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**MILITARY REPORT**  
  
**ON**  
  
**WESTERN TURKEY IN EUROPE.**

Prepared by the General Staff, War Office.

1906.

[A. 1051.]

Taken on charge by, and  
receipt signed by,  
Captain Sir E. Grogan  
Refle Bupde

Salonica,

April 17th. 1907,

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Transferred to Major Stephen DSO  
on Sept 11. 1908

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# MILITARY REPORT

07

WESTERN EUROPE



Prepared by the War Office

1057 AS30

1808

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## P R E F A C E.

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THIS Report has been prepared by Captain Sir E. Grogan, Rifle Brigade, General Staff, and deals with that part of Turkey in Europe which lies to the west of the vilayet or government of Adrianople. The information given has been taken mainly from reports furnished by Lieut.-Colonel F. R. Maunsell, C.M.G., R.A., Military Attaché at Constantinople.

A Military Report on the Vilayet of Adrianople and the neighbourhood of Constantinople was issued by the General Staff in 1905. The present volume, therefore, completes the account of the whole of Turkey in Europe.

J. M. GRIERSON,  
Major-General,  
Director of Military Operations.

General Staff,  
War Office,  
7th February 1906.

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## PREFACE

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J. M. GERRARD,

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Director of Military Operations.

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War Office.

1st February 1906.

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MAP.

*(In pocket at end of book.)*

Sketch map of Western Turkey in Europe. Scale  $\frac{1}{800000}$ .

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## CHAPTER I.

### HISTORICAL SUMMARY.

To understand the relations of the Balkan races to each other, some sketch of their ancient history is necessary, however short and incomplete that sketch may be. The earliest known inhabitants of the Balkan Peninsula were the Illyrians, the ancestors of the modern Albanians on the west and of the Thracians on the east.

Macedonia itself (*see* page 15) first came into notice in history in the reign of Amyntas (about 500 B.C.) and in that of his son Alexander, who was king at the time of Xerxes's invasion of Greece. Together with Albania (*see* page 16), it then formed a part of the Macedonian Empire. At that time the country consisted merely of unimportant mountain provinces supporting a population of shepherds, whose manners and customs were warlike, and whose ruler was a tribal chief, scarcely superior to his comrades. These shepherds were constantly threatened by the Illyrians and Thracians who often invaded their territory, with the result that they were gradually driven further and further south toward Greece. 5th century  
B.C.

In 379 B.C. Sparta, after destroying the Olynthian confederation, reduced Macedonia to a little district surrounding Edessa, the modern town of Voden, and stripped it of all communication with the sea. 4th century  
B.C.

However, a few years later it became the most powerful State in the Balkan Peninsula: in the time of Philip of Macedon and of his son Alexander, the Macedonian Empire gained world-wide renown, and its influence extended to the shores of the Indian Ocean.

In 168 B.C., when the Empire was subjugated by the Romans, the country was left with a nominal autonomy, but it lost its national unity by being divided into four districts which were separated from each other by rigid political and social limitations. 2nd century  
B.C.



1st and 2nd  
centuries,  
A.D.

Before long it was reduced to the form of a province, and during the partition of the provinces in the time of Augustus, was assigned to the Senate. Thenceforward it followed the fortunes of the Roman Empire, and, on the partition of that dominion, it remained with the eastern division. In the time of Alaric it was frequently plundered by the Goths, and in the interval which elapsed between Justinian I. and Heraclius a considerable portion was colonised by Slavonians.

4th century,  
A.D.

In the 4th century a strong Hellenic influence began to make itself felt throughout the Balkan Peninsula and resulted in the foundation of Constantinople, the ancient Byzantium.

5th century,  
A.D.

In the 5th century Attila the Hun founded a short-lived empire, which included portions of modern Macedonia.

6th century,  
A.D.

In the 6th and 7th centuries the Slav movement increased in strength and made itself felt to such an extent that by the end of the 7th century the Slavs occupied most of the territory from the Baltic Sea on the north to the Aegean Sea on the south.

7th century,  
A.D.

In the earlier part of the 7th century, shortly after the rise of the power of Islam, the Byzantine Empire commenced its struggle with the Moslems. Constantinople successfully resisted a Saracen siege as early as A.D. 673.

The Bulgarians.

It was during the 7th century that the southern Slavs became admixed with the Bulgarians, an Asiatic people akin to the Finns and Huns who were already in the country. Some of these Bulgarians came originally from the same region as the Huns and settled on the Volga, while others passed westward and came into contact with the Slavs. They were ruled by an absolute monarch, owned slaves, possessed a well-disciplined army, and probably had most of the characteristics which rendered the Turks so formidable a Power. They adopted, however, the language and manners of the Slavs, and a considerable admixture of blood took place which modified the original physical type and resulted in the Bulgarian of to-day.

By the middle of the 7th century the bulk of the population of the country which is now known under the names of Bulgaria and Macedonia had, in consequence of these changes, become Slavonic, while the Hellenic element had been driven to the coast and the Albanians forced back into their mountains to the north and west. It was at this period that the

Bulgarians first appeared as an independent Power with a kingdom which is approximately of the same size as the modern Bulgaria, but with its capital at Preslau, near Varna. In the middle of the 7th century the Bulgarians accepted Christianity, and King Boris was baptised into the Orthodox Church. After this the Bulgarian advance was rapid, till, by the beginning of the 9th century, Bulgaria had become so powerful that she threatened Constantinople itself.

At the beginning of the 9th century the power of Islam continued to rise gradually; while in Europe the Emperor Basil made the Danube his frontier and established his rule over the Balkan Peninsula. 9th century, A.D.

Simeon, son of Boris (A.D. 892-927) founded the first Bulgarian Empire, which extended from the Black Sea to the Adriatic, and included most of Macedonia, Albania, Greece, Servia, and Dalmatia, leaving to the Byzantine Empire little besides Constantinople, Salonica, Adrianople, and the adjoining districts; the title of "czar" was then for the first time assumed by the Bulgarian monarch. Internal dissensions, however, arose, and the Greeks, severely defeating the Bulgarians in battle, seized the eastern portion of the Bulgarian Empire, leaving the western portion independent with its capital at Okhrida and with dominions which extended from the Danube to Yanina. 10th century, A.D.  
First Bulgarian Empire.

In A.D. 1018 Bulgaria was finally conquered by the Macedonian Emperor Basil, the "Bulgar-slayer," after which it was consigned to oblivion for a period of 150 years. 11th century, A.D.

During the 11th century the Byzantine Empire was harassed by the Seljuk Turks on the east, and by Normans and then by Venetians on the west, while Italian influence in the Levant rapidly increased.

During the 12th century the Servian Kingdom woke into being, and in the first instance comprised Bosnia, Montenegro, and the Adriatic coast. 12th century, A.D.

In A.D. 1150 a certain Stephen Nemanja, who ruled in Novibazar, began to gain power, and by A.D. 1180 he had captured Nish and exercised his sway over a territory which comprised the western part of Servia, Montenegro, Herzegovina, and the modern vilayet of Kossovo. His capital was at Prishtina and he assumed the title of King of Servia. The most brilliant epochs in the history of this nation were connected with "Old Servia" (see page 16) and northern Macedonia.

13th cen-  
tury, A.D.

The Fourth Crusade in A.D. 1204 inflicted a deadly blow at the power of the Byzantine Empire, for the Crusaders, instead of fighting the Moslems, attacked and captured Constantinople, and established a Latin Empire which lasted till A.D. 1261, when the Greek dynasty was reinstated.

The Latin  
Empire.

The Latin conquest had, however, permanently reduced the Empire, for, during the half century of occupation of Constantinople by Latin Emperors, Slavonic kingdoms had become firmly established in the Balkan Peninsula. Albania had become the Despotat of Epirus, the greater part of Greece had been divided among Latin States, and most of the Ægean Islands had passed into the hands of Venice.

Second  
Bulgarian  
Empire.

The exactions of the Greek Emperor occasioned the outbreak which resulted in the formation of the second Bulgarian Empire, with its capital at Tirnovo; after a period of uncertainty there opened for the latter Empire, under King Asen II. (1218-1241), an epoch of great prosperity, at a time when the weakness of both Latin and Greek Empires rendered him the strongest potentate in Eastern Europe. His empire comprised all modern Bulgaria, Servia, Macedonia, and Albania, with Tirnovo as capital, but, although his reign was peaceful, the Empire broke up on his death in A.D. 1241, from which date, until the advent of the Turks, it never again gained the ascendancy.

Rise of  
Servia.

In the 13th century, before the Ottomans had secured a firm footing in Europe, the strength of Bulgaria had declined; the Byzantine Empire had become hopelessly weakened in its struggle with the Latins, and Servia had become the most important Power in the Balkans.

14th cen-  
tury, A.D.

The reign of Stephen Dushan was a period famous in Servian history; in accordance with the treaty of A.D. 1340 Dushan possessed almost the whole of the Balkan Peninsula with the exception of Salonica and Durazzo. During the dissensions arising at the time of the regency of John Cantacuzenus, who had called in the Turks to assist him, Dushan opposed the Regent, and was proclaimed Emperor of the Greeks and Servians at Uskub, but Cantacuzenus, thanks to his Turkish alliance, succeeded in winning back parts of Macedonia and Thrace. In a campaign against Hungary, Dushan obtained Belgrade, Bosnia, and Herzegovina; he then organised a powerful expedition with the object of

seizing Constantinople and holding it against the Turks, and was so far successful that he arrived within 40 miles of Constantinople at the head of 80,000 men, but in A.D. 1356 he suddenly died in camp, probably of poison.

His empire then fell rapidly to pieces, and became divided into small provinces the individual weakness of which permitted the Turks to advance unchecked amidst a confused mass of petty princes. Thessaly, Albania, Bulgaria, and Bosnia became independent, the last-named being the centre, for a brief period, of Servian power. After fruitless efforts the Servians chose as their czar one Lazar, a distinguished soldier; he had, however, no alternative but to cede the greater part of Macedonia to the Turks, who in A.D. 1386 also captured Nish.

In the first half of the 14th century the Osmanli Turks rapidly began to swallow up the remnants of the Byzantine Empire in Asia, and to lay the foundation of Osmanli power. Osman in A.D. 1328, and Orkhan up to A.D. 1359, extended their rule further west; in A.D. 1331 the first Turkish vessels ravaged the coasts of the Gulf of Salonica. The Osmanli Turks.

In the middle of the 14th century the Byzantine Empire consisted merely of the towns of Constantinople and Salonica and of part of Greece, Macedonia and Thrace having fallen into the hands of Stephen Dushan of Servia. About this period the Greek Regent unwisely invited the Turks to enter Europe to assist him against the Servians, an invitation which later on resulted in the conquest of the whole of the Balkans by the Sultans Murad and Bayezid.

Towards the end of this century an attempt was made to form a Christian alliance to stem the tide of Turkish conquest, but it came too late. A federal army consisting of Servians, Bosnians, Albanians, and Bulgarians was formed; it opposed the Turks at the historic battle of Kossovo in A.D. 1389, which ended in a complete victory for the Turks, caused the absolute collapse of the Servian power, and decided the fate of this part of the Balkans. Christian Anti-Turkish alliance.  
  
Battle of Kossovo, A.D. 1389.

The inroads of Timur (Tamerlane) from Central Asia temporarily checked the tide of Turkish conquest, and during these periods the Greek Empire recovered parts of the European coast. Christendom, however, failed to form any coalition against the Turks, and, the 15th century, A.D. Timur (Tamerlane).

opportunity being lost, Muhammad I. again restored the shattered Empire.

Capture of  
Salonica.  
A.D. 1430.

Salonica was captured by the Turks in A.D. 1430 and Constantinople in A.D. 1453; since the latter date Turkish power has remained absolute in this part of their empire and the history of Macedonia and Albania merges into that of Turkey.

The  
Albanians.

It was about this time that the Albanians began to attract special notice. Albania had previously formed a more or less independent part of the various empires in turn, but, in the 14th and 15th centuries, the national warlike characteristics of the race began to show themselves more markedly. The Albanians are of ancient origin, probably Pelasgian, and they occupy the Illyria of former times. In the local language the country is known as "Skiperi" or the country of the eagle, and the people as "Skipetar" or the sons of eagles, though the modern Turkish name for them is "Arnaut." Albania has usually comprised the present districts of Scutari, Ipek, Prishtina, Vrania, Uskub, Perlepe, Monastir, and Yanina, and the people have lived apart in their mountains without lasting connection with either Greece or Macedonia. During the 13th and 14th centuries Epirus, Macedonia, and Illyria, a part of the Eastern Empire, became simple provinces, and, being involved in the subsequent collapse of that empire in A.D. 1453, fell under the yoke of the Ottoman invaders. After the first changes introduced by the Turkish conquest, the peoples of Epirus and Illyria, the modern Albania, offered the most vigorous resistance to Ottoman rule.

Skanderbeg.

In the 15th century the Albanian national hero, George Castriotis, otherwise known as "Skanderbeg," commenced a long and successful struggle against two of the most powerful Sultans, and by his actions succeeded in uniting the scattered chieftains into a powerful Albanian league: he united the chiefs of Yanina, Arta, Dibra, and Northern Albania under his banner, but after his death in A.D. 1467 the union fell to pieces, and the Turks invaded and subdued the whole of Albania. The remains of Skanderbeg's army retired into the mountains; some of them, however, joined the Venetians, who were then holding Scutari against the Turks. Part of the Albanian population emigrated to Italy, where they still preserve their language and many of their ancient customs; others embraced Islam, while the remainder preserved the Christian religion, Catholic or Orthodox, and retired into the mountains.



During the reign of Suleiman the Magnificent (A.D. 1520-1566) the Turkish Empire reached its climax of prosperity: at this period it stretched from Mekka to Buda and from Baghdad to Algiers, and included all modern Macedonia and Albania. After the death of Suleiman the empire gradually began to decay, a process which has continued up to the present time.

The reduction of Albania into an Ottoman province did not in any way destroy the warlike spirit of the people. Living among bare wild mountains, difficult of access from the outer world, and possessing neither sufficient ground for agriculture nor the natural inclination to adapt themselves to commercial pursuits, the Albanian people preserved their ancient warlike characteristics. In Albania, not only Moslems, but also Christians (both Catholic and Orthodox) are still allowed to retain their arms, an exception to other parts of Turkey. At first Albanians were recruited for the Ottoman army from both Christians and Moslems, but this is no longer the case although, in the mountain districts, the Christians still enjoy most of the privileges of the Moslems.

In A.D. 1770, when Mahmud Bushatli was nominated Pasha of Scutari, a quarrel broke out between the Albanians of the northern districts and the Montenegrins. Mahmud united the Moslem beys and the chiefs of the Christian tribes, including a large Mirdite contingent, in a war against Montenegro, during which that latter country was invaded several times and suffered severely. He became ambitious and, having invaded Bosnia, endeavoured, with the assistance of the Catholic tribes, to form an independent "Northern Albania." At Scutari he severely defeated the Turkish force sent to bring him to reason, and partially succeeded in his aim. A desperate struggle, however, then commenced with Montenegro, which country Mahmud, aided by the Mirdites, promptly invaded *via* the Moratcha valley and the defile of Bielopaolovich, but, having fallen into an ambush, he suffered signal defeat and was slain. He is still accounted a national hero and the enmity with Montenegro has not sensibly diminished. After this the country was gradually brought under the more direct government of the Porte, but the governors continued to be chosen from the leading local families.

In A.D. 1817 Servia secured her autonomy. During the 19th century the process of dismemberment of the



Ali Pasha  
Tepelen.

Turkish Empire made great progress. Great pashas consolidated their power and ruled as kings in distant provinces. One of these, Ali Pasha Tepelen, became Pasha of Yanina, and in making a bold bid for the independence of southern Albania was materially assisted by the warlike qualities of the Vlachs of the lower Pindus range. He gradually amassed power and obtained the nomination of Pasha of Yanina and "Dervenji Bashi" (guardian of the passes). Ali Pasha built the citadel of Yanina on a peninsula in the lake which he transformed into an island by means of a ditch which cut it off from the mainland. He assisted the Porte to subdue Mustafa Pasha, of Scutari, who was then in revolt, and who, deprived of Mirdite support, was captured and decapitated, thus, it is believed, rendering extinct the family of Mahmud Bushatli.

He then subdued the Suli country in spite of the strong opposition of the inhabitants, many of whom finally withdrew to Greece and the Ionian Islands.

In A.D. 1797, profiting by French friendship, the Venetian Republic had occupied both the Ionian Islands and Prevesa, Parga, and Butrinto, and subsequently also Arta and Salakhora, with French troops under General Gentilly. On the outbreak of war with France, Ali Pasha, at the conclusion of Napoleon's Egyptian campaign, attacked and drove the French out of Arta and Butrinto, as well as out of Prevesa. In A.D. 1813 he definitely occupied all Epirus, with the exception of Parga, which was still held by refugees from Suli, and was in British occupation from A.D. 1814 to 1817. Parga was finally restored to Turkey by the Treaty of Vienna in A.D. 1815, and Ali Pasha occupied it four years later. Meanwhile Sultan Mahmud II. became jealous of the power of his vassal and determined to crush him; this he eventually did, Ali Pasha being driven to bay on an island in the lake of Yanina and slain. After his death the régime of native chieftains came to an end: the governors of the vilayets of Scutari and Yanina are now Turkish officials appointed in the ordinary way.

End of  
Albanian  
independ-  
ence.

The three national heroes of Albania are Castriotis or Skanderbeg, some descendants of whom are said still to survive, Mahmud Bushatli, whose family is reputed to be extinct, and Ali Pasha Tepelen, members of whose family are now in the Turkish service. The first of these is undoubtedly the most celebrated and lives deepest in the memories of the people.

Of more recent history it may be mentioned that the chief of the Mirdites, with a band of his followers, was present with Omar Pasha on the Danube before the Crimean campaign: the Albanians also fought at Plevna and at the Shipka in A.D. 1877. Recent Albanian history.

Albania has furnished the Ottoman Empire with some of its bravest and most capable generals and some of its best Grand Viziers and statesmen.

Several of the Christian Albanian chiefs who served under Ali Pasha Tepelen took refuge in Greece and rendered good service there during the War of Independence, finally settling in that country. They and their followers still retain to some extent their ancient language, and supply recruits for the Evzone battalions, the best fighting men of the Greek army.

The change in the system of government, by which the local administration was replaced by Turkish officials, has never really been acquiesced in and is the cause of much of the present trouble, the officials finding themselves boycotted or even driven forcibly from office.

It will be seen that, although Skanderbeg and Ali Pasha had temporary successes, the Albanians seemed devoid of cohesion and political sentiment; they never represented more than an aggregate of temporarily united tribes who were always much occupied with their own internal quarrels, but were sufficiently protected by their personal bravery and their impregnable mountain homes to resist all attempts at efficient conquest and to preserve a real, though not a nominal, independence.

As might be expected in a country of constant intertribal and other quarrels, the houses of beys and landowners become small castles, and some of these stone "kulas" are quite formidable places. These have windows in the upper storey only; even in the towns of Ipek and Priserend many of the houses are isolated strongholds, and mountain guns are usually taken with the Turkish columns to help to reduce these places. In the constant quarrels, a tribe or family is either in a state of "bessa" (truce) or of "jak" (open vendetta) with its enemies.

From A.D. 1862 to A.D. 1875 relative tranquillity prevailed in Albania: then commenced the insurrection of Bosnia and Herzegovina, in which the Gheg Albanians

The insurrection of Bosnia and Herzegovina.

would have wished to join against the Turks, had they been able to combine with their deadly enemies in Montenegro and Serbia. They failed, however, to make up their differences, and therefore maintained a benevolent neutrality towards the Turkish columns operating against the Montenegrins and Serbs.

Cession of  
Albanian  
territory.

On the conclusion of the Treaty of Berlin in A.D. 1878 the cession of certain territories occupied by Albanians roused the latter to action. The districts of Vrania and Kurshumlie were given over to Serbia and, although a desperate resistance was offered, this country was finally incorporated in Serbia and still remains so.

Montenegro took from them Gussinye, Plava, and Podgoritza, but, the two first named districts having successfully resisted all Montenegrin attempts at occupation, it was sought to give to Montenegro in exchange the Albanian district of Dulcigno. This was finally effected by means of a joint naval demonstration of the Powers off that place; Gussinye and Plava, therefore, still remain Albanian.

Albanian  
national  
league.

An Albanian league was formed to prevent the cessions to Montenegro and was, at its inception, countenanced by the Porte. Two Moslem chiefs, Odo Bey and Ali Mehmet Bey, together with Prenek Bib Doda, the grand voivode of the Mirdites, were its principal members. After Dulcigno had been ceded, however, nothing could be done, and the old hatred of the Turk broke out in a formidable insurrection, which necessitated the employment of a force of 30,000 Turkish troops as well as of many bribes and promises to the prominent chiefs before it could be suppressed.

On the suppression of the league many chiefs were banished, whom the people, in their devotion to their feudal beys, have since constantly reclaimed.

The league latterly formed wider ideas and ambitions in the direction of an independent Albania with national customs and language, and has, in consequence, earned the displeasure of the Porte.

Troubles in  
Macedonia,  
A.D. 1903.

In A.D. 1902 more or less serious disorders occurred in various parts of Macedonia, which at times threatened the peace of south-eastern Europe. In A.D. 1903 the smouldering disaffection originally caused by misgovernment burst into flame and various outbreaks took place. Conflicts occurred between the Turkish troops and the organised bands of the Macedonian Revolutionary Committee, at which juncture the Great

Powers intervened to press reforms on the Sultan. Towards the end of A.D. 1903 an Austro-Russian "entente" was formed as the result of the negotiations, and a plan known as the "Mürzteg" scheme agreed to. This included the supervision of the execution of the proposed reforms, the reorganisation of the Macedonian gendarmerie by foreign officers, the repatriation of refugees, and other measures. Some of these reforms were accepted by Turkey in A.D. 1904. At present the Powers are pressing for the extension of the Macedonian reforms in a financial direction.

The rising in A.D. 1904 in Linna, Ipek, and Diakova, Albanian rising in 1904, was suppressed with little difficulty, but a force of 25,000 men had to be massed for this purpose. Some of the banished chiefs were subsequently restored to Albania—notably, Prenk Bib Doda, the Mirdite chief, who had long been in exile in Kastamuni, and who was allowed to return in A.D. 1904. The result of this leniency is scarcely satisfactory to the Turkish Government as further troubles are threatened and lawlessness has of late considerably increased.

Much of this history may seem rather remote, but many of its names and aspirations live in the present day: the Greeks still speak approvingly of Basil the "Bulgar-Slayer"; the Servians dream of Dushan's Empire; the Bulgarians, even after centuries of Turkish slavery, retain intact their national spirit and remember the ancient glories of Boris and Asen; the Albanians still jealously guard their national customs, language, and traditions; and every Montenegrin of to-day wears a mourning band round his cap in memory of the fatal day of Kossovo Polye of five centuries ago.

The Turks call their northern vilayet Kossovo in preference to naming it after Uskub, its capital, and recently the Turkish Governor of Uskub was, at his own request, buried on the battlefield of Kossovo near the tomb of Sultan Murad, which still remains a local landmark.

The creation of the Greater Bulgaria by the Treaty of San Stefano and its subsequent alteration by the Treaty of Berlin, both in A.D. 1878, are not without an important effect on Bulgarian aspirations at the present day.

The Greater Bulgaria of the Treaty of San Stefano, A.D. 1878.

It may be well, therefore, to recapitulate the boundaries of the Greater Bulgaria as proposed at San

Stefano. This boundary included Vrania, now belonging to Servia, then ran along the Kara Dag and the Shar Dag down to the Black Drin west of the Korab Dag, then followed the course of this river, turning off to inclose the lake of Okhrida and the districts of Koritza and Kastoria, whence the line ran eastwards to Yenije Vardar, and thence to the mouth of the River Vardar. Neither the town of Salonica nor the Chalcidic Peninsula were included in it, since the boundary line ran across by the Beshik Geul and cut off the peninsula. Kavalla was given as a port, and the frontier included the coast up to the Boru lake, at which point it turned northwards and circled round the head waters of the Arda to the Chepelu Dag in the Rhodope mountains, a part of the present frontier of Bulgaria.

By the same treaty the Servian frontier touched the towns of Novibazar and Mitrovitza and for some distance followed the course of the River Ibar which flows between them, but did not include Prishtina.

Montenegro also was pushed out to the Lim and included the Albanian districts of Gussinye and Plava; these districts, however, were never occupied by Montenegro. As a consequence of these changes, the sanjak of Novibazar was reduced to a very narrow strip of country.

Recent  
religious  
movements.

In order to understand the modern history of the Balkan Peninsula, a short summary of recent religious movements is also necessary, because the religious and political questions together mainly make up the modern history of this country and are inextricably mixed up with each other.

Up to A.D. 1860 the sole religious division was that which separated Islam from the Greek Orthodox Church. Islam included Osmanli Albanians and Moslem Slavs, while Christians, whether Greek, Slav, or Vlach, were all grouped under the Patriarch and were styled Greek.

The Pat-  
riarchate.

The first change occurred in A.D. 1860, when discontent arose among the Slavs owing to the action of the Patriarchate in reserving for itself the best benefices; from A.D. 1860 to 1886 the Russian policy was entirely Panslavist, and consequently the strongest support was given to the Bulgarian schism.

The Servo-Bulgarian war, the election of Prince Ferdinand, and the events which led to the amalgamation of Eastern Rumelia with Bulgaria, brought about a



complete change in the policy of Russia, as after A.D. 1887 she abandoned the Bulgars and supported the Servians, who had remained Orthodox under the Patriarch.

A Bulgarian Church, separate from the Patriarchate, <sup>The</sup> had been created under Russian auspices and placed <sup>Exarchate.</sup> under a specially elected Exarch, who had his seat in Constantinople and was recognised by the Porte, but who was declared schismatic by the Greek Patriarch.

Various Bulgarian dioceses were constituted; in Macedonia it was intended to form these in accordance with the vote of the inhabitants for either Patriarchate or Exarchate, but this scheme was never carried out, and the final "berats" were not granted until A.D. 1892, and even later in some districts.

In A.D. 1890 the Servian propaganda were pushed <sup>The religious</sup> with great vigour, <sup>struggle.</sup> Uskub being the centre of the movement, and the claims to Old Serbia were kept in the background. It was intended to detach the Patriarchists of Monastir and Okhrida from their allegiance, and to alienate from Greece the inhabitants of the Chalcidic Peninsula and of Serres who aimed at Orthodox Pan Slavism, but, when the Patriarchate showed itself far more Greek than Orthodox, the idea fell through, although a Servian bishop was indeed consecrated in 1903 at Uskub.

Bulgarian power, however, by no means waned when Russian support was withdrawn; unaided, the Bulgarians accomplished the defeat of the Servians in A.D. 1885 and the emancipation of Eastern Rumelia. The organisation of the Macedonian Bulgars under the Exarchate has become more perfect with each succeeding year, even in face of continued opposition from both the Greek and Servian Churches.

The Exarchate sought to win over the villages of Bulgarian origin which had remained under the Patriarchate, while the Greek bishops endeavoured to cling tenaciously to their rights and classed all such villages as Hellenic.

The religious struggle was specially severe during the year 1904, notably in Kastoria and southern Monastir, since the frontier between Greek and Bulgarian claims lies in this neighbourhood. Greek bands came over from Thessaly to oppose the Bulgarian organisation, but made little headway in checking the Macedonian movement. Similarly, but in a somewhat lesser degree, Servian claims have been pushed in Uskub with little success; the Servian bishop, however, still retains his seat in that town.



Present  
Sovereign  
of Turkey.

The present Sultan of Turkey, Abdul Hamid II., born on September 22nd, 1842, is the second son of Sultan Abdul Medjid, and succeeded to the throne on the deposition of his elder brother on the ground of insanity. He is the 34th sovereign in male descent of the House of Othman, the founder of the Empire, and the 28th Sultan since the conquest of Constantinople.

By the law of succession, the crown is inherited according to seniority by the male descendants sprung from the Imperial Harem, and the eldest son succeeds only when there are no uncles or cousins of greater age. The present heir to the throne is Muhammad Reshad Effendi, a brother of the Sultan, born 3rd November 1844.

## CHAPTER II.

## GENERAL DESCRIPTION.

This report deals with that part of Turkey in Europe which lies to the west of the vilayet of Adrianople, that is to say, it includes Albania and Macedonia proper (*see below*), with the addition of "Old Serbia," the sanjak of Novibazar, and the island of Thasos. This country covers an area which is roughly estimated at 48,000 square miles, or a little less than the combined areas of England and Wales. (For details of population, *see* page 95, and also Appendices C. and D.)

For purposes of convenience and of the more detailed account given in the following chapters, Macedonia is divided into two parts, Central and Eastern: "Old Serbia" and the former sanjak of Novibazar are dealt with under the former part, and the island of Thasos under the latter.

Central Macedonia is described in Chapter III., Eastern Macedonia in Chapter IV., and Albania in Chapter V.

Macedonia is generally understood to comprise all the country bounded on the north by the Shar Dag and Kara Dag mountain ranges, and by the southern Bulgarian frontier as far as the upper waters of the River Mesta and the Rapchuz district; on the east by the Rhodope mountains and the lower course of the River Mesta; on the south by the Thessalian frontier of Greece and the Ægean Sea as far as the island of Thasos, and on the west by the Albanian mountains, Okhrida Lake, and the Grammos and Pindus ranges. [See also the eastern boundary of Albania, page 53.] The limits thus marked out do not correspond with those of any Turkish administrative divisions, but include the vilayet of Salonica, the major portion of that of Monastir and a part of that of Kossovo; the remainder of Monastir vilayet belongs to Albania, and the remainder of Kossovo vilayet partly to "Old Serbia" and Novibazar, and partly to Albania.

Albania.

Albania comprises the country lying to the west of Macedonia, between it and the Adriatic Sea, and includes the vilayets of Scutari and Yanina, and portions of those of Monastir and Kossovo (see also page 53).

"Old Servia"  
and Novibazar.

"Old Servia" and the former sanjak of Novibazar form part of the Kossovo vilayet: they are wedged in between the present Servia, Bosnia, Montenegro and Northern Albania, and are separated from Macedonia proper by the Shar Dag and Kara Dag ranges. This stretch of country is often popularly considered, though geographically incorrectly so, as part of Macedonia.

The southern portion of this area includes the plain of Kossovo, which is of considerable historic interest as the scene of the final overthrow of the Balkan States by Sultan Murad in A.D. 1389. The country north of Mitrovitz, the old sanjak of Novibazar, is very mountainous, as is also all the country along the Servian, Bosnian, and Montenegrin frontiers; carriage roads cross the Servian frontier at two points only, and one main route, which is very difficult for wheeled traffic, runs generally north and south.

The Turks have latterly abolished the title of sanjak of Novibazar and divided the country which it formerly comprised into the new sanjaks of Sienitz (Sienije) and Plevlie (Tashlija).

Three places in the old sanjak of Novibazar, namely, Plevlie, Priepolie and Priboi, are jointly garrisoned by both Austrian and Turkish troops in accordance with the terms of the Treaty of Berlin, 1878; but the Austrian right of maintaining garrisons still remains valid under certain conditions for the whole of the sanjak of Novibazar (*i.e.*, as far south as Mitrovitz), as well as for the country *au delà de Mitrovitz*, a somewhat elastic term.

General  
physical  
features of  
Macedonia  
and Albania.

Generally speaking Macedonia and Albania form a mountainous country, and are a mass of rough wild hills with a few prominent ranges, which enclose some plains of remarkable extent, namely, the long plain of Monastir, the open country round the head of the Gulf of Salonica, the coast plains of Serres, Drama and of northern and central Albania, the broad valleys round Uskub, the great Kossovo plain, and the Kalkandelen (Tetovo) plain.

The principal river of Macedonia is the Vardar, which rises in the hills of Northern Albania, traverses the Uskub plain, then flows through a narrow enclosed valley or gorge to the Salonica plain and enters the sea near the town of that name. Rivers.

In the eastern section of Macedonia are the large streams of the Struma and Mesta, both mountain rivers, which flow in deep gorges except for the last few miles of their courses.

Of the Albanian rivers, the Drin, with its two branches, is the most important. The Black Drin rises in Lake Okhrida, flows in a northerly direction through a rugged mountainous country, and on receiving the White Drin turns westwards, the united waters forming the main stream, which enters the Adriatic near Alessio.

On the north, the Shar Dagħ and the Kara Dagħ, a continuation of the main Albanian range, shut off the Uskub valley from the Kossovo plain (Kosovo Polye), the deep gap of Kachanik between these mountains giving access to the north from Uskub. The Kara Dagħ continues to the Servian frontier near Ristovatz, where the head waters of the River Morava enter Servia. Mountains.

The Macedonian-Bulgarian frontier is traced along a line of high ranges, commencing at the Servian frontier, and continuing in the Osogov Planina (Sultan Dagħ) and other summits till the Struma valley is reached, east of which are the Rilo mountains; the line terminates eastwards in the Rhodope (Despoto Dagħ) mountain range. These frontier ranges push out spurs southwards, as, for example, the Pirin and Malesh mountains, which run respectively east and west of the deep Struma valley.

The Vardar valley is also bordered by masses of rough hills, which extend to some distance on either side of it, joining the Malesh range on the one side and circling round the Salonica plain on the other.

West of the Monastir plain are outliers of the Albanian mountains, the Peristeria Dagħ, and further south the Grammos range. Towards the Thessalian frontier is the main mass of the ancient Pindus range, forming a knot of mountains with open valleys drained

into the Gulf of Salonica by the Bistritza and its tributaries. These mountains culminate in the peak of Olympus, which overlooks the Vale of Tempe in Greece and the western shore of the Gulf of Salonica.

The Pindus range with its northern extensions, the Grammos and Yablanitza ranges, and the northern Albanian mountains, cover, together with their respective subsidiary ranges, the whole of Albania with the exception of the narrow central and northern coast plains.

The Chalcidic Peninsula, with its three well marked promontories, lies south-east of Salonica; it consists of mountainous country and is of little general interest, except as far as regards Mount Athos, on which are many monasteries which have a religious government of their own and enjoy special privileges.

Local  
products.

The plains of Salonica, Monastir, Kossovo, Uskub, and Serres produce a fair quantity of cereals, wheat, maize, and barley, and the soil is generally very fertile, but much land still remains uncultivated. In a good average year there is plenty of corn available, but the country cannot be depended on to supply large numbers, especially if an insurrection affects the Christian population. At Salonica Messrs. Allatini own steam flour mills, which have to a great extent, of late years, supplied the troops; there is also a steam flour mill in Uskub, the chief supply centre for the north.

Northern Albania consists mainly of mountains, but there is also a narrow and extremely fertile maritime plain. The Zadrina country near Scutari, the valley of the Skumbi, and the environs of Kavaia produce maize, wheat, barley, and olives. The mountainous country is fairly well wooded with oaks, but produces little surplus food. The plain of Metoya, which contains Prisren, Diakova, and Ipek, is very fertile.

Southern Albania is somewhat more fertile, the climate being milder and the vegetation more abundant, but much of the ground remains uncultivated; wheat, maize, rye, and barley are all cultivated, also rice near Valona and Parga. There is also a certain export trade in cattle and sheep to Italy and Dalmatia.



For purposes of civil administration Western Turkey <sup>Government.</sup> in Europe is divided into vilayets or governments, namely, those of Kossovo, Monastir, Salonica, Scutari (Ishkodra), and Yanina.

In each vilayet a Vali or Governor-General is held to represent the Sultan, and is assisted by an adjoint Governor-General, a military commandant and staff, police inspectors, a legislative body, and postal and other civil officials. The Governors-General are under the Minister of the Interior at Constantinople.

The vilayets are divided into sanjaks or provinces, administered by mutesariffs, who are responsible to the vali of the vilayet.

The sanjaks are divided into kazas or districts (with occasional further subdivision into nahies or subdistricts under mudirs), and are administered by kaimakams, who are in turn responsible to the mutesariffs.

The actual administration of the country leaves much to be desired.

The Gendarmerie has latterly been reorganised, and, owing to the combined pressure of the Great Powers, foreign officers paid by the Porte have been appointed to help to supervise their work. For this purpose the country has been divided up into sections, allotted to the officers of each nation. At present the headquarters of each nation's gendarmerie officers are as follows:—

British	- at Drama.
French	- at Serres.
Russian	- at Salonica.
Italian	- at Monastir.
Austrian	- at Uskub.

The following table\* shows the division of Western Turkey in Europe into vilayets, sanjaks, kazas, and nahies:

\* From the official Salname or Directory of 1904. The names given are the official Turkish designations. The names shown in brackets are alternative, and are given to facilitate identification.



Vilayet.	Sanjak.	Kaza.	Nahie.
Karaorman Selanik (Salonica).	Selanik (Salonica).	Selanik (Salonica).	
		Aineruz (Mt. Athos).	
		Avret-Hissar - - -	Karadagh.
		Karaferria - - -	Augustos.
		Kassandra (Kessen- dere).	
		Ustrumja (Strum- nitza).	
		Doiran.	
		Katerina - - -	Litihur, Kilindir.
		Gevghelli - - -	Nutia.
		Langasa.	
Selanik (Salonica).	Serres (Siruz)	Yenije Vardar - - -	Karaja Abad, Gumenje.
		Tikvesh (Kavadar).	
		Vodena - - -	Ostrovo, Karajovo.
		Serres - - -	Nigrita, Rundbat, Chai Aghizi.
		Petrich - - -	Ghureme.
		Demirhissar - - -	Poroj.
		Jumaa-i-bala.	
		Zihna.	
		Raslog.	
		Melnik - - -	Firiste.
Selanik (Salonica).	Drama - - -	Nevrokop.	
		Drama - - -	Prisichan, Chich.
		Pravishita.	
		Sarishaban.	
		Kavalla.	
		Rupchuz - - -	Tumrush, Dospat, Tri- grad.
		Thasos - - -	
Kosovo - - -	Uskub - - -	Uskub.	
		Ishtip - - -	Bereketli.
		Kochana - - -	Biancha.
		Osmanie (Malesh).	
		Kratovo.	
		Kumanovo.	
		Radovishta.	
		Egri Palanka.	
		Orkhanie (Kachanik).	
		Keupruli - - -	Boghomil, Nikodim.
Kosovo - - -	Prishtina - - -	Prishtina.	
		Mitrovitza.	
		Vuchitrin.	
		Gilan.	
		Preshovo.	
		Yeni bazar (Novi- bazar).	
Kosovo - - -	Sienije (Sienitza).	Sienije.	
		Kolashin - - -	Viranish, Radanareka, Mefkovich.
		Yeni Varosh (Novi Varosh).	
		Akova (Bielopolye) -	Peshterije, Bihur, Kam- dat, Prezova.

Vilayet.	Sanjak.	Kaza.	Nahie.
Kosovo	Ipek	Ipek. Diakova. Berane. Gussinye. Tergovishte.	
	Tashlija	Tashlija. Pirepol	Pirebore.
	Prisren	Prisren Kalkandelen (Tetovo). Gostivar. Liuna.	Rahofiche.
Monastir	Monastir	Monastir	Resna, Prespa, Krushevo, Demirhissar, Isempalvo.
		Perlepe	Morihovo, Dibrishta, Devine.
		Florina	Rudinik, Nuska, Vush-teran.
		Kirchevo	Poruche.
		Okhrida.	Istrugha, Dibraje.
	Serfije	Serfije	Volundes.
		Kozana	Sarikhanlar.
		Jumaa	Katranje, Bilach.
		Naslich	Sichiste.
		Grevena	Vinje.
		Elassona	Livadia, Domenik, Dishkat.
Ishkodra (Scutari).	Dibra (Dibra-i-bala).	Dibra Mat. Dibra-i zir. Rakkalar.	Kojajik, Gebine.
	Elbassan	Elbassan. Gramish. Peklin.	
	Gurije (Koritza)	Gurije	Behelishta, Opar, Visikik.
		Kesrie	Khurpishta, Klissura
			Porto Cheko, Kurmi-lat, Nestdam.
		Istasovo (Stravro) Kolonia.	Kukise.
	Ishkodra (Scutari).	Ishkodra (Scutari)	Dagh Kenari, Krania, Boyana, Drin, Chinkin.
		Lesh (Alessio)	Zadrime, Lesh, Malisis
		Tuzi. Mirdita. Puka.	
Ishkodra (Scutari).	Dirach (Durazzo).	Dirach (Durazzo).	
		Tirana.	
		Kavala.	
		Shiak	Priz, Ishim.
		Akche Hissar (Kroia).	Kishla.

Vilayet.	Sanjak.	Kaza.	Nahie.
Yania (Yanina)	Yania (Yanina).	Yania (Yanina)	- Zaghod, Kurindos.
		Leskovic.	
		Aidonat (Paramythia).	
		Gumije (Konitza).	
		Filiat (Filiates).	
		Metzovo.	
	Prevesa	Prevesa.	
		Luros	- Jemranik.
		Margarich	- Parya, Fenar.
	Berat	Berat	- Malkasra.
		Avlona (Valona).	
		Lushena	- Fir.
		Iskrapar.	
	Ergheri (Erghe- rikastru).	Ergheri (Ergherikas- tro).	
		Delvino.	
		Pogon (Vostina).	
		Premeti	- Firasbari.
		Tepedelen.	
		Kurulish (Khimare).	

## Climate.

Generally speaking, the climate is a continental one, but it is distinguished by several special characteristics; heavy rains in spring and autumn; a raw winter with a comparatively small snowfall except in Northern Albania; and a long, hot summer. The Macedonian and Albanian coast districts, however, enjoy the normal climate of the Mediterranean littoral.

Owing to the marked differences of altitudes of the various districts, great variations of temperature are encountered. On the one hand the winter lasts some five to six months in the Albanian Highlands, whilst, on the other, snow seldom falls in the Monastir Plain. The shade temperature in summer often remains above 86° F. for weeks at a time, and results in a long drought and in the drying up of the rivers. In winter and spring cloudy days are very common, as they also are in summer-time on the littoral.

On the whole, the climate must be considered a healthy one. Epidemic diseases are rare. In summer-time malignant fevers are not uncommon along the Macedonian and Albanian coasts and also in low-lying marshy districts in the interior. Typhoid fever is common in Monastir, whilst in the Albanian Highlands diseases of the lung and throat, and in the south diseases of the eye, are by no means rare. The great power of the sun's rays and the great differences of temperature between day and night are injurious to non-acclimatised persons and are points worthy of their attention. Scorpions and various snakes are common.

## CHAPTER III.

## CENTRAL MACEDONIA.

Central Macedonia is bounded on the west by the eastern frontier of Albania (*see* page 53), on the south and south-west by Thessaly and the Aegean Sea, and on the north by the Shar Dagh and Kara Dagh ranges; it includes the Chalcidic Peninsula and the whole of the Vardar valley country as far north as the Bulgarian frontier. For convenience, however, the former sanjak of Novibazar and "Old Servia," which do not form part of Macedonia, are also described in this chapter.

Boundaries.

The chief river is the Vardar, which, rising in the Shar Dagh range and in the Albanian hills south of it, drains the centre of this district. It traverses the open plain of Uskub, at the southern end of which it receives the Kriva, with its tributary the Pehinia, both of them large streams flowing from the Bulgarian frontier hills. The Vardar now enters a long winding gorge enclosed by steep hills which does not finally open out until the town of Gevghele in the Salonica plain is reached, where the main stream receives many small tributaries. Of other tributaries on the left bank, the principal is the Bregalnitsa, which rises in the western slopes of the Malesh mountains, passes Kochana and Ishtip, and drains the hilly country near the Bulgarian frontier, joining the main stream about 15 miles south-east of Kepruli. On the right bank the largest tributary is the Cherna (Kara Su), which rises in the hills to the west of Monastir and drains the extensive plain of the same name. The river then enters a gorge on the eastern side of the plain and, after winding through the difficult hill district of Morihovo, traverses the more open country of Tikvesh, and joins the main stream a few miles below the Bregalnitsa. Another important tributary is the Velika, which rises in the hills west of Kirchevo, and, flowing at first parallel to the upper Vardar, joins that river a few miles west of Uskub. Below Gevghele the Vardar is a deep and usually unfordable stream, which eventually discharges its waters into the Gulf of Salonica after traversing a wide marshy delta by several channels.

Rivers.  
R. Vardar.

The principal river of the Southern Pindus along R. Bistritza, the Thessalian frontier is the Bistritza (Inje Kara Su) which rises near Kastoria and traverses an open plain, receiving on the way several tributaries from the border hills. Near Zimenitza it enters a narrow gorge, turns sharply north-east, and continues in a deep wooded valley between precipitous hills until it reaches the plain near Karaferria, shortly after which it enters the sea in a wide straggling channel of shingle, about 10 miles south-west of the main channel of the River Vardar.

Mountains. Central Macedonia is, generally speaking, of a mountainous nature: its northern boundary consists of the great ridge of the Shar Dag, with peaks rising to 8,000 feet, which continues towards the Servian frontier under the name of Kara Dag, the deep gap of the Kachanik defile intervening between the two ranges. The eastern end of the Kara Dag abuts on the Morava valley, which forms a broad gap in the line of frontier hills through which the railway and road from Uskub pass towards Nish and Belgrade.

At the junction of the Servian, Turkish, and Bulgarian frontiers there is a knot of intricate mountains, which continue unbroken along the Bulgarian frontier in the Sultan Dag and other rugged and difficult hills until the deep gap of the Struma valley is reached.

The Malesh Dag, an intricate mass of wooded hills, runs parallel to the River Struma and to the west of it; spurs from the Malesh Dag run towards Kratovo, while the Plashkavitza range forms a western offshoot of the same range, overlooking Radovishta and Ishtip. Other rough hills approach the Vardar valley on the east, and these, together with the main Malesh range and the frontier hills, constitute a difficult hill tract, well suited for guerilla warfare.

Round Uskub, as far as Kumanovo to the north-east, and towards the Servian frontier, there is an extent of open undulating country which is fairly well cultivated; the same may be said of the undulating hill country in the directions of Kratovo and Ishtip.

Along the right bank of the Vardar the country is even more rugged and mountainous than on the left; starting near Uskub, a mass of difficult hills lying to the south of that town and to the west of Keupruli is first encountered, the principal of these being the



Suba Gora and the Goleshnitza Planina, which border the narrow gorges of the Velika.

Further south is the Babuna Planina connecting with the rugged districts of Morihovo and Moglena (Karajova), which, together, cover a considerable extent of country on this bank of the middle Vardar.

The highest peaks are in the Kaimakchalan and Kosbuf ranges towards the south, but the whole district consists of a tangled mass of deep wooded ravines, crags, and glens, which afford excellent hiding-places to insurgents, and are most difficult to search out. Taken in conjunction with the Malesh hills, on the left bank of the Vardar, it will be seen that these wild mountain districts extend from the Bulgarian frontier across the Vardar into the heart of Macedonia. The easiest route through these hills is that from Ishtip to Perlepe.

South of Moglena there is a break in the hills, and at their southern entrance is situated Vodena; the railway and the road leading from Salonica to Monastir pass through this gap and then round the little lake of Ostrovo, which is encircled by hills. Further south, a line of steep and difficult hills, the Turlu Dag and the Dhoxa Dag, extends across the gorge of the River Bistritza, and terminates in the peak of Olympus overlooking the Gulf of Salonica. The long plains of Perlepe and Monastir and those of Kailar and Serfije intervene beyond this line of mountains, while to the west of these plains the first outliers of the Pindus are encountered.

A mass of rugged hills, connected on the north with numerous spurs of the Shar Dag, extends southwards, along the western edge of the Kalkandelen Plain, to the north of Monastir town, where spurs from the ranges about Kenpruli join it.

There is a gap in the hills at Monastir through which the high road to Okhrida and Elbassan passes: to the south and west of the town there rises the lofty mass of the Peristeria Dag, which borders the plain for a long way south. Then intervenes a gap in the Vichi Dag at Vlaho Klissura, through which a road leads from Kailar to Kastoria. Continuing southwards towards the Greek frontier, the isolated masses of the Sanjak Dag, Berimos, and Vunasa are encountered, the latter of which overlooks Diskata, situated near the Greek frontier.

The Kursha Balkan and other ranges which divide Salonica from the Serres plain are rough and wooded in places, but attain no great height.



The Chalcidic Peninsula, with its three rocky capes jutting out into the Ægean, is a mountainous district rather cut off from the rest of the country. Mount Athos itself, the highest part of the peninsula of the same name (*see below*), rises to 6,000 feet and is visible from a great distance.

A fertile plain extends westward round the head of the Gulf of Salonica, comprising the delta of the Vardar and the marshy lake and the deep stream of the Kara Su, which latter drains the flat country round Yenije Vardar and as far north as Vodena. North of Salonica the country is undulating; the long marshy lake of Amatovo lies in open country, while the little lake of Doiran is enclosed by steep bare hills. To the east are found the Aivasil and Beshik lakes, which fill a narrow depression reaching across the Chalcidic Peninsula to the gulf of Rendina or Orfani.

Peninsula of  
Mount  
Athos.

The peninsula of Mount Athos is steep and mountainous and is the easternmost of the three promontories of the Chalcidic Peninsula which jut out in long narrow masses from the mainland. In Greek Mount Athos is called "Hagion Oros," in Turkish "Aineruz," and in Slav "Sveta Gora"; the peninsula, some 32 miles long and 3 to 6 broad, is covered mostly with scrub and forest, and has many deep wooded ravines. There are 11 small villages scattered over it, of which the principal is Karies (*see page 28*). A narrow isthmus connects with the mainland.

Privi-  
leges and  
method of  
government.

Mount Athos has for centuries been constituted as a religious retreat, and has enjoyed special rights, of which it has been in possession since Byzantine times and which have been accepted by the Ottoman conquerors up to the present time. Despite its spoliation by the Latin Crusaders in the 13th century and by the Turks in the Greek War of Independence, Mount Athos has always retained its privileges and immunities as a religious republic, governed by a Holy Synod on which the 20 monasteries of the peninsula are represented. The decrees of the Synod are carried out by an executive of four presidents, elected by rotation, in one of whom the supreme control is in turn vested.

Relations with the Turkish authorities are maintained through the intermediary of an agent whose headquarters are at Salonica, and those with the Patriarchate through a similar functionary at Constantinople.

Disputes between the monasteries are settled by the Synod with appeal to the Turkish tribunals, or to the Patriarchate. In point of fact the Sultan's rule is upheld by a kaimakam with half-a-dozen zaptiehs and a customs officer; an annual tribute of 37,000 francs is paid to the Porte.

Of the 20 monasteries on the peninsula 17 are Monasteries. purely Greek, 1 is Servian, 1 Bulgarian, and 1 Russian; there is also a small Rumanian hermitage. The total number of monks is about 3,000, with about the same number of lay brothers (Kosmiki).

The monasteries are Lavra, Iviron, Vatopedi, Philothen, Esphigmenou, Xiropotamu, Dochiari, Caracalu, Castamonites, St. Pantaleimon (Russian), Hiliandarion (Servian), Simopetra, Zographu (Bulgarian), Kutlumusi, Pandokrator, Hagios Dionysios, Gregorios, Hagios Pavlos, Stavronikita, and Xenophontos. Some of these are built on the slope, and some on the shore, and, like ancient fortresses, they mostly have strong walls and battlements, on which, previous to the Greek War of Independence, cannon were allowed to be mounted. St. Pantaleimon, formerly one of the largest Greek monasteries, is now exclusively Russian, the Greeks having been gradually ousted; there are also two large Russian hermitages. The number of Russian recruits has much increased of late years. Some estimates place the Russian population at 4,000 out of a total of about 9,910 on the whole peninsula.

Steamers of the Russian Navigation Company touch weekly, and the Austrian Lloyd and other companies occasionally, at Dafne, the port of call for all the monasteries. There are no roads in the peninsula, the only communication with Salonica overland being by rough paths over the hills. A certain number of pack animals are available at Dafne.

Maritime  
and land  
communi-  
cations.

There are some sheltered bays at the neck of the peninsula which might be used as a naval station, either for coaling purposes or for torpedo craft. On the north side of the peninsula is the large bay of Plati, a fairly secure anchorage in deep water for a fleet, but exposed to north-easterly winds. There are landing-places on the beach opposite Misporo and Hierisos, but only rough tracks lead inland. Just inside the headland of Cape Plati there is a small almost landlocked bay shut in by steep ground.

It is said to be, however, rather cramped and it has no communication inland except by rough paths. On the south side of the promontory there is a well-sheltered roadstead, covered by Muliani Island.

Karies.

The principal place on the peninsula is Karies, where the Synod hold their sittings; it is a small village situated among gardens and vineyards, halfway between the east and west coasts; and is the residence of the kaimakam. Here each monastery owns a house, in which its representative on the Synod resides. The principal bazar of the peninsula is in this town.

"Old Servia"  
and the  
sanjak of  
Novibazar.

"Old Servia" and the sanjak of Novibazar include the strip of country lying to the north of the Shar Dag and Kara Dag ranges and wedged in between Montenegro, Bosnia, and Servia. This country is often claimed as part of Albania, but its population is mixed. For military purposes it is more useful to deal with it under Macedonia, which, properly so called, begins south of the Shar Dag. Its northern part is known in the Treaty of Berlin as the sanjak of Novibazar, but the Turks have now otherwise divided up the country obliterating this designation. "Old Servia" actually comprises the modern sanjak of Prishtina, a part of the Kossovo vilayet, lying between Novibazar and Macedonia proper. The old name, however, still remains in general European use.

Moun-  
tains.

The northern section of the country is rugged and mountainous, being traversed by outliers from the Albanian mountains and by those along the Servian frontier. These ridges are mostly rocky, and are full of ravines having very steep sides. The Rogozna Planina, which bars the exit from Novibazar to Kossovo plain, is specially rugged and difficult to traverse.

River  
systems.

The principal stream is the Lim, which, rising in the northern Albanian mountains near Gussinye, crosses a corner of Montenegro, and then runs in a deep valley, transversely across Turkish territory, to join the Drina at a point just outside Turkish jurisdiction.

The Tara rises in the same hills as the River Lim, constitutes the frontier between Montenegro and Novibazar for some distance, and is an important tributary of the River Drina, which it joins in Bosnian territory. The hilly basin, of which Plevlie is the centre, also drains towards the Drina.

The Sienitz country is drained into the Lim, by means of a mountain stream, the Umtz, which forms the Servian frontier for some distance.

The basin in which Novibazar is situated drains eastwards into the Ibar.

The Kossovo plain (Kossovo Polye) and the adjoining hills are drained by the River Sitnitza from the south, by the Lab from the north, and the Drenitza from the west, both of these latter being tributaries of the Sitnitza, and by the large stream of the Ibar from the Albanian ranges of Mokra Gora and Charut to the north and north-west. These waters unite near Mitrovitza, below which town the combined stream, the River Ibar, threads its way along a deep gorge and passes into Servia, where it eventually joins the Morava.

Agustos (Gr., Niausta) is the seat of a mudir under Karaferria, and has a population of 5,000 inhabitants, who are nearly all Greeks. The town is situated on the slopes of hills overlooking the Rumluk or Yenije Vardar plain from the south-west. Principal places and towns.  
Agustos (Niausta).

Agustos railway station on the Salonica-Monastir line is about 4 miles distant from the town, and is connected with it by a good road.

The neighbouring hill slopes are well cultivated with vines and the locality is a thriving one. An expanse of mountains, which are deserted except for summer pasturage, stretches away to the south.

Avret-Hissar is a large village and the seat of a kaimakam under Salonica. A cart track from Salonica to Doiran traverses the village. Avret-Hissar.

Berane is a post on the Montenegrin frontier on the River Lim, and has a population of 4,500 inhabitants. There is an old castle, of importance only as a frontier stronghold, which is usually occupied by a garrison of one Nizam battalion and a mountain battery. Berane.

It lies in a deep valley, with the high ranges of the frontier on either hand. Tracks lead down the valley to Bielopolye and Sienitza, and also over high mountains to Mitrovitza and Ipek.

Bielopolye (Turk., Akova), containing 4,000 inhabitants, is situated on the left bank of the River Lim and is of importance only as a post near the Montenegrin frontier. It is occupied both by a Turkish garrison of one Nizam battalion and also by an Austrian garrison, the latter under the provisions of the Treaty of Berlin. Bielopolye (Akova).

Hill tracks lead to Plevlie over the mountains, and also to Sienitza and up the valley to Berane.

Doiran.

Doiran is a small town situated on the western side of a circular freshwater lake of the same name, which is celebrated for the abundance of its fish. It is the seat of a kaimakam.

The railway station (on the Salonica-Dede Agach line which skirts the southern shore of the lake) is connected with the town by a short chaussée.

Doiran stands on the slopes of a hill overlooking the lake. Several villas with gardens adjoin the town; the district is a very fertile one. The population of the town is Greek and Turkish; many of the surrounding villages, however, are Bulgarian.

An open, undulating, and fairly well cultivated country extends from the town to Karasuli Junction on the Salonica-Uskub line and towards Lake Amatovo.

A rough road leads northwards over the hills to Strumnitza; another, a field track, leads to Salonica *via* either Avret-Hissar or Kukush, while a third track, an old caravan route, which has been little used since the opening of the railway, runs parallel to the line in the direction of Butkovo and Serres.

Egri  
Palanka.

Egri Palanka is a small town on the military route which leads across the frontier *via* the Deve Bair Pass to Kustendil (Bulgaria); it is the seat of a kaimakam under Uskub. The population is estimated at about 6,000, mostly Turks and Bulgarians.

The town is situated in the defile of the Kriva River and has no defensive value. A garrison of one Nizam battalion and a mountain battery is usually maintained as a frontier guard. A small cavalry detachment is also often stationed here.

The surrounding hills are steep and mostly covered with low scrub.

Florina  
(Leren),

Florina (Bulg., Leren), an important town on the edge of the Monastir plain, is the seat of a kaimakam under Monastir and contains 11,000 inhabitants, mostly Moslems. It is also the seat of a Greek archbishop.

The town is situated at the mouth of a side valley in the Peristeria range.

The Florina railway station, on the Salonica-Monastir line, is about 3 miles from the town, and is connected with it by a chaussée. The garrison usually consists of one Nizam battalion. There is a small



block of cavalry barracks at the station containing a detachment from Monastir.

A chaussée connects the town with Monastir.

To the south of the town is the lower end of the fertile Monastir plain, containing several thriving villages, many of them Bulgarian.

Gevghelli, an important town on the right bank of the Vardar, is the seat of a kaimakam under Salonica. The population includes Turks, Greeks, and Bulgarians.

It is situated in the lower Vardar valley above the defile of the Chingane Derbend, and, in the direction of Doiran, is enclosed by open hilly country while the steep rugged hills of the Moglena district rise to the westward. The town itself is surrounded by extensive gardens and vineyards.

A good chaussée leads to the railway station on the Salonica-Uskub line, half-a-mile distant. A rough cart track leads to Doiran and there are also hill paths to the west.

Ishtip (Bulg., Shtip or Shtiplie), the most important military centre of Central Macedonia, is situated on the left bank of the Bregalnitz at a point 20 miles north-east of its junction with the Vardar, and is enclosed by bare undulating hills with a fair amount of cultivation.

The population numbers some 14,000 inhabitants, mostly Bulgarians and Turks, but also a few Greeks and Vlachs.

The usual garrison consists of a Nizam battalion, a cavalry regiment which is often away on detachment, and four field batteries. The barracks are a short distance outside the town and stand on rising ground. There are no defensive positions in the neighbourhood.

Ishtip is an important road centre on the left bank of the Vardar. The town is connected with the railway at Krivolak by a road which crosses the river by a new iron bridge and leads thence *viâ* Perlepe to Monastir. A direct road leads from Ishtip to Keupruli, whence there is a good chaussée to Uskub *viâ* Kaplan, and also an easy road over undulating country to Kumanovo. There is also communication with Perlepe through Keupruli, either *viâ* Gradsko by a fair chaussée or else *viâ* Prishat by a more direct but a rougher route. A rough track which is just passable for wheels leads over the hills to Kratovo. A partly completed chaussée to Kochana follows the right bank of the Bregalnitz and leads thence to Jumaa-i-bala *viâ* Tsarevoselo; it is not,

Ishtip  
(Shtip or  
Shtiplie).



however, passable for wheels throughout; an alternative route to Kochana crosses the spurs on the left bank of the river. A cart track leads in a south-easterly direction to Radovishta and Strumnitza, whence tracks run *viâ* Doiran to Salonica and along the Strumnitza and Struma valleys to Petrich, Melnik, and Serres.

Kalkandelen  
(Tetovo).

Kalkandelen (Bulg., Tetovo) is essentially an Albanian town, it contains the residences of several beys with their feudal castles resembling strongholds. It stands at the northern end of the Tetovo plain (on the upper Vardar), and is the seat of a kaimakam under Uskub. The population of the town comprises Albanians, Turks, and Bulgarians.

The town is connected with Uskub by a fair chaussée. Hill tracks lead northward to Prisren and westward into the Albanian mountains. A chaussée traverses the plain in a southerly direction to Gostivar, whence a mule road leads to Monastir *viâ* Kirchevo.

The garrison normally consists of a Nizam battalion which maintains a detachment at Gostivar.

Karaferria  
(Verria or Ber).

Karaferria (Gr., Verria; Bulg., Ber) is situated on the lower slopes of the Berimos or Dhoxa mountain which rises to the south of the town and overlooks the fertile Rumluk plain, extending to the mouth of the Vardar.

The town contains about 8,000 inhabitants, of whom 2,000 are Turkish and the remainder are mainly Greek: it is the seat of a kaimakam.

The town is of importance as the starting-point of a chaussée leading over the hills to the Greek frontier *viâ* Kozana and Elassona, a route which was of considerable value in the Turko-Greek War of 1897.

The slopes on which the town stands are fertile and industriously cultivated. The deep defile of the Bistritza (Inje Kara Šu) lies a short distance to the east.

The town is a mile distant from the railway station of the same name on the Salonica-Monastir line and is connected with it by a good chaussée. Carriages can be hired at the railway station.

A garrison of three field batteries and a small Nizam infantry detachment is usually maintained in the town.

Kastoria  
(Kesrie).

Kastoria (Turk., Kesrie), the seat of a kaimakam under Koritza, is built on a high rocky headland jutting out from the western shore of the lake of the same name, which stands in the middle of a plain. The town has a fringe of gardens.

A century ago, a colony of Jews from Salonica settled here, and the town gained a considerable commercial importance which it has since lost. The population is rather mixed: there are some 2,000 houses, of which 1,200 are Greek, 250 Jewish, 200 Turkish, and the remainder Albanian, Vlach, and Bulgarian. The Turkish beys of the plain now have but little influence.

Kastoria is the seat of a Greek bishop, but the Christians of the villages in the plain are mostly Bulgarian and Albanian shepherds. The garrison usually consists of one Nizam battalion.

The town is connected with Sorovich station on the Salonica-Monastir railway by a good chaussée which traverses the Vlaho Klissura Pass. A good cart road leads *viâ* Grevena to Zimenitza and the Greek frontier, and a fair road crosses the hills in a north-westerly direction to Koritza.

Keupruli (Bulg., Veles or Velissa) is an important military station in the middle Vardar valley.

Keupruli  
(Veles or  
Velissa).

The town is built on both banks of the Vardar and contains some 20,000 inhabitants, Bulgarians, Greeks, and Turks. Two wooden road bridges connect the two portions of the town. It is the seat of a kaimakam, also of a Greek archbishop, and of a Bulgarian bishop.

The normal garrison consists of one cavalry regiment and one Nizam infantry battalion. The barracks lie just south of the station on rising ground. Keupruli furnishes most of the military posts for watching this part of the Vardar valley and for guarding the railway line.

Roads lead to Ishtip and Klisseli; also along the left bank of the Vardar to Uskub, and *viâ* Perlepe to Krushevo and Monastir, either by a fair chaussée following the railway to Gradsko and then turning southwards up the Cherna valley towards Perlepe or else by a more direct route over the hills *viâ* Prishat.

The town is a trade centre of some importance. The immediate surroundings are cultivated: vineyards and gardens are common.

Kirchevo (Krechevo) is a small town situated among the Albanian hills in the basin drained by the headwaters of the Velika, a tributary of the Vardar. It is the seat of a kaimakam. The population consists of Albanians, Bulgars, and Vlachs.

Kirchevo  
(Krechevo).

The town is of importance owing to its being connected with Monastir by a cart-road (12 hours' journey). A track, not passable for wheels, leads northwards to Gostivar, Kalkandelen, and so to Uskub. A hill track which is in constant use leads westwards to Dibra (14 hours' journey). A rough cart track leads to Perlepe *viâ* Brod and the Barbarossa Pass.

**Kochana.**

Kochana is a small town situated on the right bank of the Bregalnitz with a background of steep bare spurs on its northern aspect. It is of importance only owing to its proximity to the Bulgarian frontier. It is the seat of a kaimakam. The inhabitants are principally Bulgarians, but there are also some Turks.

A garrison of two Nizam infantry battalions and a mountain battery is usually maintained: the headquarters of the 10th Nizam Brigade, which watches this section of the frontier, are stationed in the town.

A road leads down the Bregalnitz valley to Ishtip; another to Jumaa-i-bala *viâ* Tsarevoselo; rough tracks also cross the hills to Kratovo and Egri Palanka. The valley is fairly well cultivated near the town.

**Kratovo.**

Kratovo is a small town situated in the valley of a tributary of the Kriva and surrounded by spurs from the Sultan Dag range; it is of importance owing to its being a military station near the Bulgarian frontier, and is the seat of a kaimakam under Uskub.

A garrison of one Nizam battalion and one mountain battery is usually maintained and employed along the frontier.

A newly built chaussée, fairly well kept up, connects the town with Kumanovo.

**Krushevo.**

Krushevo is a thriving town on the western edge of the Monastir plain; outliers from the Albanian hills come close up to the town on its western side. The town suffered severely during the disturbances of 1903, when it was sacked and partly burnt. Of the inhabitants, the Vlachs, the leading merchants, are the richest: there are also Bulgarians and Turks. The garrison usually consists of one Nizam battalion.

A good cart road connects the town with Perlepe.

**Kukush  
(Kilkish).**

Kukush (Kilkish) is situated in bare and undulating country at a distance of a few miles from Sari Geul railway station on the Salonica-Serres line. The inhabitants are Bulgarians and Turks, the surrounding district being largely Bulgarian. The garrison usually

consists of one Nizam battalion which furnishes detachments in the surrounding villages.

A cart track (from Salonica to Doiran) passes through the town.

Kumanovo is a small town of some 10,000 inhabitants, principally Turks, and is situated in open cultivated country close to the Uskub-Zibefche-Nish railway: the station is  $1\frac{1}{2}$  miles to the west of the town, and is connected with it by a good chaussée.

The main road from Uskub to Kustendil (Bulgaria) passes through the town and leads *via* Egri Palanka and the Deve Bair Pass. Another road runs parallel to the railway line and leads northwards to Vrania in Servia. A partially completed chaussée also leads to Kratovo. A fair cart track leads to Gilan and Prishtina.

A garrison of one Nizam battalion is usually stationed in the town.

Mitrovitza is a small town of only 3,500 inhabitants, but it is of importance as a military centre and the terminus of the Uskub-Mitrovitza railway.

The town, which stands on a steep hill, is situated near the junction of the Sitnitza and Ibar Rivers. The railway station is  $1\frac{1}{2}$  miles distant from the town.

Plans were made some years ago for the continuation of the railway line into Bosnia, an expensive and difficult operation; nothing definite has yet been done in the matter.

Mitrovitza is the headquarters of the 18th Nizam Division, and the usual garrison consists of two Nizam battalions which supply detachments for Vuchitrin and along the Servian frontier: three horse batteries are also usually stationed in the town, in which Russian and Austrian consuls reside.

A rough chaussée leads to Prishtina, while to Sienitza and Novibazar there are very rough cart tracks which traverse a difficult country.

The ruins of an old castle, which belonged to the Servian King Stefan Urosh III. in 1320, and which commands a fine view of the surrounding country, are still to be seen in the town.

Next to Salonica, Monastir (Bitolia) is the most important town in Macedonia and contains a population of about 50,000 inhabitants, consisting of Turks, Bulgarians, Greeks, Vlachs, and Jews.

It is situated at the mouth of a ravine in the hills which rise very steeply to the north and south. The

town is not fortified, and the neighbourhood offers no suitable position for defence. It is of considerable strategical importance, being situated at the meeting point of routes from Salonica, from Keupruli *viâ* Perlepe, from Kalkandelen *viâ* Kirchevo, from Yanina *viâ* Koritza, from Scutari *viâ* Dibra and Okhrida, and from Serfije and the Greek frontier. It commands the eastern exits from all the Albanian districts. The Monastir plain is very fertile and affords a good base of supplies.

The garrison usually consists of the following troops:—

- 3 battalions of Nizam infantry.
- 12 batteries of field artillery.
- 6 howitzer batteries.

This large force of artillery is stationed here because the situation is a good one for procuring forage, and the ground towards Perlepe is suitable for training purposes and for target practice.

Novibazar  
(Yeni-  
bazar).

Novibazar (Turk., Yenibazar) is a town of 13,000 inhabitants, close to the Servian frontier and situated in a fertile basin among the hills which drain northwards into the Ibar. It is the seat of a kaimakam under Sienitza, whither the mutesarraf has been transferred.

The heights on the left bank of the Ibar are crowned by some old earthworks dating from the 1878 war; these works are not kept up.

A road leads to the Ibar valley at Rashka and then across the hills to Krushevatz in Servia. A hill road, leading from Mitrovitza to Sienitza and Plevlie, passes through the town, but is barely practicable for wheeled traffic.

Novi Varosh  
(Yeni  
Varosh).

Novi Varosh (Turk., Yeni Varosh) is a small town of about 5,000 inhabitants, situated at the head of the valley of a tributary of the Lim and surrounded by bare hills.

It usually contains a garrison of one Nizam battalion and is considered an important outpost near the junction of the Servian and Bosnian frontiers. The adjoining hills are crowned by a circle of eight detached forts, thrown up in 1878 but not now kept up.

A chaussée is being built to connect the town with Sienitza. Only horse tracks lead across into Servia.



A rough cart road leads down into the Lim valley and also up to Priepolie, about 14 miles distant.

Osmanie (Peshchovo) is a small town situated in a basin at the head waters of the Bregalnitzza and is the seat of a kaimakam. It usually has a small Nizam garrison to watch the surrounding Bulgarian districts. The inhabitants are principally Bulgarians with a few Turks and Greeks. Osmanie (Peshchovo).

A fairly easy route leads north-westwards to Tsarevoselo but only rough tracks cross the Malesh Dag southwards into the Struma and Strumnitzza valleys.

Perlepe (Bulgo, Prilip), an important town and the seat of a kaimakam, is situated in a fertile and well cultivated district at the northern end of the Monastir plain. Perlepe (Prilip).

The inhabitants are mostly Bulgarians, with a few Turks.

There is usually a battalion of Nizam infantry in the town, which is also the headquarters of a cavalry regiment.

The road from Monastir to Gradsko station on the Salonica-Uskub line passes through the town. There is also a track leading direct to Keupruli *viâ* the Babuna valley. To the south-east of the town lies the rugged district of Morihovo, through which a track leads into Moglena.

Plevlie (Tashlija) is the seat of a mutesarraf and the centre of the Tashlija sanjak, a small district which adjoins the Bosnian frontier. The town has some 6,000 inhabitants and is situated in a fertile basin draining in a north-westerly direction to the River Drina. Plevlie (Tashlija).

A good cart road connects Plevlie with Serajevo, the capital of Bosnia, and to the east there is a rough chaussée which continues to Mitrovitzza by a rough cart track *viâ* Priepolie and Sienitzza.

The town has a mixed garrison of Austrian and Turkish troops, the latter consisting of two Nizam infantry battalions. Plevlie is the headquarters of the 35th Brigade, which forms part of the 18th Division, stationed at Mitrovitzza.

Preshovo is a point of some importance near the Servian frontier and on the Uskub-Zibefche railway. It is situated at the foot of the steep slopes of the Kara Dag range on the western edge of a wide cultivated Preshovo.

valley running approximately north and south. The inhabitants are Turks and Servians.

It is the seat of a kaimakam under Uskub, and has a garrison of one Nizam battalion, which guards the railway as far as the Servian frontier.

There is also a military station with the usual sidings and platforms.

A cart road to the Servian frontier at Ristovatz with a continuation to Vrania passes close to the town.

**Priboi.**

Priboi is a small town of 4,600 inhabitants, situated close to the Bosnian frontier at the extreme northern corner of Turkish territory. The town lies in a fertile basin in the valley of the Lim and on the right bank of that river.

There is a small mixed garrison of Turkish and Austrian troops.

Tracks lead across the Bosnian frontier to Vishegrad, to Sienitza *viâ* Novi Varosh, and up the Lim valley to Priepolie.

**Priepolie.**

Priepolie, a town of 4,500 inhabitants and the seat of a kaimakam, is situated in a fertile basin on the right bank of the River Lim, which is crossed by a bridge of considerable importance.

It is occupied by a Turkish (one Nizam battalion) and an Austrian garrison.

There are horse tracks to Plevlie (Tashlija), to Sienitza and along the Lim valley to Priboi and to Bielopolye.

**Pristina.**

Pristina is the most important town in Old Servia and has a population of 10,000 inhabitants, consisting of Albanians, Servians, and Turks. It is the seat of a mutessarrif under Uskub. The town lies in a well cultivated district on the eastern edge of the Kossovo Polye or plain.

A garrison consisting of one Nizam battalion and three field batteries is usually maintained. Servian and Austrian Consuls reside in the town.

The railway station on the Uskub-Mitrovitz line is  $4\frac{1}{2}$  miles distant from the town, and is connected with it by a chaussée.

Cart roads lead to Mitrovitz *viâ* Vuchitrin and to Gilan, while a hill track leads to Leskovac in Servia *viâ* the Yablanitz valley, and a still better track *viâ* Prepolach to Prokoplie and Krushevatz.

**Rado-  
vishta.**

Radovishta is a small town at the head of the Strumnitz valley and the seat of a kaimakam. It lies among the foot-hills of the Plashkavitza mountain

range, and overlooks a wide valley which extends south-east to the River Strumnitza.

The inhabitants are chiefly Bulgarian, with some Greeks and Turks; the surrounding districts are also largely Bulgarian.

The usual garrison consists of one Nizam-battalion.

A fair road from Ishtip to Strumnitza passes through the town, and rough hill tracks lead to Osmanie *viâ* Garvan Tepe.

Salonica (Turk., Selanik; Bulg., Solun; or Gr., Thessaloniki) is the capital of Macedonia and the best natural harbour in European Turkey.

Salonica  
(Selanik,  
Solun, or  
Thessalo-  
niki).

It is the chief town of the vilayet of the same name, as well as the headquarters of the 3rd Ordu; the Chief of the Staff, however, resides at Monastir.

It is also the seat of a Greek Metropolitan and of a Jewish Chief Rabbi.

The population numbers about 105,000 souls, of whom more than half are Jews of Spanish descent of the Sephardim sect, and 30,000 are Turks, the remainder being Greeks, Bulgars, and foreigners. In A.D. 1492 the Jews, seeking refuge from Spanish persecution, placed themselves under Turkish protection and have now absorbed most of the trade of the place, the quay labourers and even the boatmen being Jews. They still speak a Spanish dialect.

The town is built in the form of an amphitheatre and runs steeply up to a spur of the Hortach Dag, on which stands an old citadel, still fairly well preserved and used as a prison; the town is surrounded by old walls, which run down, on the west, to the fort and military depôt and, on the east, to the Beyaz Kule or white tower, a prominent feature on the quay which is now used as a barrack and prison. To the east and south-east along the shore lies the new suburb of Kalamaria, containing many fine villas belonging to rich Turkish and Jewish inhabitants. At the extreme end of this suburb is the large steam flour mill of Messrs. Allatini, prominent merchants of the town, who supply flour and other provisions to the army in Macedonia.

The business part of the town with the bazars and shops, is in the low-lying portion along the quay front, while the Turkish quarter with its narrow paved and stair-like streets is situated on the steep slope leading up to the citadel. Besides the Yazi Yol or quay front, there are two principal streets, the Grande Rue de

Vardar and the Hissar Sokak; the first of these from the west and from the railway termini passes *viâ* the Kalamaria Gate to the eastern end of the town; the second, the Hissar Sokak, runs parallel to the Rue de Vardar and is entered on the west by the Yeni Kapu and passes out on the east by the Teli Kapu. The Government buildings (Konak) are in this latter street. Sabri Pasha Sokak is at right angles to the quays, and runs up through the bazars to the Government Konak. The street in which the foreign consulates are situated skirts the eastern side of the town walls and ends at the White Tower.

The railway stations, one for the Monastir and Uskub lines and the other for the Salonica-Dede Agach line, are west of the town. A horse tramway commences at the Uskub railway station, continues down the Grande Rue de Vardar, and runs as far as the eastern end of the Kalamaria suburb. There is also a tramway line along the quay front.

The Olympus Brewery, a large establishment, stands on the beach some distance to the west of the Uskub line station. The principal hotels are the Olympus Palace, the Hôtel d'Angleterre, and the Grand, the first named being new and fairly comfortable. There is a branch of the Ottoman Bank in Sabri Pasha Street and also the Bank of Salonica.

The water supply of the town is provided by the Compagnie des Eaux de Salonique and is satisfactory.

There are British, Austrian, French, and Russian post offices on the quay, where are also the steamship offices of the Austrian Lloyd, Messageries, Italian, Russian, and Greek lines. Consuls-general for all the Great Powers, and also for Greece, Servia, and Bulgaria (commercial agent) reside in the town.

The Salonica quay and harbour works were completed in 1903, by a French company and are owned by the Civil List of the Sultan, but are worked by the company. There is one principal front 450 yards long, with moles projecting, one from each end of the front. The moles are each 218 yards long, the eastern one being 100 yards wide and ships can discharge on both sides of it, while the western one is only 46 yards wide with accommodation on one side. At the extremity of the western mole there is a projecting pier, designed to protect the harbour from northerly winds, which sometimes blow with great violence. The harbour is protected from the south by a stone break-water, and ships at the eastern mole are well protected.

Two well-built goods sheds of brick and iron have been constructed on each mole, and four more, as well as a custom house, on the principal front. Three 16-ton travelling cranes are fitted on the western mole, and there are also some smaller cranes. The lighting arrangements are indifferent and insufficient, and no work is normally done at night time. The two moles and the main front are connected by railway with both the town stations, but, to reach either of the moles, the goods trucks have to be moved singly on small turntables, rather a lengthy operation; moreover, the turntables are not suitable for passenger carriages.

The sidings from the Uskub and Monastir and from the Salonica-Dede Agach railway stations join for a short distance into a single line, but this defect from the point of view of rapid disembarkation could probably be soon put right.

The garrison usually consists of 2 Nizam battalions which supply small mobile columns to pursue insurgents in the vicinity, and furnish posts in the Kassandra peninsula. There are also 5 field batteries, 5 companies of fortress artillery, and a company of engineers. It is also the headquarters of the Mushir commanding the III. Ordu, and of the 17th Nizam Division, the 11th Redif Division, the 21st Redif Brigade, and the 42nd and 107th Redif Regiments. The 11th Redif Cavalry Regiment is also raised here. The infantry barracks consist of a new block of two-storied stone buildings in the Kalamaria suburb, and have a good parade ground; detachments are also located in the Beyaz Kule, on the quay, in the citadel, and at the Konak. The Field Artillery barracks are  $1\frac{1}{2}$  miles outside the town in open country to the north.

At the south-west corner of the town, enclosed by the old walls which have been slightly strengthened by an earth parapet on the sea front, is the Topkhane or military depôt, containing the armament of the Kara Burun forts and a reserve of military stores. Gateways in the wall on the town side alone give access to these. The parapet on the sea face has been reconstructed with an earthen parapet and steep exterior slope, but there is no ditch and the place could be rushed. The armament of this face consists of 6 field guns placed in an open battery. At the S.W. corner there is a masonry round-tower and signalling



station. On two promontories at the entrance of the harbour there are earth batteries commanding the passage between them and the shallow water at the mouth of the Vardar on the west side; the inner of these is known as the Lesser (Kuchuk or Meta), and the outer one as the Greater (Boyuk, or Mega) Kara Burun Fort.

The Boyuk Kara Burun Fort stands on a line of cliffs, about 50 yards from their edge and 100 feet above sea level and is an earthwork with 10 embrasures in 5 different faces each divided by a traverse. A low earth parapet with shallow ditch runs round the work, which is unarmed. There is a large flat-roofed barrack in the centre. The work is in telegraphic communication with the town.

The Kuchuk Kara Burun is on the point three miles from the quay, and is lunette-shaped with a command of 50 feet. The front face has three embrasures and the side faces have one each with two large traverses. There is no ditch. A barrack stands behind the work. The landing in front is easy, either on a shingly beach or at some short wooden piers. A rough cart track runs along the beach to Kalamaria. This work is also unarmed, but for both the Kara Burun works some 15-cm. guns on siege carriages are kept in the town arsenal and could be mounted in them on an emergency.

Outside the above works and at a lower level, are some small earth batteries also unarmed.

Serfje  
(Servia)

Serfje (Gr., Servia) is the most important town near the Greek frontier and the centre of a sanjak under Salonica.

It is situated on the slopes of the right bank of the Bistritza (Inje Kara Su) valley, and is connected by a good chaussée with Sorovich station on the Salonica-Monastir railway.

A road also leads southwards to Ellassona on the Greek frontier.

The inhabitants number about 10,000, principally Greeks; the surrounding districts are also mainly Greek.

The headquarters of the VIth Nizam Division, which watches the Greek frontier, are at Kozana, a small town in the plain a few miles to the north-west.

Sienitza (Turk., Sienije), a town of 6,000 inhabitants, is the seat of a mutesarraf and the centre of a sanjak formed out of the old sanjak of Novibazar, now no longer existing. The town lies in a fertile basin among mountains which drain towards the Lim River.

A garrison of one Nizam battalion is usually maintained in the town. On the heights immediately round the town there are six detached forts: four along the left bank of the Grabovitza and two to the east on either side of the Novibazar road. On the summit of the Kremenik spur, three miles to the north-west, there are three more works commanding the road to Plevlie. About 11 miles east of Sienitza, where the road to Novibazar crosses the Pometenik spur, two similar works are visible commanding the road. These works date from the 1878 war and are neither garrisoned nor kept up.

A good mountain road leads to Mirovitza, *viâ* Novibazar; there are also tracks to Priboi and Priepolie.

Strumnitza (Turk., Ustrumja) is a town lying in the valley of the river of the same name, a tributary of the Struma, and near foot-hills of a range which separates this valley from that of the Vardar and from the Salonica plain. It is the seat of a kaimakam under Salonica, and has a garrison consisting of one Nizam battalion and four field batteries. The town is the seat of a Bulgarian bishop.

The inhabitants are mainly Bulgarian, with some Greeks and Turks. The surrounding country is well-cultivated, with vineyards round the town.

The railway station on the Salonica-Uskub line is 19 miles distant, and is reached by a fair cart road.

Tracks lead down the Strumnitza valley to Petrich and to the Struma bridge on the road to Melnik and Serres; also up the valley to Radovishta and Ishtip.

Vodena, on the Salonica-Monastir railway line, is the seat of a kaimakam under Salonica. It is most picturesquely situated on the edge of a line of cliffs, down the steep ravines of which a series of streams from the valley above come rushing down; these streams are utilised for turning mills and watering numerous gardens and vineyards. The town contains 14,000 inhabitants, of whom about a third are Turks and the remainder Greeks, Bulgarians, and Vlachs. It is the seat of a Greek archbishop.

Vodena from the earliest times has occupied an important strategical position at the mouth of the Vlodowa pass, which both the railway and the road traverse between the Salonica plain and that of Monastir. The chaussée from Salonica winds its way up the southern side of the town.

The garrison consists of one Nizam battalion. There are a small block of barracks and a magazine on a knoll to the south-west of the town. Owing to the numerous tunnels and trestle bridges in the railway ascent past the town, a special garrison is required to guard it against insurgent raids.

A good chaussée, passing through gardens and vineyards, connects the town with the station, only a mile distant.

Yenije  
Vardar  
(Yanitza).

Yenije Vardar (Bulg., Yanitza) is the principal town in the plain of Salonica, and the seat of a kaimakam. It lies at the foot of the Paik Planina with meadows and cultivation extending southwards down to the extensive marshes of the Kara Su.

The Salonica-Monastir chaussée runs through the town.

The garrison consists of a Nizam detachment and four field batteries. There is good grazing on the plain and fodder is plentiful.

The inhabitants of the surrounding districts are Turks, Greeks, and Bulgarians.

## CHAPTER IV.

## EASTERN MACEDONIA.

In Eastern Macedonia are included the sanjaks of Serres and Drama of the vilayet of Salonica, which comprise an important district lying between the southern frontier of Bulgaria and the Aegean Sea and form a connecting link between "Central Macedonia" and the Adrianople vilayet or Thrace. The island of Thasos is also dealt with in this chapter.

The eastern boundary is formed by the River Mesta <sup>Boundaries.</sup> from its estuary up to the neighbourhood of Buk, and thence by an approximately north line as far as the mountainous Bulgarian frontier. The western boundary skirts the Vardar valley.

The country mainly consists of a mass of rugged hills with a fringe of maritime plain along its southern edge, varied by isolated ridges, which partly shut it off from the actual coast line.

The principal rivers of Eastern Macedonia are the Rivers. Struma and the Mesta.

The River Struma rises in Bulgaria, where many <sup>R. Struma.</sup> streams from Kustendil, Radomir, and Dubnitsa join it, and form a river of considerable size, which crosses the Bulgarian frontier near Jumaa-i-bala. A few miles below the town, it enters the narrow gorge of Kresna and flows between steep rocky hills, which are covered with sparse brushwood on the lower slopes and with forest higher up. The river continues in this gorge until the open country to the south-west of Melnik is reached, where it receives a large tributary, the Strumnitzza, which flows from the west through a long open valley of the same name. This valley contains the towns of Radovishtza, Strumnitzza, and Petrich. Another and lower barrier of hills now closes in, through which the river passes by the Rupel defile, and then emerges into the wide and cultivated plain of Serres, where it is joined on its right bank by streams from the Butkovo lake. Some miles lower down, the river enters the marshy lake of Tachinos, which occupies the centre of the plain. Much water is retained in the lake, but the remainder finds an outlet

at its southern extremity and flows, with a rather rapid current, into the Gulf of Rendina (Orfani) near Chai Aghizi. A low rocky line of hills intervenes between the plain of Drama which is marshy at its southern end, and the sea at Kavalla; in consequence of this natural obstruction, the Drama plain drains into Tachinos Lake by means of the Angista River, which forces its way through a rocky gorge between the main ranges to the north and the Pilaf Tepe mountain.

**R. Mesta.**

The River Mesta is practically a large mountain torrent, which rises in the frontier hills of Razlog and flows in a south-easterly direction in a narrow rocky valley, which later on narrows to a mere gorge. The stream is joined by numerous torrents from either hand, until, near Eskeje (Xanthi), it emerges from the long gorge, traverses the open delta of Sarishaban and so reaches the sea.

**Mountains.**

The mountain ranges of this district divide themselves into two prominent masses which run north and south, and border the deep and narrow valley of the River Struma; on the west lies the Malesh range and on the east the Pirin Dag, both of these ranges being rugged wooded masses which are difficult to traverse. Farther east lies the deep-cut and rugged valley of the River Mesta (Kara Su) with the broad basin of its tributaries intervening between the Pirin Dag mountains and the main ranges of the Rhodope (Despoto Dag), which latter form the frontier of Bulgaria in this direction. Among these frontier mountains a narrow triangular strip of hilly difficult country which forms the kaza of Rupchuz, a part of the sanjak of Drama, is thrust forward like a wedge into Southern Bulgaria and overlooks Philipopolis: this district drains towards the Maritza in Bulgaria. South of this district there are several high ranges which overlook the steep gorges of the River Mesta, and continue on its other bank in the form of lower ranges, extending as far as the sea coast near Kavalla.

The coastal strip comprises the fertile plains of Serres and Drama, divided by the isolated conical mass of the Pilaf Tepe and bordered on the east by the rugged mass of hills trending down to the coast near Kavalla. A line of rugged hills, the Beshik Dag, which are wooded in places and of no great height, separates the Serres plain from that of Salonica. These hills are traversed by several tracks.



The only harbour on this section of the coast is Harbours. Kavalla, which, although small, affords fair shelter. It has, however, very limited quay accommodation and the approaches to it are rather cramped. A good chaussée leads to Drama from Kavalla.

At Leftere (Deutheron or Eleutheropolis) there is a small well-sheltered cove with a convenient landing-place, but only rough tracks lead inland to Pravishta and to Angista station on the Salonica-Dede Agach railway. There are open roadsteads off Orfani and Chai Aghizi at the mouth of the Struma which have a convenient landing beach; a rough track leads from the latter of these points to Angista railway station.

The island of Thasos now forms a sanjak of the vilayet of Salonica, a mutesararif with some Turkish gendarmerie having been appointed in 1902. Island of Thasos.

Situated off the mouth of the River Mesta and the delta of Sarishaban, this island, which is of volcanic origin and contains about 160 square miles, has a coast line dipping steeply into the sea. In the centre the high wooded mountain Hypsaria rises to 3,150 feet. There are nine villages, of which the principal is Panagia (population 2,500), with its roadstead and landing-place at Liman. The inhabitants are Greek, and number about 12,500.

The island possesses no harbours, but the roadstead of Panagia, situated between it and the mainland, affords some shelter. The main communication is with Kavalla on the mainland, with which a tri-weekly service is maintained during the summer.

The island serves to some extent as a health resort for the mainland, but everything is very primitive, and forests still cover a large proportion of its surface. It is rich in minerals; silver, copper, and gold have been found. A valuable zinc mine close to the west coast is worked under a concession by a German firm.

The island is said to have originally belonged to the family of Mehmet Ali, Pasha of Egypt, who was a native of Kavalla. In 1841 it was allotted as an appanage of the Khedivate of Egypt, and the Khedive maintained a mudir and a small police force in it until 1902, when these were replaced, without active protest on the part of the Khedive, by a mutesararif and some zaptiehs.

Chai Aghizi is an open roadstead near the mouth of the Struma river, and is the only landing-place of any importance at the head of the gulf of Orfani. The landing is on a sandy beach between the custom house Principal places and towns. Chai Aghizi.

and two half-ruined khans. The beach commences at a point just west of two lagoons on the left bank of the river and about a mile from its mouth, and continues to half a mile west of the custom house. The bay is open to the southward, but the landing between the points named is quite easy in ordinary weather.

The old bridge across the mouth of the river has been carried away, and has not been replaced, so that there is now no passage at this point. There is a flying pontoon ferry about  $3\frac{1}{2}$  miles north of Chai Aghizi.

A good cart track leads up the right bank of the Struma along Lake Tachinos and eventually to Serres; another leads south-westwards along the coast to Pazarkia on Lake Beshik, whilst a third crosses the river and leads to Angista.

There is a bar at the mouth of the River Struma, and boats cannot enter; and there are rapids about 2 miles from the river's mouth, where navigation ceases. The village of Chai Aghizi consists of the custom house and two large khans only. A small trade is done by sailing barques along the coast. Steamers do not call.

Demir-  
hissar.

Demirhissar is a small town on the left bank of the Struma. The town is 4 miles E.S.E. of the railway stations on the Salonica-Dede Agach line. Of these stations one is for ordinary traffic, while the other is a military station of some importance and is similar to that at Salonica. A cart road connects both these stations with the Struma gorge and Demirhissar town. The garrison usually consists of one Nizam battalion and two squadrons of cavalry.

The country immediately surrounding the town is open cultivated plain, with hills 2 miles distant towards the north.

Devlen.

The large village of Devlen is the principal place in the isolated hilly district of Rupchuz, and is the seat of a kaimakam. The normal garrison consists of the headquarters and one company of a Nizam battalion, which furnishes the various frontier posts.

Rough mule-tracks lead to Drama *via* Dospat, to Buk *via* Trigrad and to Tumrush.

Drama.

Drama is a town of some importance, standing on the northern edge of the plain which extends south to the Bereketli marshes, on the Salonica-Dede Agach railway.

It is the seat of a mutesararif under Salonica and an important centre of the tobacco trade, containing some large stores. The railway station is a mile south of the town, and is connected with it by a metalled road which crosses the wide shingly bed of the Drama Su by a wooden trestle bridge.

The town is the headquarters of the 62nd Redif Brigade, and of four battalions, viz., two of the 123rd, one of the 124th, and one of the 41st Redif Regiments.

The roadstead of Kalamuti is the best available Kalamuti. along this part of the coast, being well sheltered by the island of Thasos; it is frequently visited by the British Mediterranean Fleet.

The landing-place is on a sandy beach at the head of the roadstead, and offers some facilities. Kalamuti village consists of a few houses.

The country lying to the north is a level and partly cultivated plain, studded with numerous copses and patches of thick jungle. A well defined sandy track, used by native carts, leads northwards towards Saris-haban, and thence across the River Mesta (Kara Su) towards Eskeje (Xanthi). The River Mesta is crossed in dry weather by an easy ford, while, in flood time, some small pontoons are available. An easy road leads to the eastern mouth of the Kara Su gorge, near Okjilar railway station.

Kavalla, the seaport of Drama, is a thriving town of Kavalla. about 25,000 inhabitants. It is built on a rocky spur jutting out into the Gulf of Kavalla. The streets are very narrow and tortuous.

It is the seat of a kaimakam, under the mutesararif of Drama.

The principal trade is the export of tobacco, brought by carts from Drama, and by mules from Pravishta and from many villages in the hills to the east and the south-east of Drama.

There is a short mole and a landing-place for boats in the centre of the town, about  $\frac{1}{2}$  mile north of the lighthouse point. The harbour is exposed specially to southerly and south-westerly winds. Several lines of steamers call.

Leftere is a small and very well sheltered cove, Leftere. some 9 miles south-west of Kavalla, and is surrounded by high hills. The 5-fathom line runs close in to the

shore and the landing-place on the beach is sandy and good. This natural harbour is, however, limited in size, viz., only about a mile each way. The best anchorage is at its northern corner.

The village of Leftere is  $1\frac{1}{2}$  miles distant from the harbour and is built on the hill slopes amongst orchards, vineyards, and general cultivation. The inhabitants are mostly Greek, with some Turks. A few zaptiehs from Pravishtha are usually quartered in the village, which is also the residence of a mudir under the kaimakam of Pravi-htha.

The best road inland from the harbour passes through Leftere village and leads to Pravishtha: it is a good but rather stony mule track.

Melnik.

Melnik is a small town on a tributary of the Struma and is built on the slopes of a deep clay ravine. It contains 5,000 inhabitants, mostly Greeks, although the kaza is chiefly Bulgarian. The garrison usually consists of a Redif depôt and a Nizam battalion.

The country in the neighbourhood of the town is much intersected by ravines and is fairly fertile; it suffers a great deal from insecurity.

A partially completed chaussée runs westwards from the town to join the Struma valley road near Livanovo, and a horse track crosses the Pirin Dagh to Nevrokop.

Nevrokop.

Nevrokop is the principal town of the hilly country along the upper Mesta, and is the seat of a kaimakam. It lies in a fertile basin draining eastwards to the Mesta. The inhabitants number 8,000, and are Bulgarians and Turks, while the surrounding district is chiefly Bulgarian. It is the principal military centre for this part of the frontier, and usually has a garrison of one Nizam battalion with outlying detachments.

A chaussee leading to Drama has been partly completed; the section between Zernovo and the town is unfinished but passable. A chaussée to Serres has been commenced, and has been roughly completed. A third chaussée, intended for military purposes and leading across the Pirin Dagh to the Kresna Pass, has been commenced with the object of connecting Nevrokop with the Struma valley, but it is not yet completed.

Pravishtha.

Pravishtha is a small place of 600 houses and the residence of a kaimakam under Drama. It is a good centre for collecting mules, baggage- and riding-ponies, as the local traffic is done on mules. It would be

possible to collect 200 mules in a short time. The ponies are undersized and usually bad.

A good unmetalled track leads in a north-easterly direction along the foot of the hills to join the main Drama-Kavalla road. This track is rather stony for carts, but is good for mules. Another good mule track leads to Leftere village and roadstead, the distance being usually covered in two hours by mules.

The mass of the Pilaf Tepe mountain descends very steeply on its eastern side towards the town. A strip of well-cultivated country extends from the base of the mountain towards the Bereketli marshes, north-east of the town.

Razlog is a small town in the district of the same name known to the Bulgarians as Mehomia. It is the seat of a kaimakam and lies in the centre of the fertile basin of the upper Mesta in an angle of the Bulgarian frontier. The surrounding district is entirely Bulgarian. The town contains 4,000 inhabitants, Turks and Bulgarians; a garrison of one Nizam battalion is usually stationed here.

The village of Bansko, consisting of 1,000 Bulgarian houses, lies a little way to the south, while to the north-east a broad valley extends to Yakaruda. A rough track, in places a chaussée, has been completed across the mountains to Jumaa-i-bala; several mountain paths lead across the Rilo mountains into Bulgaria, up the valley *vid* Yakaruda, and across a high pass to Tatar Bazarjik. There is a track down the valley to Nevrokop.

Serres (Turk., Siruz) is an important Government centre, the seat of a mutesarriif under Salonica, and contains 45,000 inhabitants. It is situated on the northern edge of the Struma valley plain, on a tributary of the Struma. A garrison of one Nizam battalion and the mountain battery is usually maintained. The headquarters of the 9th Nizam Division which occupies the districts towards the Bulgarian frontier, as well as those of two cavalry regiments employed on detached duty in the surrounding districts, are stationed in the town. There is also a Redif battalion depôt. The barracks are outside the town to the south-east with a good parade ground. The town is overlooked by a prominent spur from the north on which the ruins of an old castle stand: a small outpost has been stationed in a barrack built on this spur.



The railway station on the Salonica-Dede Agach line is  $1\frac{1}{2}$  miles south of the town and is connected with it by a metalled road. There is a good unmetalled carriage road leading to Demirhissar, and a rough carriage road to Drama. A chaussée has been begun and partly completed, leading over the hills to Nevrokop, *viâ* Gorni Brodi. There is a water supply from a larger ravine to the north which is good, also one from local wells which is uncertain.

## CHAPTER V.

## ALBANIA.

Albania has no universally accepted eastern Boundaries boundary, but is generally understood to comprise the districts bounded by the Adriatic Sea on the west, by Montenegro on the north, by the Greek frontier on the south, and by Macedonia on the east. Starting close to the Montenegrin frontier, the approximate eastern boundary may be said to follow the line of the northern Albanian mountains; it then skirts the lofty range of the Shar Dagħ with its numerous southern spurs, follows the line of the Yablanitza mountains, and finally reaches the Pindus ranges, which it follows to the Greek frontier.

A more definite boundary line is that which may be drawn between the races and between the country inhabited by Bulgars and that inhabited by Albanians proper. Speaking generally, such a boundary would follow the line defining the "Greater Bulgaria" of the Treaty of San Stefano already described on pages 11 and 12.

According to historical divisions, Albania may be Historical divisions. divided into two parts, the Scutari vilayet or Albania of the Ghegs on the north, and the Yanina vilayet or the Tosk country on the south. The approximate dividing line between Gheg and Tosk country is the River Skumbi.

The important sanjaks of Ipek and Prisren, situated in the Kossovo vilayet, and the sanjaks of Dibra, Elbassan, and Koritza, which form part of the Monastir vilayet, belong to Albania.

There are narrow strips of plain country along the Adriatic Sea, especially those near its shores, which are fertile though in places marshy; otherwise, the whole country is a mass of steep mountains, generally well wooded and scored by many torrents which flow in deep narrow channels.

Northern Albania is the most mountainous and the least fertile part, and is inhabited by a number of more or less wild tribes of various religious persuasions.

The mountains of Southern Albania are less difficult and the country is rather more fertile: there are good pasturages on the mountains; the climate is much milder. The population is more easily controlled by Government, being generally under the jurisdiction of powerful hereditary beys or chieftains.

#### Rivers.

The Drin, Boyana, Mati, and Skumbi are the most important rivers in northern Albania; the Semeni and Vojnassa, in southern Albania.

#### R. Drin.

The Drin, the most important river in Albania, carries off the combined waters of the Black Drin, which rises in the lake of Okbrida and flows northwards, and of the White Drin, which is formed from the mountain torrents round Ipek and from the eastern slope of the main Albanian ranges and flows due south. These branches, coming from opposite directions, unite at a point a few miles west of Liuma, when their combined streams, the Drin, turn due west and flow for a considerable distance through a deep impracticable gorge. On entering the open basin of Zadrime, the river divides into two arms, one being the Drinazia which flows towards Scutari and unites with the Boyana, and the other the Drin, which enters the sea a short distance west of Alessio. The Drin is navigable up stream as far as Alessio, and possibly even as far as Scutari when in flood, but during the rest of its course it is only a mountain torrent.

#### R. Boyana.

The Boyana river, which drains Scutari Lake, is the only important navigable stream of Albania; it is 100 to 150 yards wide near its mouth, where it divides into two branches and forms a considerable delta, overgrown with rushes. The south-eastern arm is Turkish, while the south-western one lies in Montenegrin territory. [The Montenegrin frontier follows the river from its mouth to St. Giorgio, a distance of  $7\frac{1}{2}$  miles; north of this point both banks are Turkish.]

The depths of these arms vary considerably, sometimes the one being deeper and sometimes the other. A winter depth of 5 to 6 feet and a summer depth of 3 feet is all that can be depended on. For such vessels as can enter, the river is navigable nearly up to Scutari lake; vessels of 150 tons can go more than halfway to Oboti (the river port of Scutari,  $7\frac{1}{2}$  miles below it), the vessels being poled up by the crew; others, of 30 to 50 tons, can reach Oboti itself. During heavy rains the current is very rapid, and the river overflows its banks.

The distance from the sea to Scutari is 24 miles by river, and the only obstacle to navigation is the strength of the current, usually  $2\frac{1}{2}$  to  $3\frac{1}{2}$  knots; an ordinary naval whale boat has gone up in 12 hours and a steam pinnace has descended in  $2\frac{1}{2}$  hours. There is a good anchorage in the roads off the mouth of the Boyana, but there are no facilities for landing. The shore is low and well-wooded, but swampy.

The Mati river is formed of two affluents from the western slopes of the Gheg mountains, the Fani which rises to the north-east near Oresh in the Mirdite country, and the Mati proper from the south-east, which drains the fertile valley of Matiya. R. Mati.

South of the Mati are the two small streams of Ishmi and Arzen, which drain the plains of Kroia and Tirana respectively, and enter the sea north of Durazzo. R. Ishmi.  
R. Arzen.

The Skumbi, with its affluent the Rapon, rises in the mountainous canton of Kolobarda, drains the western slopes of the Yablanitza range, traverses in its middle course the fertile plain of Elbassan, where it flows among olive and fig gardens through one of the most productive districts of Albania, and enters the sea north of the Kravashta lagoon. It brings down a great quantity of detritus and forms an extensive delta. Its valley is fairly easy to traverse; the main road from east to west, namely, from Monastir to Elbassan and the Adriatic, follows its course. R. Skumbi.

Two large streams, the Devoi and the Osum, both rise in the Grammos mountain range, the former on its eastern and the latter on its western slopes, and, when united, form the Semeni. The DevoI circles round the northern end of the range, passes through Lake Malik, then flows through a deep narrow valley, and, skirting the northern slopes of Mount Tomor, joins the Osum, when the combined streams wind through the fertile plain of Muzakia to the Adriatic Sea, and enter it near Cape Samana. The Osum is a mountain stream flowing in a deep narrow valley past Berat, shortly below which town it unites with the DevoI to form the Semeni. R. Semeni.

The Voyussa is a larger stream than the Semeni; it rises in the Greek frontier range near Metzovo and in the Vasilitza and Smolitza ranges to the north of it, the whole being a part of the main Pindus ridge; the river then traverses a very deep narrow valley, R. Voyussa.

until near Tepedelen, where the valley opens out and a tributary, the Zrina, joins the main stream which then traverses a wider and fairly fertile valley towards the sea, and enters it north of Valona, receiving on the way the waters of the Susitza from the mountains to the south-west. It is navigable for small boats for a few miles from the sea.

**R. Kalamas.** Further south the River Kalamas is reached; this river leaves the Yanina Lake by a subterranean channel about 5 miles long, and flows through a narrow mountain valley to the sea, which it enters opposite the southern end of Corfu Island. The lower course of this stream traverses the valley of Parakalamas, which with its varied productions and its mild climate is the richest and most beautiful part of Epirus.

**R. Luros.** The Luros is a small stream which drains the country between the Suli mountains and the Gulf of Arta, while the Vuvos and Mavropotomo drain the same hills but in a westerly direction.

**R. Arta.** The Arta is a large stream which rises in the mountains near Metzovo and forms the frontier with Greece for some distance. It enters the sea at the head of the Gulf of Arta. It is navigable for small boats up to Arta, 9 miles from its mouth.

**Mountains, Northern Albania.** In Northern Albania the mountains occupy three quarters of the surface of the country, and include many lofty summits. The principal range, which joins the central Montenegrin mountains, and circles round to the north-east near Ipek, is the Prokleita range, called by the Albanians Nimbuna ("the cursed"), owing to its wild and savage aspect, its deep ravines, and its almost perpendicular slopes. From its northern slopes flow the streams Gussinye and Plava, their waters draining towards the Danube. The deep narrow rift of the Drin valley divides this range from the Shar-Dagh, the highest mountain range of Macedonia, which terminates on the east in the Liubeten peak (8,000 feet) and on the west in the Gialich (8,200 feet) overlooking the valley of the Black Drin. The Korab Dagh is a southern continuation of this range towards Dibra. The Mirdite country on the left bank of the Drin is traversed by several minor chains, extending southwards along the Black Drin to the Yablanitza Mountains, situated to the west of Okhrida lake.

**Southern Albania.** The mountain system of Southern Albania is lower and less complicated than that of the northern portion.



and runs in a general line from north-west to south-east.

The watershed between the Adriatic and the Aegean seas runs southwards from Lake Ventrok, skirts the Koritza plain, and includes the hills at the source of the Devol; it then passes along the crest of the Grammos range, and down the main chain of the Pindus. There are three principal ranges in Southern Albania, namely, that dividing the Devol valley from the Osum and culminating in the pyramidal cone of Tomor Dag (7,912 feet), that of Mount Griva, between the Voyussa and its affluent the Susitza, and the Lugaria range, culminating in Mount Shika, which projects into the sea at Cape Linguetta.

The Grammos range, a portion of the Pindus, includes some fine summer pasturage, or "yailas." It commences at the Kiari pass (3,870 feet) crossed by the Yanina-Koritza road, and culminates in Smolika peak (8,450 feet) and Mount Zigos (5,577 feet) on the Greek frontier. Metzovo is situated at the western side of the Zigos pass and on the road from Epirus to Thessaly.

A notable feature in Albania is the number of fine lakes ensconced among the mountain ranges. Of these the Scutari lake (partly in Montenegro and partly in Turkey) is the largest, being about 25 miles long and, on an average, about 7 miles wide; it is drained by the Boyana river. There is a fleet of small fishing vessels on the lake.

Lakes Okhrida and Prespa are fine fresh-water lakes, situated among the mountains west of Monastir. Both lakes abound in fine trout and other fish.

Lake Ventrok is a smaller lake to the south-east of Lake Prespa.

Several small islands on these lakes are used as sites for monasteries, while others contain ruins of former strongholds. The towns of Kastoria and Yanina are both similarly situated on promontories jutting into smaller lakes.

Along the coast between Durazzo and Valona there are several marshy lakes and a great deal of swamp.

Not counting the Ionian Islands belonging to Greece, Islands, there are a few islets off the coast; none are, however, of any great importance.

Saseno (at the entrance to the Gulf of Valona), and Prasudi and Sivota in the Corfu straits belong to Turkey.

In the Scutari lake are the small islands of Topalhva, Lessandra, and Vranina, while, in the Yanina lake, there is a pretty island with seven monasteries and a ruined fort, said to have been erected by Ali Pasha Tepelen. In the Okhrida and Prespa Lakes there are similar small islands which are used as strongholds or retreats.

A line of marshes and swampy ground follows the coast, the principal marshes being those of San Giovanni di Medua, Durazzo, Valona, and Balkdrin and Mirteps at the mouth of the Boyana.

The following are the principal lagoons:—Kravashta, between the Rivers Skumbi and Semeni, Vivari near Butrinto, and Logaru in the Gulf of Arta.

Ports and  
landing-  
places.

The principal ports are San Giovanni di Medua, Durazzo (Dirach), Valona (Avlona), Santi Quaranta, Butrinto, and Prevesa; they are mostly used by the coasting steamers of the Italian and Austrian Lloyd Companies, which call along this coast. There are no artificial harbours or quays, the ports being mere natural roadsteads.

San Giovanni di Medua and Durazzo are open roadsteads, and have but little shelter.

Valona, situated in a bay of the same name, is well sheltered, and is perhaps the best natural harbour.

Santi Quaranta and Prevesa are fairly good ports; roads lead from them to Yanina.

Butrinto is a small well-sheltered port inside the straits of Corfu.

There are also some other smaller ports, namely, at Gomaros, Gomenitza, Livatazza, Paganja, Palermo, Parga and Phanari, but these have little or no communications inland and are of minor importance. (For further detail, see pages 63-67.)

Roads.

The existing routes are almost entirely mule tracks: roads, suitable for wheeled traffic, are very scarce, the most important ones being those from Prevesa to Monastir, *viâ* Yanina and Koritza, and from Durazzo to Monastir, *viâ* Elbassan and Okhrida. The latter of these, the ancient east and west trade route, degenerates into a mere mule track on portions of the section between Jura and Elbassan.

Climate.

In summer the climate of the Adriatic ports is extremely feverish, malaria being prevalent, and the coast towns are in consequence deserted for the hills.

The mountain districts are generally very healthy: in northern Albania the winter is rigorous, but the climate becomes less severe towards the south.

The local names of districts do not entirely correspond with the official divisions of the country, and are as follows:— Local district names.

In Northern Albania:—

The country along the Montenegrin frontier and generally along the southern shore of Scutari Lake is called Kraina.

The district along the left bank of the Drin and skirting the Mirdite mountains is named Zadrima and is the richest part of Albania. The coast district between the mouths of the Drin and the Mati, consisting of a jungle of swamp and forest, is called Bregmatia.

The wide district round Kavaia, Tirana, and Kroia is called Bena.

In the Kossovo vilayet, the country enclosed by the main Shar Dagh range, the banks of the Drin up to the limits of the Hassi tribe and Prisren is called Liuma.

Farther north is Metoja, in which the towns of Diakova and Ipek are situated.

In Southern Albania:—

The country lying between Berat and Elbassan is called Tomori.

The plain watered by the Semen is called Muzakia and the lower basin of the Voyussa Malakastra. Kolonia is the name given to all the mountainous country around the Ostrovitza Dagh, i.e., between the upper waters of the Rivers Devol and Voyussa.

The Grevena district along the Greek frontier is known as Kassia.

The largest district of Epirus is Zagori: it embraces all the Konitza country up to the Meshkeli mountains to the north of Yanina. The inhabitants of this district, the Zagorichani, are mostly Vlachs and from ancient times preserved a kind of independence; their capital is Konitza, where the council of Ancients is annually convened. This district pays a yearly tribute to the Sultan.

The general name of all the country south of Yanina is Malakassia.

The environs of the town of Parga are called Phanari and are well cultivated.

The mountainous country opposite the northern end of Corfu Island is called Khimara; its inhabitants enjoy certain special privileges and industriously cultivate the little arable ground available.

Between Yanina and Ergherikastro lies the district which is called Pagoniani.

The Lunja district extends from Ergherikastro to Tepedelen, and that of Zeria includes all the country round the town of Premeti. These latter districts are also called Chamuria.

Principal  
places and  
towns.  
Alessio  
(Lesh).

Alessio (Alb., Lesh) is a place of 3,000 inhabitants situated on the left bank of the River Drin and near its mouth; it is now moribund and of little importance, although in the 15th century it was an important centre of Skanderbeg's influence. It is, to a great extent, the market and port for the Mirdite country. On a knoll in the town stands an old castle which commands the surrounding plain and the valley of the Drin.

The Drin being navigable for small boats up to Alessio, goods intended for Scutari are sometimes landed at this point.

A much frequented mule track leads to Prisren, *viâ* Orosh. There is an indifferent track to Scutari and another to the landing-place of San Giovanni di Medua (a 2—2½ hours' journey).

Berat  
(Arnaut  
Deligrad)

Berat (Turk., Arnaut Deligrad) is an important town in the centre of Albania, contains 15,000 inhabitants, and is the seat of a mutesarriif. It was celebrated in former times as a fortress of some strength commanding an important bridge over the River Osum, in the valley in which it is situated. The rock citadel still remains, though more or less in ruins, and is occupied by a garrison, usually consisting of one Nizam battalion and a Redif depôt.

There is a good horse track leading down the valley and across the Muzakia plain to the port of Valona.

Butrinto.

Butrinto is a small landing-place in the northern part of Corfu straits. The village contains about 500 inhabitants. It is an occasional port of call for the Austrian-Lloyd steamers.

Butrinto Bay is about a mile wide and ¾ mile deep with a low broken shore. The anchorage in the centre of the bay is in 14 to 16 fathoms of water and is considered one of the best on this coast.

Butrinto Lake is  $3\frac{1}{2}$  miles long and  $1\frac{1}{2}$  miles wide with 10 to 12 fathoms of water. The northern and southern shores are marshy, but to the east and west there are thickly wooded limestone hills.

A track leads from Butrinto to Yanina, *via* Filiates.

Delvino is a small place of 3,300 Liap Albanians, Delvino. situated on the east side of the Pavla valley among vineyards, orange groves, and olive gardens. It lies on the road from Santi Quaranta to Yanina and Ergherikastro.

Diakova (Yakova) is a town of 20,000 inhabitants Diakova  
(Yakova). and an important centre of Albanian influence in the north. Some of the most turbulent Gheg tribes live in the wild mountains west of the town, which stands on the south slope of a steep range near the mouth of the ravine of the River Erenike. The name Diakova is derived from "Jak," a vendetta or blood feud, and is significant. The inhabitants chiefly belong to the tribes of Krasnishi, Bitushi, Gashi, and Hassi, and are mostly Moslems, while those on the plain outside the town are Catholics.

A Nizam garrison of two battalions and a mountain battery is usually quartered in the town. The barracks are built on the outliers of the hills to the north.

The fertile plain of Metoya lies to the east of the town.

A road, which first crosses the plain and then the hills, leads *via* Kijeva to the Mitrovitza-Uskub railway and to Prishtina. There is an easier route further south which joins the Prisren road and leads to Ferisovich railway station. A track also traverses the plain to Ipek, and hill tracks run westwards through the mountains to Scutari.

Dibra (Dibra-i-bala) is a town of 15,000 inhabitants, Dibra  
(Dibra-i-bala). Albanians and Bulgarians, and the seat of a mutessarrif; it stands on the right bank of the Black Drin below its junction with the Radika. There is a good horse track to Okbrida, *via* Struga, and another to Kirchevo, whence a carriage road leads to Monastir. A rough track leads across the hills to Elbassan. The usual garrison consists of three Nizam battalions.

Dibra-i-zir (Radomir) lies further down the valley of Dibra-i-zir  
(Radomir). the Black Drin on the slopes of the Korab Dag, and is not to be confounded with Dibra-i-bala.



Durazzo  
(Dirach).

Durazzo (Turk., Dirach) is the most important sea-port in this part of the Adriatic; it is built partly on a rocky promontory and partly on the low-lying coast. In summer time it suffers a great deal from fever and flies. It possesses but a poor water supply, drawn from wells. The port has, however, a considerable trade with Italy and is the most frequented one on this part of the coast; there is only one small quay closed in by crenelated walls, through which a single gate leads to the town.

The sandy promontory on which the town is built is connected with the mainland by a narrow causeway which crosses the sand at the mouth of a salt lagoon by a shaky wooden bridge.

The town presents a curious mixture of Turkish houses, Italian shops, and Venetian ruins; it is still surrounded by a crenelated wall forming a rectangle of about 500 yards by 300. The population consists of Gheg Albanians, Turks, and Greeks, and numbers 5,000 inhabitants, who, in the month of July, usually desert the town for healthier surroundings. It is the seat of a mutesarraf under Scutari, who frequently resides at the essentially Moslem town of Kavaia (5,000 inhabitants), on the other side of the bay.

The commencement of a great chaussée to Monastir, which was begun in 1867, is still to be seen, and extends for a distance of 2 miles outside the town, after which it becomes a path in the sand.

The anchorage is somewhat sheltered by banks, and is in 3 to 4½ fathoms of water. Westerly and south-westerly winds, however, raise a considerable sea. It is a port of call for the steamers of the Austrian-Lloyd, Greek, and Italian Navigation Companies.

Durazzo Bay lies between Capes Durazzo and Laghi; these two capes, situated on slightly rising ground, form the only exception to the general type of low shore bordered by shallows usually met with along this coast. South of Durazzo the shore is an uninterrupted sandy beach with numerous small sandhills, behind which is a wide extent of deserted plain, intersected by marshes and extensive lakes. This coast affords no shelter to shipping for a long distance, and is bordered by shallows.

Elbassan.

Elbassan is well situated on the right bank of the Skumbi, on the main road from the Adriatic Sea to Monastir, and is the seat of a mutesarraf under Monastir

The principal route from north to south, namely, from Scutari to Yanina, *viâ* Kroia, Berat, and Premeti, also passes through it.

The town is situated in a wooded country in the middle of a fertile plain, and is surrounded by gardens; it has an excellent water supply and a good climate; is divided into three quarters: in the centre, inside the walls of the ancient "castro," or fortress now in ruins and fast disappearing, are found Christian Albanians, who number about 800; round the outside of the castle are grouped Moslem Albanians, some 3,000 in number, and beyond them again are the Vlachs, numbering about 800. The total number of inhabitants is about 5,000. The bazars, with their narrow little shops, are grouped round the old "kastro."

Ergherikastro (Turk., Ergheri) is a town of 12,000 inhabitants, and the seat of a *mutesarrif*; it is situated in a deep mountain valley on the left bank of the Zrina, a tributary of the Voyussa. It is one of the chief centres of the Liap section of Tosk Albanians, and was once a place of some importance with a castle which barred the route up the valley; this castle is now, however, in ruins.

Ergheri-  
kastro  
(Ergheri).

The shortest route to the sea is by a good track, which leads to Santi Quaranta *viâ* Delvino. There is also a horse track to Valona which leads down the river valley *viâ* Tepedelen, and a carriage road, leading to Yanina.

Filiates is a town of 5,000 inhabitants in the valley of the River Kalamas; it is connected by a track with the small port of Butrinto, and by a road with Yanina and Parga, *viâ* Paramythia.

Filiates.

Gomaros is a shallow bay,  $1\frac{1}{2}$  miles deep, with an open sandy beach, situated to the north of Prevesa point. Small coasting steamers often seek shelter at the north corner of the bay, which is sheltered from the west by the Ittisa reef. There is a small custom house.

Gomaros.

Gomenitza, a small port to the south-east of the Livatazza promontory, and south of the estuary of the River Kalamas, stands on a fine sandy bay, and has an anchorage in 7 or 8 fathoms of water.

Gomenitza.

The entrance to the port is shallow, as the bar has only  $2\frac{1}{2}$  fathoms of water over it. It opens out, however, to an oval basin  $2\frac{1}{2}$  miles by  $1\frac{1}{2}$  miles. The northern portion of this basin is shallow, but in the eastern and southern parts there are 12 to 14 fathoms of water.

Ipek  
(Pech).

Ipek (Alb., Pech) is a town of 15,000 inhabitants, situated on foot-hills of the Albanian Mountains, overlooking the wide plain of the White Drin. The valley of the Krena stream winds through the town, which is rather scattered and is surrounded by gardens and trees. Nearly every house has its "kula," or watch-tower. A Turkish garrison consisting of two Nizam battalions and a mountain battery is usually maintained in the town.

There is a track across the plain to Diakova and Prisen; also one leading eastwards into the Kossovo plain and to Prishtina.

Konitza.

Konitza is a small town of 6,000 inhabitants in the valley of the Voyussa and is one of the centres of the Vlach population in Epirus. It is connected with Yanina by a cart road, and also to Ergherikastro, Berat, and Koritza.

Koritza  
(Gurije)

Koritza (Turk., Gurije) is a town of some 10,000 inhabitants, and the seat of a mutesarraf, under Monastir; it is situated at the end of a plain trending northwards to Lake Malik, the source of the River Devol. The inhabitants are principally Albanians and Vlachs with a few Bulgarians.

There is a carriage road to Monastir, *viâ* Resna, and another to Konitza.

Kroia  
(Akche-  
Hissar).

Kroia (Akche-Hissar), a town of 7,000 inhabitants, is celebrated in history as the birth-place of the Albanian hero, Skanderbeg. It contains a fine rock citadel, commanding the town, in which is stationed a small garrison, with a few guns of ancient type manned by a portion of a fortress artillery company. The town is surrounded with gardens and trees, and is very picturesquely situated, being backed by high mountains. It is on the road from Alessio to Elbassan, *viâ* Tirana.

Livatazza.

Livatazza is a small port on the north side of a peninsula of the same name rising to 285 feet and situated just south of the estuary of the River Kalamas. A narrow sandy neck of land connects it with the mainland. The port runs in about a mile, and has a narrow entrance, with 7 to 11 fathoms of water. There are three bays on the south side, the middle one of which, being almost landlocked, provides the best anchorage, with a depth of 8 fathoms of water.

The extensive swamps and the low country to the north and east greatly hinder communication inland.

There is only a small village near the port, which is mainly used by small boats collecting firewood. Fresh water is scarce.

Metzovo is an important town on the Greek frontier, Metzovo. and contains 9,000 inhabitants, who are mostly Vlachs. It commands the entrances to the Zigos pass, leading to Trikala (Thessaly), and to the passes leading northwards towards Grevena. It is the seat of a kaimakam, and usually contains a garrison of one Nizam battalion. There is a good cart road to Yanina.

Okhrida (Ohri) stands on the north-east shore of the Okhrida lake of the same name in a small alluvial plain sur- (Ohri). rounded by hills. It was the capital of the western part of the second Bulgarian Empire, and is now the seat of a kaimakam under Monastir.

The population numbers 15,000, of whom some 8,000 are Bulgarians, with a few Vlachs, and 7,000 Moslems of different races: of the Moslems, perhaps two-fifths are Albanians and the remainder Moslem Bulgars (Pomaks) and Osmanlis from Anatolia. The Greek population of 30 years ago has dwindled away, and the place is now the seat of a Bulgarian bishop.

The town and the old citadel of Okhrida are surrounded by a belt of trees, gardens, and orchards, and are built on a double line of rocks projecting southwards from the main range. On one summit stands the church of St. Clement, and on the other the ruined citadel, with its square enceinte, its bastions, and its towers. The bazars are in the northern part of the town along the main road to Monastir, and are encircled by gardens and meadows. The Bulgarian quarter is on the southern face of the rocky island overlooking the lake.

The principal road from Monastir to Elbassan and the Adriatic coast passes along the north side of the town. There is also a well frequented track leading to Dibra, which is not, however, passable for wheeled traffic.

Orosh (Oroshi) is the chief centre of the Mirdite Orosh (Catholic) Albanians, and is the place of residence of (Oroshi). their "kapitan" or chief, Prenk Bib Doda, who has recently been released after 23 years' exile in Asia Minor. Orosh is the seat of a kaimakam, who, however, has little power, and who resides at Vaudens in the Drin valley. The surrounding country is extremely mountainous and produces few supplies.

## Pagania.

Pagania is a small cove with a narrow but deep entrance in the mainland opposite Corfu; the inner part of the cove is landlocked, but the place is very little frequented, except by shooting parties. There is no village, and the available supply of fresh water is a very small one.

Palermo  
(Porto  
Panormo).

Palermo (Porto Panormo) is a bay situated on the west side of a high ridge projecting southwards; it is sheltered on the south-east by an elevated peninsula terminating in Palermo point. The bay is divided into two parts by a projecting point, which faces the entrances and on which there stands an old castle. The north-west bay is the real port; it has an anchorage in 15 to 35 fathoms of water, and is sheltered from all except south-westerly winds. The south-eastern bay has rather less depth.

On the high ground, 3 miles to the east, is the fort of Borsi or Bhars, near which there is a village of 400 houses, surrounded by a ruined wall.

Paramythia.  
(Aidonat.)

Paramythia (Aidonat) is a small place of 3,000 inhabitants, chiefly belonging to the Skiam section of Tosks; it is situated in a well wooded district of a tolerably fertile country. There is communication by road with Parga on the coast, also a direct track across the hills to Yanina.

## Parga.

Parga is a small seaport with 3,000 inhabitants, situated on the coast to the south of Corfu; it is the landing-place for Margarich and Paramythia. From 1797 to 1814 Parga was in the possession of the Venetian Republic, as were also Prevesa and Butrinto, but from 1814 to 1817 it was occupied by the British, who, however, gave it up after the Treaty of Vienna.

The town is built on a conical rocky height, 260 feet high. There is an old castle or citadel on the rock in front of the town which was formerly considered to be impregnable, but is now in ruins. An extensive view over the fertile inland plain is obtained from the citadel. The streets of Parga are narrow and dirty and contain straggling houses.

The anchorages are divided into two bays by the projection on which the citadel stands. The larger bay, to the west of the citadel, is semi-circular and has a sandy beach at its head; it measures 600 yards across and 600 yards deep, with 6 to 7 fathoms of water in the middle; the remains of an ancient mole are visible on



the south-west side. The opposite bay, to the south-east of the citadel, is considered the actual port and is protected from the sea by a chain of islands and rocks extending 800 yards south-west from St. Anastasia Point. This bay is 200 yards wide and 500 yards deep with 5 to 8 fathoms of water. The two bays are only used by small coasting vessels.

A mule track leads inland to Filiates and Yanina, *via* Margarich and Paramythia,

Phanari is a small port  $1\frac{3}{4}$  miles south of San Phanari. Giovanni di Medua. Its entrance is 500 yards wide and is exposed to south-westerly winds. The anchorage is circular, and about 1,000 yards in diameter; much of it, however, has silted up. At the northern end of the anchorage there are  $5\frac{1}{2}$  fathoms of water. Coasting vessels often winter at this port. Only mule tracks lead inland.

Prevesa is an important town commanding the mouth of the Gulf of Arta; it has a population of 8,000 and is the seat of a mutesarrif under Yanina. It is situated on the end of a promontory, just within the narrow strait forming the entrance to the gulf. Olive garden surround the town. Several small villages with scattered residences are situated on the promontory near the town. Ague and malaria are rather prevalent in the summer.

The town has no enceinte, but contains an ancient citadel, and is defended by coast batteries facing seaward and commanding the straits. At the southern corner of the town is the Serail Tabia with one 22-cm. (Krupp), one 21-cm. (Krupp), and one 9-cm. (field) gun. A short way along the shore to the west is the Hissar Tabia with two 15-cm. (Krupp), one 9-cm., and one 6-cm. guns. At the western point facing across the straits and seaward is the Yenikale battery with one 22-cm. (Krupp), one 15-cm. (Krupp), one 9-cm., and one 8-cm. (Krupp) guns. Facing entirely seaward is the Hamidie Tabia with one 21-cm. (Krupp), one 15-cm. (Krupp), and one 8-cm. gun. In addition to the above there is a small battery in the olive gardens 800 yards north of Hamidie Tabia, armed with one 9-cm. (Krupp) gun and intended to prevent a landing on the north-west beach. Of the above, only the Hamidie Tabia is of modern construction, the others being built of stone. There are also some guns mounted in the old citadel known as the Vati Tabia, which stands on the east side of the town and faces the gulf,

namely two 12-cm. (Krupp), one 9-cm., and one 6-cm. guns. On the outbreak of the late Turco-Greek war, the peninsula of Skafidaki was furnished with some temporary earthworks, and the neck of the peninsula at Eski Prevesa was prepared for defence.

The garrison usually consists of a Nizam detachment and five companies of fortress artillery.

A good carriage road runs from Prevesa to Yanina *viâ* Filipiades and is the best route inland from the coast.

The Gulf of Arta is  $18\frac{1}{2}$  miles long and 10 miles wide at the extreme point and has a low irregular coast line with long projecting points: it contains a few scrub-covered islets. The gulf can be used only by small vessels, as there is a bar with from 8 to 12 feet of water at the narrow entrance, but the actual depth varies considerably owing to shifting sandbanks.

Prisren  
(Prisrend,  
Prisrendi).

Prisren (Prisrend) is the principal Albanian centre in the north-west part of the Kossovo vilayet; it has 35,000 inhabitants and is the seat of a *mutessarrif* under Uskub. The town stands on the Bistritza, a tributary of the White Drin, and is situated in an amphitheatre surrounded by steep outliers from the Shar Dag; the ancient citadel, celebrated in Servian history for its connection with Marko Kralovich, a famous national hero, stands on one of the spurs of this range, and overlooks the whole town. The "konak" and the Austrian, Russian, and Servian Consulates are in the upper parts of the town, the bazars being in the lower part, which is divided into 24 "mahalle" or quarters. The population consists of Catholic and Moslem Albanians, Servians, and Vlachs. Shoes, leather work, and arms are the principal articles of trade. The barracks are in the plain at the foot of the town and the usual garrison consists of four squadrons of cavalry, four Nizam battalions and two mountain batteries, but its strength varies considerably owing to the constant disturbances in the Albanian districts to the south-west which require punitive expeditions or reinforcements for the small local garrisons.

A good carriage road connects the town with Ferisovich railway station on the Uskub-Mitrovitza line. A cart track traverses the plain to Diakova and Ipek, and a hill path crosses the Shar Dag to Kalkandelen.

San  
Giovanni.

San Giovanni is a small port to the south of Parga and is little frequented. The anchorage measures

about 1,400 yards from north to south, and is 1,000 yards wide with 19 fathoms of water at the entrance and 6 fathoms at the head; it is surrounded by high limestone hills. Skuluki cove close by is used by small vessels.

Only rough tracks lead inland.

San Giovanni di Medua (Turk., Chinkin) is a San collection of a few houses on an open sandy beach on the Adriatic Sea and is important only as being the landing-place for Scutari and Alessio. There is a small bay sheltered from the north by a sandy spit on which boats can land; the beach is low, sandy, and marshy in places. The place affords sheltered accommodation for about a dozen small vessels in  $3\frac{1}{2}$  to 4 fathoms of water.

The track leading to Scutari is bad, and the journey takes 7 hours.

The neighbourhood is extremely unhealthy in summer owing to malaria and fever, which is at its worst in August and September, but ceases in October. San Giovanni Point is the extremity of a low spur running down from a neighbouring ridge, otherwise the country to the east and south is marshy and flat.

Santi Quaranta (Turk., Aya Saranta) is a small port and landing-place opposite the northern end of Corfu island; it is the port for Delvino and also for Yanina, with which it is connected by a cart road. The port has a population of 1,100 inhabitants.

The little bay is  $1\frac{3}{4}$  miles wide and 1,400 yards deep and is sheltered from all but westerly winds. The anchorage is considerable and is suitable for vessels of any size, having 15 to 17 fathoms of water in the centre. It is a port of call for Austrian-Lloyd, Italian, and Greek steamers.

Scutari (Turk., Ishkodra; Slav., Skadar) is the capital of Northern Albania, the centre of Turkish Government, and the seat of a vali. It has a population of 35,000 inhabitants, chiefly Catholic and Moslem Albanians. The town is grouped round the ancient citadel, which stands on a hill.

The streets of the town are narrow, with high walls and houses standing in gardens. The Hotel Europa is the best inn for travellers. The climate is feverish in summer time.

The bazar contains 2,000 shops and is a very busy one, as it forms the market for the mountain districts to the east; little European commerce is transacted.

The Turkish garrison consists of three Nizam battalions quartered in the central barracks and one in the citadel, where four mountain and two field batteries are also stationed. The headquarters of the 34th Nizam Brigade and the 9th Artillery Brigade are also in the town. Various small Nizam posts along the Montenegrin frontier (at Castrati, Grabosh, Tuzi, and Selsi) and in small towns to the south are found from here. A mountain battery is usually stationed at Tuzi.

The hill tribes to the east and north-east are exceptionally unruly and but slightly under Turkish control.

The port of Scutari is San Giovanni di Medua on the Adriatic Sea, with which it is connected by a bad path, necessitating a 7 hours' journey over the sandy swampy plain bordering the Drin. A mountain track leads from Scutari to Prisren; the river is crossed by a bridge near the suburb of Baghchelik, where there is also a customs post.

Tepedelen  
(Tepelen).

Tepedelen or Tepelen is a small place of 2,200 inhabitants on the left bank of the Voyussa; it is best known as the birth-place of Ali Pasha Tepelen, the notorious pasha of Yanina at the beginning of the 19th century.

Tracks lead down the valley to Valona, over the hills to Berat, and up the valley to Premeti.

Tirana.

Tirana is a picturesquely situated town of 12,000 inhabitants at the head of the Ishme valley. It contains an old citadel, once of some importance but now in ruins. One company of Nizam infantry forms the usual garrison.

A horse track leads over the hills to Durazzo, the nearest port; hill tracks lead to Alessio *via* Kroia, and also in a south-easterly direction to Elbassan.

To the north-west of the town vines, olives, maize, rice, and wheat are cultivated, while on the wooded ranges to the east there are sheep pastures.

Valona  
(Avlona).

Valona (Alb., Avlona) is a town of about 6,000 inhabitants on the bay of the same name; it is now more than a mile away from the actual coast owing to the old harbour having silted up. It is situated at the foot of a hill covered with cultivation and olive gardens. Two old castles, now partly in ruins, stand on this hill.

Tracks lead inland up the Voyussa valley, *viâ* Tepelen, to Ergherikastro, and northwards to Berat, but these are not carriage roads.

Valona bay is 5 miles wide at the entrance with 20 to 30 fathoms of water, and runs up to the south for nearly 10 miles. The coast is low and sandy, with a background of hills of moderate height. The head of the bay is low and within it lies Pasha Liman Lake, round which the ground is marshy. On the south-west side the ground is high and almost precipitous, rising in the centre to Mount St. Vasilio (2,750 feet) and terminating in Cape Linguetta. The bay is well sheltered from the south-west, but north-west winds cause a heavy sea at the anchorage. At such times vessels go to Port Dukati at the head of the bay, where there is shelter from all winds. On the south-west side is Raguseo cove, well sheltered from all sides with 10 to 12 fathoms of water.

Saseno is a steep island situated at the entrance to the bay and is  $12\frac{1}{2}$  miles long; the highest point is in the centre and reaches 1,087 feet. It is uninhabited, except by a few shepherds.

Yanina Turk., Yania) is the capital of Southern Albania and the seat of a vali. It is a town of 22,000 inhabitants, situated on a rocky promontory on the west side of a small lake of the same name. The end of the promontory was used by the celebrated Ali Pasha of Yanina, who ruled in the beginning of the 19th century, to construct a strong citadel, now more or less in ruins but containing the konak and the barracks. The garrison usually consists of a Nizam battalion and a mountain battery.

There is a good carriage road to the port of Prevesa, *viâ* Filipiades, and another, *viâ* Leskovic and Koritza, to Monastir. Another road leads to Metzovô on the Greek frontier and tracks run to Ergherikastro, Berat, and Santi Quaranta.

The Yanina Lake is about 5 miles long and  $2\frac{1}{2}$  miles wide; some streams enter it, but there appears to be no outlet from it, except by a subterranean channel to the River Kalamas. The small island of Lapshistas with its seven monasteries and its ruined stronghold, stands in the lake.



## CHAPTER VI.

## MILITARY FORCES.

Liability  
to service.

In Turkey every Moslem subject is liable to military service for 20 years, commencing from the 1st March after his 19th birthday. The Christian population is entirely excluded from performing military service and pays a military tax of 40 piastres (6s. 8d.) per head per annum.

Certain districts are exempt from conscription: the vilayet of Scutari (Ishkodra) in Albania, excepting the sanjak of Durazzo (Dirach), is the only one that concerns this report.

Constitution  
of the  
Army.

The Army consists of (1) the Nizam or active army and its reserves, (2) the Redif or reserve army, (3) the Mustafiz or territorial army.

Conscripts are divided into two classes. The Tertib-i-Evvel who are taken for the active army, and the Tertib-i-Sani who are not so taken, but who by regulation should receive a training of from 6 to 9 months at the Redif depôts of their districts, and then join the reserve of the active army at the same time as those who are taken for that army direct.

In the active army, recruits for the infantry serve three years with the colours and six in the reserve; those for cavalry and artillery four years in one and five in the other. They then pass into the Redif for nine years, and into the Mustafiz for another two.

The Redif is divided into two classes, the second of which includes, in addition to the overflow from the annual contingent, men excused from army service for several reasons, and who have therefore received no military training. In European Turkey they are organised into divisions and brigades, but not elsewhere.

For the purpose of administration the Empire is divided into seven Ordus or army districts and two independent divisions. The headquarters and limits of the district which concerns this report are as follows:—

IIIrd Ordu (headquarters, Salonica) includes the vilayets of Salonica, Monastir, Kossovo, Yanina, and

Scutari in Europe, and of Smyrna in Asia. The neighbouring Ordus (1st and IIrd) have their headquarters at Constantinople and Adrianople respectively.

The Ordu is usually commanded by a Mushir or Field-Marshal, who is assisted by a Chief of the Staff and 12 Staff officers of various grades. The General Officer Commanding and the Headquarters of the IIIrd Ordu are at Salonica, but the Chief of the Staff with a portion of the Staff remains at Monastir.

The IIIrd Ordu recruits Albanians, Pomaks (Bulgarian Muhammadans), and Turks both of Europe and Asia.

Each Ordu provides for the active army two or more infantry divisions, a cavalry division, a division of field artillery, a battalion and a telegraph company of engineers, and a battalion of train, besides fortress artillery, artificers, and gendarmerie. Each Ordu should also provide about double the above number of 1st Class Redif troops and a varying number of 2nd Class Redif infantry battalions.

A cavalry division consists of three brigades of two regiments each of five squadrons.

An infantry division in peace consists of a staff, two brigades of two regiments of four battalions each, and one rifle battalion. When mobilised, the Nizam and 1st Class Redif infantry battalions are usually 850 strong; the 2nd Class Redif 600.

A division of artillery consists of three brigades of artillery composed of two regiments of two battalions. The normal strength of a battalion is three batteries, but some battalions have four.

The 1st regiment in each division has attached to it a battalion of horse artillery of three batteries. The 5th and 6th regiments have each a battalion of mountain artillery.

In the IIIrd Ordu there are now 5 Nizam Divisions which, with 3 "Avji," or sharpshooter battalions, comprise 83 regular battalions. Besides these there are 4 1st Class Redif Divisions, comprising 40 battalions in European and 24 in Asiatic Turkey; also 7½ 2nd Class Redif Divisions, comprising 118 battalions, all in Turkey in Europe. There remain 51 battalions of 2nd Class Redifs of this Ordu in Asia, but they are untrained and at present have only a battalion organisation. Not counting these latter, the IIIrd Ordu could mobilise 265 infantry battalions, 78 batteries

original  
sent to  
1890-12

8 J  
40  
12 J

of artillery, and 54 squadrons of cavalry, or a total of about 203,000 men in Turkey in Europe: some 30,000 additional men would follow from Asia.

Distribu-  
tion of the  
troops.

The following is the distribution of the troops of the IIIrd Ordu.

### IIIrd ORDU.

*Headquarters.*—Salonica.

*Commandant.*—Mushir Hajji Hairi Pasha.

#### CAVALRY, 3RD DIVISION, KEUPRULI.

7th Brigade, { 13th Regiment, Perlepe.  
Demirhissar. { 14th " Demirhissar.  
8th Brigade, { 15th Regiment, Ishtip.  
Ishtip. { 16th " Keupruli.  
9th Brigade, { 17th Regiment, Prisen.  
Prishtina. { 18th " Prishtina.

6th Regiment, Karalar (detached from 1st Ordu).  
3rd Regiment (3 squadrons), Serres (detached from 1st Ordu).  
7th Regiment, Serres (detached from IInd Ordu).  
Total, including attached troops :—43 squadrons, or 4,300 men and 3,150 horses.

#### REDIF CAVALRY.

9th Regiment, Monastir.  
10th Regiment, Keupruli.  
11th Regiment, Salonica.  
12th Regiment, Smyrna (*Asia Minor*).

#### NIZAM INFANTRY, 5TH DIVISION, USKUB.

5th Nishanji (Rifle) Battalion Monastir.

9th Brigade, Uskub.	{	17th Regiment,	{	1. Uskub.
		Mitrovitza.		2. Bilach.
				3. Kalkandelen and Gostivar.
				4. Kumanovo.
	{	18th Regiment,	{	1. Dibra.
		Uskub.		2. "
				3. Okhrida.
				4. Monastir.

10th Brigade, Kochana.	19th Regiment, Kochana.	<ol style="list-style-type: none"> <li>1. Kushero.</li> <li>2. Kratoro.</li> <li>3. Tsarevoselo.</li> <li>4. Osmanie.</li> </ol>
	20th Regiment, Egri Palanka.	<ol style="list-style-type: none"> <li>1. Prisren.</li> <li>2. Kochana.</li> <li>3. Keupruli.</li> <li>4. Egri Palanka.</li> </ol>

## 6TH DIVISION, KOZANA.

## 6th Nishangi (Rifle) Battalion, Dhomenikon.

11th Brigade, Yanina (detached to <i>Yemen, Arabia</i> ).	21st Regiment, Yanina.	<ol style="list-style-type: none"> <li>1. Yemen.</li> <li>2. Florina.</li> <li>3. Kastoria.</li> <li>4. Monastir.</li> </ol>
	22nd Regiment, Preresä.	<ol style="list-style-type: none"> <li>1. Yemen.</li> <li>2. „</li> <li>3. „</li> <li>4. „</li> </ol>
12th Brigade, Elassona.	23rd Regiment, Diskata.	<ol style="list-style-type: none"> <li>1. Grevena.</li> <li>2. Katerina.</li> <li>3. Perlepe.</li> <li>4. Yemen.</li> </ol>
	24th Regiment, Elassona.	<ol style="list-style-type: none"> <li>1. Florina.</li> <li>2. Monastir.</li> <li>3. Yemen.</li> <li>4. Yemen.</li> </ol>

## 9TH DIVISION, SERRES, detached from Vth (Syrian) Ordu.

9th Nishanji (Rifle) Battalion (*Syria*).

17th Brigade, Serres.	33rd Regiment ( <i>Syria</i> ).	<ol style="list-style-type: none"> <li>1. Syria.</li> <li>2. „</li> <li>3. „</li> <li>4. „</li> </ol>
	34th Regiment, Serres.	<ol style="list-style-type: none"> <li>1. Gevghelli.</li> <li>2. Serres.</li> <li>3. Petrich.</li> <li>4. Prisren.</li> </ol>
18th Brigade, Strumnitza.	35th Regiment, Melnik.	<ol style="list-style-type: none"> <li>1. Melnik.</li> <li>2. Jumaa-i-bala.</li> <li>3. Dibra.</li> <li>4. Demirhissar.</li> </ol>
	36th Regiment, Serres.	<ol style="list-style-type: none"> <li>1. Gevghelli.</li> <li>2. Strumnitza.</li> <li>3. Karajova and Vodena.</li> <li>4. Yenije Vardar.</li> </ol>

## 17TH DIVISION, SALONICA.

## 17th Nishanji (Rifle) Battalion, Salonica.

33rd Brigade, Jumaa-i-bala.	{	65th Regiment, Jumaa-i-bala.	{	1. Jumaa-i-bala.
			{	2. " "
			{	3. Razlog.
			{	4. Jumaa-i-bala.
	{	66th Regiment, Nevrokop.	{	1. Devlen.
				2. Tumrush.
				3. Ipek.
				4. Prisren.
34th Brigade, Scutari.	{	67th Regiment, Scutari.	{	1. Tirana, Kroia.
				2. Alessio, Medua.
				3. Scutari.
				4. Scutari.
	{	68th Regiment, Scutari.	{	1. Tuzi (Montene- grin frontier posts).
				2. Scutari.
				3. Tuzi (Montene- grin frontier posts).
				4. Scutari.

## 18TH DIVISION, MITROVITZA.

## 18th Nishanji (Rifle) Battalion, Salonica.

35th Brigade, Pevlie (Tashlija).	{	69th Regiment, Novibazar.	{	1. Mitrovitza (Ser- vian frontier posts).
				2. Gilan.
				3. Bielopolyè and Berane.
				4. Prisren.
	{	70th Regiment, Pevlie.	{	1. Prepolie.
				2. Pevlie.
				3. Mitrovitza, Vuchitrin, and Prishtina.
				4. Pevlie.
36th Brigade, Ipek.	{	71st Regiment. Gussinye.	{	1. Ipek.
				2. Ipek.
				3. Gussinye.
				4. Berane.
	{	72nd Regiment. Dibra.	{	1. Diakova.
				2. Prisren.
				3. Sienitza.
				4. Avret-Hissar.



## AVJI BATTALIONS (SHARPSHOOTERS).

2nd	-	-	-	Ishtip.
3rd	-	-	-	Monastir.
4th	-	-	-	Serres.

Total Nizam Infantry (including the attached, and excluding the detached, troops):—57,000 men.

## REDIF (1ST CLASS) INFANTRY, 9TH DIVISION, MONASTIR.

17th Brigade, Monastir.	{	33rd Regiment, Yanina.	1. Yanina.
			2. Leskovic.
			3. Ergherikastro.
			4. Valona.
18th Brigade, Elbassan.	{	34th Regiment, Monastir.	1. Monastir.
			2. Serfje.
			3. Naslich.
			4. Koritza.
	{	35th Regiment, Elbassan.	1. (Berat) <i>Yemen</i> .
			2. Malakesh.
			3. (Elbassan) <i>Yemen</i> .
			4. Okhrida.
	{	36th Regiment, Dibra-i-bala.	1. Dibra-i-bala.
			2. Dibra-i-zir.
			3. (Tirana) <i>Yemen</i> .
			4. (Durazzo) <i>Yemen</i> .

## 10TH DIVISION, USKUB.

19th Brigade, Keupruli.	{	37th Regiment, Uskub.	1. Uskub.
			2. Kalkandelen.
			3. Perlepe.
			4. Preshovo.
20th Brigade, Prishtina.	{	38th Regiment, Keupruli.	1. Keupruli.
			2. Ishtip.
			3. Kochana.
			4. Vodena.
	{	39th Regiment, Prishtina.	1. Prishtina.
			2. Gilan.
			3. Novibazar.
			4. Sienitza.
	{	40th Regiment, Prisren.	1. Prisren.
			2. Gora.
			3. Diakova.
			4. Ipek.

## 11TH DIVISION, SALONICA.

21st Brigade, Salonica.	{	41st Regiment, Serres.	1. Serres.
			2. Nevrokop.
			3. Drama
			4. Kavalla.
22nd Brigade, Denizli (Asia Minor).	{	42nd Regiment, Salonica.	1. Salonica.
			2. Gevghelli.
			3. Kukush.
			4. Melnik.
	{	43rd Regiment, Denizli (Asia Minor).	1. Denizli.
			2. Seraikeui.
			3. Khunas.
			4. Tefenni.
	{	44th Regiment, Mughla (Asia Minor).	1. Mughla.
			2. Milas.
			3. Marmaris.
			4. Tanas.

## REDIF (2ND CLASS) INFANTRY, 27TH DIVISION.

(53rd Brigade attached to II. Ordu.)

54th Brigade, Gevghelli.	{	107th Regiment, Salonica.	1. Salonica.
			2. "
			3. Avret-Hissar.
			4. Non-existent.
	{	108th Regiment, Gevghelli.	1. Gevghelli.
			2. "
			3. "
			4. Non-existent.

## 28TH DIVISION, USKUB.

55th Brigade, Uskub.	{	109th Regiment, Uskub.	1. Uskub.
			2. "
			3. "
			4. "
	{	110th Regiment Kalkandelen.	1. Kalkandelen.
			2. "
			3. Ishtip.
			4. Keupruli.
56th Brigade, Ishtip.	{	111th Regiment, Keupruli.	1. Keupruli.
			2. "
			3. Ishtip.
			4. "
	{	112th Regiment, Kochana.	1. Kochana.
			2. "
			3. "
			4. "

## 29TH DIVISION, PRISHTINA.

57th Brigade, Vuchitrin.	113th Regiment, Prishtina.	1. Prishtina.
		2. "
		3. "
		4. "
	114th Regiment, Gilan.	1. Vuchitrin.
		2. "
		3. Gilan.
		4. "
58th Brigade, Prishtina.	115th Regiment, Preshovo.	1. Preshovo.
		2. "
		3. "
		4. "
	116th Regiment, Gilan.	1. Gilan.
		2. "
		3. "
		4. "

## 30TH DIVISION, PRISREN.

59th Brigade, Novibazar.	117th Regiment, Novibazar.	1. Novibazar.
		2. "
		3. Prishtina.
		4. "
	118th Regiment, Sienitza.	1. Sienitza.
		2. "
		3. Novibazar.
		4. Gilan.
60th Brigade, Prisren.	119th Regiment, Prisren.	1. Prisren.
		2. "
		3. "
		4. "
	120th Regiment, Gora.	1. Gora.
		2. "
		3. "
		4. Ipek.

## 31ST DIVISION, SERRES.

61st Brigade, Serres.	121st Regiment, Serres.	1. Serres.
		2. "
		3. "
		4. Melnik.
	122nd Regiment, Avret-Hissar.	1. Avret-Hissar.
		2. " "
		3. " "
		4. " "

62nd Brigade, Drama.	{	123rd Regiment, Drama.	1. Drama.
			2. „
			3. Kavalla.
			4. „
	{	124th Regiment, Nevrokop.	1. Nevrokop.
			2. „
			3. „
			4. Drama.

## 32ND DIVISION, MONASTIR.

63rd Brigade. Monastir.	{	125th Regiment, Okhrida.	1. Monastir.
			2. „
			3. Okhrida.
			4. „
	{	126th Regiment, Berat.	1. Berat.
			2. „
			3. Okhrida.
			4. Berat.
64th Brigade, Perlepe.	{	127th Regiment, Perlepe.	1. Perlepe.
			2. „
			3. „
			4. „
	{	128th Regiment, Vodena.	1. Vodena.
			2. „
			3. Serfije.
			4. Vodena.

## 33RD DIVISION, KORITZA.

65th Brigade, Yanina.	{	129th Regiment, Yanina.	1. Yanina.
			2. „
			3. Leskovic.
			4. Yanina.
	{	130th Regiment, Valona.	1. Valona.
			2. „
			3. „
			4. „
66th Brigade, Koritza.	{	131st Regiment, Koritza.	1. Koritza.
			2. „
			3. Ergherikastro.
			4. Koritza.
	{	132nd Regiment, Naslich.	1. Naslich.
			2. „
			3. „
			4. Serfije.

## 34TH DIVISION, DIBRA-I-BALA.

67th Brigade, Dibra-i-bala.	133rd Regiment, Dibra-i-bala.	1. Dibra-i-bala.
		2. Dibra-i-zir.
		3. Dibra-i-bala.
		4. Dibra-i-zir.
68th Brigade, Tirana.	134th Regiment, Elbassan.	1. Elbassan.
		2. „
		3. Malakesh.
		4. „
	135th Regiment, Tirana.	1. Tirana.
		2. „
		3. Elbassan.
		4. „
	136th Regiment, Durazzo.	1. Durazzo.
		2. „
		3. „
		4. Ergherikastro.

## ARTILLERY 3RD DIVISION, MONASTIR.

7th Brigade, Monastir.	13th Regiment, Monastir.	1st Horse Artillery Btn., Mitrovitza.
		1st Battalion, Monastir.
		2nd Battalion, Monastir.
		1st Battalion, Karaferria and Salonica.
8th Brigade, Salonica.	14th Regiment, Monastir.	2nd Battalion, Monastir.
		1st Battalion, Salonica.
		2nd Battalion, Salonica.
		1st Battalion, Uskub.
9th Brigade, Scutari.	15th Regiment, Salonica.	2nd Battalion, Uskub.
		1st Battalion, Ishtip.
		2nd Battalion, (Mountain), Ipek, Diakova, Kochana and Kratovo.
		1st Btn., Scutari, and Prishtina.
	16th Regiment, Uskub.	2nd Btn., (Moun- tain), Prisren, and Scutari.
	17th Regiment, Yanina.	
	18th Regiment, Scutari.	

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14th Brigade, Gevghelli, (attached from 5th Syrian Ordu).	{	27th Regiment, Gevghelli.	{ 1st Battalion,
			{ 2nd Battalion,
		28th Regiment, Ishtip.	{ 1st Battalion,
			{ 2nd Battalion,

33rd Artillery Regiment, Serres (late Juma-i-bala, Serres, Monastir and Egri Palanka).

30th Artillery (attached from Ordu) Regiment, 1st Mountain Battery, Juma-i-bala. Monastir.

1 Q.F. (Krupp) Field Battery, Monastir.

2nd Howitzer Regiment, Monastir. { 1st Battalion, Monastir.  
2nd Battalion, Monastir.

Or by batteries:—

7th Brigade -	{	3 Horse Batteries, Mitrovitza.
		12 Field Batteries, Monastir.
		2 " " Karaferria.
8th Brigade -	{	2 " " Salonica.
		6 Field Batteries, Salonica.
		6 " " Uskub.
9th Brigade -	{	4 Field Batteries, Ishtip.
		3 " " Prishtina.
		1 " " Scentari.
		2 Mountain Batteries, Prisen.
		2 Mountain Batteries, Scentari.
		1 Mountain Battery, Ipek.
		1 " " Diakova.
		1 " " Kochana.
		1 " " Kratovo.
		14th Brigade -
4 " " Gevghelli.		
4 " " Yenije Vardar.		
2 " " Osmanie.		
1 " " Battery, Malesh.		
1 " " Egri Palanka.		

33rd Artillery Regiment.	{	1 Mountain Battery, Jumaa-
		1 " " i-bala.
		1 " " Serres.
		1 " " Monastir.
		1 " " Egri Palanka.
30th Artillery Regiment	1 Mountain Battery, Jumaa-	
		i-bala.

1 Q.F. (Krupp) Field Battery, Monastir.\*

Howitzer Regiment - 6 Batteries, Monastir.

3 Horse Batteries.

Total Mobile Artillery. { 52 Field Batteries.

13 Mountain Batteries.

6 Howitzer Batteries.

#### FORTRESS ARTILLERY.

1st Battalion (5 companies), Salonica.

2nd Battalion (5 companies), Prevesa.

3rd Battalion (1 company), Scutari and Akche-Hissar.

#### ENGINEERS.

Field Engineers - { 1st Company (Pioneers).

2nd " " "

3rd " (Miners).

Telegraph Troops - 1 Telegraph Company.

Full details regarding the armament, &c., of the Turkish Army is given in the Handbook on the Army, published by the General Staff in 1904.

\* Five more similar batteries are awaiting formation at Monastir.

## CHAPTER VII.

## COMMUNICATIONS.

The absence or, at any rate, the scarcity of good communications is a noticeable feature of Western Turkey in Europe.

River communication is non-existent and there are few chaussées or military roads of any sort: in addition the railways have been relied on almost entirely as a means of communication, while existing parallel roads have been allowed to fall into disrepair. Other main roads, which, considering the size of the country in question, are few in number, are on the whole very indifferently kept up, and can rarely be compared to even indifferent second-class roads, in civilised countries. Most of the traffic in the country districts is carried on by means of pack mules and ponies; and the mountainous paths and tracks used are, as a general rule, quite impracticable for wheeled traffic.

Since the insurrection in 1903, the Turkish Government has begun to pay more attention to the importance of improving and maintaining interior communications, and latterly the main roads have been improved, especially those leading towards the Bulgarian frontier: progress has, however, been slow, owing, it would appear, to lack of money.

From a military point of view the communications of greatest interest are those that lead towards the various frontiers from the principal centres.

Routes to the  
Bulgarian  
frontier.

Along the entire Macedonian-Bulgarian frontier only two roads cross which are more or less practicable for wheeled traffic: these are the Uskub-Kumanovo-Egri Palanka-Kustendil and the Serres-Demirhissar-Kresna Pass-Jumaa-i-bala-Dubnitza roads. The first of these roads requires repairs to become suitable for much wheeled traffic, especially the section from Egri Palanka to the frontier at Deve Bair; the second,

traverses the long Kresna defile and passes through very difficult mountainous country. A bridge lately built over the Struma at Karasu, affords an important means of communication between Strumnitza and Melnik.

The other routes crossing this frontier are only mountain paths, which, although practicable for mountain columns and small parties, are unsuitable for wheeled traffic. Various cart roads, radiating from Ishtip as a centre, provide lateral communication between these two main roads: amongst them may be mentioned the Uskub-Ishtip-Strumnitza-Demirhissar, and the Kumanovo-Kochana-Tsarevoselo-Jumaa-i-bala roads. An important chaussée, which crosses the Vardar at the Krivolak bridge, connects the Ishtip district with the Monastir plain.

Besides the Struma valley road from Serres to the frontier, there are partially finished chaussées from Drama to Jumaa-i-bala, *viâ* Nevrokop and Raslog and from Serres to Nevrokop. Drama is also connected with Kavalla, an important port and roadstead, by a fair carriage road. Lateral communication between the Vardar valley and the Struma valley routes is afforded by the Salonica-Serres road.

Between Uskub and Salonica the principal communication is the Vardar valley railway. In the event of the interruption of railway traffic there exist only circuitous and indifferent roads to take its place. Of these the principal is the road from Uskub to Perlepe either *viâ* Keupruli or Ishtip, which then continues, *viâ* Monastir, to Salonica; it is, however, in a poor state of repair and, in places, barely passable for wheeled traffic. There is another road from Uskub *viâ* Kalkandelen to Monastir and so to Salonica, but the section Gostivar-Kirchevo is impracticable for wheeled traffic, whilst yet a third road leads from Uskub to Salonica *viâ* Ishtip, Strumnitza, and Doiran, but is only a rough cart track most of the way: this latter is, however, the most direct route.

Two main chaussées lead from the Salonica-Monastir railway to the Greek frontier near Elassona. These are the Sorovich-Kozana-Serfje and the Karaferria-Kozana-Serfje roads; they are passable for wheeled traffic. There is also a chaussée from Monastir *viâ*

Routes  
between  
Uskub and  
Salonica.

Routes  
to the  
Greek  
frontier.

Florina to Kastoria, and from thence a cart road *viâ* Grevena to Diskata and Serfje. The main road across the Greek frontier starts from Elassona and crosses the easy frontier pass of Meluna into the Larissa plain; it is a fair cart road. There are also other routes from Katerina to the Tempe Valley *viâ* Platamona, from Grevena and Diskata to Kalabakka, and from Metzovo *viâ* the Zigos pass also to Kalabakka: these routes are, generally speaking, not suitable for wheeled traffic.

Routes  
to the  
Servian and  
Austrian  
frontiers.

The routes from central Macedonia towards the Servian and Austrian frontiers are few in number, and, with one notable exception, are of comparatively little military importance: the Uskub-Zibefche-Vrania chaussée and railway, which are both continued to Nish, constitute this exception; these routes cross the watershed of the Morava and the Vardar, and then closely follow the Morava valley. Besides the above, the Uskub-Mitrovitza branch railway, and the Uskub-Mitrovitza-Novibazar-Plevlie road with its northerly extensions into Servia and Bosnia from Prishtina, Novibazar, Priepolie, and Plevlie, are of some importance; beyond Mitrovitza, however, the main road is as a rule little better than a horse track leading through a mountainous country, is indifferently kept up, and in its present state is only suitable for small columns with little wheeled transport. Parallel to the above and starting from Kumanovo, a cart road crosses the Kara Dag *viâ* Gilan and leads to Prishtina; similar roads run from Ferisovich and Prishtina to Zibefche *viâ* Gilan and the Morava valley: these are of some importance as lateral communications. West of the Uskub-Mitrovitza line, there is a fair cart road from Ferisovich to Prisren and on to Ipek *viâ* Diakova. Kalkandelen is connected with Uskub by a chaussée. A good cart road runs from Mitrovitza across the hills to Ipek. Other routes are mere horse tracks across high mountains.

Routes  
towards the  
Monte-  
grin  
frontier.

The only routes from the Scutari and Kossovo vilayets which cross the Montenegrin frontier are mule paths and are unsuitable for wheeled traffic.

Routes  
connecting  
Macedonia  
with  
Albania.

Between central Macedonia and Albania there are but few good connecting roads, the principal being the Salonica-Monastir-Okhrida-Elbassan-Durazzo road, the old Via Egnatia of Roman times, which is, however, not practicable for wheeled traffic much



beyond Okhrida Lake. Other roads of some importance are those leading from Monastir and Resna to Koritza and thence to Yanina; these are fair carriage roads. The sole connection between the important centres of Scutari and Prisen consists of indifferent mule tracks leading across the mountains. In Southern Albania, carriage roads are not quite so scarce as in the north: Yanina is connected with Prevesa and Ergherikastro by a fair chaussée and with Santi Quaranta by an indifferent one. The communication between Valona and Berat consists of a rough hill track and there is an indifferent cart road from Berat to Yanina *via* Premeti.

The railways of Macedonia radiate from Salonica Railways. and are of a total length of about 600 miles: they are all single lines and of the usual continental gauge of 4 feet 8½ inches. They consist of the following three lines: (1) from Salonica to Monastir (137 miles): (2) from Salonica up the Vardar valley to Uskub (152 miles), with an extension to Zibefche (53 miles), and so to Nish in Servia, where connection is made with the main lines from Constantinople to Belgrade and Vienna, and with a branch from Uskub to Mitrovitza (75 miles): (3) from Salonica to Buk (167 miles) and on to Dede Agach, where there is direct connection with Constantinople. The branch line from Karasuli to Kilindir connecting the Salonica-Uskub line with that of Salonica-Dede Agach has a length of 17 miles. The first two lines are worked by the Oriental Railways Company, practically an Austrian company, while the third is worked by a French-Belgian company as far as Dede Agach, from which point to Constantinople the line becomes a part of the Oriental railways system.

The Monastir and Uskub lines run into the same station at Salonica, whence a siding runs down to the harbour and docks. The Dede Agach line runs into a separate station and is connected by a siding at the special *military* station with the Uskub line.

Since 1903 the railways have been closely guarded and patrolled by troops; huts usually of stone with tiled roofs, containing 10 to 20 men, have been constructed at the principal bridges and tunnels. The stations are guarded, and a military guard travels in each train.

The available rolling stock of the different railways was reported to be as follows:—

Salonica-Monastir railway (1902):—

- 8 locomotives.
- 22 passenger carriages.
- 156 covered wagons of all sorts.
- 40 open wagons.

Salonica-Zibefche railway (1902):—

- 18 locomotives.
- 43 passenger carriages.
- 304 covered wagons of all sorts.
- 89 open wagons.

Salonica-Dede Agach railway (1903):—

- 29 locomotives.
- 88 passenger carriages.
- 760 goods wagons of all sorts.

The rolling stock of the Oriental Railways Company is made in Austria and Germany, whilst that of the Dede Agach line is made in Belgium. The latter company keeps its rolling stock, especially engines, more efficient than the former. Both acquitted themselves well in the Greek war of 1897 and during the insurrection of 1903.

There is no railway engineer corps in Turkey nor are there any officers with railway experience, except those working on the Hejaz line. Most of the company's servants are foreign subjects, who would not be amenable to Turkish law: this feature might lead to difficulties in time of war or of a serious insurrection. The fact that most of the railway employés are Christians provides another possible source of difficulty in this country, where religious feeling runs high. The distances on the railways are marked on posts at the side of the track in kilometres and tenths of kilometres. (For list of stations and distances see Appendix B., page 178.)

Salonica-Monastir railway.

After leaving Salonica the Monastir line makes a wide bend to the south-west across the Rumluki, the delta of the Vardar, and crosses important bridges over the Vardar and the Kara Su, which latter drains the marshes of Yenije Vardar. After passing Karaferria whence a road leads towards the Greek frontier, the line bends northwards towards Vodena. Then a long up gradient (of  $\frac{1}{40}$  at the steepest part) is met with, and the

ravines are crossed by high steel trestle bridges, until the plateau of Vodena is reached, whence by further tunnels and trestle bridges the Vladova pass is traversed to Ostrovo. The line then winds round the lake of that name, and reaches Sorovich, whence another road leads towards the Greek frontier. Then come some further steep gradients, a tunnel and a trestle bridge at Banitza, and the Monastir plain and town are reached. The distance by railway is 137 miles, but it is much less by road. One train runs daily each way and takes about 10 hours to cover the distance.

The most important bridges on this line are as follows:—Over the River Galliko (at 10th kilometre =  $6\frac{1}{4}$  miles) of twelve 50-foot spans of lattice girders on masonry piers, over the River Vardar (at 22nd kilometre =  $13\frac{1}{2}$  miles) of twelve 100-foot spans of bowstring girders on masonry piers, over the stream Kara Su or Kara Azmak (between Kerjular and Guida-Kapschora stations) of one 300-foot span with masonry abutments, and over the Sakuleva River (between Florina and Kenali stations) of eight 50-foot spans of lattice girders on masonry piers. There are a number of steel trestle viaducts and tunnels between Vertekop and Vladova stations.

The Uskub line is without steep gradients or sharp curves, but has some important bridges including five over the River Vardar. For a long way the line follows the narrow valley of the Vardar, close alongside the stream, which has steep, stony, or rocky slopes on either hand. At a point near Demir Kapu the line passes through a narrow rocky defile. One passenger train runs daily each way and takes  $8\frac{1}{2}$  hours to cover the distance.

Salonica-  
Uskub  
railway.

There are many important bridges on this line; the principal ones are the following:—

Over the River Galliko (between point 10 kilometres =  $6\frac{1}{4}$  miles from Salonica and Topsin station) of twenty 20-foot spans of lattice girders on masonry piers.

No. 1 over the River Vardar (between Karasuli and Gumenje stations) of fifteen 60-foot spans of lattice girders on masonry piers.

Over the Liumnitza stream (about  $\frac{1}{2}$  mile south of Gevghehli station) of fifteen 30-foot spans of lattice girders on masonry piers.

No. 2 over the Vardar (between Mirovche and Strumnitza stations) of eight 70-foot spans of lattice girders on masonry piers.

Over the Arazli stream (about 1 mile north of Strumnitza station) of eight 35-foot spans of girders on masonry piers.

No. 3 over the Vardar (about half-way between Strumnitza and Demir Kapu stations) of five 80-foot and two 40-foot spans of lattice girders on masonry piers.

Over the River Cherna (between Krivolak and Venisiani-Gradske stations) of seven 80-foot spans of lattice girders on stone piers.

And Nos. 4 and 5 over the Vardar (near Novoselo village, between Keupruli and Zeleniko stations) of four and three 60-foot spans respectively of plate girders on masonry piers.

There are no tunnels of importance on the line: the most vulnerable section is that between Mirovche and Krivolak stations.

Uskub-  
Zibefche  
extension  
line.

From Uskub to the Servian frontier at Zibefche this line runs through open undulating country without important gradients or bridges. The Servian State railways take over the working of the trains at Ristovatz on the Servian side of the frontier. One passenger train runs daily each way, and takes about 3 hours to cover the distance.

Uskub-  
Mitrovitza  
branch line.

Soon after leaving the main station at Uskub, the line crosses the Vardar river by an iron bridge, and bends northwards towards the Kachanik defile, a rocky gap between the Shar Dagħ and Kara Dagħ ranges.

After leaving Kachanik, the defile opens out, the watershed is crossed, and the wide plain of Kossovo is reached at Ferisovich, whence roads lead to Prisren, and thence on to Diakova and Ipek: a cart road also runs to Gilan and is continued down the Morava valley to Zibefche. Prishtina is the next important station, the town itself being some 4 miles distant. The principal difficulty on this line is the passage of the Kachanik defile and the only bridge of importance is that over the Vardar near Uskub. A train runs three times a week each way, and the time occupied in covering the distance is 7 hours.

Salonica-  
Dede Agach  
railway.

The Salonica-Dede Agach line is essentially a strategical one, and was planned to run at a distance of at least 20 kilometres (12 miles) from the sea to avoid attacks from that quarter. A branch line from Drama to Kavalla was also intended to be built, but it has

not yet been sanctioned. In case Salonica or Dede Agach were threatened from the sea, short loop lines have been made, so as to avoid, if necessary, approaching those places; thus, in Eastern Turkey in Europe, a link from Bodoma to Ferejik was built to avoid Dede Agach, and in the west another from Kilindir to Karasuli (on the Salonica-Uskub line) avoids Salonica. Three special military stations with sidings and platforms have been constructed near Salonica, Demirhissar, and Dede Agach.

Leaving Salonica, the line runs northwards towards Doiran and then bends eastward, crossing the Struma by an important iron bridge near Demirhissar: it then traverses the Serres plain, passing close to Serres town, and follows the Angista valley into the Drama plain; then, after passing by the town of Drama, it descends rather steeply through rough country into the Mesta gorge, and is carried across the river by an iron bridge at Buk. The railway then follows a winding course along the left bank of the river, passes through numerous tunnels, and eventually leaving the river it emerges into the plain, passes through Eskeje (Xanthi), and continues eastwards to Constantinople. There is a daily passenger-train service each way from Salonica to Dede Agach, but only three times a week a through express to and from Constantinople: the time taken to cover the distance from Salonica to Dede Agach (275 miles) is 12-16 hours by express train.

The line passes inland through a mountainous country and has several steep gradients, the steepest being  $\frac{1}{10}$  between Drama and Nusretli stations; the principal gradients are as follows:—ascending to Sari Geul station, descending towards Kilindir, ascending and descending between Akinjali and Poroi, and ascending between Drama and Nusretli, followed by a sharp descent to Buk bridge over the River Mesta. Difficult construction work had to be undertaken in the gorge of the River Mesta: there are very sharp curves between almost all the stations. The principal bridges on this line are the following:—Over the River Galliko at 19th kilometre (12 miles) of two 150-foot spans, over the River Struma of five 100-foot spans, and over the River Mesta of five 100-foot spans. An important feature of most of the bridges on this line, both large and small, is the lowness of their piers; the piers of the bridges over the Rivers Struma and Mesta, for instance, are only 12 feet high.



## Telegraphs.

The principal line of telegraph from Constantinople (five wires) follows the railway to Xanthi, after which it turns towards the coast *viâ* Sarishaban to Kavalla, thence inland to Drama and Serres, whence it follows the direct road to Salonica.

There is also a cable from Constantinople to Salonica *viâ* Tenedos.

From the land line there are several branches towards the Bulgarian frontier:—

- (1) Serres—Demirhissar—Jumaa-i-bala, where there is connection with the Bulgarian lines from Sofia *viâ* Dubnitza. Branch lines run to Petrich, Strumnitza, and Melnik.
- (2) Serres—Nevrokop—Razlog—Jumaa-i-bala, with a branch to Dospat, Devlen, Tumrush, and Bashmakli in the Adrianople vilayet.

The following lines radiate from Salonica:—

- (1) Salonica—Polygros—Larikovo—Izvoron—Karies, passing the two forts Kuchuk and Boyuk Kara Burun.
- (2) Salonica along the Vardar valley railway *viâ* Gevghelli and Keupruli to Uskub with a branch line from Gevghelli to Doiran.
- (3) Salonica—Doiran—Strumnitza—Radovishta—Ishtip—Keupruli. From this line there are several branches towards the Bulgarian frontier:—

- (a) Strumnitza—Petrich—Serres, already mentioned.
- (b) Strumnitza—Osmanie—Tsarevoselo—Kochana—Kratovo—Egri Palanka, with a branch from Kochana to Ishtib.
- (c) Keupruli—Prishat—Perlepe—Monastir.
- (d) Keupruli—Tikvesh.

The following lines run westwards from Salonica:—

- (1) Salonica—Yenije Vardar—Vodena—Banitza—Monastir, with a branch line Banitza—Kailar—Kozana—Serfije—Elassona—Domenik (on the Greek frontier), and a sub-branch line Elassona Khaskeni.
- (2) Salonica—Mentesheli Bridge (over the Vardar)—Katerina—Otuz Kapu where the Greek line to Larissa is joined with a branch line Katerina—Elassona.

The following lines radiate from Monastir :—

- (1) Monastir -- Okhrida -- Pogradesh -- Koritza -- Kastoria -- Lapsista -- Grevena -- Elassona, with branch lines Grevena -- Metzovo -- Yanina, and Koritza -- Leskovic -- Yanina.
- (2) Monastir-Okhrida-Elbassan-Valona or Elbasan-Scutari with a branch to Dibra-i-zir.
- (3) Monastir-Krushevo-Kirchevo -- Kalkandelen -- Uskub.
- (4) Monastir-Perlepë-Prishat-Keupruli, already mentioned.

The following lines radiate from Uskub :—

- (1) Uskub -- Kumanovo -- Egri Palanka -- Kustendil, with a branch line Stratzin -- Kratovo -- Kochana (already mentioned).
- (2) Uskub-Kumanovo-Preshovo-Zibefche, where connection is made with the Servian lines.
- (3) Uskub-Kachanik-Prishtina-Mitrovitza-Novibazar-Plevlie to connect with the Bosnian lines, with branches Prishtina -- Prepolach and into Servia, and Prishtina-Prisren-Diakova -- Ipek -- Tergovishta -- Bielopolye -- Plevlie, also *viâ* Sienitza and Priboi into Bosnia.

The following lines are in Albania :—

- (1) Scutari to Dulcigno to connect with Montenegrin lines.
- (2) Scutari-Tuzi (on the frontier of Montenegro but not connected with the lines in that country).
- (3) Scutari-Alessio -- Kroia -- Tirana -- Elbassan-Berat-Valona, with branches Alessio-San Giovanni di Medua and Tirana-Durazzo.
- (4) Yanina -- Ergherikastro -- Tepedelen -- Valona, with branches Ergherikastro-Santi Quaranta, Tepedelen -- Chimarra and Tepedelen -- Leskovic.
- (5) Yanina-Prevesa with a branch Luros-Salikhora.
- (6) Yanina-Filiates-Parga-Prevesa.

Telephones are conspicuous by their absence.

Telephones.

The Austrian staff map on the  $\frac{1}{200000}$  scale is published in sheets each about 16 inches by 22, and is the most reliable map of the country, although, in outlying districts, it is not entirely to be trusted. The hills are shown in brown hachuring and the sheets are coloured. The names are printed generally in the Croatian style of spelling.

Maps.

There exists a Turkish Staff map of  $\frac{1}{210000}$  scale, which is based on the Austrian. The hills are contoured in brown, and the names are printed in Turkish. The map is, however, not reliable for roads.

There are also two Russian Staff maps of  $\frac{1}{210000}$  and  $\frac{1}{120000}$ , in which the hills are shown by brown form lines. The first map is coloured but the second is not. Neither map is very reliable.

A Bulgarian staff map, based on the Russian is reliable and up to date for the frontier districts.

The following lines are in Albanian:

(1) Ushak-Komunara-Kor-Polaka-Krasnitsa  
with branches to the west and east.

(2) Ushak-Komunara-Kor-Polaka-Krasnitsa  
connection is made with the German line.

(3) Ushak-Komunara-Kor-Polaka-Krasnitsa  
branch to connect with the German line.

(4) Ushak-Komunara-Kor-Polaka-Krasnitsa  
branch to connect with the German line.

(5) Ushak-Komunara-Kor-Polaka-Krasnitsa  
branch to connect with the German line.

(6) Ushak-Komunara-Kor-Polaka-Krasnitsa  
branch to connect with the German line.

(7) Ushak-Komunara-Kor-Polaka-Krasnitsa  
branch to connect with the German line.

(8) Ushak-Komunara-Kor-Polaka-Krasnitsa  
branch to connect with the German line.

(9) Ushak-Komunara-Kor-Polaka-Krasnitsa  
branch to connect with the German line.

(10) Ushak-Komunara-Kor-Polaka-Krasnitsa  
branch to connect with the German line.

(11) Ushak-Komunara-Kor-Polaka-Krasnitsa  
branch to connect with the German line.

(12) Ushak-Komunara-Kor-Polaka-Krasnitsa  
branch to connect with the German line.

(13) Ushak-Komunara-Kor-Polaka-Krasnitsa  
branch to connect with the German line.

(14) Ushak-Komunara-Kor-Polaka-Krasnitsa  
branch to connect with the German line.

(15) Ushak-Komunara-Kor-Polaka-Krasnitsa  
branch to connect with the German line.

(16) Ushak-Komunara-Kor-Polaka-Krasnitsa  
branch to connect with the German line.

(17) Ushak-Komunara-Kor-Polaka-Krasnitsa  
branch to connect with the German line.

(18) Ushak-Komunara-Kor-Polaka-Krasnitsa  
branch to connect with the German line.

(19) Ushak-Komunara-Kor-Polaka-Krasnitsa  
branch to connect with the German line.

(20) Ushak-Komunara-Kor-Polaka-Krasnitsa  
branch to connect with the German line.

## CHAPTER VIII.

## ETHNOGRAPHY.

Out of the total population\* of Macedonia and Albania—some three millions and three-quarters—only about half a million are Turks: the remainder consist of Bulgarians, Greeks, Albanians, Circassians, Vlachs, Jews, Gipsies, &c. The Moslem population amounts to about one million souls.

In considering the divisions of the Christian populations of Macedonia, whatever may have been the case some few years ago, it is now certainly incorrect to take language as a qualifying distinction. Neither can religion now be accepted as a sure differentiating line, but it is rather by race and racial characteristics that the people must be divided.

Politics and political propaganda are so intimately connected with the question of distinguishing between the various divisions of the Christian population that this fact must serve as a reason for at times introducing the political side of the question into this military report.

The population of Macedonia (*see* Appendix C.) was estimated in 1903 at about 2,250,000 souls: these figures were based on statistics taken from Kinchoff's "Macedonia." The population of Albania (*see* Appendix D.) is estimated at 1,465,000 souls, of whom about a half to two-thirds are Moslems and the remainder Christians (Catholic and Orthodox).

The populations of the various vilayets are estimated to be approximately as given below: the figures are arrived at by a comparison of the tables given in

\* No official "census" of the population of Turkey has ever been taken: the figures given below are taken from various sources and the authorities for them are quoted on pages 182, 186, but they are not vouched for as absolutely accurate.

Appendices C. and D. and by distributing the "Non-Albanians" in Albania (*see* Appendix D. (3), amongst the vilayets concerned:—

Salonica	-	-	-	-	1,223,282
Kosovo	-	-	-	-	849,112
Monastir	-	-	-	-	992,137
Scutari	-	-	-	-	205,000
Yanina	-	-	-	-	446,000

Total	-	-	-	-	<u>3,715,531</u>
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A detailed list of the population of Macedonia by kazas, distinguishing between the various races and nationalities, is given in Appendix C. Details of the population of Albania are given in Appendix D.

**Macedonia.**

The population of Macedonia is very varied. The greater portion of the village population of the northern districts of Jumaa-i-bala, Razlog, Nevrokop, Petrich, Melnik and of parts of Demirhissar, is of Bulgarian origin. There is a large admixture of Greeks in the population of the coast country, and of Serres, Kavalla, and Drama. The eastern portion of the sanjak of Drama, which comprises Sarishaban and the hilly districts along the middle Mesta, has an exclusively Turkish population. In the Rupchuz district of the Rhodope Mountains and along the frontier hills, the settled population consists of Pomaks (Moslem Bulgarians), who speak a Bulgarian dialect and are generally ignorant of Turkish. There is also a nomad population of Vlachs in Rupchuz, numbering perhaps 3,000, who pasture their stock on the hill summits in summer and descend to the coast plains for the winter.

**"Old Servia"  
and Novi-  
bazar.**

The population of "Old Servia" and Novibazar is also somewhat varied. The northern portion of the country is peopled by Bosniaks (Moslem Bosnians), an excellent fighting race, and by Christian Servians, while there are also many Albanians. The Kosovo plain was once the centre of the Servian Empire, which had its capital at Prishtina, but, since the 1878 war, the Albanians have been allowed to steadily drive the Servian peasantry eastward across the frontier until the numbers of the latter have much diminished. A Turkish attempt to settle the Kosovo plain with Circassian refugees after the Crimean War failed, and but few of them now remain. The present population consists chiefly of Albanians and Bosniaks, with Servians supplying the Christian element.



The Turkish invasion of the Balkans had two results, namely, the establishment of colonies of Osmanli Turks from Asia and the conversion of several sections of the native population.

The Asiatic Turks were drawn mainly from Konia in Asia Minor and settled in the plain country, where they still form compact colonies around Drama, on the Serres plain and on that of Salonica round Yenije Vardar and Kukush. Some of these colonies, the remains of former Turkish garrisons, are to be found along the great military routes leading inland from the coast, and in the defiles and fortresses. Thus at Uskub, Keupruli, along the Vardar, at Karaferria and Grevena on the route into Epirus, and at Ostrovo and Monastir on the route into Albania, there still exist Turkish colonies, which are more or less numerous. The present general tendency of the Turks—a tendency which, in some measure, is due to force of circumstances—seems to be to retreat slowly before the advance of western influences.

The most important conversions to Islam comprise the "Pomaks" or Moslem Bulgarians who inhabit the Kavadar district and mountainous parts of Rupchuz; besides these, there are scattered sections in other parts of the country. In order to save their property many of the large landowners became Moslem and in the seventeenth and eighteenth centuries the Albanian movement eastwards also forced many conversions, especially in the Pindus and around Lake Prespa. The Turkish beys are now an important element in the population; they own large tracts of land and, in many cases, have Christians as tenants.

Many Albanians are scattered through the country and are often employed as watchmen or shepherds. There also exist small groups of partly nomad Yuruks (Turkmans or Cherkesses), who represent the remnants of former Turkish attempts at settling these people in the country.

Of the Christian races in Macedonia the Bulgarians are the most numerous, and they, with the Turks and some Greeks, practically fill all the area of country comprised in the Greater Bulgaria of the Treaty of San Stefano (see page 11). In 1886 the Bulgarians defeated the Servians, and in 1897 the Greek War put an end to the pretensions of Greece to Macedonia, with the result that Bulgaria's political position with regard to

Macedonia has, of late years, been materially improved, a position which, by dint of persistent and tenacious organisation, she has, still more recently, done much to strengthen and consolidate.

As noted in Chapter I., the Bulgarian springs originally from the same stock as the Huns, a stock which was subsequently mingled with Slavonic influences, but which still retains many of the good fighting qualities of the Turks, who themselves come from the same original stock. The Bulgarian peasant is a hard, obstinate, and tenacious man without the frothy eloquence of the Greek, and with more grit than the Servian. During the partial insurrection of 1903 in Monastir, the bands (which were said to consist of Bulgarians) fought with tenacity and courage; such bands might, during a campaign, cause trouble to Turkish troops and detain many men that might be urgently required elsewhere. In 1903, for instance, in the Monastir vilayet alone, nearly 50 Turkish battalions were at one time employed in a more or less fruitless guerilla warfare.

#### Greeks.

The Greek inhabitants, or those subsequently Hellenised, remain in a thin fringe along the coastal area, in the districts of Kavalla and Pravishta, and the plain of Serres as far south as Orfani. The peninsula of Chalcedon with its triple capes is entirely Greek. The low-lying country on the west of the Gulf of Salonica and the country along the foot-hills as far as Vodena mainly contain Greek villages. The Olympus range and the spurs connecting it with the southern Pindus contain many Greek villages, which in some cases are still semi-independent; the same holds good of the country of the Armatoles and Klephtes in the Vardar delta, called by the Turks the Rumluki or Greek country. The Greeks are essentially the trading class and are to be found in greater or less numbers in most of the towns and larger villages.

#### Vlachs.

The Vlachs, Kutzc-Vlachs or Tzintzars, are stated to be a branch of the Latin races of Rumania, but they may with equal probability be the descendants of some ancient Latin-speaking race—such as the Thracians—driven aside and harassed almost out of existence by various Slav invasions. There is no record of any invasions in a southerly direction from Rumania which would explain the presence of the Vlachs in the southern districts.

The headquarters of the Vlachs are situated in the Pindus; and Metzovo, on the Thessalian frontier, is in some sense a national capital; sporadic settlements occur round Berat, Koritza, and Krushevo, and also in Bulgaria on the upper waters of the Isker and near Vratza. The Vlachs in European Turkey do not number more than 100,000, the large majority being found in Western Turkey in Europe; their habits are nomadic, most of them being shepherds, muleteers or travelling merchants, but there are also Vlach bankers and merchants in the principal towns.

The Vlach element, however, is small; as a race, they interest themselves very little in the political questions that disturb other races, and it is not unlikely that, in case of disturbances, they would elect to serve on the stronger side.

The Jews, called by the Turks "Yahudiler," constitute an important element in Macedonia, chiefly because of the large settlement in Salonica which numbers about 70,000 of the Sephardim sect: they were removed from Spain in 1492 by Ferdinand the Catholic and still speak a mixed dialect of Spanish and Hebrew.

Throughout the country there are many small Gipsies. colonies of gipsies (Chingana), either nomadic or settled on the outskirts of the towns, who usually constitute an unruly element; they are, however, of no great importance.

The Albanians, despite their many peculiarities, are distinctly European and not Asiatic, being descendants of the Illyrians of former times.

The Albanians of the north have always kept themselves apart from their *confrères* of the south, and have continuously and successfully resisted the practical assertion of Ottoman rule, although they embraced Islam and furnished the Turks with soldiers and officials.

In the south, however, the connection between Turks and Albanians became more intimate during the 18th century and has since continued so: the Albanians were enemies of the Greeks, and the Porte, in order to neutralise matters and to keep the Greek Klephtes and Armatoles in order, appointed Albanians to superintend the mountain passes and to govern Epirus, Acarnania,

northern Thessaly, and southern Macedonia, After the insurrection of Ali Pasha of Yanina, the present settled government by Turkish officials was gradually introduced and is now more or less effective, but the local Beys are still a powerful element.

The Turks are now apprehensive as regards Albania, but are unwilling to take any decided action. The Albanians are to some extent disaffected; they dislike the Turks and resent any interference with their customs or freedom of action. The disaffection has quite lately assumed a more active form in the north.

In estimating the practical dangers which may arise from such a temper, the national inability of the Albanians to unite must be borne in mind: it is clear that, had they been ready to combine, they might have become just as independent as Montenegro is now; jealousies however arose amongst the various tribes, and disunion resulted. The Albanians might be a source of great weakness to the Turks in time of disaster or even in the case of a Macedonian insurrection, but most of them, except in the exempted districts in Scutari, would probably join their local Redif battalions.

Pretenders are not wanting who aspire to lead the Albanians, but it is doubtful whether they have much of a following in the country: some claim descent from Skanderbeg, while another, Prince Ghika, is a member of a family long exiled in Rumania. None of the local Beys have the necessary influence for the purpose, and the Turkish Government encourages as far as possible the local jealousies. It seems probable, however, that some effort will be made for independence, and perhaps a leader may be found among the many Albanian officials now in the Turkish service who might return to their country in time of distress.

Albania is only nominally subject to Turkey. In the vilayet of Scutari, this subjection is hardly even nominal; there exist Turkish valis, a garrison, and a customs house, but otherwise Turkish law and institutions are not recognised. There is no conscription in this vilayet except in the sanjak of Durazzo, but the natives, who are always ready to fight, are often employed as volunteers: no taxes are paid, except the tithe, and that, only occasionally. No Albanian can be tried by Turkish law for capital offences, but must



be handed over to his tribe to be judged according to its own peculiar customs. The Turkish vali himself is assisted by a tribal council composed of delegates from the chief tribes, who meet at Scutari and are consulted by him, no measure being carried out without their consent.

Each tribe has its separate internal organisation, which varies considerably in different cases. The chief is often called "bairakdar" or standard-bearer. With the assistance of a Council of Elders, he manages the ordinary affairs of the tribe, administers justice, and executes sentence, the commonest punishment being the confiscation of the cattle of the offending party. A general assembly, to which every house sends a delegate, meets twice a year, in spring and autumn, or when specially summoned, for the purpose of discussing matters of interest to the tribes. The Albanians in the Scutari vilayet are left to their own devices more than those of Prisren and Dibra, with the result that chronic discontent prevails in the latter provinces.

The Ghegs are mountaineers who inhabit the vilayet of Scutari, the sanjaks of Ipek, Prisren, and Prishtina in the vilayet of Kossovo, and those of Dibra and Elbassan in the vilayet of Monastir; their southern limit is the River Skumbi. They are divided into a number of tribes or clans (called "fis" or "fare"), such as the Hoti, Klementi, Castrati, Gruda, and many others, which have a certain compact organisation in the mountain districts. Some of these tribes, as for example the Klementi and Castrati, are nomadic: they spend the summer in the mountains and descend to the shores of the Adriatic for the winter. All the tribes are engaged in perpetual quarrels and vendettas, which are more often brought about by their naturally warlike disposition than by fanaticism.

The distribution of the Gheg tribes is as follows:—

The Klementi are found along the Montenegrin frontier on the left bank of the Oieвна or Zem; lower down, but still on the left bank of the river, are the Gruda, while on the right bank (in Montenegro) are the Triepshi. South and south-east of the Gruda and extending down to the lake of Scutari are the Hoti, and, still farther east along the lake, the Castrati, the Busa Huit, and the Koplik tribes. Farther inland, to the

Northern  
Albanians  
(Ghegs).



north-east of the Castrati, and on the main ranges of the Albanian mountains, are the Skreli, the Boga, the Rioli, and a branch of the Klementi tribes. Along the valleys of the Rivers Kiri and Drin are found the Postripa, Dushmani, Pulati, Shoshi, and Shialla tribes. Near Scutari are found also the Shtoi and Temali.

South of the Drin and along its left bank, but still in the Scutari vilayet, are the Dukajini, and south of them again in the upper basins of the Mati and Fani streams are the Mirdites, the principal tribe of Catholic Albanians, and to the south-east of them are the small tribe of Luzia.

The Mirdites form one of the largest and most powerful group of tribes of Albania. They have five "bairaks or standards," numbering altogether 1,900 families, of which number the Dibri have 600 families, the Kushneni 110, the Oroshi 120, the Spachi 650, and the Fani 420. The Mirdites form a small independent State, the capital of which is Orosh, the residence of the princely family, Prenk Bib Doda.

The Dukajini have six "bairaks": Pulti, Shala, Shoshi, Dushmani, Toplana, Nikaj, and Merturi. Their country mainly lies between the Mirdites and the Drin and includes not only the "bairaks" of Shereti, Berisha and Kruezi, but also the Kabashi "bairaks" of Paka and Sheleza and the Tachi "bairaks" of Tachi and Ibalja.

On the eastern slope of the mountains in Diakova, and in the country depending on Diakova, are found the Berisha just above the town of that name in the Erenike valley, the Reka, the Gashi, the Bitushi, the Krasnishi Merturi, the Nikaj, and the Toplana tribes, the last-mentioned one being in the Drin valley on its north bank.

The Hassi live in the mountainous country west of the Diakova-Prisren road near the junction of the White and Black Drin Rivers.

The Liuma tribes live in the country south-west of Prisren on the left bank of the White Drin and occupy the fertile lower slopes of the Shar

Dagh; they are subdivided into several important sections. They are usually disaffected: an expedition had to be sent against them in 1904.

The Matiya tribe lives in the upper valley of the River Mati in the vilayet of Monastir; the Luria between the Mirdites and the Black Drin, and the Dibrali tribes on the Black Drin, especially on the right bank of that river.

Southern Albanians differ from their northern *confrères* in many important respects. Their generic name is Tosk, natives of the country round Yanina and Prevesa being known as Chams and those round Premeti as Liaps; they can be distinguished by the fustanella, a voluminous white kilt-like dress, not worn by the Ghegs. The Tosks are nominally subject to Ottoman conscription and taxation, and, unlike the Ghegs, have no tribes; there exists a system of territorial magnates, called beys, who were formerly the recognised, and are still the practical, rulers of their respective districts. The higher administrative posts are filled by Turks, but some of the principal beys have received the title of pasha from the Sultan. The Tosks are milder and more civilised than the Ghegs, blood feuds are rarer, and break out mostly between individuals or families and not between whole tribes or districts. The Chams and Liaps have a bad reputation, and are said to have done a good deal of pillaging during and after the Turco-Greek War.

The Tosk country is more fertile than Northern Albania; most of the ranges are covered with oak forests: many beys have extensive estates and practise agriculture on a large scale.

The following are the general divisions of the Tosks:—

The Tosks, properly so called, live in the hills between the Rivers Skumbi and Voyussa and on their lower courses.

The Liaps are found in the mountainous and very broken country between the left bank of the lower Voyussa and the Adriatic Sea; their principal towns are Delvino and Tepedelen.

The Chimariots are found in the coast districts along the mountain range of that name.

The Skiamidi or Skiam between the Rivers Pavlo and Mavropotomo, their principal towns being Paramythia, Margarich, and Filiates.

The Lamari inhabit the Prevesa district.

Of other races in Albania some Servians are to be found at Ipek and Prisren and there is also a Servian district between the Rivers Voyussa and Semeni. In Okhrida and along the Black Drin as far north as Dibra there are many Bulgarians. There are settlements of Turks in Prisren, Scutari, and Elbassan. The Vlachs live chiefly in the Pindus and Grammos ranges, their principal centre being at Metzovo; they are also found at Prisren, Scutari, Alessio, Elbassan and Peklin. In Epirus there are some 20,000 to 25,000 Arbanite Vlachs or Albanian Vlachs, who speak a dialect which is partly Albanian and partly Vlach. In the country to the south of a line drawn through Ergherikastro, and Komtza, the Greek language replaces the Albanian.

Religions in  
Albania.

Religion exerts quite as great a political influence in Albania as it does elsewhere in the Balkan peninsula. There are three main religions; Moslem, Catholic, and Orthodox. There are also some considerable colonies of Spanish Jews scattered about the country. The Catholic religion is the oldest form of Christianity in the country, the Orthodox faith having been introduced in the 11th century by infiltration from various Slav sources. The Turkish conquest in the 15th century effected the conversion to Islam of many beys and their adherents, while, in Southern Albania, Ali Pasha 'Tepelen made many converts at the end of the 18th century. The Albanian Moslems are anything but ardent fanatics, and still retain some Christian observances.

The Gheg tribes on the left bank of the Drin and the tribes along the littoral as far south as Valona are Catholic. Those on the right bank of the Drin and along its two main tributaries, the White and the Black Drin, are mostly Moslem; the remainder include some Catholics and but relatively few Orthodox. Of the Catholic tribes of Northern Albania, the principal are the Mirdite, Klementi, Hoti, Skreli, Castrati, Pulati, Shialla, and Shoshi tribes. The tribes of Dukajini and Postripa are partly Catholic and partly Moslem, the former religion predominating. The tribes of Gruda, Rioli, Koplik, and Matiya are also of mixed religion, but the followers of Muhammad predominate. The district of Zadrina, with Alessio and its neighbourhood, contains many Catholics.

In Southern Albania, the Moslems predominate; next in number come the Orthodox; the proportion of Moslems to Christians is about three to two, and there are few Catholics.

Orthodox Tosks are to be found in the districts of Berat, Tepedelen, Ergherikastro, and Delvino; they number rather more than 150,000.

The Catholic Albanians have three archbishops and three bishops, the former at Prisren, Scutari and Derbinisti (for Durazzo), and the latter at Nenshiati (for Zadrima), Kalmeti (for Alessio) and Pulati, with a monastery at Orosh in the Mirdite country. They are under Austrian protection, not under that of France as in other parts of Turkey.

Orthodox bishops live at Okhrida, Durazzo, Ergherikastro, Berat, Yanina, Paramythia, Konitza and Prevesa.

The Vlachs belong to the Orthodox Church under the Patriarch: they have lately introduced a liturgy in their own language in some districts. They appointed some years ago a bishop in opposition to the Patriarchate, but he was never recognised and finally made his peace with the Patriarch. The movement for separation from the Greek Church still continues however, the language question having now become acute.

In matters of religion the Albanians are independent and have a natural aversion to obedience in the spiritual, as well as in the temporal, domain. At the time of the Turkish conquest they were nominally Christians, but many Pagan customs survive in their various ceremonies. On the whole the northerners have been more faithful to Christianity than the southerners, doubtless because they were allowed to carry arms. The outward signs of Islam are few, mosques are rare, wine is openly drunk, and professing Moslems swear by the Virgin. Arms make the man, and priests of all religions are held in small repute.

## APPENDIX A.

## ROUTE 1.

*Salonica to Monastir.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1902).

This is an important chaussée and is metalled most of the way; since the opening of the railway, however, the road has been neglected. If the railway were interrupted, it would form the principal means of communication between the Aegean coast and Monastir.

The chaussée is metalled and in fair repair as far as Vodena: thence to Ostrovo it is in bad repair but passable for wheeled traffic, although pack transport is mostly used locally. Onwards from Ostrovo, along the northern shore of the lake of the same name, the chaussée practically disappears and a rough cart track, unmetalled, in bad repair, and impassable for wheeled traffic, takes its place as far as Banitza; thence a very fair chaussée leads to Monastir town.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Mendesheli . . .	18	18
Venije Vardar . . .	15	
		33

Leaving Salonica, the chaussée passes close to the military station of the Salonica-Dede Agach railway and runs generally parallel to the Salonica-Uskub line through an open cultivated plain. The Vardar is crossed near Mendesheli by a good wooden bridge, and the road then continues over the plain to Yenije Vardar, the seat of a kaimakam and a small garrison post. Between the river and Yenije Vardar several tracks branch off northwards to the Moglena hills, whilst another good track branches south-westwards to Karaferria, skirting the eastern edge of Yenije Lake and marshes and crossing the Kara Su by a stone bridge. Various small streams from the north are crossed either on wooden bridges or by fords.



Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Vertekop . . .	14	47
Vodena . . .	21	68

Continuing over a fairly well cultivated plain skirting the Moglena foot-hills, the road crosses several small streams by fords or wooden bridges and the Monastir railway near Vertekop. It then enters a broad cultivated valley, and after a fairly easy zigzag ascent just south of Vodena reaches the plateau on which that town stands.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Ostrovo . . .	14	82
Baritza . . .	15	97

Leaving Vodena the road continues along the right bank of the Vladova stream, while the railway follows the opposite bank; after passing Vladova station the road runs close to the line among low hills, crosses it by a level crossing near Shemshir Burnu, and then descends through hilly country to Ostrovo. Thence the road crosses the spurs of the Kaimakchalan Dag by steep gradients and descends again to Baritza.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Monastir . . .	28	125

About 4 miles west of Banitza the chaussée from Kailar and Serfije is joined. A few miles further on, the railway is crossed and the broad Monastir plain entered, where the road from Kastoria and Koritza *viâ* Florina soon joins. The road then runs northwards, keeping generally parallel to the railway and to the west of it until Monastir is reached.

## ROUTE 2.

### *Salonica to Serres.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1896).

This road is generally in fair repair and easily passable for wheels. There are several small bridges on the route, some of which are broken and have to be circumvented; others are of stone and often out of repair.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Guvezna - -	17	17
Lahana - -	17	34

Leaving the town on the north side this road strikes across the plain among bare undulating hills; there is a sharp ascent, followed by a similar descent just before the village of Aivalu is reached. Thence the road traverses cultivated country to Guvezna and, passing through outliers from the neighbouring hills, reaches Likovan (Negovan). At this point a cart track branches off to Suho and thence leads over the hills to Nigrita and so to Serres; the latter portion of this road, however, is difficult for wheeled traffic: rough tracks also lead from Langasa to Suho direct. The main road then ascends the Beshik Dag, passing the crest near Lahana.

Name.	Approximate distance.	
	Intermediate.	Total.
Kadric - -	Miles. 12	Miles. 46
Serres - -	10	56

Leaving Lahana, the road descends rather steeply into the Serres plain, and crosses fertile country till the Struma is reached and crossed by a wooden bridge near Kadric, where a cart track from Doiran joins the main route. Thence onwards to Serres the road traverses open and well cultivated plain country.

### ROUTE 3.

#### *Salonica to Strumnitza via Doiran.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1896).

This route passes through Avret-Hissar and Doiran, and, in the event of the Vardar valley railway being interrupted, might become a military communication of great importance from Salonica northwards. It traverses easy country, but is not kept in repair, and, although passable for wheels throughout, becomes very difficult during the rains, especially at certain points. From Avret-Hissar to Doiran, the road is very bad, being difficult even for native carts: an alternative track, equally bad, passes through Kukush. From Doiran to Rabrovo is only a difficult cart track. Between Rabrovo and Strumnitza, a chaussée has been constructed along part of the route.

Name.	Approximate distance.	
	Intermediate.	Total.
Galliko Bridge -	Miles. 7	Miles. 7
Avret-Hissar -	17	24

After leaving Salonica by the west gate of the town either the Monastir chaussée can be followed to the Galliko bridge or a more direct track taken along the foot-hills and the river crossed by a ford near the village of Gradobor, the road traversing open, undulating, and cultivated country. The River Galliko has a wide shingly bed and, owing to the violent freshets occurring in flood time, is of some importance: in spring the river is unfordable. Turning north at Galliko bridge, the river bank is followed for 4 miles and an upland country traversed as far as Avret-Hissar (Yensko), situated in the broad valley of a stream draining into Lake Amatovo. Here a track branches off eastwards, past the east side of Aji lake and across the railway to Kukush (Kilkish), a large village in open undulating country, and eventually joins the main route at Kilindir.

Name.	Approximate distance.	
	Intermediate.	Total.
Kilindir - -	Miles. 12	Miles. 36
Doiran - -	7	43

Leaving Avret-Hissar the road soon reaches the valley of the Arjan stream at Kilindir (Kron dirtzi), where a partially completed and little used chaussée branches off south-west to Karasuli station on the Salonica-Uskub line and runs parallel to the Karasuli-Kilindir line, and, skirting the north-west shore of the Arjan lake, leads to Doiran.

Leaving Kilindir, the road follows the Arjan valley and traversing easy country, reaches Doiran, situated on the south-west shore of the lake of that name: the Serres-Doiran road (see Route 4), which follows the railway, joins the main route at this point.

Name.	Approximate distance.	
	Intermediate.	Total.
Rabrovo - -	Miles. 14	Miles. 57
Strumnitza - -	14	71

Leaving Doiran, the road skirts the lake of that name, then crosses a line of rough hills, and reaches Rabrovo, situated at the foot of the range separating the Salonica plain from the Strumnitza valley. Here a chaussée from Strumnitza (Udovo) station joins the main road along the valley of the Kozlu Dere stream. Leaving Rabrovo, the road crosses the ridge at a point between the Blagusha and Belashitza ridges and descends to Strumnitza, from whence roads lead, *viâ* Ishtip, to Uskub (88 miles) (*see* Routes 16 and 17) and to Kumanovo (75 miles) (*see* Routes 20, 21, 22).

## ROUTE 4.

*Serres to Doiran.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1896).

This route is a fair cart road throughout, and might be of considerable military importance in the event of the Serres-Doiran railway being interrupted.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Kadric . . .	10	10
Butkovo . . .	22	32

The road follows the Serres-Salonica chaussée (*see* Route 2) as far as the Kadric bridge, where the Struma is crossed, then follows the right bank of the Struma and, skirting the southern shore of Lake Butkovo, reaches the little village of the same name.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Akinjali . . .	19	51
Doiran . . .	12	63



Leaving Butkovo the road skirts the southern hills, avoids the marshy plain of the Butkovo stream and passes through the gap between the Krusha and the Belesh Dag at Dova Tepe where the railway is joined; then continuing more or less parallel to the railway, it traverses a sparsely wooded country with a hard stony surface, passes Akinjali station, skirts the southern shore of Doiran lake and reaches Doiran.

#### ROUTE 5.

*Serres to Jumaa-i-bala, via Demirhissar.*

Lieut.-Colonel Maunseli, C.M.G., R.A. (1905).

This is one of the principal strategical routes: it provides a line of approach *via* the Struma valley to the Bulgarian frontier from the Salonica-Dede Agach railway at Demirhissar, where a special military station has been constructed for detrainning troops. From Serres to Demirhissar station there is an unmetalled field track which is quite easy for wheeled traffic. From Demirhissar station to Jumaa-i-bala a chaussée has been completed. It is very vulnerable at many points in the Kresna defile, especially near the Krikisar ravine, where retaining walls have had to be made in the steep slopes. It can be commanded and blocked at many points from the heights overlooking the Kresna defile, which is guarded by a number of small posts of troops.

Name.	Approximate distance.	
	Intermediate.	Total.
Demirhissar	Miles. 19	Miles.
		19

Leaving Serres the road traverses an open cultivated country till Demirhissar railway station is reached, after skirting the southern edge of the town and castle rock of the same name. The soil is of hard clay and stony and provides good growing in all weathers.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Livancovo . . .	20	39
Salih Agha bridge	19	58
Kresna Bridge . .	4	62
Krupnik . . .	9	71

Leaving Demirhissar station the Rupel Pass is soon reached after crossing the railway bridge over the Struma and passing close to that river's left bank. About midway in the pass, there is a flying bridge over the river, connecting with a road to Petrich. About a mile north of Rupel village, the pass opens out and a broad valley is entered. At Kula a road branches off to Melnik, the chief town of the kaza, and another to Petrich, crossing the Struma by a new wooden bridge at Karasu. The road soon reaches Livanovo and then passes a succession of broad cultivated ridges with intervening streams flowing eastwards, after which it skirts the low hills bordering the wide Struma valley and reaches Gradeshnitsa Khan, where the Kresna defile may be said to commence. The chaussée then passes Salih Agha bridge over the Struma, across which a track branches off to Osmanie *viâ* Bresnitsa, and, avoiding the steepest part of the ravine of the Krikisar stream by a long and winding détour, it descends into the long narrow gorge of the Struma bordered by steep cliffs and soon reaches Kresna Bridge over the Struma, where it crosses to the right bank of that unfordable river by a strong wooden bridge (one 60-foot arch). The road then follows the river valley keeping close to the stream, but some 30-50 feet above it, between the steep craggy slopes covered with brushwood, and, after traversing the narrowest part of the rocky defile, reaches Krupnik.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Simitli . . .	5	76
Jumaa-i-bala . .	17	93

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Soon after leaving Krupnik the Kresna defile then opens out and the valley of the river becomes broader; the road then passes Simitli, a Turkish village of 40 houses with a Nizam post of 50 men. The Struma is crossed near Traka Khan by a wooden trestle bridge guarded by a small Nizam post, and the road follows the windings of the river, which in its upper reaches has a strong current. The road then leaves the river and the valley widens to some 3 miles when, after a gradual ascent, Jumaa-i-bala is reached.

#### ROUTE 6.

*Chai Aghizi to Angista Railway Station.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1896).

This track is well defined throughout, and passes chiefly through open, undulating, and often cultivated country with an easy clay soil. It is a good cart road throughout but stony in places. Many smaller tracks, not mentioned below, and leading to villages, cross the road.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Yenikeui Bridge -	3	3
Zdravik -	12	15

Leaving Chai Aghizi, the road soon reaches the right bank of the Struma, and follows the river bank, at first some 30 feet above the river level, and later along the shingle and stones of an old channel; passing half-a mile to the east of the Greek village of Krushova, it soon reaches the point where the cart road branches off to Serres in a west-north-west direction. It then crosses the Struma (Kara Su) by a flying pontoon bridge to Yenikeui, and passing  $1\frac{1}{2}$  miles to the south-east of the village of Provista, reaches Zdravik, whence a good track soon branches to the east to Semolites village, 4 miles distant.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Kolchak - -	7	13
Angista station -	6	
		22

Leaving Zdravik, various small streams are crossed and the road passes the Greek village of Kolchak and soon reaches the River Angista; then, after keeping close to the railway and crossing various small streams, Angista railway station on the Salonica-Dede Agach line is reached.

#### ROUTE 7.

*Leftere (Deutheros) to Angista Railway Station  
via Pravishta.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1896).

This route is a well-defined cart road, although very stony in places. The soil is clay, and during the rains occasionally becomes very deep and almost impassable.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Leftere monastery	3½	3½
Pravishta - -	4	
		7½

On leaving Leftere two roads lead to the Russian monastery of the same name, the one following the right bank of a small stream, past hillsides covered with scrub and heather, and leading south-east to the monastery, while the other, not so well defined, leads to the monastery more directly. Leaving the monastery the road turns north-eastwards, and, from a col 7 miles from Leftere, an extensive view of the Bereketli marshes, of the eastern slopes of Pilaf Tepe, and of

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the country towards Drama is obtained. About a mile further on Pravishta is reached; it is the seat of a kaimakam and a centre for collecting mules and ponies. At this point a good unmetalled road, leading along the foot of the hills to the northern end of the Kavalla pass on the Kavalla-Drama road (*see* Route 9), branches off eastwards.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Goiran - - -	8½	16
Kurmishtha - - -	4	20
Angista station - -	7	27

Leaving Pravishta in a north-westerly direction, the road follows the eastern base of the Pilaf Tepe, passes Paliohora village, crosses various small streams, and reaches Goiran village. Continuing through undulating country, it reaches the large village of Kurmishta with its extensive ruins. Here a road branches off northwards to the railway at Sevindria Chai bridge. Leaving Kurmishta the road passes the village of Vitasta, traverses undulating and cultivated country, and reaches Angista station on the Salonica-Dede Aguch railway line.

#### ROUTE 8.

*Kavalla to Eskeje (Xanthi).*

Captain Hamilton, G. Gds. (1905).

This is a good cart road and is passable for wheeled traffic at all times of the year. From Kavalla as far as the 7th milestone there is a width of 18 feet of metal, and from the Mesta to Eskeje the road is also metalled: the intervening portion, however, is unmetalled and consists of a track or collection of tracks. The section between the 14th and 16th milestones is liable to become very deep in winter and requires improvement to allow of the easy passage of artillery or heavy transport. A telegraph line of five wires follows the road as far as the Mesta and then branches off to Okjilar railway station: there are telegraph offices at Kavalla, Sarishaban and Okjilar.



Name.	Approximate distance.	
	Intermediate.	Total.
Sarishaban -	Miles. 18	Miles.
		18

Leaving Kavalla at the northern end of the town, the road at first keeps parallel to the coast and about 9 miles from it and crosses several minor streams: then, leaving the coast, it traverses the head of the the Mesta (Kara Su) delta and reaches Sarishaban, after crossing one of the minor arms of that river. An alternative route from Kavalla to Sarishaban runs to the south of the road described above, and passes through Iralti village: it consists of a track which is suitable for wheeled traffic throughout, but is about 3 miles longer.

Name.	Approximate distance.	
	Intermediate.	Total.
River Mesta -	Miles. 4	Miles. 22
Eskeje (Xanthi) -	12	
		34

Leaving Sarishaban, the road bifurcates; the southern road crosses the Mesta by a ford, which is not practicable in spring or after heavy rains, and then leads to Eskeje, while the other crosses the river by a ferry which is suitable for wheeled traffic of any kind. At both these points the river is easily fordable in summer, and the bottom is of hard sand. On leaving the ferry a good chaussée leads direct to Eskeje.

#### ROUTE 9.

##### *Kavalla to Drama.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1896).

This road is metalled and in fair order throughout.

Of the three roads from the town to the summit of the Kavalla pass, the best and newest is the eastern; the western is of comparatively modern construction, but

is out of repair, whilst the centre and most direct road is paved and very steep. Between the north end of Kavalla pass and Doksat the road is easy. Between Chatalja and Drama there is a good metalled chaussée.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Philippi	12	12

Leaving Kavalla at the west end of the town, the road ascends by zigzags the rocky line of hills to the north-west of the town.

Passing the summit of the pass, it descends at a gradient of 1 in 20 and soon reaches the point (about 5 miles out) where the road to Pravishta branches off south-westwards; then, skirting the eastern side of the marshes of the Bereketli lake, it passes Dikilitash Chiflik and the ruins of Philippi, marked by a conical hill with a tower on the summit.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Doksat	8	20
Drama	6	26

Leaving Philippi the track crosses a large stream near the Cherkess village of Punarbashi and soon reaches Doksat, where a good mule track branches off in a north-easterly direction to Nusretli railway station. Leaving Doksat the road passes Chatalja and, crossing the wide shingly bed of the Drama Su, reaches Drama town, the railway station being a mile distant to the south of the town.

## ROUTE 10.

*Drama to Jumaa-i-bala, via Nevrokop.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1905).

From Drama to Nevrokop this route lies along a partially constructed chaussée, from Nevrokop to Razlog the track is more difficult, and from Razlog to Jumaa-i-bala it is only a fair horse track. This is the easiest route towards the Bulgarian frontier from the head waters of the Mesta.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Zernovo	25	25
Nevrokop	20	45

Leaving Drama, the road follows the edge of the plain of that name for some 8 miles, and reaches Plevna village; it then ascends a rough mountain slope by a difficult cart track to the Gurejik pass in the Kavak Dag, whence it descends into the cultivated plain of the Eliska and reaches Zernovo. It then crosses a wooded spur by a rough track and reaches Koprivlian. Thence the road traverses the plain south of Nevrokop to the town itself.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Razlog (Mehomia)	31	76

Leaving Nevrokop, the road skirts the eastern slopes of the Pirin Dag and, after passing Breznitza, Dobrinishta, and Bansko, and traversing a very mountainous country intersected by deep ravines, reaches Razlog (Mehomia).

An alternative route to the above, and of about equal length, leads by a difficult track to Razlog closely following the River Mesta; it is, however, more difficult than the first-named one and is barely passable for carts.

Name.	Approximate distance.	
	Intermediate.	Total.
Jumaa-i-bala	Miles. 26	Miles.
		102

Leaving Razlog, the road ascends the valley of the Razlog or Rablovo stream to the Predel pass: it then descends the valley of the Kara Ali stream to its junction with the Osenovo, ascends the Osenovo valley, passes a village of the same name, and reaches the crest of the range to the north which it crosses near the Bakir Tepe: then descending the north side of the deep Hirsova ravine by some steep gradients, it reaches Jumaa-i-bala.

#### ROUTE 11.

*Drama to Devlen via Dospat.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1905).

This is the most direct route from Drama to Devlen but it is only a rough mule track.

Name.	Approximate distance.	
	Intermediate.	Total.
Ustitza	Miles. 21	Miles.
		21

On leaving Drama a good field track winds along the foot of the bare hills east of the town and then turns up the stony bed of an usually dry stream running through tobacco and maize fields. The stone aqueduct which supplies the town with water from springs, about 7 miles distant, follows the valley. The valley forks near the springs, and the spur is ascended by a zig-zag path with short lengths of old paved road at intervals. About 2 miles further on the small village of Mokrosh of 40 houses is reached. The stony hill sides are covered with low scrub. About 11 miles from Drama the road ceases and is replaced by a rough mule track. Here the summit of Tulumba Gedik is reached, a narrow bare col from which can be seen the deep narrow valley of the River Mesta lying in front, to which a stony track, paved in places, descends sharply. About two miles further lies the village of Hizir; it consists of 40 houses in a ravine. At about 17 miles, the Mesta is crossed by the Papas Keupri, a light wooden trestle bridge, impassable for wheels, in a very shaky condition. The shingly river bed is 80-100 yards wide, the strong deep stream (12 feet wide) next the right bank being crossed by one span of 60 feet; six other small spans make up a total length of 105 yards. The roadway is eight feet wide. In flood time the river rises 20 feet. About 200 yards down stream are the remains of masonry piers.

A steep zig-zag path leads up the opposite slope to the little village of Papas Keui, whence the descent is easier to Ustitza, a village of 50 Pomak houses on a flat spur, surrounded by fields of maize, rye, wheat, barley, and some tobacco, with vineyards and orchards.

Name.	Approximate distance.	
	Intermediate.	Total.
Dospat - - -	Miles. 18	Miles.
		39

From Ustitza onward there is an easy track along a clay spur, gradually ascending over a bare country, which changes after about five miles to low trees and



juniper bushes. Nine miles out, Chadir Kaya Spring on the crest of the watershed is reached. Here there is an extensive view to the westward. In the hollows there is good grazing ground, and rye and oats are cultivated in patches. A mile further on a direct track leads to Devlen *viâ* Nailli. From the edge of the Chadir Kaya ridge a steep descent leads to the bare valley of a small stream.

About 15 miles from Ustitza is the village of Barutin of 100 Pomak houses. It is the seat of a mudir under Devlen with a telegraph office on the line from Nevrokop to Rupchuz (one wire). A branch line runs to Dospat. On the stream are flour and wood-saw mills.

A fair field track, unsuitable for wheeled traffic, runs up a side valley to Dospat. A similar track runs east up another valley to Karabulak, rejoining the main route further on. The Devlen telegraph line follows it.

Dospat is a place of 200 Pomak houses, up the steep slope on the left bank of the Pomak Stream. Up the valley towards the frontier the ridges are well wooded with pines.

The road from Nevrokop crosses the Mesta by a good wooden bridge and ascends through fairly easy country. It is now being improved into a *chausée*, and when completed through to Devlen will form the best route from Drama to Rupchuz, as there is already a carriage road from Drama to Nevrokop.

At Dospat are the headquarters of a company of Nizam Infantry with detachments at Barutin, Dospat Khan, and Shabanli. The two last-mentioned lie up the valley near the frontier.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Devlen	20	59

The road now winds over easy uplands with patches of pine forest and descends into the broad valley of a stream flowing towards Barutin and over the Kemer Keupri by a single-arch stone bridge. The telegraph

line from Barutin joins here. A mile further on the new Devlen-Nevrokop chaussée is met. The road continues over easy hills with scattered patches of pine forest, grass-land and cultivation. It is unmetalled and about 24 feet wide.

About seven miles out is the village of Karakulak, situated in a narrow valley and consisting of 150 wooden Pomak houses and a telegraph office. A track leads down the valley to Yilanji and Naibli.

The new chaussée ascends the steep ridge beyond by zig-zags, and makes a wide bend to the south round a pine-clad spur. It then runs along the steep-wooded range overlooking the Trigrad stream, winding in and out of several ravines, and about five miles longer than the mule track.

A steep zig-zag leads down to the valley and village of Devlen of 300 Pomak houses. It is the centre of the Rupchuz kaza, the seat of a kaimakam, and the headquarters of the Nizam battalion supplying frontier guards, with good barracks, small military hospital, and transport stables.

Telegraph lines run to Tumrush, Nevrokop *viâ* Barutin, and Bashmakli *viâ* Trigrad.

#### ROUTE 12.

#### *Buk to Devlen viâ Trigrad.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1905).

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Trigrad	35	35

Buk is a small station in the Mesta Valley on the Salonica-Dede Agach railway, and a market centre for the surrounding hill districts.

As far as Shaitan Keupri, where there is a single stone bridge some six feet wide across a stream flowing into the Mesta, the track is very stony and rough, and winds over a succession of sharp spurs covered with oak, and crosses ravines running down to the river.

A rough track leads up to Belian, the centre of the Chich Nahie under Drama. A stony mule track ascends the stream to Chatak, crossing and recrossing it by stone bridges, and then ascends the ridge of a narrow spur to Meshatli Gedik, passing through a scattered oak forest. This is a small military post on the watershed. On the southern side of this ridge the spurs are sharper and stonier than on the northern. On the upper slopes are pine and oak and on the lower beech forests. The tracks are rough and stony and the villages small and poor. An easy mule track leads down to Trigrad *viâ* Kustanjik, a village of 100 Pomak houses in a side valley.

Trigrad is an important village of about 300 Pomak houses. It is the seat of a mudir under Devlen and there is a telegraph office on the line which passes from Devlen *viâ* Kustanjik to Bashmakli. Potatoes are largely cultivated.

The surrounding hills are covered with dense pine and beech forests. In the valleys is good grazing.

A fair mule track leads across the hills to Mugia whence a track mounts the steep watershed range to descend to Bashmakli. Another track fairly easy for mules ascends the Kara Burun Spur and reaches Bashmakli *viâ* Chakmak Kaya.

Name.	Approximate distance.	
	Intermediate.	Total.
Devlen - -	Miles. 17	Miles.
		52

On leaving the valley in which Trigrad lies, the road consists of a stony path four to five feet wide, cut in the hill side and gradually ascending the narrow gorge in which flows the Trigrad stream. At the head of this gorge the road is some 500 to 600 feet above the stream.

The easy plateau of Balaban is then traversed, which leads to the village of the same name of 100 houses, whence tracks lead to Yilanji, Karabulak and Naibli. Traversing a wide cultivated valley, a steep descent down a small valley leads again to the stream which is crossed to its right bank near the village of Gevren.

The track now ascends a tributary, the Mugla stream, which it soon crosses by a wooden bridge and ascends the opposite bank to a col, whence it descends again by a steep zig-zag path to the valley of the Trigrad stream along which it continues for  $\frac{3}{4}$  of a mile, and then crosses by a wooden bridge to its left bank. A steep ascent leads to the village of Grohotno of 50 houses, whence a steep mule track descends to Devlen. On this route the river bank can be followed only for short distances and constant ascents and descents of spurs have to be made.

### ROUTE 13.

#### *Devlen to Tumrush.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1905).

Only difficult mule tracks lead from Devlen to Tumrush, which is situated at the extreme northern corner of the projecting part of Turkey, overlooking Philipopolis plain.

The principal track (a) runs *viâ* Mikhalkovo and has a steep ascent and descent crossing the Krishin Dere; another track (b) ascends the steep Kum Gedik Spur to the high ridge of the Persenk Dagh on the frontier, which it follows to Tumrush.

#### (a) *Viâ* Mikhalkovo (24 miles).

A steep zig-zag path ascends the stony clay slopes north of Devlen to the summit of a spur and then descends by an easy track to the valley of the Krishin stream, passing Chilikli, a small village of refugees from Bulgaria, situated in a pine forest.

The Krishin stream is about eight miles from Devlen and lies in a shingly bed, 100-200 yards wide, bordered by steep bare hills. The road runs along the left bank for some distance and crosses the stream by a new wooden trestle bridge of four spans with an eight-foot roadway. On the right bank, near the bridge, is the small village of Mikhalkovo of 100 Pomak houses, surrounded by walnut groves. A track runs up this valley *viâ* Churuk Ora and the Persenk to Tumrush. On leaving the ridge a fairly good mule track ascends the opposite clay slope and, passing the village of Fetwar or Tiwar, circles round the northern end of the sharp ridge of Pilaf Tepe. A bare ridge a few miles to the north is then crossed and Tumrush is reached.

This village, the residence of a mudir under Devlen, consists of 250 Pomak houses, many in ruins. Philipopolis is about 15 miles distant by a mule track.

(b) *Via Kum Gedik and Persenk (20 miles).*

Crossing the Trigrad stream by a wooden bridge, the track first follows its right bank, and then ascends the end of the Chingane Kiosk Spur, along which it runs for some distance and then ascends the Kum Gedik Spur to Beden and Brezi villages, and the military post of Kum Gedik at the southern end of the Persenk Dag range. This range, which is here 6,810 feet high, is thickly wooded with pines along the summit. A track joins from Devlen *via* Leshkevo, but it is steep and difficult in places. By this route an extensive view is obtained all over the Rupchuz district and also of the distant Balkans and the Philipopolis and Tatar Bazarjik Plains.

The track continues through pine forests along the frontier, at times entering Bulgaria. It is an old paved road, and fairly level. An easy descent leads down to Tumrush from a col at the eastern end of the Pilaf Tepe, whence a steep track strikes off to Mikhalhovo *via* Churukova.

ROUTE 14.

*Neurokop to Melnik.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1905).

This route is only a horse track impassable for wheeled traffic.

Name.	Approximate distance.
Melnik.	Miles, 28

Leaving Neurokop, the road rises by a steep gradient past Dag Chiflik to the summit of the Pirin range, which is crossed near the Baba Tepe by the Pirin pass: it then descends the valley of the Bistritza stream by difficult gradients to Gorni Spancho, where the stream is left behind and a rugged track followed in a westerly



direction over a succession of sharp ridges: this track passes Koshina and Libovitsha, and reaches Melnik, situated in a deep valley. The most difficult of the ridges crossed is that of Demir Khan.

#### ROUTE 15.

*Neurokop to Serres, via Gorni Brodi.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1905).

After leaving the Drama chaussée the road is passable for wheels as far as Koprivlian and then becomes a mountain horse track. A rough chaussée is met with a few miles short of, and leading to, Serres.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Gorni Brodi -	24	24
Serres -	19	
		43

This route follows the Drama chaussée (*see* Route 10, page 119) to Koprivlian, thence turns southwards over a col into the valley of Lialovo, which it ascends to a col between the Ali Batush and the Kara Dag, outliers of the main Pirin range, and crosses the head of the Tarlish valley. Just south of this col, the village of Gorni Brodi is reached, and a descent is commenced which follows a spur lying to the west of the deep Brodska ravine, and ends in a zig-zag descent to Serres. Near Gorni Brodi a track branches off to Demirhissar *via* Krushevo.

#### ROUTE 16.

*Strumnitza to Ishtip, via Radovishta.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1903).

Mr. H. Satow, H.B.M. Vice-Consul at Uskub.

From Strumnitza to Radovishta, this road is passable for wheeled traffic but, in rainy weather, the mud is extremely deep and the going very difficult. From

Radovishta onwards, a good chaussée is followed at first, but it soon deteriorates, bridges being often left unmade, till on reaching Topolnitza the chaussée definitely ceases and a good field track, passable for wheels and followed by the telegraph wire, takes its place and is much used. This field track is a good road in summer, but might be difficult in winter. The most difficult part of the road is at the crossing of the watershed between the Struma and Vardar rivers with spurs from the Plashkovitza Dagh on the north and from the Sertash on the south. On nearing Ishtip a short length of chaussée is again encountered.

Name.	Approximate distance.	
	Intermediste.	Total.
	Miles.	Miles.
Radovishta - -	22	22
Topolnitza - -	7	29
Ishtip - - -	16	
		45

Leaving Strumnitza the road follows the right bank of the Strumnitza stream and valley till Radovishta is reached. Thence the road turns westwards, traverses hilly country, outlying spurs of the Plashkovitza Dagh, and passes Topolnitza, near which village a direct track, but very difficult for carts, from Strumnitza, *viâ* Damian, joins the main road; it then descends by a steep gradient to Ishtip.

#### ROUTE 17.

*Strumnitza to Ishtip, viâ Dolni Lipovik.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1902).

This route is an alternative to Route 16, but is more difficult and not practicable for wheeled traffic throughout.

Name.	Approximate distance.	
	Intermediate.	Total.
Dolni Lipovik -	Miles 14	Miles. 14
Ishtip . . .	31	
		45

The road at first leaves Strumnitzza in a westerly direction *viâ* Popshevo and after about 5 miles turns to the north-west and reaches a crest at Dolni Lipovik; it then closely follows the valley of the Kriva Lakavizta, passes Yenikeni and reaches Ishtip.

#### ROUTE 18.

*Strumnitzza to Tsarevoselo (Charevo), viâ Osmanie (Peshchovo).*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1903).

This route is not passable for wheeled traffic, except at the final section. From Sushevo to Machevo only a track exists, which is difficult even for pack animals. There is a rough cart track from Machevo to Trabotivishte which, north of the latter point, develops into a chaussée as far as Tsarevoselo.

Name.	Approximate distance.	
	Intermediate.	Total.
Garvan Tepe - -	Miles. 25	Miles. 25
Osmanie (Peshchovo) -	12	
		37

This road at first follows the Strumnitzza-Radovishta chaussée (*see* Route 16), and on reaching a point near Sushevo, strikes northwards across the hills, passes Novishani and then ascends by a steep gradient to near Garvan Tepe in the Golak Dagh range; an alternative road of about the same length leaves the above-mentioned chaussée and traversing the Kechi Kaya

(Kozi Skali) pass, follows the valley of the Ismilan (Smilantzi) stream till the first road is joined near Garvan Tepe. Leaving Garvan Tepe, the road descends a spur to Machevo, crosses the Bregalnitsa River and ascends to Osmanie (Peshchovo), where an alternative and more direct track from Strumnitsa which leads across the Draganeva Dag and down past Berovo joins the main route. A horse track also branches off to Bresnitsa in the Struma valley after crossing the summit of Malesh Dag near Jama hill; its length is 15 miles. A third track from Jumaa-i-bala, which follows the road to Tsarevoselo as far as Deli Hamza (Viliamzino) and then turns south crossing the Vlahima Dag and the Lokva spur, passes through the defile of Momina Siza, and joins the main road at Osmanie.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Trabotivishte -	15	52
Tsarevoselo -	9	61

Leaving Osmanie, the road continues northwards down the valley of the Zelevitz, passes Trabotivishte, where it enters the main valley of the Bregalnitsa and reaches Tsarevoselo, whence roads lead to Vinitza and to Jumaa-i-bala (see Route 19).

#### ROUTE 19.

*Ishtip to Jumaa-i-bala, via Kochana and Tsarevoselo.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1905).

This is a route of considerable military importance but is barely passable for wheeled traffic.

From Ishtip, via Kochana, to Vinitza, a chaussée has recently been made and is now in good order, the branch road from Kara Orman to Vinitza being rough but passable for native carts.

From Vinitza to Tsarevoselo the road is difficult for wheels, while, beyond the latter point, a chaussée has been recently constructed.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Kara Orman	3	3
Kochana	22	25
Vinitza	6	31

Leaving Ishtip, the road follows the valley of the Bregalnitzza along its left bank and, reaching Kara Orman, bifurcates; the main road crosses to the right bank at Karbintzi, and, skirting the eastern spurs of the hills overlooking the river valley, crosses the Zletowski stream near Varche and passing through the small town and military station of Kochana reaches Vinitza, whilst the alternative road follows the river's left bank and rejoins the other route at Vinitza, the distance by it being somewhat shorter.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Tsarevoselo	19	50
Jumaa-i-bala	26	76

Leaving Vinitza, the road crosses the Golak Dag, an outlier of the lofty Malesh range, and descends again into the upper basin of the Bregalnitzza at the important frontier post of Tsarevoselo, whence hill tracks lead into Bulgaria, none of which, however, are passable for wheels. It then bends to the east, crosses the difficult and lofty hills of the Vlahima (Zvigorski) Planina (northern outliers of the Malesh range), by the Zvigor (Izvegra) pass, and descends into the deep narrow valley of the Struma near Deli Hamza (Viliamzino). Further north lies the Klissura pass, which is easier than the Zvigor, but which, owing to its proximity to the frontier, often in a disturbed condition, is little used. The road crosses the Struma by a bridge near Boyuk Barrakovo and traverses an easy open country to Jumaa-i-bala.



## ROUTE 20.

*Kumanovo to Ishtip, viâ Kratovo and Zletovo.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

Mr. H. Satow, H.B.M. Vice-Consul at Uskub.

As far as Kratovo this route is a chaussée: one or two bridges are said to be rather shaky, but otherwise the road is in good order. Thence to Ishtip the route is a very rough and difficult track over the hills, but is just passable for wheeled traffic.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Stratzin - -	21	21
Kratovo - -	20	41
Zletovo - -	11	52
Ishtip - -	20	
		72

This route follows the Kumanovo-Egri Palanka chaussée (see Route 30) to a point a short distance beyond Stratzin, where it turns off southwards and leads to Kratovo. Leaving Kratovo, this route crosses the hills, viâ Zletovo and eventually joins the Jumaa-i-bala-Ishtip road (see Route 19) near Varche and follows it to Ishtip.

## ROUTE 21.

*Kumanovo to Ishtip, viâ Ibrahimli and Keupruli.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

Mr. H. Satow, H.B.M. Vice-Consul at Uskub.

This route is an alternative to Routes 20 and 22, and is specially useful when the Pchinia stream is in flood. It is a good cart road.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Ibrahimli . .	—	—
Keupruli . .	—	—
Ishtip . .	22	—

Leaving Kumanovo, the road passes the villages of Rahmanli and Hajilar, and after traversing broken country joins the Uskub-Keupruli chaussée near Ibrahimli. Thence the road follows the Uskub-Keupruli-Ishtip chaussée (see Route 31) to the latter place.

#### ROUTE 22.

*Kumanovo to Ishtip, via Klisseli.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This road has recently been made into a fair chaussée. In rainy weather, however, it is often much cut up and becomes difficult to traverse; when the Pchinia is high and cannot be forded, another road further south has to be taken, and the river crossed by a wooden bridge near Boyuk (Gorni) Kainari.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Klisseli . .	31	31

Leaving Kumanovo, the road follows the valley of the Golema stream, crosses the Pchinia by a ford near Bislim and ascends the wooded ridge of Gradishte, and after crossing it, descends into the Ovche Polye, the undulating country in which Klisseli is situated.

Name.	Approximate distance.	
	Intermediate.	Total.
Ishtip	Miles. 12	Miles.
		43

Leaving Klisseli, the road traverses the Azmak stream by a ford, crosses the hills which skirt Ishtip on the north-west, and reaches the town itself.

#### ROUTE 23.

*Kumanovo to Prishtina, via Gilan.*

Lieut.-Colonel Maunsell, G.M.G., R.A. (1905).

Mr. A. Ryan, H.B.M. Vice-Consul at Uskub.

This is a cart-track from the railway at Kumanovo, over the Kara Dagħ to Gilan, and thence to Prishtina. Up to a short distance before reaching Gilan it is a rough chaussée, but onwards to Prishtina it improves considerably.

Name.	Approximate distance.	
	Intermediate.	Total.
Gilan	Miles. 27	Miles. 27
Paishtina	20	47

Leaving Kumanovo, the railway is crossed at Reshanofche and a winding ascent of the wooded Kara Dagħ is begun; the road follows a spur, and, after passing Belanofche, reaches the summit near Seferi. A chaussée commences at Karadagħ Reka, and continues across the valley to Gilan. Leaving Gilan the east side of the Bresalche ravine is followed to the summit at Lablian, whence the road leads by a long descent to Prishtina.

## ROUTE 24.

*Kochana to Strumnitza, viâ Orahovitza.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1905).

This route is merely a horse track across the hills for most of the way.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Vinitza - -	7	7
Orahovitza -	25	32
Strumnitza -	19	51

Leaving Kochana, this route follows the Ishtip-Jumaa-i-bala road (see Route 19) to Vinitza and then striking out towards Gradetz, ascends the slopes of the Plashkavitza Dagh and passes a little to the west of the Boshali Boyun. The road then descends from the summit of the plateau, and, after passing Karajalar, whence a direct track branches off to Radovishta, joins the Radovishta-Strumnitza road (see Route 16) near Orahovitza, and follows it to Strumnitza.

## ROUTE 25.

*Kochana to Osmunie (Peshchovo), viâ Mitroshintzi.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This route is only a horse track across the hills.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Vinitza - -	6	6
Mitroshintzi -	23	29
Osmunie - -	12	41

Leaving Kochana, this track follows the Ishtip-Jumaa-i-bala road (*see* Route 19) to near Vinitza; it then ascends to Pekliani, crosses the Golak Dag and descends into the Bregalnitsa valley near Mitroshintzi; it then follows that valley down to Machevo and rises in an easterly direction to Osmanie.

#### ROUTE 26.

*Egri Palanka to Zletovo, via Osogov Planina.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This route is a good horse track.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Drenik . . .	16	16
Zletovo . . .	12	28

Leaving Egri Palanka, this track crosses the summits of the Sultan Dag (Osogov Planina) and, descending *via* Drenik, Staro Mushkovo, and Blizantzi, reaches Zletovo.

#### ROUTE 27.

*Egri Palanka to Kochana, via Osogov Planina.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This route is little more than a good horse track.

Name.	Approximate distance.
	Miles.
Kochana . . .	25

This road crosses the spurs of the Sultan Dag (Osogov Planina) and, descending the valley of the Kochana stream, reaches Kochana town.



## ROUTE 28.

*Egri Palanka to Kochana, viâ Kratovo.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

Mr. H. Satow, H.B.M. Vice-Consul at Uskub.

As far as Kratovo the road is unmetalled but quite passable for wheeled traffic. After Kratovo a very bad stretch of mountain road is traversed for  $2\frac{1}{2}$  hours' journey, after which the road becomes easier for wheeled traffic.

Name.	Approximate distance.	
	Intermediate.	Total.
Stratzin - -	Miles. 17	Miles. 17
Kratovo - -	10	
		27

The road follows the Kumanovo chaussée (*see* Route 30) to Stratzin; thence it descends the valley of the Kriva as far as its junction with the Vukiytza Su, near Ketenovo, where it joins Kumanovo-Kratovo road and follows it to Kratovo. Another rough, but more direct, track leads from Egri Palanka over the hills to Kratovo, *viâ* Neshilovo; it is not passable for carts.

Name.	Approximate distance.	
	Intermediate.	Total.
Zletovo - -	Miles. 11	Miles. 38
Kochana - -	20	
		58

Leaving Kratovo, the road crosses the stream by a ford and bifurcates; one track ascends to the high spurs of the Plavitza Dag, descends the Zletovo valley to Zletovo, follows it to Lepopeltzi village, where it turns eastward towards Kochana, and finally reaches that latter town *viâ* Sokolartzi and Spanshevo; the other

road runs further south *viâ* Pleshintsi and Varche (Uliartzi), joins the Ishtip-Kochana chaussée (see Route 19), and follows it to Kochana, the distance by the southern route being about 5 miles longer than by the northern one. Shorter paths lead over the hills from Zletovo to Kochana *viâ* Svilanovo.

Rough hill tracks lead directly from Egri Palanka to Kochana over the Osogov Planina, one *viâ* Dirachka and Dulgedel, and another *viâ* Drenak and Novishani: both of these are about 23 miles long, but the going is very rough.

#### ROUTE 29.

*Uskub to Vrania, viâ Kumanovo and Preshevo.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1905).

This chaussée is the principal route into eastern Servia and is indifferently kept up. From Zibefche to Vrania and Nish the road becomes a well metalled chaussée.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Kumanovo	19	19
Davidovitz (Servian frontier)	24	43
Vrania	8	51

This chaussée follows the same road as Route 30, till Kumanovo is reached, thence traversing undulating and cultivated country and running generally parallel to the Uskub-Vrania railway and a mile or two to the east of it, passes Tobanofche and Bilach, where a Nizam battalion is quartered for patrolling the railway and frontier. A branch road crosses the railway to Preshevo at the other side of the valley. The rounded ridge, forming the watershed between the Vardar and the Morava, is crossed near Preshevo.

The road then descends gradually into the open and cultivated valley of the Moravitz stream, crosses the railway near Boshinofche, and soon afterwards the main stream of the Morava by a bridge. At Bujenefche on

the far bank, a cart road joins from Gilan and Prishtina. Continuing down a broad cultivated valley, the main road soon reaches Davidovitz near the frontier. Thence the road closely follows the Morava valley and railway to Vrania.

#### ROUTE 30.

*Uskub to Kustendil, viâ Kumanovo and Egri Palanka.*

Captain Sir E. Grogan, Rifle Brigade (1905).

This is an important strategical route leading from Uskub to Kustendil, and thence to the Sofia-Radomir railway, and is the only easy route crossing the long line of difficult frontier hills. The most difficult parts of the route are the defile beyond Egri Palanka and the ascent of the Deve Bair Pass from a point  $5\frac{1}{2}$  miles out to the actual frontier.

This chaussée is metalled and in good condition for carriages as far as Stratzin, the width of metal varying from 12 to 18 feet. From Stratzin to Egri Palanka it is narrower, 10 to 15 feet of metal, and in a doubtful state of repair. Three bridges are wanting, at points 2 miles, 5 miles, and 11 miles respectively from Stratzin: the stone piers are standing, but the roadways and approaches are unfinished, and carts cross at fords (with a soft sandy bottom), which are easy in summer but would be difficult and perhaps impossible when the river is high. The bridges are usually of wood, with stone or wooden piers. From Egri Palanka to Deve Bair Pass the road follows a defile and, in places, is only about 12 feet wide; this section is impassable for wheeled traffic, but is being made into a chaussée, with a width of 12 to 16 feet of metal. For the first  $5\frac{1}{2}$  miles the road runs from 20 to 30 feet above the midsummer level of the River Kriva, and rises gradually. Thence to the frontier it ascends the steep mountain slopes by long zig-zags, and rises about 1,500 feet before Deve Bair is reached: heavy wagons and guns will probably require to be double-horsed for the ascent. The bridge over the Kriva at point  $5\frac{1}{2}$  miles is broken; the river, however, is easily fordable in summer. From Deve Bair to Kustendil there is a fair chaussée, which continues to Radomir and Sofia.

One telegraph wire on wooden poles follows the road as far as Chifte Khan, whence two wires (the second one from Kratovo) lead to Egri Palanka.

There is now telegraphic communication between Egri Palanka and the frontier post at Deve Bair Pass. From Deve Bair to Kustendil, one wire (and for part of the way three) follow the chaussée.

	Name.	Approximate distance.	
		Intermediate.	Total.
		Miles.	Miles.
	Novoselo - -	13½	13½
	Kumanovo - -	5½	
			19

Leaving Uskub, the road runs north-east and generally parallel to the Uskub-Nish railway. At two miles the Ishtip chaussée branches off. The main road now rises gradually to a plateau, and traverses an undulating and cultivated country. At six miles a fair cart road branches south. The main road rises, at first rather steeply, to the crest of a spur from the Kara Dagħ, the highest point of this section reached at eleven miles: the plateau is open and affords a suitable halting place half-way to Kumanovo. Water is, however, available only from a few wells and a dirty brook. The road descends steadily to Novoselo, crosses the railway near Cherkeshkeui and reaches Kumanovo. From the plateau (11 miles) to the railway crossing, troops can move anywhere off the road.

At Kumanovo a chaussée branches off northwards, and follows the railway to Vrania in Servia (see Route 29).

	Name.	Approximate distance.	
		Intermediate.	Total.
		Miles.	Miles.
	Stratzin - -	20	
			39

Leaving Kumanovo the road runs in a general easterly direction, over undulating cultivated country, skirting spurs of the Ruyen Dagħ which command the road on the north; later on the road is commanded from the south also. The Pchinia river is crossed near Voinik by a wooden bridge with stone piers. At Stratzin Khan there are a small Zaptieh post of

about 30 men, and a telegraph office connecting with Kumanovo, Egri Palanka, and Kratovo.

Name.	Approximate distance.	
	Intermediate.	Total.
Chifte Khan -	Miles. 9	Miles. 48
Egri Palanka -	8	
		56

Leaving Stratzin the road crosses various streams and enters a country which rapidly becomes more hilly and less cultivated. Near Chifte Khan, where there is a Zaptieh post of 10 men, the Kriva valley is entered and the stream crossed by a wooden bridge, a ford being also available. The road then follows the Kriva valley to Egri Palanka.

Name.	Approximate distance.	
	Intermediate.	Total.
Deve Bair -	Miles. 9	Miles. 65

Leaving Egri Palanka the road ascends the Kriva valley in a general easterly direction, with steep scrub and forest-clad hill slopes on both sides, and at  $5\frac{1}{2}$  miles leaves the valley and, turning sharply north-east, ascends to the frontier post of Deve Bair. There are several small military posts along the road. Various footpaths branch off, but few of them are practicable even for mules.

At Deve Bair there are a Turkish Customs post and a small barrack for the frontier guard. The Turkish and Bulgarian frontier posts are barely 60 yards apart.

Name.	Approximate distance.	
	Intermediate.	Total.
Kustendil -	Miles. 15	Miles. 80



Two roads lead from the frontier to Giusheyo, a village of 20 houses situated at the foot of the frontier range: the old road, which has very steep gradients and is in bad repair, and the new chaussée (12 to 22 feet of metal) which has long zig-zags but easy gradients and is in excellent order. Thence the road traverses a highly cultivated plain, enclosed by high and wooded hills. Plenty of metal is available by the side of the road for repairs. There is a steep descent near Vratza, where wagons or guns ascending would require to be double-horsed. Kustendil is reached after a stretch of level road.

#### ROUTE 31.

*Uskub to Ishtip, via Keupruli.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

Mr. H. Satow, H.B.M. Vice-Consul at Uskub.

This route is of considerable importance as connecting the three military centres of Uskub, Keupruli, and Ishtip.

It is a chaussée in fair condition and passable for wheeled traffic; the section Kaplan-Keupruli, however, is in bad repair, the bridges being now broken and the metalling worn into patches, so that, except in summer, wheeled traffic would experience considerable difficulties. From Keupruli to Ishtip the road has recently been repaired and is in good order.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Kaplan . . .	16	16
Keupruli . . .	17	33
Ishtip . . .	23	56

Leaving Uskub, the road crosses the Uskub plain to Kaplan, a four hours' journey, and then traverses hilly country to Keupruli. Thence to Ishtip the country is flat.

## ROUTE 32.

*Uskub to Monastir, via Kalkandelen.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

Mr. H. Satow, H.B.M. Vice-Consul at Uskub.

This is a good chaussée as far as Kalkandelen, but is in need of repair in places; stones have been collected for this purpose, but no repairing work was done in 1904; thence to Gostivar the chaussée is in fair order, but becomes very muddy and almost impracticable in wet weather.

From Gostivar to Kirchevo the road is bad and is not passable for wheels; a chaussée is in course of construction on this section, but progress is very slow. From Kirchevo to Monastir it is in fairly good condition and is practicable for carriages.

Name.	Approximate distance.	
	Intermediate.	Total.
Kalkandelen	Miles. 25	Miles.
		25

The road traverses the rich plain of Uskub and crosses the Lepenetz River near Zlokushan and the Vardar near Hussein Shah, both new wooden bridges on stone piers. It then enters the Zeden defile between the Suba Gora and the Zeden ranges, and after crossing the Kaldirin Pass at the head of the valley, descends into the Vardar valley again and, crossing the river by a wooden bridge on stone piers, soon reaches Kalkandelen (Tetovo).

Several hill tracks cross the Shar Dag from Prisren to Kalkandelen: in winter they are usually impracticable.

Name.	Approximate distance.	
	Intermediate.	Total.
Gostivar	Miles. 16	Miles. 41
	25	66

Leaving Kalkandelen, the road follows a straight line across the plain to Gostivar. South of the town the ascent of the Bukovik Dagħ is commenced, the route following a stream valley by a track impassable for carts, and, after crossing the ridge, descending into the valley of the Zagaska stream and following it to Kirchevo, where a track to Dibra *viā* the Kopach (Izvor) valley branches off.

Name.	Approximate distance.	
	Intermediate.	Total.
Pribiltzi - -	Miles 27	Miles. 93
Monastir - -	22	
		115

Leaving Kirchevo, the road ascends to a col between the Dibra hills and the Krushka Dagħ, and descends into the valley off the Cherna, following this valley to Pribiltzi: a rough cart track to Perlepe *viā* Brod branches off before the ascent, also a hill track to Krushevo from the summit of the pass. It crosses another low col between steep hills at Lopanitza, and, entering the Monastir plain, traverses it to the town, which is reached 14 hours from Kirchevo.

#### ROUTE 33.

*Uskub to the Bosnian Frontier, viā Mitrovitzā, Novibazar, Sienitza and Pleclie.*

Lieut-Colonel Maunsell, C.M.G., R.A. (1905).

Mr. A. Ryan, H.B.M. Vice-Consul at Uskub.

This is an important military communication and is the only route from north to south through the narrow strip of country wedged in between Montenegro and Servia.

It mostly traverses accidented and difficult country, and in places is very rough and barely passable for wheels: artillery might, with considerable difficulty, be dragged over it.

As far as Mitrovitzā the route is fairly easy; afterwards it becomes more difficult.

Name.	Approximate distance.	
	Intermediate.	Total.
Kachanik - -	Miles. 18	Miles. 18
Ferisovich - -	11	29

Leaving Uskub, the road, a roughly made chaussée strikes north-west across the plain to the mouth of the Kachanik defile which it enters, skirting the left bank of the Lepenatz stream close alongside of the railway. Near Kachanik the gorge narrows and the track becomes very difficult for wheeled traffic.

North of Kachanik the valley widens, and a good cart track leads, generally parallel to the railway, to Ferisovich, where chaussées branch off in opposite directions to Gilan and Prisren.

Name.	Approximate distance.	
	Intermediate.	Total.
Prishtina - -	Miles. 21	Miles. 50
Mitrovitza - -	23	73

Leaving Ferisovich, a cart track continues parallel to the railway to Liplian, whence a rough chaussée strikes across the plain to Prishtina; here two cart roads branch off, the one to Vrania *viâ* Gilan, and the other *viâ* the Lab valley to the Servian frontier at Prepolach and thence, *viâ* Kurshumlie and Prokuplie, to Krushevatz.

Leaving Prishtina the main road, a fair chaussée, crosses the Lab by a bridge at Babinmost, and follows the east side of the Sitnitztza valley to Vuchitrin. It then crosses first the river and then the railway, the latter at the station, and follows the railway line closely to Mitrovitza, whence a cart track leads to Ipek, and a rough horse track to Tergovishte *viâ* the Ibar valley.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Novibazar - -	27	100
Prometenik Pass-	16	116
Sienitza - - -	12	
		128

Leaving Mitrovitz, the Ibar is crossed by a bridge and its left bank followed for 3 miles, after which the road strikes north-west, passes Baniska, and ascends to the summit of a broad spur situated between the Baniska valley and the Plakonitza stream. The country is partly wooded and much accidented and the track here is only just passable for carts. A steep descent leads into Novibazar, situated in the valley of the Rashka stream, whence a rough and difficult cart track leads to the Servian frontier at Rashka and continues as a chaussée to Kraljevo. Horse tracks also run westward to Berane and Tergovishte. Leaving Novibazar a rough chaussée crosses the sharp ridge of Prometenik and descends gradually into the small plain of Sienitza. A new chaussée is under construction from Sienitza to Novi Varosh.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Priepolie - -	23	151
Plevlie - - -	17	168
Bosnian Frontier	20	
		188

Leaving Sienitza, the steep ascent of the Kremenik spur is soon commenced by a cart track and the Komaritz col is crossed; the road then descends into the small Mileshevo valley, and leads to Priepolie through wooded accidented country. The track is rough in places but becomes a made road for the last 6 miles before reaching Priepolie.



Leaving Pripolie a fair chaussée traverses a wooded and difficult country with numerous small ravines till Plevlie is reached.

The chaussée then leads *viâ* Boliyanitz to the Bosnian frontier at Metalka Pass, whence it is continued towards Serajevo.

#### ROUTE 34.

*Monastir to Durazzo, viâ Okhrida and Elbassan.*

“Voyages en Macédoine” by Victor Berard (1899).

This road is a portion of the old Roman road, the “Via Egnatia,” the main route from Salonica on the Aegean to Durazzo on the Adriatic. It is a good chaussée, in fairly good order and suitable for carriages as far as Struga: thence onwards to Jura the road is fairly good, but after Jura it degenerates into a mule track and is not passable for wheeled traffic till the Elbassan plain is entered. In the Skumbi gorge the route is a mere mule track, and continues so to Durazzo. It is very muddy in rainy weather and dusty in summer. From Kawaia to Durazzo it is a sandy track.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Kashani - -	11	11
Resna - -	13	24

Leaving Monastir, the road follows the narrow valley of the small stream Bratin, and soon reaches Kashani, the normal halfway halting place between Monastir and Resna: the village is on the Semnitza stream and consists of 100 Vlach and Bulgar houses. Then, after ascending and crossing the rather sharp col of Giyavat, it reaches the elevated plateau which forms a col between the Bigla Dagħ and the northern slopes of the Peristeria Dagħ, passes a small zaptieh post at the crest of the pass and descends into the Prespa valley by a rather steep gradient; the chaussée from Koritza joins the main route 2 miles short of Resna.

K 2

Name.	Approximate distance.	
	Intermediate.	Total.
Okhrida - -	Miles. 25	Miles.
		49

Leaving Resna, the road follows the Leva stream, traverses the cultivated but treeless plain stretching southwards to the Prespa lake, and passes Leva Reka. The road then winds gradually through oak and beech forests over the watershed between the lakes of Okhrida and Prespa, and reaches the summit of the Lieskovetsi Pass at about 3 hours' journey from Resna; it then passes a small zaptieh post, and, descending into the basin of Okhrida, reaches the town 2 hours from the summit of the pass.

Name.	Approximate distance.	
	Intermediate.	Total.
Struga - - -	Miles. 16	Miles. 65
Jura - - -	23	83
Elbassan - -	21	
		109

Leaving Okhrida town, the road skirts the north shore of Lake Okhrida whence a difficult cart road diverges northwards to Kirchevo along the Suteska valley and across the Turie Dagħ, and a track leads southwards along the east shore of Lake Okhrida to Koritza. At a distance of 15 hours from Monastir it reaches the town of Struga, where an important wooden bridge built on ruined stone piers crosses the unfordable River Drin.

A rough and in places very difficult track leads north to Dibra along the valley of the Black Drin.

Continuing across a cultivated and rather swampy plain, the road crosses spurs of the Yablanitzka ridge, the watershed between the Adriatic and the Ægean, and, after a long steep gradient up wooded slopes, reaches a zaptieh post on the summit of the ridge and

then descends into the Domuz Ova, the upper basin of the Langaitza stream, a tributary of the Skumbi. The Domuz Ova is an ancient lake bed which is still marshy at one end, and measures 4 to 5 miles in length and 2 miles in width. At its eastern end there is a rocky ridge covered with oak woods. The road then follows the Langaitza valley along a narrow rocky gorge for an hour's journey, enters a wide valley, crosses the Skumbi and reaches Kiukesi, whence a little-used mule track leads southwards to Koritza.

The road then skirts the southern edge of a line of hills, traverses a cultivated country, and reaches Jura, a village of 40 Albanian houses, scattered amongst walnut trees and orchards. It is situated at the western entrance of the plain where the Skumbi makes a sharp bend westward and, entering a narrow rocky gorge, 40 yards wide with steep side walls, continues its course in a series of cascades past water meadows studded with willows. This plain stretches southwards towards Koritza and to the upper Devol, with its bare clay hills and its easy and fairly well cultivated slopes on either side.

Leaving Jura, the road continues amongst the wooded hills overlooking the Skumbi gorge and traverses a country with few villages or habitations, the district being frequented in summer only by nomads. Crossing to the right bank of the Skumbi by the ancient stone bridge of Haji Bekkiar the road enters the plain of Elbassan, bordered by very steep wooded slopes, and, after passing through woods and olive gardens, enters Elbassan, a town of 8,000 inhabitants and the seat of a mutesarraf.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Peklin . . . . .	21	130
Kavaia . . . . .	16	146
Durazzo . . . . .	12	
		158

Leaving Elbassan, the road traverses a muddy cultivated plain for some distance, then follows the narrow gorge of the Skumbi with its scarped banks

and reaches Peklin. Issuing from the defile the road leaves the last outliers of the hills and enters the coast plain near Kernö. Thence onwards it turns northwards, and, after crossing several small streams, reaches Kawaia; it then follows the coast traversing a deserted country with only a few coastguard huts until Durazzo (Dirach) is reached.

#### ROUTE 35.

*Monastir to Ishtip, via Kavadar and Krivolak.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1905).

Mr. A. Ryan, H.B.M. Vice-Consul at Uskub.

This road is of great military importance as connecting the Monastir plain with the Salonica-Uskub railway at Krivolak and with Ishtip. From Monastir to Perlepe the road consists of a very fair metalled chaussée, but, in the hilly portions further on, it is often out of repair and is difficult for wheeled traffic owing to broken culverts and portions of road being washed away into the ravines. It is, however, better constructed and easier than Route 36. From Krivolak Bridge to Ishtip a chaussée has been made.

(Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Perlepe - -	25	25
Voyarsi - -	26	51
Kavadar - -	6	57
Krivolak Bridge -	12	69

Leaving Monastir, the road traverses the plain to Perlepe; thence it rises steeply to the Vorila Dagħ, which it crosses by the lofty narrow pass of Pletvar, and, descending, crosses the Radobil stream by a ford and the Cherna stream by a stone bridge at Voyarsi. At Drenovo Khan,  $1\frac{1}{2}$  miles short of Voyarsi, a branch chaussée leads along the left bank of the Cherna to the railway at Gradsko, and then to Keupruli parallel to the railway. Continuing eastwards through a hilly district, the main road reaches Kavadar, the centre of

the hilly district of Tikvesh, and then passes Negotin village. It reaches the Vardar valley at Krivolak station on the Salonica-Uskub line, and, a mile further north, crosses the Vardar by a new iron bridge.

Name.	Approximate distance.	
	Intermediate.	Total.
Ishtip - - -	Miles. 19	Miles.
		88

Leaving the Vardar, the road rises over some low bare ridges, crosses the Kriva-Lakavitza, an affluent of the Bregalnitzza, by a ford, and follows a general north-easterly direction along its valley till Ishtip is reached. It is joined near Haji Saidi by a direct horse path from Gradsko station.

#### Route 36.

*Monastir to Ishtip, via Prishat and Keupruli.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1905).

Mr. A. Ryan, H.B.M. Vice-Consul at Uskub.

Similar to Route 35, this road is of considerable military importance, but it is somewhat more difficult and not so well constructed. It is in good repair, and passable for wheeled traffic. The usual route to Keupruli is that *via* Drenovo Khan and Gradsk (see Route 35), it being a chaussée for most of the way but in fair repair.

Name.	Approximate distance.	
	Intermediate.	Total.
Perlepe - - -	Miles. 25	Miles. 25
	35	60

Leaving Monastir, this road follows Route 35 as far as Perlepe; thence it keeps along the valley of the Perlepe stream, and rises by a steep gradient to the



Prishat Gedik, a high pass of the Vorila Dagħ, and, descending again, follows the River Desna to its junction with the Babuna, and crosses the latter: it then continues in a north-easterly direction and crosses the River Topolka. The River Vardar and the railway are reached at Keupruli, and are crossed, the latter by wooden bridges inside the town.

Name.	Approximate distance.	
	Intermediate.	Total.
Ishtip - - -	Miles. 23	Miles.
		83

Leaving Keupruli, the road, now a fair chaussée, traverses a rough hilly country, crosses the Azmak stream by a wooden bridge; then, passing through a rough and mountainous country, the Bregalnitz is reached and crossed by a large stone bridge; a short distance further on, the road reaches Ishtip.

#### ROUTE 37.

*Monastir to Kastoria, via Florina.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This is a very fair chaussée as far as Negochani; from that point onwards it deteriorates considerably, but is passable for wheeled traffic throughout, although often in bad repair.

Name.	Approximate distance.	
	Intermediate.	Total.
Negochani - - -	Miles. 10	Miles. 10
	Florina - - -	
	19	29

This road follows the main chaussée to Salonica (Route 1), down the plain of Monastir to a point about

2 miles south of Negochani and then turns off westwards to Florina, a town situated in a narrow valley opening on the edge of the plain.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Rulia - - -	17	46
Kastoria - - -	14	
		60

Leaving Florina, there is a long ascent to a col joining the Nereska Dagh to the southern slopes of the Peristeria mountains, and the road then follows the elevated valley of Zelova and reaches Rulia. Then, skirting the south-western slopes of the mountain, it descends to Kastoria.

#### ROUTE 38.

*Monastir to Kastoria, viâ Vlaho Klissura.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This route is more often used than that *viâ* Florina, because the chaussée is in a better state of repair and, if desired, the railway can be utilised as far as Sorovich station.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Ekshisu Crossing	38	38
Kailar - - -	16	54
Vlaho Klissura -	13	67
Kastoria - - -	14	
		81

The road traverses an easy, undulating, and fairly well cultivated country, and follows the Monastir-Banitza road (*see* Route 1) to a point about 4 miles short of Banitza and 26 miles from Monastir. Here it turns south-east past Banitza station, crosses the

railway, then again recrosses it and runs parallel to it for about 5 miles, crossing an easy rounded ridge into Sarigeul plain. It then passes to the east of, and close to, Ekshisu station, crosses the railway and continues in a general south-south-easterly direction over a cultivated plain till Kailar is reached.

Near Ekshisu, a chaussée from Sorovich station joins the main route and branching off southwards eventually leads to Serfije and the Greek frontier.

The road then ascends a bare rounded ridge, the water-parting between the Monastir and Kastoria plains, and reaches the large Bulgarian village of Vlaho Klissura at the summit of the pass. It then descends into the Kastoria plain, passing Zagorichani, and, skirting the southern edge of the lake of Kastoria, till it reaches the town.

A small boat may be hired to cross the lake, and thus shorten the distance to the town, situated on a promontory on the west side.

#### ROUTE 39.

*Monastir to Kastoria, via the western shore of Lake Prespa and Koritza.*

Lieut-Colonel Maunsell, C.M.G., R.A. (1904).

This is a very fair chaussée, and forms the principal communication between Monastir and Koritza.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Koziak - -	17	17
Zveshda Khan -	29	46
Koritza - -	10	56
Brisnitza - -	21	77
Kastoria - -	23	100

Leaving Monastir the Okhrida chaussée (Route 34) is followed across the cultivated plain round the northern end of Lake Prespa to Koziak, three miles

short of Resna; the road then turns south, and soon skirts the steep slope of the Galishitza Dagħ which runs right down to the lake shore. At Stenia Khan it ascends over a col in a promontory, descends again into the little bay of Goritza, crosses a smaller promontory, and, finally, near Leshka, ascends the steep range along the southern shore and, descending to Zveshda Khan by numerous zig-zags, enters Koritza plain and follows it to the town itself. Two miles south of Zveshda Khan, a chaussée branches east up the valley of the Devol, crosses a low col, and reaching the Florina-Kastoria road (Route 37) near Brisnitza, follows it to Kastoria: the country is easy, undulating hills; a more direct cart track leads to Kastoria *via* Kostenetz, thus avoiding Brisnitza; it is 8 miles shorter.

## ROUTE 40.

*Okhrida to Dibra.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This is an easy horse track, said to be just passable for wheeled traffic; it is a seven or eight hours' journey.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Struga	9	9
Trebishte	20	29
Dibra	12	41

Leaving Okhrida, the road follows the chaussée to Struga (*see* Route 34), crosses the bridge there, and then leads down the left bank of the Black Drin. At Trebishte, a place of 5,500 inhabitants, the road crosses to the right bank by a bridge and closely follows the valley as before. It turns up the Radika valley for two miles, and then crosses to Dibra. A track from Trebishte follows the left bank of the Drin, crosses it at a bridge below the junction of the Radika, and joins the main track.

## ROUTE 41.

*Okhrida to Koritza (Gurije), viâ Pogradesh.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This road, though a difficult one, is just passable for wheeled traffic to Pogradesh, whence a rough chaussée runs to Koritza.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Pogradesh - -	20	20
Sovyani - -	12	32
Koritza - -	10	
		42

It follows the eastern shore of Lake Okhrida by a rough hilly track to Pogradesh, a place of 1,800 inhabitants, at the southern end of the lake. Thence a chaussée crosses an easy watershed into the marshy basin of the Malik Lake, passes Sovyani, situated on its shore, and soon reaches Koritza (Gurije). A rough track follows the western shore of Lake Okhrida from Struga to Pogradesh.

## ROUTE 42.

*Scutari to Prisren.*

Steinmetz: "Eine Reise durch die Hochländergaue Oberalbaniens," Vienna, 1904.

This route is a difficult track through mountainous country: after Kukush the road becomes practicable for carts.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Spash - - -	50	50
Kukush - -	19	69
Prisren - -	20	
		89



Leaving Scutari the track ascends the Kiri valley east of the town, leading *via* Prekali to a high pass north of Shukali Peak, and then descends by steep gradients into the Drin gorge at Toplana. Crossing the Drin near the village, it continues along its left bank and close to the stream to Spash, where the valley widens a little. An alternative track from Scutari crosses the Drin at Vaudens, and traversing Dukajini country, passes Puka and the Malit Pass before reaching Spash; this track is slightly shorter than, and similar, to the first route.

Leaving Spash, a somewhat easier route continues to Kukush (Vezir Khan) situated at the junction of the Black and White Drins, and at the crossing point of several hill tracks. From Kukush to Prisren a fair cart track follows the left bank of the White Drin.

#### ROUTE 43.

##### *Scutari to Diakova.*

Steinmetz: "Eine Reise durch die Hochländergaue Oberalbaniens," Vienna, 1904.

These routes are difficult tracks across the mountains.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Dushmani - -	22	22
Gionpepai - -	14	36
Diakova - -	28	
		64

Leaving Scutari, the road crosses the bed of the Kiri stream and follows a path through hill country into the Nerfusha valley, whence the ascent of the important Shukali range commences. It leads through bushes and low oaks, but a fine view of the Drin valley and of the Zadrima plain is obtained. After passing through the country of the Shlako tribe, the road descends through a wild mountain country with deep ravines and reaches the "Kula" or tower

of Vukiaya. It then enters Dushmani country and descends *viâ* Brusha towards the narrow precipitous gorge of the River Drin at Dushmani. Another track from Scutari rises to Kiri, crosses the Kirit Pass and descends to Toplana. Skirting this gorge and passing well above it, the main road traverses Toplana country to Gionpepai in Nikai, where another track from Scutari *viâ* Bagsit Pass joins. The road then turns eastwards towards Diakova *viâ* the Kolsit and Luzh Passes, crossing in succession three deep valleys with steep wooded slopes draining south to the Drin; the country becomes rather easier as Diakova is approached.

An alternative route from Scutari to Diakova ascends *viâ* Prekali, descends to Toplana, crosses the Drin gorge and continues along its left bank to Spash, where it ascends the Kruma valley and leads to Diakova (see Route 42).

#### ROUTE 44.

##### *Alessio to Prisren.*

Steinmetz: "Eine Reise durch die Hochlândergaue Oberalbaniens," Vienna, 1904.

This is an important but difficult hill track, which for most of its length keeps at an altitude of 3,000 feet.

Name.	Approximate distance.	
	Intermediate.	Total.
Orosh - -	Miles. 28	Miles. 28
Kukush (Vezir Khan).	26	54
Prisren - -	20	74

Leaving Alessio, the road ascends to the country of the Mirdites and passes through their capital Orosh: thence, ascending the valley of the Fani Vogel, it crosses from Shanshar over the Judesh Dagh into the White Drin valley at Zhafa, where there is a bridge with a track to Bishan. An easy road, practicable for carts, leads from Zhafa *viâ* Kukush and the White Drin valley, to Prisren (see Route 42).

## ROUTE 45.

*Valona (Arlona) to Ergherikastro.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This is only a difficult horse track, following the Voyussa valley *viâ* Tepedelen: approximate distance is 50 miles. Traffic between the two places is usually by sea, the port of Santi Quaranta being used.

## ROUTE 46.

*Valona (Arlona) to Elbassan, viâ Berat.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This route is a rough hill track, not passable for wheeled traffic. From Berat to Elbassan the track is a fairly easy one.

Name.	Approximate distance.	
	Intermediate.	Total.
Fieri - - -	Miles. 22	Miles. 22
Berat - - -	26	48

Leaving Valona, the road skirts the marshes on the sea coast lying to the north of the town, and, soon after crossing the River Voyussa at Ferash, turns eastwards towards Berat, passing Fieri and Kumani and skirting the southern edge of the Muzakia plain and the Semeni valley. The River Semeni is crossed by a stone bridge at Gielbshira just above its junction with the Devol.

Name.	Approximate distance.	
	Intermediate.	Total.
Gurala - - -	Miles. 22	Miles. 70
Elbassan - - -	12	82

Leaving Berat, the road follows the the left bank of the River Devol, crosses it near Gurala, also the watershed between the Devol and the Skumbi and soon reaches Elbassan.

#### ROUTE 47.

*Santi Quaranta to Yanina, via Delvino.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

As far as Delvino the route is difficult for carts owing to the absence of bridges; from Delvino to Yanina the road is passable for wheeled traffic, being in places a rough chaussée.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Delvino - -	9	9
Khan Kalinaki -	31	40
Yanina - -	21	
		61

At Khan Kalinaki, the chaussée from Koritza (see Route 52) joins the main road.

#### ROUTE 48.

*Prevesa to Yanina, via Filipiades.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This route furnishes the best communication between the Adriatic coast and Yanina, and is passable for wheeled traffic throughout. The journey is usually made in two days with a halt at Filipiades, but can be accomplished in one day if special arrangements have been made for relays at Filipiades.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Filipiades - -	23	23
Davichon Khan -	22	50
Yanina - -	9	
		59

Leaving Prevesa, the road follows the right bank of the River Luros till, just before reaching Filipiades (Luros), it passes Papas Keupri, where a cart track from Salakhora *viâ* Imam Chaushkeui joins. At Filipiades a cart track from Arta joins. Continuing along the right bank of the Luros River, the road passes Haireddin Pasha Khan and Emin Agha Khan, and crosses to the left bank by a bridge just above Stino Boghaz; thence the road passes Tewfik Bey Khan, ascends a ridge, passes Davichon Khan, and descends, *viâ* Santi Dimitri, into the Yanina plain, which it follows till Yanina town is reached.

#### ROUTE 49.

*Yanina to Arta, viâ Pente Pigadia.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This route is a good but rough track, just passable for wheeled traffic.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Davichon Khan -	9	9
Pente Pigadia -	9	18
Arta -	22	40

This route follows the Prevesa road (*see* Route 48) as far as Davichon Khan; it then leads into the hills to the east of the Luros valley, passing Pente Pigadia (Besh Punar), descends near Karavanserai Khan and Kumyadis into the plain skirting the hills to the west, and reaches Arta, where a cart track joins from Filipiades.

#### ROUTE 50.

*Yanina to Ergherikastro.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This is a fairly good road, and is passable for wheeled traffic throughout.

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I.



Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Khan Kalinaki -	21	21
" Delvinaki -	10	31
Ergherikastro -	26	
		57

The road follows Route 51 as far as Khan Kalinaki, and thence Route 47 to Khan Delvinaki, it then descends diagonally across the valley of the Ergheri River, crossing a bridge to reach the town, where a similar track from Muzermia Khan (near Delvino) *viâ* the left bank of the Ergheri joins.

#### ROUTE 51.

#### *Yanina to Berat.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This is a rough hilly cart track, some portions of which have been made into a *chaussée*: the route is difficult in places but is passable for carts throughout.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Khan Kalinaki -	21	21
Messiafor Khan -	15	36
Premeti -	20	56
Berat	43	
		99

The track follows Route 52 as far as Messiafor Khan. It then descends the Voyussa valley, crosses to the left bank by a bridge a few miles above Premeti, and recrosses by another bridge in that town. It leaves the river valley at Klissura, and winds its way over high wooded ranges before descending to Berat.

## ROUTE 52.

*Yanina to Monastir, via Leskovic and Koritza.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This is a main route of some importance passing through the centre of southern Albania; it is passable for wheeled traffic, but is difficult in places. It can be traversed in 50 hours.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Khan Kalinaki	21	21
Messiafor Khan	15	36
Leskovic	13	49
Koritza	37	86
Monastir	56	142

This road is identical with Route 51 as far as Messiafor Khan, just before reaching which a cart road branches to Konitza.

Leaving Messiafor Khan the Voyussa is crossed by a bridge, and the road winds upwards past Leskovic over spurs of the Grammos Range, and descending into the wide Koritza plain reaches the town. From that point two roads lead to Monastir, the principal and best route following the west shore of Lake Prespa (see Route 39), while the other runs *via* Florina (see Route 37).

## ROUTE 53.

*Koritza to Berat.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

There are two routes, the direct one *via* Muskopolye, and the circuitous one *via* Messiafor Khan. The first of these, described below, is passable for carts only as far as Muskopolye, where it becomes a horse track. The other route is just practicable for wheeled traffic throughout, but is difficult in places and is 113 miles long, being a combination of Routes 52 and 51.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Muskopolye - -	15	15
Tomoritzna - -	18	33
Berat - - -	19	52

Leaving Koritzna in a westerly direction a chaussée leads to Muskopolye (Voskopoi), a small town overlooking the Devol Valley from the south: thence a horse track descends towards the river valley, follows it for a few miles passing numerous small villages and crosses the Yilan Pass to Tomoritzna; it then crosses the watershed dividing the Devol and Osum valleys and descends to Berat.

#### ROUTE 54.

*Prisren to Ferisovich, viâ Stimlia.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This is an important military communication between Prisren and Ferisovich station on the Uskub-Mitrovitzna railway line. It has recently been converted into a fair chaussée, passable for wheeled traffic.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Stimlia - -	28	28
Ferisovich -	9	37

Leaving Prisren, the chaussée reaches Suharyeka, whence a direct cart track from Diakova joins: it then ascends gradually to the Dulyit Pass and, crossing the Srenolyeva Dag, descends to Stimlia, leading thence direct to Ferisovich.

A more direct cart track leads from Prisren to Kachanik railway station, distance 30 miles; this crosses the hills to Verbashtitza at the head of the Lepenatz valley and thence leads direct to Kachanik.

#### ROUTE 55.

##### *Prisren to Ipek, via Diakova.*

Lieut.-Colonel Maunsell, C.M.G., R.A.

This route is a fairly easy one and is passable for wheeled traffic, but is mostly used for pack transport. From Diakova to Ipek the road is more hilly than in the first portion.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Krusha Maze	9	9
Rogova	3	12
Diakova	9	21

The road traverses the cultivated open plain country and foot-hills, and follows the valley of the White Drin, passing Krusha Maze, where a small zaptieh post is maintained. The road crosses the river near Rogova by a stone bridge (Sivanski Most), an important passage and easy to defend; there is also a ford about  $1\frac{1}{2}$  miles down stream which can generally be utilised. The road then leads to Diakova.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Ipek	25	46

Leaving Diakova, the road skirts the eastern edge of the mountains lying to the west and, after passing numerous small villages reaches Ipek, whence a horse track leads across the Sleb Mountains to Tergovishte in the Ibar valley, a distance of about 16 miles.

## ROUTE 56.

*Prisren to Kalkandelen.*

Steinmetz: "Eine Reise durch die Hochländergaue Ob. ralbanien," Vienna, 1904.

This is a hill track leading direct across the Shar Dag range; in winter it is often difficult and impassable owing to the snow. Between Yablanitza and Karatash Kula, the road is in a bad state, and is partly paved in places.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Yablanitza -	4	4
Strusha -	2½	6½
Karatash Kula -	3½	10
Brodez -	5	15
Kalkandelen -	5	20

Leaving Prisren, the road ascends the left bank of the Prisren Bistritza, which flows in a deep mountain ravine, and passes Yablanitza, situated in a deep side valley; on a crag close by stand the ruins of Dushangrad (Kiz Kalesi), while Strusha lies hidden in another of the side valleys. Just above Strusha the road leaves the Bistritza valley and turns eastwards ascending a spur, from the summit of which a fine view of the surrounding country is afforded. To the west lie the districts of Gora and Opolye, to the east is the deep narrow gorge of the Bistritza, while straight in front is the peak of Koritnik (7,500 feet). Near the summit of the ascent is the Karatash Kula. Here the road bifurcates, one path leading down the deep narrow valley of the Sharska stream, while another, a rather easier one, follows a spur towards the Kalkandelen plain, which now opens to view: both tracks unite at Brodez, and, crossing the stream by a wooden bridge, continue over a cultivated plain till Kalkandelen is reached.



## ROUTE 57.

*Elbassan to Dibra.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This route is a difficult hill track.

	Name.	Approximate distance.	
		Miles.	
	Dibra	45	

Leaving Elbassan, the road follows the valley first of the River Skumbi and then of the Rapon; it then crosses the Kolobarda range at an altitude of about 3,000 feet, ascends further to the Kiari pass (about 3,700 feet), and thence descends to Dibra.

## ROUTE 58.

*Prishtina to Ipek and Diakova.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This is a rough cart track in the plain country, but degenerates into a mere horse track in the hills.

	Name.	Approximate distance.	
		Intermediate.	Total.
		Miles.	Miles.
	Vragoliya	7	7
	Kijeva	20	27

Leaving Prishtina, the road traverses the Kossovo plain to Vragoliya; then crossing the River Sitnitza, it ascends the Drenitza valley to the summit of the Golyosh Dagli, whence it descends to Kijeva.

Name.	Approximate distance.	
	Intermediate.	Total.
Ipek - - -	Miles. 21	Miles. 48
Diakova - - -	18	66

Leaving Kijeva, the road bifurcates, one branch leading to Ipek and the other to Diakova; both roads traverse a portion of the Metoya Plain and cross the upper waters of the White Drin.

#### ROUTE 59.

##### *Mitrovitza to Ipek.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This is a fair cart track which crosses the watershed range at the Klina pass and the southern outliers of the Mokra Gora range before entering the Metoya Plain east of Ipek.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Klina Pass - -	11	11
Kovraga - -	14	25
Ipek - - -	11	36

Leaving Mitrovitza the road ascends the valley of the small Liushta stream to the Klina Pass, a broad col in the Shishavitza Dagħ. Thence it winds along over several spurs from the north, crosses several small streams and at Kovraga enters the Metoya Plain which it traverses to Ipek crossing the White Drin by a bridge.

From Mitrovitza to Tergovishte there is a horse track along the Ibar valley, a distance of about 43 miles.

## ROUTE 60.

*Ferisovich to Vrania, via Gilan and Davidovitza.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This is a route of some strategical importance, passable throughout for wheels; as far as Gilan it is a chaussée and thence becomes a cart road

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Gilan - - -	21	21
Davidovitza - -	23	44
Vrania - - -	6	50

Leaving Ferisovich the road crosses the low watershed and enters the broad valley of the Upper Morava; it then skirts the foot-hills to the north and reaches Livosh whence an ascent leads to Gilan. A track from Kachanik joins at Gilan: it is not passable for carts. Leaving Gilan the road descends into the Morava valley, now much narrower, at Domorofche, enters a narrow gorge at Konshuli follows it to Bujenefche, where the gorge widens and the Uskub-Kumanovo-Vrania chaussée is met with and followed to Davidovitza (Servian frontier) and Vrania.

## ROUTE 61.

*Sorovich to Elassona.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1904).

This road is now a very fair chaussée throughout, having been considerably improved during the Greek war in 1897; it forms the main communication from the Monastir plain to Serfje and the Greek frontier.

	Name.	Approximate distance.	
		Intermediate.	Total.
	Kozana	Miles. 33	Miles. 33

Leaving Sorovich, a station on the Salonica-Monastir railway, the road traverses open, undulating, and fairly well cultivated country, in a south-easterly direction. A good track branches off to Kastoria *via* Rodnik and Vlaho Klissura. The road then passes through Kailar and reaches the small town of Kozana, the headquarters of the VIth Division, employed in watching the Greek frontier.

	Name.	Approximate distance.	
		Intermediate.	Total.
	Serfije	Miles. 16	Miles. 49
	Elassona	27	76

Leaving Kozana, the road descends to the River Bistritza (Inje Kara Su), which it crosses by a good bridge, and then rises by a gentle ascent to Serfije. Leaving Serfije, the road winds through the hills and, crossing the Kirk Gechid pass, reaches the frontier post of Elassona.

#### ROUTE 62.

##### *Karaferria to Kozana.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1905).

This is an important route from the Salonica-Monastir railway to the Greek frontier, and is a fair chaussée throughout.

	Name.	Approximate distance.
	Kozana	Miles. 36

Leaving Karaferria, this road ascends the narrow valley of the Tripotamos parallel to, and just west of, the gorge of the River Bistritza (inje Kara Su). It reaches its highest point (5,085 feet) at a pass at the head of the Kastania valley at Ahmed Ovasi, whence the Bistritza gorge can be overlooked. Thence the road descends into the plain of the Egri Bujak stream, skirts its southern edge to Karajalar and turns south over low hills to Jijilar on the Kozana-Serfije chaussée which can be followed to the former place, 4 miles distant.

### ROUTE 63.

#### *Katerina to Elassona.*

Captain Bonham, G. Gds. (1905).

This chaussée is, generally speaking, in bad condition and impossible for carriage traffic owing to broken bridges at various points. It follows the valley lying to the north of Mount Olympus.

From Katerina to Hani Milias the road is fair. From Hani Milias to Petra the road is extremely bad, all the bridges being unsafe and some having entirely disappeared. From Petra to Ai Dimitri the road improves, but is still very bad. From Ai Dimitri to Elassona the road is fair and is suitable for wheeled traffic.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Hani Milias -	9	9
Petra -	7	16
Ai Dimitri -	6	22
Elassona -	13	41

A rough track, which is not practicable for carts, leads from Platamona on the coast, along the southern slopes of Mount Olympus, to Elassona *via* Karia (Khas-keui): it passes within a few miles of the Greek frontier all the way.



## ROUTE 64.

*Kirchevo to Dibra.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1903).

This is the best road from Central Macedonia to Dibra; it is not passable for wheeled traffic throughout, but is much used by pack transport.

Name.	Approximate distance.
	Miles.
Dibra - - -	25

Leaving Kirchevo, the road follows the valley of the Kopach (Izvor) stream, then crosses the Yama Bistra range and, descending by the valley of the Radika stream, reaches Dibra.

## ROUTE 65.

*Perlepe to Kirchevo, viâ Brod.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1903).

This route is practicable, although rough, for wheeled traffic. An alternative route leads more directly *viâ* Krushevo: it is a good chaussée as far as Krushevo, and a horse track beyond it.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Debrishte - -	14	14
Brod - - -	9	23
Kirchevo - -	15	38

Leaving Perlepe, the road traverses the Monastir Plain, passes Zabiani and, ascending the Poropolye Dag, leads *viâ* Debrishte to the Barbaros Pass, whence it descends to Brod in the Velika valley. Leaving Brod, it follows the left bank of the Velika to Kirchevo.

The alternative route crosses the plain to Krushevo and continuing westward over the mountains by a horse track joins the main cart road at Shup and follows it to Kirchevo.

# ROUTE 66.

## *Perlepe to Subotsko.*

Lieut.-Colonel Maunsell, C.M.G., R.A. (1905).

This route consists of a very difficult cart track and is generally only used for pack transport. It traverses the hilly districts of Morihovo and Moglena and affords communication between Perlepe and the Salonica Plain.

Name.	Approximate distance.	
	Intermediate.	Total.
	Miles.	Miles.
Cherna River -	20	20
Koziak crest -	14	34
Subotsko -	10	44

Leaving Perlepe, the road starts in a south-easterly direction, crosses the Selachka Dag between the crests of Vashak and Chote, and, after passing Kokre and Kalen, descends into the valley of the Cherna, which it crosses by a wooden bridge, the Rassim Bey Keupri. Thence the road again begins to rise, and passing Polchishta, ascends the Nije Dag to a point near the Koziak ridge: it then descends the southern slopes of the ridge, passes the villages of Bhovo and Prebedishte, and reaches the village of Subotsko, situated in the centre of the Moglena district.

From Subotsko tracks branch off in different directions:—a track, similar to the ones described above, passes through Nonte, Boshava and Dabnishta, and reaches the Perlepe-Krivolak-Ishtip road at Kavadar, length about 37 miles. A horse track leads over the hills, *viâ* Nonte, Koinsko, Borlova, and Petrovo, to Strumnitza (Hudovo) railway station on the Salonica-Uskub line, length about 44 miles; another track leads, *viâ* Oshin and Iniumintza, to Gevghelli, length about

34 miles; another road, a cart road, traverses the broad level valley stretching from Nonte past Subotsko to Vodena, length about 25 miles.

#### ROUTE 67.

##### *Minor tracks crossing the Bulgarian frontier between Pataritza and the River Struma.*

Bulgarian General Staff, 1905.

The following eight routes across the Bulgarian frontier are at present practicable only for infantry columns and mountain artillery.

##### (1.) Kumanovo to Bosiligrad.

This track leaves the Kumanovo-Egri Palanka chaussée near Makresh, and, ascending the valley of the Pchinia, passes Chelopek, Yablanitza, Chainitz, and Radovintza, and crosses the frontier near the Vilokolo peak; it then descends by the valley of the Lubatitza stream to Bosiligrad.

It is passable for wheeled traffic as far as Radovintza.

##### (2.) Egri Palanka to Bobeshino.

This track passes between Kissalitza and Deveji, crosses a spur of the Gradesh Dag, and, ascending the valley of the Luki stream, crosses the frontier by the Golesh Pass (about 14 miles north-west of Deve Bair Pass), where another track from Gorni Ternitza and the Radovintza road (No. 1) *via* Metejovo joins the main track. The two tracks unite and lead on to Bobeshino.

##### (3.) Egri Palanka to Giushevo.

This track first follows the main road (Route 30) from Egri Palanka to the Bulgarian frontier, then ascends the Kriva valley, which it follows for some distance, then, passing between Uzem and Kostur, crosses the frontier near Ravna Niva and leads to the huts of Giushevo. Until the construction of the Egri Palanka-Kustendil chaussée this route formed the only communication across the frontier.

##### (4.) Kratovo and Zletovo to Kustendil.

This track leaves the Egri Palanka-Kochana road (see Route 28) at a point between Kratovo and Zletovo, and then, crossing the Ruen and Shapka spurs of the Sultan Dag, leads to Kustendil.

(5.) Kochana to Kustendil *viâ* Schunek.

This track ascends the Bregalnitz and Kamenitz valleys to Lukovitza, where another track from Tsarevoselo joins. It then ascends the rocky slopes of Siva Kobila to Kossovitza, where numerous village tracks join. It then turns west along the patrol path to Stibanitz peak, and crossing the frontier near Koli-manitz, leads in a northerly direction to Schunek, whence a track descends to Kustendil.

## (6.) Tsarevoselo to Novoselo and Kadin Most.

This track passes Ochipoli and Kisselitz, and crosses the frontier at Chernascala; it then leads up the valley of the Eleshnitz stream to the heights round the source of the Novoselo stream, and descends to Novoselo, whence a track continues to Kustendil. This track is just passable for carts as far as the frontier.

A branch track leads from Chernascala, *viâ* Eremia, Koino, and the Ratchitza valley to Kadin Most between Kustendil and Dubnitz.

## (7.) Jumaa-i-bala and Tsarevoselo to Kadin Most.

This track leaves the Jumaa-i-bala-Tsarevoselo road (see Route 19) at the bridge over the Klissura stream and soon bifurcates, one track going *viâ* Shmokrevtzi and the other by Chopovtzi; they unite near the frontier post of Klissura between Ersekeritza and Kopriven, and following the Yama spur lead to Kadin Most.

## (8.) Jumaa-i-bala and Tsarevoselo to Boboshevo.

This track leaves the Jumaa-i-bala-Tsarevoselo road (see Route 19) at Selhiste Mahalle, passes Lissia and Koprovo, and crosses the frontier west of the Grozdano Mahalle; thence it descends *viâ* Borovetz to Boboshevo.

An alternative track, just passable for wheels, leaves the Jumaa-i-bala-Tsarevoselo road (see Route 19) at Deli Hamza and crosses the frontier at Belkova Mahalle (Buchanovo); it then follows the right bank of the Struma, passes Dragodan, and reaches Boboshevo. If this road were slightly repaired, it would be practicable for field artillery, and form a parallel route to the chaussée on the left bank of the Struma.

## ROUTE 68.

*Minor tracks crossing the Bulgarian frontier east of the River Struma.*

Bulgarian General Staff, 1905.

These tracks are mostly difficult, and are passable for mountain artillery with difficulty. Tracks Nos. 1 to 3 cross the mountains between the Struma and the Rhodope (Despoto Dag) mountains; tracks Nos. 4 to 9 cross the main Rhodope range.

## (1.) Jumaa-i-bala to Rilo.

This track leads from Jumaa-i-bala, past the Dubravski huts, to a point on the frontier near the Dunovski military post. Thence tracks lead *viâ* Stob to Rilo and to Bozovaya. The road requires repair for the passage of all arms in some of the higher parts of the pass, and in rainy weather becomes much cut up.

## (2.) Razlog to Rilo monastery.

Two tracks lead from Razlog to the head of the Bielitz valley; the first passes Dolni- and Gorni-Dragolishta, and traverses the heights on the right bank of the Bielitz stream, whilst the second follows the left bank of the same stream. The tracks then unite and, ascending the spur between the Dimkov Dol and Cherna Schlebnitz streams by a steep gradient, cross the frontier near Kadisha hill, and, following the narrow Ilna valley, reach Rilo monastery. This road is the best route from Razlog to Rilo monastery.

## (3.) Razlog to Samokov.

This track follows the route taken by the above (No. 2) route as far as the head of the Bielitz stream, then crosses the frontier at the Demir Kapu, and leads to Samokov, *viâ* the Bieli Isker valley.

## (4.) Razlog to Tatar Bazarjik.

This rough track leads to Yakaruda, then follows the Granichar valley, passes the Banska Dere, and so leads to the frontier, which it crosses by the Petko Pass; it then descends the valley of the upper Maritza and the Maritza itself to Radoil, where it enters cultivated plain country and traverses it to Tatar Bazarjik. This route follows a difficult track, which becomes easier on the Bulgarian side.



## (5.) Razlog to Sestrino.

This track leads to Yakaruda, follows the valley of the Cherna Mesta, crosses the frontier near Chadir Tepe, and, following the slopes of the Sultan Dagħ and the Balabanitza mountains, reaches Sestrino.

## (6.) Razlog to Bellova.

This track passes Yakaruda, and ascends the Drash-tanitzza stream to the frontier; it then descends by the Abramova heights to the Yablonitza stream, passes Lijene, and then leads to Bellova on the Sofia-Constantinople railway.

## (7.) Nevrokop to Bania (Chepinska.)

This track passes Sischeni and Kovachovitza, crosses the northern slopes of the Orak Kaya, and, passing near Gumush Dere, follows the Despoto stream to the frontier, which it crosses near Kuru Tepe: it then follows the Sofan Dere stream, passes close to Grun-cheritza hill, and reaches Bania (Chepinska ).

## (8.) Nevrokop to Batak.

This track crosses the Mesta by a wooden bridge, ascends the valley of the Dospat stream, passes the little khan of Dospat (custom house of Maltische), and crosses the frontier near Yanik Tepe: then it crosses the Semer Alan ridge, traverses the defile of Tashi Boghaz, and leads north-east to Batak. This route is not passable for carts.

An alternative route to the above passes Dubnitza, and Kochan, descends the valley of the Dospat, *viâ* Bozalan, Dospat and Barakchi, crosses the frontier between the Chaoush Tepe and Dogantzı, then, passing east of the crest of Tash Boghaz, joins the above route at the Semer Alan ridge, and so leads to Batak.

## (9.) Nevrokop to Krichim.

This track passes Badolin, then leads, *viâ* Kara-bulak, Mikhalkovo, and Bachmata Tivar, and through the western portion of Tumrush to the frontier, which is crossed near Churen, and then leads to Krishim station on the Sofia-Constantinople railway. It is a rough mule track.

## APPENDIX B.

## RAILWAY STATIONS AND DISTANCES.

*Note.*—The approximate position of stations is shown on the sketch-map in pocket. Military stations and military crossing places are shown in brackets in the lists below but are not marked on the map.

1.—*Salonica-Monastir Railway.*

## Oriental Railways Company.

Distance in Miles.	Station.
—	Salonica.
7.	Tekeli.
18.	Kerjalar.
27.	Guida-Kapsohora.
42.	Karaferria.
49.	Agustos.
59.	Vertekop.
69.	Vodena.
74.	Vladova.
86.	Ostrovo.
100.	Sorovich.
103.	Ekshisu.
112.	Banitza.
117.	Florina.
127.	Kenali.
137.	Monastir.

2.—*Salonica-Uskub Railway.*

## Oriental Railways Company.

Distance in Miles.	Station.
—	Salonica.
[2½.	Military station.]
15.	Topsin.
27.	Amatovo.
36.	Karasuli.

Distance in  
Miles.

Station.

—	Karasuli.	} Karasuli- Kilindir loop line.
[7.	Military crossing.]	
17.	Kilindir.	
36.	Karasuli.	
38.	Gumenje.	
50.	Gevghelli.	
64.	Mirovche.	
66.	Strumnitza.	
78.	Demir Kapu.	
91.	Krivolak.	
104.	Venisiiani-Gradsko.	
122.	Keupruli.	
138.	Zeleniko.	
152.	Uskub.	

3.—*Uskub-Zibefche Railway.*

Oriental Railways Company.

Distance in  
Miles.

Station.

—	Uskub.
12.	Ajalar.
23.	Kumanovo.
31.	Tabanofche.
37.	Preshovo (military station).
40.	Bukarofche.
48.	Bujenefche.
53.	Zibefche.

4.—*Uskub-Mitrovitza Railway.*

Oriental Railways Company.

Distance in  
Miles.

Station.

—	Uskub.
16.	Eleshan.
23.	Orkhanie (Kachanik).
34.	Ferisovich.
47.	Liplian.
59.	Prishtina.
71.	Vuchitrin.
75.	Mitrovitza.

5.—*Salonica-Dede Agach Railway.*

## Salonica-Constantinople Junction Company.

Distance in Miles.	Station.	
—	Salonica town.	
[1.]	Salonica.]	
[2½.]	Military station.]	
[9.]	Military crossing.]	
19.	Salmanli.	
26.	Sari Geul.	
[32.]	Military crossing.]	
38.	Kilindir.	
—	Kilindir.	
[10.]	Military crossing.]	} Kilindir- Karasuli loop line.
17.	Karasuli.	
38.	Kilindir.	
42.	Doiran.	
50.	Akinjali.	
59.	Poroi.	
[68.]	Military crossing.]	
74.	Haji-Beylik.	
[79.]	Military station.]	
80.	Demirhissar.	
91.	Prosnik.	
101.	Serres.	
[108.]	Military crossing.]	
116.	Borna.	
[122.]	Military crossing.]	
129.	Anjista.	
137.	Oteligos.	
144.	Drama.	
153.	Nusretli.	
[160.]	Military crossing.]	
167.	Buk.	
—	—	
273.	Dede Agach.	

## STATISTICS OF POPULATION BY AGE

Note.—These statistics are based on figures taken from the 1901 Census. They are not intended for any statistical purpose, but are given as a general guide to the population of the various countries. The figures are given in thousands, and the following are the results of the calculations, probably under-estimated.

Age	Male	Female	Total	Percentage of Total
Under 15	1,100	1,100	2,200	100
15 to 20	1,000	1,000	2,000	90
20 to 25	900	900	1,800	81
25 to 30	800	800	1,600	72
30 to 35	700	700	1,400	63
35 to 40	600	600	1,200	54
40 to 45	500	500	1,000	45
45 to 50	400	400	800	36
50 to 55	300	300	600	27
55 to 60	200	200	400	18
60 to 65	100	100	200	9
65 to 70	50	50	100	4
70 to 75	20	20	40	1
75 to 80	10	10	20	0
80 to 85	5	5	10	0
85 to 90	2	2	4	0
90 to 95	1	1	2	0
95 to 100	0	0	0	0
Total	11,000	11,000	22,000	100

## APPENDIX C.

\* See definition of Macdonald.



## STATISTICS OF POPULATION OF MACEDONIA

NOTE.—These statistics are based on figures taken from Staff: they are not vouched for as absolutely Macedonian kazas, as well as some of "Old from the following list: therefore the totals of probably under-estimated.

Names of Kazas.	Bulgarians.	Turks.	Greeks.	Albanians.
Salonica Vilayet :—				
Salonica - - -	27,164	31,978	33,761	—
Karaferria - -	6,267	7,300	1,497	—
Yenije Vardar - -	36,959	9,485	25	—
Vodena - - -	33,779	8,093	—	—
Gevghelli - - -	20,643	14,900	—	—
Tikvesh - - -	44,536	2,076	—	24
Strumnitza - -	23,602	19,930	—	—
Doiran - - -	10,888	17,492	—	—
Avret - Hissar (Kilkish)	21,468	19,928	—	—
Lugadina - - -	10,150	20,681	9,070	—
Kassandra - - -	—	4,083	30,359	—
Mount Athos - -	1,100	—	4,500	—
Serres - - -	40,536	28,220	28,665	—
Zihna - - -	16,280	6,290	14,005	37
Demirhissar - -	32,040	14,690	350	—
Petrich - - -	28,638	11,310	—	—
Melnik - - -	17,698	5,551	2,650	—
Jumaa-i-bala - -	25,182	4,575	60	—
Razlog - - -	31,970	80	—	—
Nevrokop - - -	62,272	12,500	620	—
Drama - - -	19,594	26,450	4,600	—
Pravishtha - - -	500	9,050	7,200	—
Kavalla - - -	2,710	12,370	3,700	—
Sarishaban - - -	180	14,586	200	—
Total - - -	514,166	301,023	154,741	61

\* See definition of Macedonia,

## DONIA\* BY KAZAS AND BY RACES.

Kinchoff's "Makedonia" and from the Bulgarian General accurate, but are given only as an indication. A few Serbia" and Novibazar, appear to have been omitted the populations of the three vilayets concerned are

Circassians.	Vlachs.	Jews.	Gipsies.	Various.	Total.
—	—	55,000	3,553	8,500	159,956
—	7,890	500	1,700	—	38,633
40	274	90	1,827	60	48,760
—	430	—	873	—	43,180
187	9,430	—	655	3,500	49,315
—	122	—	535	—	47,293
—	—	700	1,650	—	45,882
—	—	160	1,048	—	29,688
—	—	—	1,782	—	43,178
—	—	150	1,025	—	40,476
—	—	—	—	—	34,442
—	250	—	—	4,060	9,910
1,060	1,800	2,500	4,563	340	107,684
—	710	—	1,205	3,900	42,437
650	2,165	—	1,575	—	51,470
—	40	—	1,100	—	41,088
—	1,150	—	1,222	—	28,271
—	1,130	180	351	—	31,478
—	650	—	650	—	33,350
—	988	110	1,115	—	77,605
50	127	150	3,613	150	54,734
—	—	—	1,616	—	18,366
—	—	400	1,085	200	20,465
—	150	—	605	—	15,721
1,987	27,306	59,940	33,348	20,710	1,113,282

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Names of Kazas.	Bulgarians.	Turks.	Greeks.	Albanians.
Kosovo Vilayet:—				
Uskub - - -	37,317	17,024	50	9,182
Kalkandelen - -	33,451	15,680	—	23,667
Keupruli - - -	37,634	15,110	—	1,150
Kumanovo - - -	34,691	6,150	—	6,166
Preshovo - - -	27,678	—	—	9,446
Kratovo - - -	19,385	3,805	—	—
Egri Palanka - -	24,162	2,500	—	—
Kochana - - -	20,736	11,820	—	45
Malesh - - -	27,356	425	—	—
Ishtip - - -	22,492	25,675	—	—
Radovishta - - -	9,043	11,061	—	—
Total - - -	223,94	109,250	50	54,656
Monastir Vilayet:—				
Monastir - - -	91,257	14,370	—	12,996
Perlepe - - -	58,953	8,150	—	3,525
Okhrida - - -	44,234	6,000	—	7,291
Florina - - -	37,781	11,410	—	4,344
Kruchevo - - -	33,136	—	—	6,190
Dibra - - -	25,730	3,380	—	23,695
Reka - - -	18,580	—	—	6,959
Kastoria - - -	51,123	3,925	9,590	4,344
Kailar - - -	7,916	27,155	1,800	—
Naslieh - - -	1,215	—	30,470	—
Greben (Grevena) -	—	500	18,588	150
Kojani (Kozana) -	—	14,531	9,913	—
Tota - - -	369,925	89,421	70,361	69,494
Grand Total in ) Macedonia. )	1,178,036	499,694	225,15	124,211

Circassians.	Vlachs.	Jews.	Gipsies.	Various.	Total.
30	450	800	2,469	800	68,122
—	50	—	1,661	—	79,509
—	500	—	710	—	55,104
300	50	30	1,034	—	48,421
—	—	—	—	—	37,124
—	340	—	320	—	23,850
—	220	—	690	—	27,572
20	2,020	—	1,402	—	36,043
—	—	—	485	—	28,266
—	—	800	640	—	49,607
—	—	—	390	—	20,494
350	3,630	1,630	9,801	800	474,112
200	22,995	5,500	3,245	500	151,063
—	745	—	1,773	—	73,146
—	1,960	—	820	—	60,305
300	3,424	20	2,746	—	60,025
—	—	—	264	—	39,590
—	—	—	700	—	53,505
—	—	—	—	—	25,539
—	4,280	750	1,010	—	75,022
—	1,730	—	—	—	38,601
—	534	—	340	—	32,559
—	9,330	—	270	—	28,838
—	300	—	200	—	24,944
500	45,298	6,270	11,368	500	663,137
2,837	76,234	67,840	54,517	22,010	2,250,531

000,000 000,000 000,000

000,000,000 (Grand Total)

## APPENDIX D.

## DETAILS OF POPULATION OF ALBANIA.

*Note.*—These figures were deduced by Lieutenant-Colonel Maunsell from private sources verified by comparison with the statistics of:—

Mazenin's "Albania and the Albanians."

M. Rostowski.

M. Bendereff's "Military Geography."

M. Bianconi's "Carte Commerciale d'Albanie et d'Épire."

M. Verkovich's "Tipograph-ethnograph Otcherk . . .", 1899.

MM. Tsour, Hele, Gekart ("Haute-Albanie"), &c.

In such a mountainous country, and without a settled government, it is very difficult to estimate the population accurately. The country is, however, not thickly populated, and this population is very scattered. From the most reliable sources, it would seem that the total population amounts to 1,465,000 souls and is distributed as follows:—

## (1) Ghegs or Northern Albanians:—

Vilayet of Scutari - 200,000

Vilayet of Monastir  
(Sanjaks of Elbassan  
and Dibra, and western districts) - 160,000

Vilayet of Kossovo  
(Metoya, Kossovo  
Polye, and Uskub) 385,000

---

745,000 745,000

## (2) Tosks, or Southern Albanians:—

Vilayet of Yanina - 356,000

Vilayet of Monastir  
(Sanjaks of Koritz  
and Monastir) - 114,000

---

470,000 470,000 1,215,000

## (3) Non-Albanians scattered throughout the country:—

Vlachs - 100,000

Greeks - 150,000

---

250,000 250,000 250,000

---

Grand Total - - 1,465,000

---



The general dividing line between the Gheg and Tosk Albanians is the River Skumbi.

There are three religious divisions, namely, Roman Catholic, Orthodox, and Moslem. The Moslems are variously estimated at half to two-thirds of the total population, the remainder being Roman Catholic and Orthodox. In Southern Albania the Christian Tosks are Orthodox, and are under the Patriarch at Constantinople.

The following table explains the religious distribution of Albanians of true Albanian race:—

Vilayet.	Roman Catholic.	Orthodox.	Moslem.	Total.
Scutari -	170,000	—	30,000	200,000
Kossovo -	40,000	—	345,000	385,000
Monastir -	65,000	56,000	153,000	274,000
Yanina -	25,000	156,000	175,000	356,000
Total -	300,000	212,000	703,000	1,215,000

## APPENDIX E.

## COINAGE, WEIGHTS, AND MEASURES.

*Gold Coinage.*

5,  $2\frac{1}{2}$ , 1,  $\frac{1}{2}$ , and  $\frac{1}{4}$  lira-pieces of which the 1 and  $\frac{1}{4}$  lira are most seen.

The lira is worth 100 (nominal) gold piastres or 108 silver piastres (18s. sterling.)

*Silver Coinage.*

- (i) 1 "mejidie" of 20 piastres (grush) about the size of a dollar.
- (ii)  $\frac{1}{2}$  mejidie of 10 piastres.
- (iii) 5 piastre piece, called a cherek or beshlik.
- (iv) 2 piastre piece.
- (v) 1 piastre piece.

The 5 piastre coin is the most useful, being about the value of a franc.

The piastre is divided into 40 paras, a nominal division, as the smallest existing piece is of 5 paras.

The following coins are of alloy, called metallik:—

- (i) 100 para piece =  $2\frac{1}{2}$  piastres.
- (ii) 50 para piece =  $1\frac{1}{4}$  piastres.
- (iii) 10 para piece =  $\frac{1}{2}$  piastre.
- (iv) 5 para piece =  $\frac{1}{4}$  piastre.

Government offices only accept 100 gold piastres for the lira, and consequently the mejidie is taken at 19 piastres and the beshlik at  $4\frac{3}{4}$  piastres.

Notes of T5l. and T10l. are issued by the Imperial Ottoman Bank, and are equivalent to gold. They are little used in the interior, and probably would not be accepted except in the large towns.

*Weights and Measures.\**

By a decree of the Sultan, the metric system of weights and measures, the same as obtains in France and in most other countries of Europe and America, was adopted in Turkey on the 1st March 1882. The

\* Taken from "The Merchant's Handbook," by Dr. W. Browne, 1899.

old names were applied to the metric units, divisions, and multiples. The archine is the mètre; the mill is the kilomètre; the parmak is the décimètre; the khat is the centimètre; and the nokta the millimètre. The eylek, or deunum, is the are, and the djerib is the hectare. The sultchek is the litre; the kili is the decalitre, and the kilé is the hectolitre. The deuk is the gramme; the ock or oke is the kilogramme; the batman is 10 okes; the kantar is 100 okes, or kilogrammes, or 1 quintal metrique; and the tcheki is a millier, or 1,000 kilogrammes. When first introduced in Turkey in 1882 the metric system was permissive, and for some years it was little used. The use of the metric system was made compulsory for measures of capacity in 1889, and for weights from 1st January 1892. The equivalents of the old and new weights and measures are as follows:—

#### Measures of Length.

The unit of measures of length is the archine; it is of the same length as the mètre, and is equal to 39·370113 British Imperial inches. The measures of length are as follows:—

Divisions.	Systematic Name.	British Imperial Value.
		Inches.
	1 nokta or millimètre =	·03937
10 noktaz	= 1 khat or centimètre =	·39370
10 khats	= 1 parmak or décimètre =	3·93701
10 parmakz	= { 1 archine or mètre or zirai-i - scherij. }	= 39·370113
1000 archines	= { 1 mill or kilomètre or mill - i - scherij. }	= { 1093·61425 yards or British miles ·62137
10 mills	= 1 farsang or pharoagh =	British Miles. 6·213717

The denomination farsang, or pharoagh is also used to indicate a two hours' journey.

*Measures of Surface.*

<u>Divisions.</u>	<u>Systematic Name.</u>	<u>British Imperial Value.</u>
1 sq. archine or sq. mètre or centiare. }		Sq. yards. = 1.19599
100 sq. archines	= 1 deunum or are.	= 119.599
100 deunums	= { 1 djerib or hectare }	= { 11959.9 or acres 2.4710537

*Cubic Measures.*

The sultchek is the unit of measures of capacity; it is a cube, the sides of which are each equal to one parmak or decimètre. It is, in other words, a cubic decimètre, or the  $\frac{1}{1000}$ th part of a cubic archine or mètre.

<u>Divisions.</u>	<u>Systematic Name.</u>	<u>British Imperial Value.</u>
1000 cubic noktas	= { 1 cubic khat or cubic centimètre }	Cubic inches. = 0.06103
1000 cubic khats	= { 1 cubic parmak or sultchek or cubic decimètre }	= 61.024
1000 cubic par- maks or sultcheks. }	= { 1 cubic archine or cubic mètre. }	= { Cubic feet. 35.314758 or cubic yards 1.307954.

*Measures of Capacity.*

The measures of capacity are as follows:—

<u>Divisions.</u>	<u>Systematic Name.</u>	<u>British Imperial Value.</u>
		Fluid
		Drachms.
1 zarf or centilitre	=	= 2.81568
10 zarfs	= 1 kouton or decilitre	= 28.15680
		Imperial
10 koutons	= 1 sultchek or litre	= 1.75980 pints.
		Imperial
10 sultcheks	= 1 kili or decalitre	= 2.19975 gallons.
100 sultcheks	= 1 kilé or hectolitre	= 21.9975

*Measures of Weight.*

In weights the ock is divided into 100 drachmas, the drachma into 10 denks, the denk into 10 boughdäis, the boughdäis into 10 habbes (grammes). The batman is 10 ocks, the kantar is 10 batmans, and the tcheki is 10 kantars, as follows:—

Divisions.	Systematic Name.	British Imperial Value.
		Grains.
	1 habbe or centigramme.	= 0.15432
10 habbes	= 1 boughdäis or decigramme.	= 1.54323
10 boughdäis	= 1 denk or gramme	= 15.43235
10 denks	= 1 drachma or decagramme.	= 154.32356
		Pounds.
100 drachmas	= 1 ock, oke or kilogramme.	= 2.20462
10 ocks	= 1 batman or myriagramme.	= 22.0462
10 batmans	= 1 kantar or quintal metrique.	= 220.46223
10 kantars	= 1 tcheki or millier	= 2204.62234

The kantar is equal to 100 kilogrammes, or 1.96841 British Imperial hundredweight of 112 pounds. The tcheki is equal to 1,000 kilogrammes, or 19.684128 hundredweight, or 0.9842164 ton, British Imperial weight. The denk and ock are also known by the names of dirhem-i-scherij and wakijè-i-scherij.

*Old Weights and Measures.*

The former weights and measures of Turkey were as follows:—

*Old Measures of Length.*

Turkish Value.	Systematic Name.	Metric Value.	British Imperial Value.
		Mètres.	Inches.
	1 kerât =	.0285 =	1½
24 kerâts	= 1 pike or drâa =	.6858 =	27
		Kilomètres.	Miles.
	1 berri =	1.671492 =	1.0386166
3 berri	= 1 agatsch or forsang =	5.01447 =	3.1158499



There were in common use three kinds of pike, viz., the drâa, given in the table, equal to  $\frac{2}{3}$  of British imperial yard; the greater pike called the halebi, or archine (used by surveyors), equal to 27.9 British Imperial inches, or 70866 mètre; and the little pike, or endassé, equal to 25.68816 British Imperial inches, or 652479 mètre.

The agatsch, or forsang, contained 5483.89584819 British Imperial yards.

The reed used by land surveyors was  $5\frac{1}{2}$  halebis.

The drâa was used for silk and woollen goods, and the endassé for cotton goods and carpets. There were also the shibher or span, the fitneh or span of the thumb and forefinger, and the kuddun or pace.

In several parts of the Ottoman Empire itinerary distances used to be estimated by the time taken to walk them. Thus there was the "hour," which varied from  $2\frac{3}{4}$  to 4 miles. This mode of reckoning distances is not peculiar to Turkey or the East. It is still very usual to speak of a place as being "so many minutes," or "hours'" distance, meaning so many minutes' or hours' walk or drive.

#### Old Measures of Surface.

Divisions.	Systematic Name.	Metric Value.	British Imperial Value.
		Sq. Mètres.	Sq. Feet.
256 square kerâts	= 1 sq. pike	= 502198779 =	5.405625
30 $\frac{1}{4}$ square pikes	= 1 sq. reed	= 15.1915130 =	18.16890625.

The general measure for land was the feddan, an indefinite measure signifying as much as 1 yoke of oxen could plough in one day. On the large plains a feddan was used to express as much land as 4 yoke of oxen could plough in one day.

#### Old Measures of Capacity for Dry Goods.

Turkish Value.	Systematic Name.	Metric Value.	British Imperial Value.
		Litres.	Gallons.
900 dirhems or 12 okie-jehs	= 1 rottol	= 1.60318 =	3526599 Bushels.
5 $\frac{1}{2}$ rottols	= 1 sa	= 8.8175 =	24245
2 sas	= 1 jubbeh	= 17.635 =	48491
2 jubbehs	= 1 killow	= 35.27 =	96981
4 killows	= 1 fortin	= 14.08 =	3.879259

100 killows were equal to 12·12268 British Imperial quarters, or 35·266 hectolitres. The killow was the chief measure for grain, the lower measures being definite weights rather than measures. By the law of 17th November 1841, the killow of Constantinople was made the only legal killow of the whole empire, and the killow of Smyrna and that of Salonica were abolished; 2 killows of Smyrna or 1 of Salonica were nearly equal to 3 of Constantinople.

*Old Measures of Capacity for Liquids.*

Turkish Value.	Systematic Name.	Metric Value.	British Imperial Value.
		Litres.	Imp. Pints.
	1 okiejeh =	·1190	= ·20941
5½ okiejehs =	1 oke =	·6545	= 1·151789
12 okiejehs =	1 rottol =	1·4280	= 2·512994
			Imp. Gallons.
8 oke =	1 almud =	5·234	= 1·151789
100 rottols =	1 kantar =	142·80	= 31·41243

The Turkish old liquid measures, like the measures of dry capacity, took their names from weights; they were in fact vessels which contained definite weights of water at a given temperature. Thus, for instance, the oke was a measure holding an oke-weight of pure water at a fixed temperature, and was used as a measure of capacity for all kinds of liquids throughout the empire. For oil the kantar was in some places 16, and in others 28 okas.

*Old Weights (Commercial).*

Turkish Value.	Systematic Name.	Metric Value.	British Imperial Value.
		Grammes.	Pounds.
	1 dirhem =	32·1385	= ·0070853
100 dirhems =	1 okiejeh =	321·385	= ·7085325
		Kilo-grammes.	
4 okiejehs =	1 oka =	1·28554	= 2·834130
44 okes or 100 rottols =	1 kantar =	56·56376	= 124·701729

The rottol was equal to 1·2470175 British Imperial pound, or 565·6378 grammes. The old Turkish weights differed among themselves very greatly, and there was a perplexing diversity among standards, and the sub-divisions of the units were not in proportion.

*Old Weights for Gold, Silver, and Precious Stones.*

The unit for these weights was the okiejeh, chequee, or chekey, which was the fourth part of an oke, and was equal to about 4,950 grains. The chequee, or chekey, was divided into 100 dirhems, each of 16 karats, and each karat of 4 grains, as follows:—

Turkish Value.	Systematic Name.	Metric Value.	British Imperial Value
		Grammes.	Grains.
	1 grain	= .050118	= .7734
4 grains = 1 karat	=	.200475	= 3.09375
16 karats = 1 dirhem	=	3.2076	= 49.50
100 dirhems = 1 chequee or chekey	=	320.76	= 4950.

*Apothecaries' Weight.*

Under a decree of December, 1872, the metric system of weights came into use for pharmacy in Turkey.

*Distance and Time.*

Distance is measured in Turkey by hours.

One hour is reckoned as about 3 miles, or as the distance a pedestrian will cover in that time.

The Moslem day is reckoned from sunset to sunset, and is divided into 24 hours which are counted as twice 12. Sunset is reckoned as 12 o'clock, and is the fixed reckoning for each day. Twelve hours after sunset is again 12 o'clock.

The following statement of Turkish weights and their English equivalents is given on the authority of Lient.-Colonel F. R. Maunsell:

*Turkish Weights and their English Equivalents.*

Turkish.		English.
Weights.	Equal to	Equal to
1 kerat - - - -	- - - -	3·090 grains.
16 „ - - - -	1 dirhem - -	49·497 „
1½ dirhems - - -	1 miskal - -	74·245 „
176 „ - - - -	1 lodra - -	1·244 pounds
400 „ - - - -	1 oke - -	2·828 „
44 okes, or 100 lodras -	1 kantar - -	124·432 „
4 kantars or 400 lodras -	1 cheki - -	497·728 „
18 „ or 792 okes - -	1 tonnellatta -	1 ton.
Measures.		
Capacity—		
1 kutu - - - -	- - - -	1·01795 gallons.
8 „ - - - -	1 kile - - -	1·0179 bushel.
8·144 kiles - - - -	- - - -	1 quarter.
Length (endazé, measure for cotton stuffs, carpets, &c.)—		
1 jera - - - -	- - - -	1·619 inch.
2 jeras - - - -	1 rup - - -	3·238 inches.
8 rups - - - -	1 endazé (Pik) -	25·91 „
(Arshin, measure for silks and woollen stuffs)—		
1 jera - - - -	- - - -	1·673 inch.
2 jeras - - - -	1 rup - - -	3·346 inches.
8 rups - - - -	1 arshin (Pik) -	27·772 „
(Zira, measure for land)—		
1 nokta - - - -	- - - -	0·00863 inch.
12 „ - - - -	1 khat - - -	0·1036 „
12 khats - - - -	1 parmak - -	1·2435 „
24 parmaks - - - -	1 zira - - -	29·8421 inches.
Superficial—		
1,600 square ziras - -	1 donum - -	1,099·373 square yards.
4·4024 donums - - -	- - - -	1 acre.

} avoirdupois.



## APPENDIX F.

GLOSSARY of TURKISH and other TERMS (constantly used in this REPORT).

- Araba—A four-wheeled country cart.  
 Avji—Sharpshooters (troops).  
 Boyuk (Turkish)—Great.  
 Chai (Turkish)—A river.  
 Chaussée—A carriage road, usually metalled.  
 Chiflik—A farm.  
 Dagħ (Turkish)—A mountain.  
 Dere (Turkish)—A valley.  
 Gora (Slav)—A mountain.  
 Hissar—A castle or fort.  
 Kapu—A gate or a pass.  
 Kaza—A sub-district, forming part of a sanjak and sometimes composed of several nahies.  
 Keui (Turkish)—Village.  
 Keupri (Turkish)—A bridge.  
 Khan—An inn or tavern.  
 Konak—An official or Government building.  
 Kuchuk (Turkish)—Small.  
 Most (Slav)—A bridge.  
 Mudir—Governor of a nahie.  
 Mushir—Field Marshall, title of General Officer Commanding an Ordu.  
 Mutesarriif—Governor of a sanjak.  
 Nahie—A sub-division of a kaza.  
 Nahj—*See* Nahie.  
 Nishanji—Rifles (troops).  
 Nizam—Regulars (troops).  
 Ordu—A military district.  
 Pasha—A military or civil rank, held usually by officers above the rank of Brigadier-General or by civilians above that of Mutesarriif.  
 Planina (Slav)—A mountain.  
 Polye—A plain.  
 Redif—Reserve (troops).  
 Reka (Slav)—A river.  
 Sanjak—A district, forming part of a vilayet and composed of kazas.  
 Selo (Slav)—A village.  
 Su (Turkish)—Water, a river.  
 Tepe (Turkish)—A hill.  
 Tabia—A battery.  
 Vali—Governor-General, administrator of a vilayet.  
 Vilayet—A Government or province, composed of sanjaks.  
 Zaptich—Gendarme.



## APPENDIX G.

## NOTE ON THE MILITARY RESOURCES OF TURKEY IN EUROPE.

*Supplies.*—The general aspect of the country is bare and desolate, especially in the neighbourhood of the principal routes: in the forests many of the trees have been destroyed and large tracts of land remain uncultivated. The soil is fertile but agriculture is in a backward condition. The climate is severe, the spring is often rainy and the melting snows from the encircling mountains produce inundations in the plains. The rainfall of Albania is considerable and the snows on the mountains are so deep that they hardly disappear before July. Thrace is very dusty and subject to violent storms in summer, and the lower courses of all the Macedonian rivers are hotbeds of malaria. Magnificent forests still clothe the slopes of the Rhodope and the Pindus, and the districts of Grevena and Kastoria are well wooded and well cultivated.

No attempt is made to develop the rich resources of the country. The population live almost exclusively by agriculture and cattle-rearing, very carelessly carried out and leaving much of the land unutilised. Almost all the land belongs to the Crown, the church, or to large proprietors: the peasants live in the deepest poverty and ignorance, oppressed by heavy taxation. The chief products are grain, maize, flax, hemp, cotton, tobacco, silk, wine, and, on the coast, olives. There is practically no industry except hand-loom weaving and artisans' work. Most of the trade of the towns and almost all the shipping are in the hands of Greeks, Armenians, or other foreigners. Constantinople and Salonica have a few cotton, wool, and silk mills.

In Thrace the eastern portion between the capital and Adrianople is a level steppe region, bare and treeless, dotted here and there with clumps of oak-scrub: in summer it is scorched up and swept by dust storms. Flocks of sheep, herds of cattle, and troops

of horses find a precarious sustenance on the sparse vegetation. The alluvial soil of the valley of the Maritza and its tributary the Ergene, and the district along the base of the Istranja mountains, are, however, cultivated and yield wheat, maize, sesamum, tobacco, and wine.

In Macedonia the most fertile regions are the lower basins and plains round Drama, Serres, Monastir, Kalkandelen, and the Kossovo-Polye, also the broad plain stretching inland from the northern end of the Gulf of Salonica. All these are cultivated but not to the extent they might be. Cereals, cotton, tobacco, and opium are grown. In 1904 the cotton crop was poor but the tobacco crop and opium was unusually abundant. One thousand tons of the former was exported and the latter amounted to 440,000 pounds.

In Albania the soil is not so fruitful as in Macedonia, while in the maritime tracts it is often too unhealthy to cultivate. The principal exceptions are the lower ends of the valleys of the Drin and Boyana south of Scutari. In the lagoons along the coast, particularly at Valona, there are highly productive fisheries and considerable evaporation and preparation of salt for export; but the most important articles of export are wool, hides, and olives. The trade is, however, small in volume and value and there is no manufacturing industry.

In Western Turkey sheep and cattle are reared to some extent and flocks of the former are driven annually from Albania and "Old Servia" across country to pasture for two or three months in Asia Minor, whence they are driven back to Constantinople in October for sale. The journey takes two or three months, beginning in early May.

*Minerals.*—Some of the vilayets are rich in minerals, which are, however, little worked: manganese ore and argentiferous pyrites are found at Salonica, copper in the Xanthi district on the Dede Agach-Salonica railway, and petroleum on the north coast of the Sea of Marmora.

*Forests.*—The forest laws are based on those of France, but restrictive regulations are not enforced and the country is being rapidly deprived of timber. About 3½ million acres are under forest, consisting of pine, fir, larch, oak, &c.

*Transport.*—Pack transport is now little employed on the main roads, but is principally used in the mountain districts.

The ordinary load for horses and mules is 100 okes, or 275 lbs.

The pack saddle consists of two arches of ash connected at the top by two curved laths (one on each side), which project about six inches to the front, and by two flat side bars on each side. Underneath, and connected to the arches by leather loops, is a leather pad stuffed with straw and lined with felt. The distance between the two arches is about 20 inches. On the rear arch are cut two hooks, to which the loading ropes are attached.

The saddle weighs about 50 lbs., and is secured by a broad woollen surcingle and by a leather breeching supported by flank straps.

Basket-work panniers are occasionally used for carrying loads.

There are no statistics available regarding the numbers of pack animals in these countries.

The vehicles usually employed are:—

- (a) A light four-wheeled cart (araba) for one horse, with shafts fitted with an arched arrangement like the Russian "droschke."
- (b) A light four-wheeled cart with pole-draught for two horses, used with light leather harness and collar. This is the pattern most in use, and is the local transport cart as used in the Turkish Army.  
In the Bulgarian Army this pattern is hired for manœuvres and active service.
- (c) A heavy cart, similar in shape to (b), but of rougher construction and drawn by two bullocks or buffaloes. These are employed chiefly on the farms.

The framework of carts (b) and (c) is practically the same, both having a lock-under arrangement. The sides are of planking, varying in height according to the nature of the loads, or as occasion requires.







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