents a box. Foster-McMillan Co., Buffalo, N. Y.

THE FIRST ASTOR.
John Jacob Astor was born in the little village of Mott in Germany, in 1762, just as France, at the close of the Seven Years' war, was ceding Canada to England. He sailed to our shores in 1784, on the ship, the Argyle, and in 1788, when George III, in the treaty of Paris, was acknowledging our independence as a nation, the merchants of Montreal were establishing the Bank of Montreal. He became a partner, gradually gained control of the trade south of the St. Lawrence, and in 1800, that which was in the hands of the Mackinac company and won a reputation as a daring and resourceful operator. He carried on his business in Montreal, St. Louis, London and San Francisco. He had a dozen vessels afloat, carrying a capital of \$1,000,000. In 1807, he was elected a member of the Board of the Bank of Montreal, and at the time that the purchase of Louisiana in 1803 pushed our boundary to the Rocky mountains he was the wealthiest and most successful merchant in the United States.—North American Review.

Live Insects in the Ear.
"The 'chuck' the doctors scare us with are really not one-millionth part so harmful as these doctors would have us believe. The entire human race would have been wiped out of existence many thousands of years ago if this were a self-inflicted proposition. On the other hand, to have a real live bug in the ear is a different kind of trouble. Such an intrusion is not only painful, but it is very dangerous. It is a simple method of extracting such intruders. It was given to the world by the Medical World by George R. Robbins of Hamilton Square, N. J., who says he has in this manner removed many live bugs from the ears of his patients."
"Just place your patient in a dark room and hold a lighted taper or lamp right up to the ear, containing the live insect. The insect will be attracted by the 'varmint' back out every time—without the use of any instrument or application of any kind."

Do Not Like the Numbers.
"We cannot now achieve the simplicity of the American city with its broad avenues and numbered side streets."
"No, thank heaven! Who wants to be the Westminster Gazette, from whom we did not expect such Philistine regret? The L.C.C. may regret. We may have too many streets of the same name, but better be lured to a long street by a name better than the same name. John Street and John Street and John Street and John Street and John Street. Better stay to the front of King Street than to the way to No. 1000 West Five Hundred Street.—Saturday Review.

Romance in Real Life.
There is material for a novel in the experience of Johann Koschitzki, for nearly a priest at Trinity Church, Leipzig, who was the only man to have married his priesthood and married her. After his marriage he became depressed, mainly because of the absence of the clergy. He left his wife back into the church. He left his wife three times and returned. He left her a fourth time and did not return, having killed the priest. His wife is not permitted to see him and her letters are not delivered to him (as he has appeared to the authorities).
"Pop, it is I that is an unknown quantity." "I have always found it so, my son, whenever I tried to borrow one."

ARE YOU FREE FROM...
Headaches, Colds, Indigestion, Pains, Constipation, Sour Stomach, Dizziness? If you are not the most effective, prompt and pleasant method of getting rid of them is to take, now and then, a despatch of the ever refreshing and truly beneficial laxative remedy—Syrup of Figs and Elixir of Senna. It is well known throughout the world as the best of family laxative remedies, because it acts so gently and strengthens naturally without irritating the system in any way.
To get its beneficial effects it is always necessary to buy the genuine, manufactured by the California Fig Syrup Co., bearing the name of the Company, plainly printed on the front of every package.
Good Fellowship
occasionally leads to over-indulgence in the good things of the table. Be good to your stomach. Right it at once with
Beecham's Pills
Sold Everywhere. In June 1894 and 1895.

Vehicles of the Air
When the time comes that an aviator may make adjustment of his carburetor as well as other parts of the motor upon which he depends more than does the chauffeur on his automobile engine, the problem of a carburetor will not present so many difficult views.
Yet the carburetors in flying machines are very similar to those in the best automobile engines. To secure uniformly atomized fuel, it is necessary that the fuel level in the atomizing nozzle be maintained fairly constant. Also for variable speed engines, it is desirable that the carburetor action be such as not to de-rate the mixture materially through the suction from different speeds.
Increase the motor car difficulties may fold and add the care that the aviator has to exercise in operating his flying machine and you see that

Great Failing of Genius
Journal Reveals Unwearing Effort of Edwin Forrest to Overcome Bursts of Passion.
Some allowances must be made, it seems, for the fits of temper which are the genius of the stage—and elsewhere—give way. Edwin Forrest was seriously afflicted with temper, much to his remorse when his passion had spent its force. In his journal, which he kept with regularity, he once wrote:
"I despair of obtaining that mastery over myself which I owe to myself, by my children and to society. It is no use as I do from rage, and I am no more an infidel. I feel the folly, the madness, the pressing extravagance of my behavior, treating men like slaves and assuming a power over them which is most unjustifiable and dangerous, and yet contrition and stinging reflection seem to have no power in the punishment they inflict or of producing amendment. I do not wish to harbor one ungrateful thought, for though my public life is far, far from happy, my domestic happiness is based upon an equivoque to its annoyances that you cannot think of my education and the life derived from the counsel and example afforded me, without heartfelt repinings. To God Almighty I lift my prayer that I may