

The AWAKING of the OLDER NATIONS

New Turkey Offers Rare Opportunity for American Capital—A Use of the Flag That Does Not Redound to Honor of Country.

By WILLIAM T. ELLIS.
Taurus, Asia Minor.—One of the great gardens and granaries of the world is this famous Cilician plain round which bloom memories of "The glory that was Greece and the grandeur that was Rome."

Today it is of interest as a feature in the new life of awakened Turkey and as a rare field for the employment of American capital and the sale of American goods. The commercial opportunities of new Turkey are embodied in the situation which is found here. If the new order in the empire is to succeed there will inevitably be great changes in the life of the people.

Breadly speaking, the Asia Minor of today mirrors the times of the Bible. There has been little change in two thousand years. Upon great threshing floors, open to the sky, hand-reaped grain is threshed by orea and flails, and winnowed by tossing it into the air. Two women may still be seen grading at a mill. Instead of hotels the wayside khans are of the type which the beautiful Bethlehem story has made familiar to the world. About the roadside wells the herdsmen still gather their flocks, and women with jars draw the water. It is all primitive, pastoral, patriarchal. The next twenty-five years will transform the old order here, even as the like period of time has done in Japan.

Why Americans Are Favored.
Hitherto obligations and finances have gone hand in hand in Turkey's experience with foreigners. Concessions have had diplomatic significance. Simon-pure business has been kept out of the country to make way for the promoter who is supported by the officialdom of some European government. New Turkey is tired of this. She must have money for internal development. Only by the inflow of foreign capital and modern foreign methods can the people be helped along the road which the government has planned for them. In their hour of need the officials are sincerely turning toward America for help. I have been told directly by more than one cabinet minister as well as by minor officials, that since American capitalists are not the forerunners of dangerous governmental policies, they are the most welcome in this country.

The Bagdad Railway.
The Bagdad railway is an illustration of how business and diplomacy go hand in hand. The concession for this great highway has been secured by the Germans. It is a master stroke of policy. There is no exaggeration in declaring that this Bagdad railway is the most important bit of railway construction now under way anywhere on earth. It may be looked upon from several angles. Some persons see this line stretched from Berlin to Bagdad as a mailed fist shown in the face of India. Others regard it as an outstretched hand for the golden commerce of the far east. Others see in it only peril to the British and Russian influence in Persia.

The ordinary business man, who does not meddle with politics, is content to note that it opens up the fertile plains of the Tigris and Euphrates to the German trader. Construction has already proceeded to Burgulu and before this winter is over it will be in operation well into the foot-hills of the Taurus mountains. There, engineering difficulties will hold it for a few years but the Cilician end of the line is also being built. The maps of tomorrow will not ignore this new route over the most ancient highways of the world.

But the railway is practically political, Germany says that if New Turkey increases her taxes, as she means to do, the money must be applied to the building of the Bagdad railway. Great Britain and Russia declare that the taxes may not be raised if they are to be used for any such purpose. Between the contending forces of diplomacy, poor Turkey is held at a standstill. Small wonder that she has looked favorably thus far upon the Chester railway project which is designed to open the eastern end of Asia Minor. This, however, is not yet through, for the sinuities of diplomacy at Constantinople have twined themselves about many another promising enterprise to throttle it to death.

Business and Reform.
Apart from the question of mines and railways, and these other larger affairs which are roughly grouped as concessions, there remain smaller enterprises which offer no difficulties to the American business man. Perhaps I can best explain these by quoting a long conversation which I had with the Vall of the Vilyet of Adana—a progressive young Turk who was put in by the Reform government after the massacres to rule this troubled territory by an iron hand.

Djemal Bey is an enlightened Turk of the new order, liberal in his opinions, intensely patriotic yet sensible in the pursuit of reforms. He has required compulsory education for all children between 7 and 14 years of age. He has forbidden loafing in the Coffee Houses before the middle of the afternoon and he has undertaken to close out the gambling which has become an increasing menace to the life of Turkey. I freely translate the

message which he desired me to convey to the American business men.

A Governor's Invitation.
"This district alone needs an investment of five hundred million francs of foreign capital. We are now having drawn specifications of a vast irrigation project for this great Cilician plain. I shall be glad to let you have, and to send to any interested and responsible persons in America, detailed information such as would be necessary to make bids. Americans are familiar with irrigation work and skilled in this department of engineering; so we should be very glad to have responsible firms seek this contract and I could assure them that there will be no difficulty about the necessary government concession.

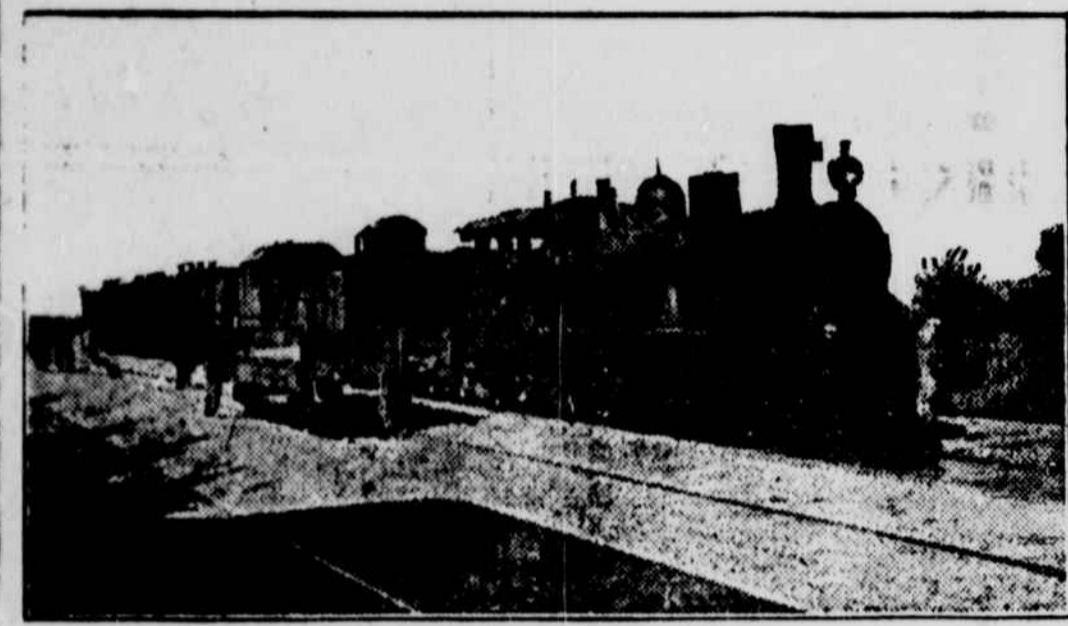
"Here in the city of Adana we need to install an electric lighting plant, a tramway system, a water system, a telephone system, and a sewage system. All these public utilities are open to foreign capital with a good return and abundant security assured.

"Not only will Adana, which has six hundred thousand inhabitants, grow to a much larger city, with the advent of the Bagdad railway and the development of our agricultural and cotton industry, but to the east of us on the Cilician plain there should be another city. It is bound to come. With it will come all kinds of opportunities for capital. I should be glad if you would extend this invitation to interested Americans.

"In the way of general trade, there is an almost unlimited field here. For a few years past we have imported every year a number of modern agricultural machines, costing as high as \$15,000 a piece. These came from England, yet we know that America is the home of modern harvest machinery. Why do not your manufacturers send out agents into all this agricultural country, or secure native agents in order to promote their business?"

The governor went on to talk of the changed order which brings in the new fashions of the western style, making a market for American shoes, American collars and neckties, American clothes, American tools and many of the accessories of western life. The general commission merchant should do as thriving a business as the capitalist in these regions where once the Persians and Greeks and Romans and Crusaders and Arabs fought historic battles.

Where Americans Blush For the Flag.
Ladvantines are keener to see the advantages of trading out here as Americans than are Americans themselves. There have opened in this country some schemes which Americans resident in this part of the world



Type of Train Used on Bagdad Railway.

think call for vigorous investigation by the government. The flag is flying over enterprises which are not conducted in American fashion, and which bring into disrepute the good name of the nation.

Most conspicuous among these, and of especial interest to Americans just now, because of the shipping subsidy agitation is an "American Line" of steamers which run to Mediterranean ports, flying the American flag. It certainly looks good to an American to see the Stars and Stripes flying on the stern of a vessel of some kind—until he examines the kind of vessel and the story behind it. The American Line has a fleet of nearly a dozen ships, bearing names of states. I know most about the "New Jersey," for on her I made a never-to-be-repeated voyage across the Mediterranean.

As far as I can gather from various sources, the company which owns the ships nominally has the majority of its stock in the hands of a Greek merchant of Smyrna, who went to America and became a naturalized citizen, and returned here for the purpose of getting the advantages of American citizenship. He is the nominal chief stockholder in the American Line, an ice company and a cinematograph show, and other enterprises that are opening under the American flag. American protection releases them from all obligation to the Turkish law. By reason of the capitulations in force here every American enterprise is free from Turkish supervision and an unscrupulous person or persons, as may readily be seen, can greatly abuse the rights of American citizenship.

What the Flag Covers.
In the case of this "American Line," which is a scandal throughout the Levant, the company ostensibly secured American registration about a year ago in order to escape the Turkish law whereby its ships could be used for the transport of troops. Critics say that this is the same company that previously ran the ships, but simply under another and an American name. They fly the flag over their offices and over the ships; but I venture to say that there are not five persons in the whole outfit who could tell whether Grover Cleveland was a brand of potato or the president of the United States.

They use the American shield on

the dress uniform of the ship's officers, but they have distorted it so that the blue field is larger than the red and white stripes and instead of having the field filled with stars, there appears upon it the white Greek cross. Most of the men in the company are Greeks and thus they are flying the Greek flag in defiance of all responsibility. They escape all the taxes that they would have to pay to the Turkish government nor are they subject to inspection by any Turkish official.

Cattle in Passengers' Places.
It would be well if they were. When I went aboard the "New Jersey" she was loaded with cargo and well down to the water line. Then there were later taken on 1,500 sheep and goats, lifted aboard in bunches by their hind legs, and thrown scrambling upon the decks. These were given the space that ordinarily goes to second class and deck passengers. They were crowded in so that there was not room to walk among them. Incidentally, they were not given food or water in the 36 hours that I knew them to be aboard. Thirty-one head of cattle were also driven on to the upper deck. A car load of melons were piled high among the life boats.

Over and beyond all these, sprawling wherever they could make a space, were two hundred deck passengers, chiefly pilgrims to Mecca whose prayers and pistols made them even more picturesque than the goats. I could not find a life preserver on the boat, though I searched. As for the life boats, some of them were occupied by the pilgrims who conducted their household arrangements therein.

Passengers on the Bridge.
The advent of a first class passenger on this line was evidently unusual. Absolutely no space is provided on deck for first class passengers but I was invited to share the captain's bridge. It is no exaggeration to state that the filth on deck was from half an inch to two inches thick. On the bridge I was often left in undisputed possession, no officer being present. A horribly dirty Greek stood at the wheel.

I could not find any sign of captain's license, pilot's license or any other official papers on the boat. In the cabin there is a handsome ikon before which burns a light. Nobody on the boat speaks English, except one mate who appeared near the end of the voyage and was able to ask to have his picture taken.

And that is the "American Line." Its use of the flag could have been made possible only by some sort of official dereliction or connivance. The government cannot too quickly take

cognizance of this shameful condition; for, unless I am sadly mistaken, the Plimsoll mark of the boat on which I rode was far under water and one of these fine days there will be a horrible accident to the worldwide shame of the American flag.

At this critical time there is danger that such abuses of the American name may injure the future of American capital even as the infamous American railway concession in China brought the nation into a disrepute there from which it has only of late been recovering. America asks nothing of Turkey except opportunity to do legitimate business, and to be good neighbors. The American government should be at pains to see that all American representatives shall be worthy of the flag that they fly.

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Another Blow at the Novelist.
Is it well to marry the woman you rescue from drowning? The New York Evening Mail asks. The suit for divorce for "incompatibility of temperament," filed at Reno by a woman whom her husband had plucked from the sea at Asbury Park six years before, intimates that it is not well. But wherefore? The reasons are triple: (1) People do not like to live in constant presence of some one to whom they are under so heavy debt. (2) Lifelong content in double harness should rest on congenial temperaments, not on some romantic stunt. (3) Such marriages are usually between the summer man and the summer girl, and therefore do not envisage life's realities.

Then Pa Grew Reflective.
The Smiths had invited a guest to dinner. As the last course was reached little Willie, who had been closely watching the guest almost continually during the meal, looked over at him once more and said:

"You haven't changed a bit since you started eating, have you, Mr. Curtis?"

"Why, no," laughed the visitor. "Why do you ask that question?"

"Because," blurted out Willie, confused by a pair of eyes focused on him, "because I heard pa say you'd make a big hog of yourself as soon as you got your eyes on the beef."

ed them for Taft Thursday.

Second Monthly REPORT of Supervisor of Sumter County February 1-29, 1912.

Roads and Bridges.

256—J. H. Holland, payt. figt. gang, 162 hrs.	16.20
257—Robert Dicks, 100 2-3 yds ditching.	8.05
261—J. H. Scarborough, 1-2 of 156 cu. yds ditching.	6.24
262—T. H. Smiling, 200 cu. yds ditching.	20.00
264—W. M. Gaylard, hauling and labor.	2.50
266—H. T. Smiling, bal due on 366 cu. yds ditching.	7.48
267—Nell Spann, hauling and labor.	6.00
268—P. M. Pitts, p. payt. frt. prd. for cleaning pipe.	2.50
269—W. H. Ramsey, 102 cu. yds. ditching.	10.20
270—J. T. Keels, labor and hauling.	15.00
271—W. O. Cain, Jr. 96 ft. lumber and labor.	1.50
272—Parker Lumber Co., 912 ft. lumber.	13.68
273—Tisdale & Cuttino, teams and labor.	7.65
274—R. L. Harvin, teams and labor.	6.00
290—S. M. Pierson, 1 disk harrow.	21.00
291—Sumter Ry. and M. Supply Co. material for drags	7.40
293—DuRant Hardware Co. harness.	3.98
294—W. B. Boyle, 1 mule.	190.00
308—J. M. Capell, labor and hauling.	3.15
315—Wash Brown, 93 cu. yds. ditching.	7.44
316—J. M. Reams, hauling, labor, nails.	4.60
319—R. M. Cantey, surveying.	7.50
317—Marion Dorn, hauling and labor.	5.00
321—E. Player, labor and hauling.	8.50
322—J. H. Holland, payt. figt. gang 180 hrs.	18.00
363—T. J. Kenney, 333 ft. lumber, labor.	5.66
368—J. H. Holland, payt. figt. gang 40 hrs.	4.00
369—E. Boney, Agent, p. p. frt. c. l. pipe to Borden.	12.21
370—T. W. Lee, 200 yds. ditching.	6.00
371—Sam Nathaniel, frt. and drayage, scraper.	4.56
373—Sumter Brick Works, 1-2 of 3440 yds. ditching.	23.20
375—J. H. Bull, labor, putting in pipe.	9.00
378—T. S. Weldon, labor, hauling and stringers.	6.92
379—T. W. Scott, hauling and labor.	18.75
380—H. W. Pritchard, hauling and labor.	13.50
381—W. J. R. Davis, labor road drags.	4.50
385—Stephen Pinckney, labor, hauling.	2.00
388—William Mack, cutting tree.	.50
389—H. T. Smiling, hauling and labor.	4.00
390—J. T. McNeil, 690 ft. lumber, labor, hauling.	17.35
393—Austin Bros, 1 No. 2 Royal wheeled scraper.	51.00
394—Thos. J. DuBose, 650 ft. lumber, hauling, labor.	14.65
Total.	\$597.37

Salaries.

263—J. R. Brunson, 4 1-2 da. overseer C. G.	15.00
386—A. J. Hatfield, sal. as overseer scraper gang No. 1, Feb.	40.00
395—R. E. Wilder, sal. as Co. Auditor, Feb.	44.44
396—B. C. Wallace, sal. as Co. Treasurer, Feb.	44.44
397—W. H. Epperson, sal. as sheriff, Feb.	166.66
398—S. F. Flowers, sal. as Coroner, Feb.	41.67
399—J. H. Haynsworth, sal. as Supt. Ed. Feb.	83.33
400—P. M. Pitts, sal. as Supervisor, Feb.	125.00
401—J. R. Sumter, sal. as clk. to Co. Com. Feb.	83.33
402—F. L. Player, sal. as mag. 1st Dist. Feb.	10.41
403—Geo. T. DesChamps, sal. as mag. 2nd Dist. Feb.	10.41
404—H. L. B. Wells, sal. as mag. 3rd Dist. Feb.	52.08
405—J. F. Ingram, sal. as mag. 4th Dist. Feb.	12.50
406—W. J. Rees, sal. as mag. 5th Dist. Feb.	33.33
407—R. L. Burkett, sal. as mag. 6th Dist. Feb.	29.16
408—J. L. Gillis, sal. as mag. 7th Dist. Feb.	10.41
409—C. L. Player, sal. as Con. 1st Dist. Feb.	8.33
410—B. C. Chandler, sal. as Con. 2nd Dist. Feb.	8.33
411—P. H. Mellette, sal. as Con. 3rd Dist. Feb.	22.93
412—J. A. Allsbrooks, sal. as Con. 4th Dist. Feb.	10.41
413—Geo. T. Gedding, sal. as Con. 5th Dist. Feb.	16.67
414—H. B. Boykin, sal. as Con. 6th Dist. Feb.	16.67
415—E. P. Brown, sal. as Con. 7th Dist. Feb.	8.33
416—D. B. Brunson, sal. as overseer C. G. Feb.	75.00
416—D. B. Brunson, sal. for guard No. 1 hire, Feb.	40.00
417—Luther Wilson, sal. as 2nd guard, C. G. Feb.	40.00
418—J. H. Holland, sal. as overseer figt. gang, Feb.	40.00
419—J. P. White, sal. as overseer, scraper gang No. 2, Feb.	40.00
420—L. D. Jennings, sal. as Co. Attorney, Jan. and Feb.	25.00
421—Jas Mickens, sal. as Janitor, C. H. Feb.	25.00
Total.	\$1,178.84

Alms House.

252—Wm. Dingle, transportation pauper.	.50
255—B. D. Mitchell, dieting, January.	153.00
260—C. J. Lemmon, med. attention and exam.	48.00
279—J. M. Chandler, underclothes.	1.00
287—Geo. H. Hurst, mattress and pillows.	4.55
295—J. D. Craig Fur. Co. coffin.	6.50
301—Sumter Dry Goods Co. comforts.	3.00
302—Schwartz Bros. dry goods.	7.48
305—D. W. Owens, clothing and shoes.	19.29
307—Sumter Hardware Co. nails.	2.82
Total.	\$246.14

Chain Gang.

251—W. M. Sanders, 1270 lbs. bay.	12.90
258—D. W. Owens, transptg. prisoner.	1.75
260—C. J. Lemmon, M. D. med. att. n. January.	4.25
277—Sumter Grocery Co. supplies, scraper job.	7.20
278—W. H. Yates, supplies scraper, dec.	15.18
280—Booth-Harby L. S. Co. Hay and corn.	107.65
281—A&B—Carolina Fur. Co.	

bed, cot, mattress.	20.75
282—Burns Hardware Co. tools.	6.96
284—J. J. Whitten, repairs.	5.30
285—Union Brokerage Co. supplies.	15.83
286—Crosswell and Co. 2063 lbs. Tim. Hay.	31.98
288—Moses Green, supplies.	24.18
293—DuKant Hardware Co. tools.	9.03
296—D. J. Chandler, underclothes, convict.	3.50
301—Sumter Dry Goods Co. 1 blanket.	1.85
305—O'Donnell and Co. supplies.	96.06
306—W. T. Hall, shoeing and repairs.	1.65
307—Sumter Hardware Co. shovels.	7.00
323—City of Sumter, convict labor, January.	25.80
349—J. Parish, frt. and drayage, tent.	1.07
367—Wallace Sanders, 7 bu. corn.	6.30
372—Milton Bag and Cotton Fills, 1 tent.	19.59
377—D. W. Owens, transptg. prisoner to gang and K. R. fare.	6.10
387—R. W. Bradham repairs.	3.25
423—D. W. Owens, transptg. prisoner to gang.	7.55
Total.	\$441.78

Public Buildings.

265—Dick Bradley, 1 load light wood.	1.00
283—A. A. Strauss and Co. 2 brooms.	3.25
292—Sumter Lighting Co. lights January.	25.20
300—J. W. McKeiver, putting in glass.	2.75
312—H. M. Webster, frt. and dray, floor dressing.	4.67
318—E. F. Miller, 8 Evergreens.	9.25
374—Chemo Co. 1 bbl. floor dressing.	50.00
376—Sam Nathaniel, frt. and drayage, Paint.	1.35
382—Building Supply Co. 1 chest, drawers, clerks office.	15.00
392—Sumter Cotton Oil Co. 1-2 bbl. paint.	28.25
422—R. H. Jennings, State Treas. insurance C. H.	333.04
424—Sam Nathaniel, frt and drayage.	.51
Total.	\$474.27

Jail.

258—D. W. Owens, w. washing 8 rooms.	6.40
260—C. J. Lemmon, M. D. med. attention, January.	1.25
275—Central L. Co. lumber for fence.	2.02
280—Booth-Harby L. S. Co. 1 bbl. lime.	1.25
282—Burns Hardware Co. w. w. brush.	.50
292—Sumter Lighting Co. lights, January.	7.20
309—W. H. Epperson, dietg. prisoners, January.	79.80
Total.	\$98.42

Contingent.

254—C. W. Birnie, exam. in lunacy.	5.00
260—C. J. Lemmon, M. D. exam. in lunacy.	5.00
2766—Osteen Pub. Co. pub. report, December.	16.74
289—J. D. Shirer and Co. prestolite tank and batteries.	18.00
297—Dittler Printing Co. ptg. 1,000 blanks.	8.50
298—H. M. Stuckey, M. D. exam. in lunacy.	5.00
299A&B—J. L. Gillis, transptg. pris. and serving coroner's jury.	10.60
303—Knight Bros. pub. m. report, Dec., office supplies, ptg.	28.97
304—F. B. Sanders, M. D. Post mort. exam.	5.00
310—W. H. Epperson, transptg. lunatic, pris. and office expense.	24.80
311—Sumter Job Printing Co. ptg. 500 envelopes, mag.	2.00
350—W. H. Epperson, ex. trip to Jacksonville, Fla.	53.00
365—H. B. Boykin, transptg. pris to jail.	4.00
383—J. R. Sumter, stamps, telegram, frt. paid.	3.45
384—B. C. Wallace, stamps.	3.00
391—A. M. Bateman, transptg. prisoner.	5.20
Total.	\$198.26

Road Improvement Fund.

250—James Brunson, 1612 cu. yds clay, 873 R. yds.	163.21
253—Sumter Transportation Co. hauling can. pipe.	7.50
259—James Brunson, 396 cu. yds clay, 37 R. yds.	34.24
366—T. B. Brunson, 559 cu. yds. ditching.	61.49
Total.	\$266.44

Pensions.

313—T. S. Poole, Ex-Con-federate Pension, Feb.	3.00
314—T. W. Pritchard, Ex-Con-federate Pension, Feb.	3.00
324—W. J. Atkinson, Ex-Con-federate Pension, Feb.	3.00
325—W. B. Norton, Ex-Con-federate Pension, Feb.	3.00
326—W. A. Partin, Ex-Con-federate Pension, Feb.	3.00
327—Owen Sanders, Ex-Con-federate Pension, Feb.	3.00
328—E. R. Sanders, Ex-Con-federate Pension, Feb.	3.00
329—R. R. Thames, Ex-Con-federate Pension, Feb.	3.00
330—T. G. W. Geddings, Con-federate Pension, Feb.	3.00
331—J. L. Ardis, Ex-Con-federate Pension, Feb.	3.00
332—Anderson Nunnery, Con-federate Pension, Feb.	3.00
333—Jos Lewis, Ex-Con-federate Pension, Feb.	3.00
334—Henry David, Ex-Con-federate Pension, Feb.	3.00
335—James Allsbrooks, Con-federate Pension, Feb.	3.00
336—H. M. Spann, Ex-Con-federate Pension, Feb.	3.00
337—Abram Ardis, Ex-Con-federate Pension, Feb.	3.00
338—H. N. Idol, Ex-Con-federate Pension, Feb.	3.00
339—W. A. Weldon, Ex-Con-federate Pension, Feb.	3.00
340—Sumter Belk, Ex-Con-federate Pension, Feb.	3.00
341—Henry Morris, Ex-Con-federate Pension, Feb.	3.00
342—G. W. Jones, Ex-Con-federate Pension, Feb.	3.00
343—James Dorn, Ex-Con-federate Pension, Feb.	3.00
344—J. M. Smith, Ex-Con-federate Pension, Feb.	3.00
345—M. J. Morris, Ex-Con-federate Pension, Feb.	3.00
346—J. W. Partin, Ex-Con-federate Pension, Feb.	3.00
347—T. Benehathly, Ex-Con-federate Pension, Feb.	3.00
348—H. M. Powell, Ex-Con-federate Pension, Feb.	3.00
350—T. G. W. Geddings, Ex-Con-federate Pension, Feb.	3.00
351—G. W. Scott, Ex-Con-federate Pension, Feb.	3.00
352—Hampton Lee, Ex-Con-federate Pension, Feb.	3.00

353—M. H. Boykin, Ex-Con-federate Pension, Feb.	3.00
354—J. E. Jervey, Ex-Con-federate Pension, Feb.	3.00
355—Geo. Hancock, Ex-Con-federate Pension, Feb.	3.00
356—A. H. Weeks, Ex-Con-federate Pension, Feb.	3.00
357—Henry Scott, Ex-Con-federate Pension, Feb.	3.00
358—John Outlaw, Ex-Con-federate Pension, Feb.	3.00
359—J. P. Windham, Ex-Con-federate Pension, Feb.	3.00
360—I. S. Windham, Ex-Con-federate Pension, Feb.	3.00
361—W. J. Brunson, Ex-Con-federate Pension, Feb.	3.00
3	