# WINTER IN THE ANTARCTIC.

## BORCHGREVINK'S EXPEDITION TO THE SOUTH MAGNETIC POLE.

### Reached 78 Degrees 50 South, Fifteen Minutes Farther Than Rossland at Foot of Mount Terror—Unable to Penetrate Mountains.

The fact that nothing had been heard from Mr. Borchgrevink's party on the Southern Cross, after the cablegram from New Zealand that he had fixed the position of the south magnetic pole, aroused the suspicion that the expedition had not met with the success it anticipated. This suspicion is confirmed by Mr. Borchgrevink's account of his adventures delivered before the Royal Geographical Society on June 25, which we reprint from the *London Times:*

Something has been added to our stock of knowledge without doubt. Human beings have wintered for the first time on the Antarctic Continent, and a push has been made a few miles further south than has been traversed before. The expedition, however, was unable to leave the beach and on which it had been landed, and its magnetic observations might have been taken just as well without wintering on Cape Adare. The whole Antarctic problem remains therefore still to be solved by the expeditions now being formed. This is Mr. Borchgrevink's story:

"It was on Dec. 30, 1898, that the Southern Cross first struck the scouts of the Antarctic ice pack, in latitude 51.56 south and longitude 153.53 east. The appearance of the first pack took him by surprise, but he regarded it as a promising sign of early Antarctic spring. The vessel entered the ice pack, and on Jan. 14 high, snow-clad land was discovered to the south. This proved to be Balleny Island. A time of great anxiety followed, and it was only on Feb. 17 that Robertson Bay was entered. The low-lying peninsula of Cape Adare was only sighted when they were close to the shore. The anchor was dropped in ten fathoms of water and a salute fired. The cape and its surroundings seemed freed from ice and snow than on the occasion of Mr. Borchgrevink's first visit in 1894. Then the cap had several feet of ice and snow on the top to show it was absolutely bare. Arrangements were at once made for landing the stores, instruments, dogs, and outfit required by the party who were to spend the winter in the Antarctic. Although the bay was at first free from ice a strong gale from the southeast placed the vessel in great danger. On March 1 the Union Jack presented to the expedition by the Duke of York was formally hoisted on Victoria Land amid loud cheers from those on shore and a salute from the Southern Cross, which left next day on its return to New Zealand.

The members of the expedition who were left, the first men to winter on Antarctic land, were ten in number. Besides Mr. Borchgrevink there were Lieut. W. Colbeck, R. N. R., magnetic observer; Mr. Nicholas Hanson, zoologist taxidermist; Mr. Louis Bernacchi, magnetic observer, astronomer, and photographer; Dr. H. Kloostad, M. A., M. D.; Mr. Hugh Evans, assistant zoologist; Mr. Anton Foulmer, factotum; Mr. Colbeln Ellefsen, cook; the Finn Savio, and the Finn Must. The first task was to carry up the various stores landed from the ship to the camping place, some 300 yards from the beach. On March 12, accompanied by Mr. Bernacchi, Mr. Borchgrevink ascended Cape Adare to the height of 3,670 feet. They found traces of the penguins as far as 1,000 feet. But on the 14th all the penguins had left and the skau guils began to get scarce. A magnetic observatory was established, and also a meteorological observatory some 300 yards away from the huts. A heavy gale which came on gave the explorers some idea of the climatic conditions which they had to expect. At Camp Ridley (the name given by Mr. Borchgrevink to the settlement) the wind attained a velocity of eighty-seven miles an hour. Meteorological observations were taken every two hours, day and night, and magnetic observations whenever the conditions were favorable. Geological specimens were collected from Cape Adare, and the doctor made microscopic investigations of the blood of the members of the expedition. On April 22 Mr. Borchgrevink made the first attempt to penetrate into Robertson Bay on the ice, which was there about 2½ feet thick. All round the bay the land rose in sheer cliffs several thousand feet high. The expedition almost ended in disaster, and it was only with the greatest difficulty that the members of the party succeeded in returning to Cape Ridley. The discovery that fish could be caught was welcome, as fish and seals formed an unexpected addition to their supplies. There were tremendous gales, and the difficulty of taking meterological observations proved almost insuperable, the observer finding it necessary to visit the station with a rope round his waist. On one occasion Mr. Evans was lost in the blinding snowdrift for three hours, and men and dogs alike suffered greatly from frost bites. During July several small sledge journeys were accomplished on the coast of Victoria Land, and depots were made at several places along Robertson Bay.

On one of these expeditions over the ice an island was discovered, which Mr. Borchgrevink named Duke of York Island. The coast line was investigated and a valuable geological collection made. On the journey back to Camp Ridley in August the lowest temperature was recorded,—52° Fahr. August and September were spent in expeditions in the neighborhood; but the great height of the land made it impossible to reach the interior; near Robertson Bay, for example, it reached nearly 12,000 feet. Immense glaciers precipitated themselves into the sea, sometimes at an angle of 50 degrees, crossed by innumerable crevasses, making the coast expeditions both arduous and dangerous. For seven weeks the camp was established in the neighborhood of Mount Sabine, and great difficulty was experienced in maintaining communication between the two camps. The Finn Savio nearly lost his life by falling into a crevasse on one of the glaciers of Victoria Land. With incredible difficulty, however, and the aid of a strong knife, with which he cut footholds in the ice, he managed to reach the top. Both Duke of York Island and a district of great geological interest which Mr. Borchgrevink named Geikie Land proved to be rich in minerals. Soon after his return from one of these expeditions, on October 15, Mr. Hanson died. On that day the first penguin had returned, and on Nov. 3 the party enjoyed their first feast of eggs. The peninsula by that time was swarming with penguins, of which a constant stream could be discerned far out on the ice. With short interruptions, heavy gales, some reaching a velocity of 108 miles an hour, were experienced. In the Antarctic the explorer is without many of the aids on which the Arctic explorer may reckon. There are no bears, foxes, musk oxen, or reindeer; and accordingly nearly double the quantity of provisions must be taken on an expedition of a given distance. The powerful gales, too, make it not only impossible to travel for long periods, but difficult to exist at all. The great heights of Victoria Land and the enormous glaciers present almost insuperable difficulties to explorations of the interior.

Up to the middle of November very little change was to be seen in the general ice pack, although some open channels were met with on a sledge journey made by Mr. Borchgrevink and one of the Finns to the east of Cape Adare, principally for the purpose of studying the ice conditions. The channels, however, closed again, and it was not until the end of November that any noticeable change took place in the ice pack. Immense numbers of birds were by this time congregated on Cape Adare, and a magnificent collection of eggs was made. The small party, after its long detention, now began to look forward to the return of the Southern Cross. Preparations made for taking observations of the total eclipse of Dec. 3 were rendered useless by the day being overcast. The last sledge expedition started on Dec. 10, mainly for the purpose of collecting eggs. The day was marked by an interesting discovery by Dr. Kloostad, who found among the mosses on Geikie Land a number of insects of three distinct types, of which on his return to Camp Ridley he made some excellent microscopic preparations. Christmas was passed in festivity, and two days later no ice was visible, even through the telescope, toward the north, although to the west and northwest considerable quantities were seen. About this time the young penguins began to hatch out, and Mr. Evans collected specimens of the young birds at various stages of growth. By Jan. 10 open water was everywhere to be seen, and the weather was appreciably warmer. Expeditions were made in the kayaks, and on Feb. 28 the Southern Cross, her masts and yards covered with ice, arrived. Stores and collections were rapidly embarked, and on March 2 the vessel steamed away from Camp Ridley. Mapping the land as they passed, wherever it was possible, Mr. Borchgrevink landed on Coleman Island and collected specimens of the rocks and vegetation. On March 6 a landing was effected on the mainland, where a fine camping ground of about one hundred acres was discovered. Magnetic observations were from time to time taken, landings effected, and specimens obtained. The marine fauna was investigated and photographs were taken.

A landing was made at the foot of Mount Terror, and here Mr. Borchgrevink and Capt. Jensen narrowly escaped death. Three others of the party had returned to the ship. As they were collecting specimens the two explorers heard an overwhelming roar. Mr. Borchgrevink's first thought was that the overhanging rock was coming down. The next moment, however, he realized that the glacier immediately to the west of the little track on which they stood was giving birth to an iceberg. With a deafening roar, the huge mass plunged into the sea, and a white cloud of water and snow hid everything from their eyes. A wave rose like a wall from the plunge of this gigantic ice mass and seemed to grow rapidly as it approached the low edge where they stood. Instinctively they ran to the highest part of the beach and stood close to the perpendicular mountain wall. The time seemed long drawn out. The wave first struck Mr. Borchgrevink; lumps of ice were driven against his back; he felt the blood rush forward from beneath his nails as he clung to the rock. The icy water passed over his head, and when it receded Capt. Jensen was still by his side. Several waves followed in succession, but none so high as the first. Had it not been that the strength of the wave was partly broken by a projecting ice slope they would undoubtedly have been smashed against the rock. The water marks showed that the first wave had reached a height of twenty feet above their heads. From this point a southerly course was taken, and great cold was experienced. On the 17th of the month, when in latitude 78.34, south, and longitude 165.50, east, a break in the ice barrier was discovered, and, leaving the vessel in charge of Capt Jensen, Mr. Borchgreving effected a landing, and, accompanied by Lieut. Colback and the Finn Savio, proceeded southward reaching 78.50, the furthest point south ever reached by man. On their return to the ship the homeward voyage was commenced, and Stewart Island was reached on April 4.

## DEMOCRACY'S LAST STAND.

### Falls Back at Last on the Declaration of Independence.

KANSAS CITY, July 6.—"I guess we've got about all the spread eagleism we want," said a delegate from Wisconsin in the convention. "Now let's find out if we know where we are at."

It was at the moment just after two men had struggled to the platform and deposited a dirty yellow bust on the dry goods box pedestal with an American flag thrown over it, which stood at the right of the chairman's stand. About half the people in the convention hall and those at the rear of the platform did not know what it all meant. The general supposition was, of course, that it had something to do with the reading of the Declaration of Independence, which was down on the programme as the star event of the day. Yet it was such a measly bust, so cheap and altogether suggestive of statuary junk from a pawnshop, that it hardly seemed possible that it could be seriously intended as a part of the stage setting for the grand tableau. Except that it was yellower and more strongly suggested a case of jaundice done in wax, it looked like one of those cheap busts that you see in barber shops and barrooms, and which are covered with red and blue gauze in hot weather to keep them from being flyblown. About half the people present thought it was a bust of Thomas Jefferson, but were not quite sure and cried: "Turn it around, turn it around, let's have a look at it."

So one of the men who had brought it in slowly turned it, first this way and then that, making it nod and bow like a Chinese mandarin toy.

Then we all recognized the Colonel. That old familar gum-elastic smile could not be mistaken, that smile which has been the nightmare of old-line Democrats for four years. And the audience whooped itself wild and bowed down to the great 16 to 1 idol.

That was the stage setting for the great culminating act of the convention's opening day. There was but one thing needed to make the picture complete. There should have been another dry-goods box pedestal at the speaker's left hand with a bust of the gifted Sulzer resting upon it to counterbalance that of the political Colonel on the other side. It was enough to make those who were giants in the party in the old days when a Democratic convention meant something better than a general round-up of all the cranks on the continent turn over in their graves.

And then came the reading of the Declaration of Independence. This is the modern Democracy's last stand. It has tried everything and lost everything. It has run the gamut of all the quackery, demagoguery and fustian and is now at the end of the string. With the last plank of the Chicago platform of 1896 waterlogged and sunk, the fantastic, bewhiskered crew has now climbed on the Declaration of Independence as a life raft and is drifting the Lord knows where.

The band struck up the "Star Spangled Banner."

"Star Spangled Banner be hanged," said an old-line Democrat from Washington, D. C., who stood among the spectators at the rear of the platform; "they had better make it 'Chopin's Funeral March' or the 'Dead March in Saul.' They had better press down a crown of hog-bristle whiskers on the brow of that beswax bust there and wait for the resurrection. It's the funeral of the Democratic party. All there is to look forward to is the interment, and that will take place next fall. And I don't think there will be any friends of the family left to pass around and view the remains.

"I am in favor of the Declaration of Independence. Who in the Lord's name isn't? I am in favor of the Ten Commandments, and I believe in the law of gravitation. But what on earth has the sense of making a political platform out of them. I wonder if there is any other asinine thing left that the Democratic party can do in convention assembled. Of course, at first blush you'd think there was not, but I don't know—I don't know. I am afraid the returns from all the lunatic asylums are not all in yet."

Meantime the reading of the Declaration of Independence was on. At the end of every sentence the crowd cheered as though it was all the work of their own Committee on Resolutions.

It was not certain whether the committee would turn tail on 16 to 1 or not. Of course, there was no running away from that plank. It was fastened to the party like a tin can to a dog's tail and would come clanoring after it no matter how fast the party ran. The only question was whether the delegates were to stuff cotton in the party ears and pretend they didn't know it was there. If they did that, all there was left was to whoop it up for the Declaration of Independence and drown out the tin-can noise. Every sentiment of the illustrious Jefferson brought down the house. It was unanimously adopted on the spot. The Democratic party, which had stood for human slavery and seen that buried; had stood for secession and seen that buried; had stood for "The war is a failure" and seen that buried; had stood for greenbackery, flat money, fifty-cent dollars, and the abolition of the Supreme Court of the United States, and seen them all sunk out of sight, had at last got on to safe ground. It was on a platform from which it could not be hooted and jeered or clubbed to the ground.

"These United Colonies," thundered Secretary Charles A. Walsh of the National Committee, the reader, "are and of right ought to be free and independent."

Then the crowd went wild. The delegation banners waved and tossed wildly about, delegates and spectators rose to their feet and cheered themselves hoarse. The plaster of Paris Colonel on the pedestal seemed to put on the grim expression of a patriot who had boldly stated his principles and defied the tyrant. It was a cold day for George the Third, no matter how shaky some of the delegates had been on the ticklish question of "Restecification." All felt now that they were on soft ground. They let loose their joy with a whoop. When the reader wound up with the sentence, "With a firm reliance on the protection of Divine Providence, we mutually pledge to each other our lives, our fortunes and our sacred honor," it was as though the wax figure on the pedestal had come to life and was there a living presence.

"Hooray for the Declaration of Independence" shouted a Far West delegate from the depths of the whisker jungle that covered his face. "That's the stuff. Give it to 'em."

It was the first time he had ever heard the document read, apparently, and he liked its gait. He had an impression probably that it was the revised 1900 edition of the Chicago platform and that the octopus was getting it in the neck, but that did not make any difference. The delegates who did not join in the uproar with much heart were those fires from the South. Bryan and Bryanism have become a bitterer and bitterer dose for them of late, and as they are not exclusively recruited from the violent wards of Bedlam, they don't quite see their way to Democratic victory by taking a radical position on the controversy that led to the Revolutionary War.

The question naturally arose as to whether the party was going to begin back at that epoch in American history and gradually work its way up to date through platforms dealing with every issue from the organization of the Government down. It was clear enough to them that it was a good time to sweep the deck clear of all the litter and wreckage and begin to build from the bottom up. But it might take another century to travel the road, and there was not much horse that the country would wait a hundred years for the Democratic party to catch on. They joined in the cheering, but only faintly and with half heart. But even alienists themselves suffer more or less from the contagion of the insanity with which they are surrounded, and it was evident that the reason of some of the Southern men was beginning to totter under the influence of the whirling dervish ghost dance.

Had the thing kept on much longer probably they would have been gibbering and muttering with the rest.

"Well, well," said the Washingtonian, as he walked away to the Coates House, when the rumpus was all over and the Declaration of Independence had been adopted. "It doesn't seem quite right. I am willing that we should have our share, but why all the darned fools in the country should make a stampede into the Democratic party is more than I can make out. It isn't a fair deal."

# INDIA'S AWFUL SCOURGE.

## DETAILS OF SOME OF THE SUFFERING IN REMOTE DISTRICTS.

### The Cholera Raging in Western India—The Frightful Lack of Water—The Destitution in the Country of the Bhils—Frightful Death Rate There Since Last Christmas and the World Has Heard Little of It.

LONDON, June 27.—Writing about the Indian famine from Simla on May 31, the *Standard's* correspondent says that there is no improvement to report. Cholera still rages in western India. Its awful outbreaks in the famine camps drive away those employed on the relief works in thousands, but in spite of this the number so employed was increased by 73,000 during the last week of May. The chief increase is in the central provinces, although it is there that the cholera is driving most from the camps.

The water famine from which vast tracts of country now suffer becomes more acute every week. "Springs and small streams have long ago dried up; wells, though they are dug deeper, show no water; while even the large rivers are now mere trickling threads of water, meandering through a wilderness of red-hot rock or burning sand. Unless speedy relief is forthcoming, this water question will soon assume an aspect of the most terrible importance. To take one single instance, the big city of Nagpore, the capital of the central provinces, has for weeks past been on very short commons in the matter of water. What is available is of but indifferent quality. The supply to the railway company has been cut off. A small allowance for drinking purposes is all that can be spared to the people. It is almost superfluous to point out how this lack of water favors the spread of epidemic disease, quite apart from the great inconvenience and even suffering it entails on the people. In districts which, unlike Nagpore, have no regular waterworks, but depend on purely natural sources, the case is of course worse."

Serious as is the present condition, the meteorological reports are very discouraging, giving rise to the theory that the monsoon currents, as sometimes happens, have been deflected from their usual course the African coast. The writer proceeds:

"I need not dilate on the unexampled horrors of the situation should the monsoon be very late or poor in quantity. Quite apart from the impossibility of all agricultural operations, it would simply mean that countless thousands of people would die of thirst."

Weeks ago information reached Simla to the effect that the people who live in and on the borders of the Great Western Desert, which comprises a large portion of Scinde and Rajputana, had suffered terrible losses; and that not only had more than 90 per cent. of their cattle died, but that the roads, which are mere tracks across the sandy wastes, were for miles littered with human corpses.

But there are other large districts so remote from the railway and from important centres that it takes months for news to trickle through. The country of the Bhils is an example. Several weeks ago the writer received a letter from a military officer stationed in this mass of hills and jungle, and the picture which he painted of its condition was truly terrible. There can be no doubt that months and months ago, even before last Christmas, the people were dying in thousands of starvation and that they were practically without any help whatever, except what was available on the mere edge of their particular domain. News of all this is only now, six months afterward, beginning to leak out.

Referring to a reply of Lord George Hamilton in the House of Commons, which seemed to throw some doubt on what he described as the sensational reports on the subject which had been published the correspondent says that it would be difficult to paint in too gloomy colors the suffering starvation and death which for months have been simply destroying the whole population of the Bhil country. Suffering there reached an acute form so long ago as November last, and ever since that time the people have been dying of starvation literally in thousands.

The writer shrinks from "detailing the really sickening horrors," as described to him by his military correspondent, "the tale of the rotting corpses, or the glistening skeletons of hundreds of men and cattle which are to be seen in profusion, of whole hamlets wiped out, of mile after mile of country utterly deserted and burned up, of the want of water in places where within living memory it had never been known to fail," and prefers to condense in a few words the experiences of one who only touched on the fringe of the country, and thus missed the worst scenes.

The writing Indian adalpur, perhaps the most beautiful and picturesque city in India, he says that the drought of last year "converted the Bhil country into a place of slow, lingering, terrible death." Many of the people turned for help toward Udaipur, where they hoped the Maharana would help them. But they died in hundreds on the road, and jackal, pariah dog and crow fattened on their poor remains. Udaipur crowded with sanitary, and every morning the corpse-bearers were busy removing from sight the offensive evidences of the severity of the distress. The biting cold days of December and January told like a pestilence on these weakened and emaciated frames, and the Bhils died by hundreds. The sights presented in the city, in the closing weeks of last year and the opening ones of this, have burned themselves indelibly on the memories of those who were so unfortunate as to witness them. If this could happen in the capital of the State, what was the fate of those lying in the desolate hill tracts to the south and west of Udaipur?

Little or nothing appears to have been done at the time to relieve this terrible misery. The Maharana, a Prince of the old conservative type, knows nothing of what goes on outside his capital beyond what his entourage chose to tell him. In any native state the task of famine relief is a long time in organization, because there is no proper staff of engineers or skilled civil servants to superintend things, and because, too, business of every type, no matter how important or how urgent, is carried through with the utmost dilatoriness. Hence though relief measures were ultimately started in Udaipur, they came too late to save the Bhils. The loss of life among these people will probably never be known, but it is certainly enormous. Thousands died in the winter months, five months ago, and since then thousands more have died of starvation. And now cholera of the most virulent type has come in to complete the work. Apart from this epidemic, hundreds of the people die of famine diarrhœa. These two, with starvation pure and simple, account for the appalling mortality which is daily taking place in the Bhil country. The pangs of hunger are so great that the people in their desperation have taken to eating all kinds of the most disgusting or impossible substances.

The *Standard's* correspondent concludes with the following appeal for charity:

"If only the people of England could realize the true state of affairs in this unhappy country, they would give with even greater generosity than they have done so far. For though the Mansion House Fund may have reached £300,000 by the time this letter is in print, such an amount, increased by contributions from America and the colonies, is a mere drop in the ocean. The Government is feeding some 6,000,000 people, but it does not provide these with the clothing which is so necessary now that the rains are shortly due. The people for the most part pledged their clothing long before they came to the relief works, and without warm blankets they will get fever and die in thousands when the wet weather comes. Then there are thousands of *purdanashin* women and many higher class people of both sexes who cannot from caste motives engage in manual labor and who would starve rather than do so. All these have to be supported from the charitable fund.

"But the greatest charge of all on the fund is the replacement of cattle. If India is to recover from this famine within a period of, say, ten years, it is absolutely necessary that as soon as the first rain falls and provides green food for the cattle, the peasants who have lost their plough beasts should be provided with others. Now, the cattle have perished by the million, and millions of pounds are required to make good even partially the losses which have occurred. What the actual loss in cattle has been can never, perhaps, be accurately determined. But in one State alone, Jodhpur, it is known that considerably over 1,000,000 beasts have died of starvation, and many other tracts of country can show equally heavy losses. It is estimated indeed, by competent observers that the traces of this terrible famine and this enormous mortality among both man and beast will not have disappeared entirely even a generation hence. Everything now depends on getting the peasant onto the land immediately the first rains break. To do this, cattle by the hundred thousand are necessary. There are large surplus stocks in the non-afflicted portions of India which can be bought if the money be only forthcoming. A large portion of the charitable fund will be used in this way; but even if the whole amount available could be so utilized, it would still fall far short of actual requirements. If cattle are not provided in adequate numbers, it will simply mean that the lands will not be tilled or sown, however favorable the rains may be, and that the present season of scarcity will be perpetuated, with the result of untold further misery and death."

## NAVAL NOTES.

An important addition has just been made to the Russian Navy by the launch of the armored cruiser Bayan from the establishment of the Forges et Chantiers de la Méditerranée in France. She is the only vessel of her class in the new Russian naval programme, being smaller than the Rossia now in Chinese waters, and altogether distinct from the protected cruisers that are being built in America, Germany and in Russia. She is of 7,800 tons, 445 feet length 57 feet beam and 21 feet draught, and has a steel belt of 7.7 inches at the water line. Her engines are of 16,500 horse power, steam being supplied by Belleville boilers, and they are expected to give a speed of 21 knots. The armament will consist of two 8-inch breech-loaders and eight 6-inch, twenty 2.3-inch and seven 1.8-inch quickfirers.

The Sultan having suddenly decided on the complete repair and rearmament of all the available ships in the Ottoman Navy, contracts have been made with the Italian shipbuilding firm of Ansaldo at Sampierdarena, near Genoa, and the Germania establishment in Germany. The Messandieh, which is to serve as a flagship, is already in hand at Genoa, and the Assar-i-Tevfik at Kiel. Four other vessels are on their way to Genoa, to be followed by four more later on. The first payment to the Messrs. Ansaldo of $322,000, on account, for the Messandieh was made about two weeks ago. The armament of these ships will be entirely renewed and is to be furnished by Krupp. None of these vessels is under twenty years old, and all will have to be refitted throughout to be made effective seagoing warships. Nothing is known of the cause of this action on the part of the Turks, but the German Emperor is said to have personally interested himself in procuring part of the work for the German yard. Some of these ships were built in England and some in France.

A fine coast defence ship for the Norwegian Government has just been launched at the Elswick Works on the Tyne in England. She is named the Eidsvold and is a sister ship of the Norge. She displaces 3,850 tons and is 290 feet in length, with 50 feet 6 inches breadth and 16 feet 6 inches draught, and is protected by a 6-inch Harveyized steel belt, with a 2-inch steel deck and 5-inch armor on the turrets. Her engines are of 4,500 horse power, with Yarrow boilers, and are intended to give a speed of 16.5 knots. Her armament is a powerful one, consisting of two 8.2-inch breechloaders and six 5.9-inch, eight 12-pounder and six 3-pounder quickfirers, with two submerged torpedo tubes.

### Woman Run Down in Shopping District.

Mabel Fitch, 24 years old, of 469 Lafayette avenue, Brooklyn, was run down yesterday at Sixth avenue and Twentieth street by a Long Island Express Company wagon. Her skull was fractured. She was taken to the New York Hospital. The driver was arrested.

## Post Office Notice.

POST OFFICE NOTICE.

(Should be read DAILY by all interested as changes may occur at any time.)

Foreign mails for the week ending July 14, 1900, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS POST MAILS close *one hour earlier* than closing time shown below. Parcels Post Mails for Germany close at 5 P. M. Monday and Wednesday.

TRANSATLANTIC MAILS.

TUESDAY.—At 7 A. M. for EUROPE, per steamship Lahn*, via Cherbourg, Southampton and Bremen (mail for Ireland must be directed "per steamship Lahn").

WEDNESDAY.—At 7 A. M. (supplementary 9 A. M.) for EUROPE, per steamship New York*, via Southampton (mail for Ireland must be directed "per steamship New York"); at 10:30 A. M. for BELGIUM direct, per steamship Noordland (mail must be directed "per steamship Noordland"); at 1:30 P. M. (supplementary 3 P. M.) for EUROPE, per steamship Oceanic*, via Queenstown.

THURSDAY.—At 6:30 A. M. for EUROPE, per steamship Columbia*, via Plymouth and Hamburg (mail for France, Switzerland, Italy, Spain, Portugal, Turkey, Egypt and British India, via Cherbourg, must be directed "per steamship Columbia"); at 6:30 A. M. for FRANCE, SWITZERLAND, ITALY, SPAIN, PORTUGAL, TURKEY, EGYPT and BRITISH INDIA, per steamship La Gascogne*, via Havre (mail for other parts of Europe must be directed "per steamship La Gascogne").

SATURDAY.—At 7 A. M. for AZORES ISLANDS, per steamship Spartan Prince; at 8 A. M. for NETHERLANDS direct, per steamship Statendam (mail must be directed "per steamship Statendam"); at 10 A. M. for SCOTLAND direct, per steamship Astoria (mail must be directed "per steamship Astoria"); at 12:30 P. M. (supplementary 2 P. M.) for EUROPE, per steamship Campania*, via Queenstown.

*PRINTED MATTER, ETC.—German steamers sailing on Tuesdays take Printed Matter, etc., for Germany, also Specially Addressed Printed Matter, etc., for other parts of Europe. American and White Star steamers on Wednesdays, German and French steamers on Thursdays, and Cunard and German steamers on Saturdays take Printed Matter, etc., for all countries for which they are advertised to carry mail.

After the closing of the Supplementary Transatlantic Mails named above, additional supplementary mails are opened on the piers of the American, English, French and German steamers, and remain open until within Ten Minutes of the hour of sailing of steamer.

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, ETC.

SUNDAY.—At 6 A. M. for ST. LUCIA, MARANHAM and CEARA, per steamship Lisbonense; at 8:30 P. M. for ST. PIERRE-MIQUELON, per steamer from North Sydney.

MONDAY.—At 10 P. M. for NEWFOUNDLAND, per steamship Assyrian from Philadelphia.

TUESDAY.—At 9 A. M. (supplementary 10:30 A. M.) for CENTRAL AMERICA (except Costa Rica) and SOUTH PACIFIC PORTS, per steamship Allianca, via Colon (mail for Guatemala must be directed "per steamship Allianca"); at 10 A. M. for INAGUA and HAITI, per steamship Tionia; at 11 A. M. for GRENADA and TRINIDAD, per steamship Grenada; at 9 P. M. for JAMAICA, per steamship Admiral Farragut, from Boston.

WEDNESDAY.—At 1 P. M. for MEXICO, per steamship Ithaka (mail must be directed "per steamship Ithaka"); at 2 P. M. for RIO DE JANEIRO, direct, per steamship Roman Prince.

THURSDAY.—At 1 P. M. for YUCATAN, CAMPECHE, TABASCO and CHIAPAS, per steamship Vigilancia, via Havana and Progreso (mail for other parts of Mexico and Central America must be directed "per steamship Vigilancia"); at 1 P. M. for SANTIAGO, per steamship Santiago de Cuba; at 2 P. M. for PERNAMBUCO and SANTOS, per steamship Kaffir Prince; at 4 P. M. for LA PLATA COUNTRIES, direct, per steamship Hermes; at 9 P.M. for JAMAICA, per steamship Admiral Sampson, from Boston.

SATURDAY.—At 9:30 A. M. (supplementary 10 A. M.) for ST. THOMAS, ST. CROIX, LEEWARD AND WINDWARD ISLANDS, per steamship Madiana; at 10 A. M. (supplementary 10:30 A. M.) for FORTUNE ISLANDS, JAMAICA, SAVANILLA and CARTHAGENA, per steamship Alene (mail for Costa Rica must be directed "per steamship Alene"); at 10 A. M. for BRAZIL direct, per steamship La Touraine; at 11 A. M. for CUBA, per steamship Mexico, via Havana; at 11 A. M. for YUCATAN, per steamship Prima; at 11 A. M. (supplementary 11:30 A. M.) for PORTO RICO, VENEZUELA, CURACAO, SAVANILLA and CARTHAGENA, per steamship Caracas; at 1 P. M. for MATANZAS, CAIBARIEN, SAGUA, NUEVITAS, GIBARA and BARACOA, per steamship Curityba (ordinary mail only, which must be directed "per steamship Curityba").

Mails for Newfoundland, by rail to North Sydney, and thence by steamer, close at this office daily at 8:30 P. M. (connecting close here every Monday, Wednesday and Saturday). Mails for Miquelon, by rail to Boston, and thence by steamer, close at this office daily at 8:30 P. M. Mails for Cuba, by rail to Port Tampa, Fla., and thence by steamer, close at this office daily (except Monday) at 87 A. M. (the connecting closes are on Sunday, Wednesday and Friday). Mails for Cuba, by rail to Miami, Fla., and thence by steamer, close at this office every Monday, Tuesday and Saturday at 12:30 A. M. (the connecting closes are on Tuesday and Saturday). Mails for Mexico City, overland, unless specially addressed for despatch by steamer, close at this office daily at 2:30 A. M. and 2:30 P. M. Mails for Costa Rica, Belize, Puerto Cortez and Guatemala, by rail to New Orleans, and thence by steamer, close at this office daily at 3 P. M. (connecting closes here Tuesdays for Costa Rica and Mondays for Belize, Puerto Cortez and Guatemala). ‡Registered mail closes at 6 P. M. previous day. §Registered mail closes at 6 P. M. second day before.

TRANSPACIFIC MAILS.

Mails for China, Japan and Philippine Islands, via Seattle, close here daily at 6:30 P. M. up to July 12, inclusive, for despatch per steamship Rhojun Maru (registered mail must be directed "via Seattle"). Mails for Hawaii, Japan, China and Philippine Islands, via San Francisco, close here daily at 6:30 P. M. up to July 14, inclusive, for despatch per steamship Rio de Janeiro. Mails for Hawaii, via San Francisco, close here daily at 6:30 P. M. up to July 20, inclusive, for despatch per steamship Australia. Mails for Australia (except West Australia, which goes via Europe, and New Zealand, which goes via San Francisco), Hawaii, and Fiji Islands, via Vancouver, close here daily at 6:30 P. M. up to July 21, inclusive, for despatch per steamship Miowera. Mails for Hawaii, China, Japan and Philippine Islands, via San Francisco, close here daily at 6:30 P. M. up to July 21, inclusive, for despatch per steamship Coptic. Mails for China and Japan, via Vancouver, close here daily at 6:30 P. M. up to July 24, inclusive, for despatch per steamship Empress of India (registered mail must be directed "via Vancouver"). Mails for Australia (except West Australia), New Zealand, Hawaii, Fiji and Samoan Islands, via San Francisco, close here daily at 6:30 P. M. after July 21 and up to August 4, inclusive, or on day of arrival of steamship Campania, due at New York August 4, for despatch per steamship Alameda.

Transpacific mails are forwarded to port of sailing daily, and the schedule of closing is arranged on the presumption of their uninterrupted overland transit. ‡Registered mail closes at 6 P. M. previous day.

CORNELIUS VAN COTT, Postmaster.

Post Office, New York, N. Y., July 6, 1900.

## NAVAL NOTES.

An important addition has just been made to the Russian Navy by the launch of the armored cruiser Bayan from the establishment of the Forges et Chantiers de la Méditerranée in France. She is the only vessel of her class in the new Russian naval programme, being smaller than the Rossia now in Chinese waters, and altogether distinct from the protected cruisers that are being built in America, Germany and in Russia. She is of 7,800 tons, 445 feet length 57 feet beam and 21 feet draught, and has a steel belt of 7.7 inches at the water line. Her engines are of 16,500 horse power, steam being supplied by Belleville boilers, and they are expected to give a speed of 21 knots. The armament will consist of two 8-inch breech-loaders and eight 6-inch, twenty 2.3-inch and seven 1.8-inch quickfirers.

The Sultan having suddenly decided on the complete repair and rearmament of all the available ships in the Ottoman Navy, contracts have been made with the Italian shipbuilding firm of Ansaldo at Sampierdarena, near Genoa, and the Germania establishment in Germany. The Messandieh, which is to serve as a flagship, is already in hand at Genoa, and the Assar-i-Tevfik at Kiel. Four other vessels are on their way to Genoa, to be followed by four more later on. The first payment to the Messrs. Ansaldo of $322,000, on account, for the Messandieh was made about two weeks ago. The armament of these ships will be entirely renewed and is to be furnished by Krupp. None of these vessels is under twenty years old, and all will have to be refitted throughout to be made effective seagoing warships. Nothing is known of the cause of this action on the part of the Turks, but the German Emperor is said to have personally interested himself in procuring part of the work for the German yard. Some of these ships were built in England and some in France.

A fine coast defence ship for the Norwegian Government has just been launched at the Elswick Works on the Tyne in England. She is named the Eidsvold and is a sister ship of the Norge. She displaces 3,850 tons and is 290 feet in length, with 50 feet 6 inches breadth and 16 feet 6 inches draught, and is protected by a 6-inch Harveyized steel belt, with a 2-inch steel deck and 5-inch armor on the turrets. Her engines are of 4,500 horse power, with Yarrow boilers, and are intended to give a speed of 16.5 knots. Her armament is a powerful one, consisting of two 8.2-inch breechloaders and six 5.9-inch, eight 12-pounder and six 3-pounder quickfirers, with two submerged torpedo tubes.

### Woman Run Down in Shopping District.

Mabel Fitch, 24 years old, of 469 Lafayette avenue, Brooklyn, was run down yesterday at Sixth avenue and Twentieth street by a Long Island Express Company wagon. Her skull was fractured. She was taken to the New York Hospital. The driver was arrested.

## Post Office Notice.

POST OFFICE NOTICE.

(Should be read DAILY by all interested as changes may occur at any time.)

Foreign mails for the week ending July 14, 1900, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS POST MAILS close *one hour earlier* than closing time shown below. Parcels Post Mails for Germany close at 5 P. M. Monday and Wednesday.

TRANSATLANTIC MAILS.

TUESDAY.—At 7 A. M. for EUROPE, per steamship Lahn*, via Cherbourg, Southampton and Bremen (mail for Ireland must be directed "per steamship Lahn").

WEDNESDAY.—At 7 A. M. (supplementary 9 A. M.) for EUROPE, per steamship New York*, via Southampton (mail for Ireland must be directed "per steamship New York"); at 10:30 A. M. for BELGIUM direct, per steamship Noordland (mail must be directed "per steamship Noordland"); at 1:30 P. M. (supplementary 3 P. M.) for EUROPE, per steamship Oceanic*, via Queenstown.

THURSDAY.—At 6:30 A. M. for EUROPE, per steamship Columbia*, via Plymouth and Hamburg (mail for France, Switzerland, Italy, Spain, Portugal, Turkey, Egypt and British India, via Cherbourg, must be directed "per steamship Columbia"); at 6:30 A. M. for FRANCE, SWITZERLAND, ITALY, SPAIN, PORTUGAL, TURKEY, EGYPT and BRITISH INDIA, per steamship La Gascogne*, via Havre (mail for other parts of Europe must be directed "per steamship La Gascogne").

SATURDAY.—At 7 A. M. for AZORES ISLANDS, per steamship Spartan Prince; at 8 A. M. for NETHERLANDS direct, per steamship Statendam (mail must be directed "per steamship Statendam"); at 10 A. M. for SCOTLAND direct, per steamship Astoria (mail must be directed "per steamship Astoria"); at 12:30 P. M. (supplementary 2 P. M.) for EUROPE, per steamship Campania*, via Queenstown.

*PRINTED MATTER, ETC.—German steamers sailing on Tuesdays take Printed Matter, etc., for Germany, also Specially Addressed Printed Matter, etc., for other parts of Europe. American and White Star steamers on Wednesdays, German and French steamers on Thursdays, and Cunard and German steamers on Saturdays take Printed Matter, etc., for all countries for which they are advertised to carry mail.

After the closing of the Supplementary Transatlantic Mails named above, additional supplementary mails are opened on the piers of the American, English, French and German steamers, and remain open until within Ten Minutes of the hour of sailing of steamer.

MAILS FOR SOUTH AND CENTRAL AMERICA, WEST INDIES, ETC.

SUNDAY.—At 6 A. M. for ST. LUCIA, MARANHAM and CEARA, per steamship Lisbonense; at 8:30 P. M. for ST. PIERRE-MIQUELON, per steamer from North Sydney.

MONDAY.—At 10 P. M. for NEWFOUNDLAND, per steamship Assyrian from Philadelphia.

TUESDAY.—At 9 A. M. (supplementary 10:30 A. M.) for CENTR