

TRIP ACROSS SIBERIA.

RAILROAD COVERS FIVE HUNDRED MILES, THE OTHER TWO THOUSAND BY STEAMBOAT.

Blagovestchensk, Siberia, July 16. The first section of the trip from Orenburg to Khabarovsk over the five hundred miles of railroad known as the Trans-Siberian. The second section may be said to begin at Khabarovsk and to extend to Vladivostok, where the railroad from St. Petersburg branches, or rather ends. The first section is 725 versts (about five hundred miles), while the second, which is covered entirely by river steamers, is about two thousand.

The Amur flows past Khabarovsk five hundred miles from its mouth, which is marked by the city of Nikolavsk on the Pacific, further to the north. As one realizes this fact one appreciates the greatness for it sweeps past Khabarovsk about a mile wide. The Russian mail steamers leave there every five days, and take passengers to the next large city of Blagovestchensk, a little over eight hundred versts away. It is rather slow work beating up against the current, which subtracts several versts from the steamer's possible speed.

The Amur mail steamer is a sort of lightning express compared with the other passenger steamers of a rival company, which ply over the same course. These will sometimes take twice or three times as long as the others, besides being provided with little in the way of comforts. The mail steam-

notorious. The banks and the country are generally low and green. There is only one stretch where the river winds in and out among hills which rise straight from its banks, and the effect is that of a beautiful lake, since neither inlet nor outlet is visible. There are not more than three or four Chinese settlements on the Manchurian side. One of these is at a gold mine worked entirely by the Manchus; another is the large city of Alkun, where the treaty with Russia, signed in 1858, was negotiated. But there are many small villages on the Russian bank to the north, and these are inhabited mostly by pioneer immigrants who have come out from the European portion of the great empire. Each man who is authorized to emigrate by the Government may take up a certain number of acres free of rent or taxes for a certain number of years, at the end of which time he may purchase his farm from the Government or hire it at a low rate. He is also exempt from military service for ten years, often gets free transportation to his new home and a house and agricultural implements. The average Siberian peasant looks prosperous, and it is evident to anybody passing through the country that certain parts of Siberia are destined to a great agricultural future.

At present the villages are primitive, and in this respect most similar to the settlements made in America by the early Pilgrim fathers. The log houses, with neat enclosures, and the rude cattle sheds attached must be nineteenth century reproductions of those built at Plymouth and Salem several hundred years ago. But here there is a more bitter cold to be provided against during the long winter, and the interstices between the logs are packed with moss, like the seams of a ship, while there are either double windows or heavy outside shutters, and the front door has an extra covering of felt which fits over the edge.

As the steamer whistles before drawing near to each stopping place, all the inhabitants begin to gather on the beach, a picturesque group, laden down with milk-fresh and sour-whey loaves of bread and rolls of fresh butter to sell to the steamer passengers. There is always a Greek church in these little settlements, sometimes with a graceful gilt dome, which catches the sun's rays and shines like a beacon above the collection of low lying houses which surround it. We also find the millage stores, in which the surplus of the harvest is kept by Chinese, who are making an incursion of an agricultural invasion of Chinese territories.



TRIUMPHAL ARCHE.

Put up for the Czarovitch at Blagovestchensk, Siberia.

ers themselves are not filled with luxuries, though they are all rich according to Siberian standards. It seems to be the custom here for travellers to provide all their own bed clothes and towels, not to mention such trifles as soap and water basins. Go to a hotel, and one is shown into a room with a bare bed, no water and no towels. Water is supplied on application without extra charge, but every towel, blanket and pillow is a separate item on the bill, and causes astonishment and irritation to the foreigner who has this experience for the first time. Later he recognizes that it is the custom of the country, and accepts it. It is the same on the boats. Each stateroom contains two bare cots and a table. If one considers anything more necessary for comfort, one is at liberty to provide it. A washroom for men and one for women, each with a single bowl, are supplied to provide all necessary opportunities for the attainment of personal cleanliness. If one is possessed of a private basin, so much the better.

FOUR MEALS A DAY. The meals cost two rubles a day, in addition to the fare, and for this four meals are provided. In the morning a great samovar is placed in the middle of the table, and is surrounded by glasses and spoons. Each person makes his own tea and helps himself to bread and butter. At 12 o'clock is the first meal of the day, a three course dinner. This consists of soup, always with great pieces of meat in it. The second course is generally composed of meat and potatoes, served together, though a combination of young pork and pickles is provided at intervals. After this a dessert of pudding or dainty looking ice cream. At 4 o'clock there is again the Russian tea about the smoking samovar, at 8 p. m. a supper of one meat course and tea again. The fare cannot be characterized as dainty, still, the cooking is not bad. Passengers may grumble, but they do not become emaciated. Many of them take hampers of wine and bottled meat and jam. Good brands of Russian claret and beer may be procured at the ship's bar, but any foreign brand comes at a high price. A passenger who brings a bottle of champagne and a half for a bottle of schnitzel. It is the extras which make Siberian travel costly. The fares are low, the hotel tariff is ostensibly reasonable, but one day's stay betrays a paucity of extras which, being indispensable to the average foreigner, must be paid without demur.

Russians are proverbially more willing to suffer discomforts than are other civilized nations, or perhaps they are more hardy. At any rate, a Russian officer will travel in this country for less than half what it would cost an American. Officers of the Russian army also have the privilege of travelling first class when they pay for second, or travelling second class when they pay for third. A short time ago one of these went from St. Petersburg to Vladivostok for 12 rubles (40c).

At this time of the year the Amur is sinking from one to two inches a day. The ice breaks up in the last of April, so that the river is open about May 1, and remains so until November. During this time the Russian steamers ply constantly up and down. There are about two hundred and forty of these on the Amur and its tributaries, and as many Russian barges. These all fly the Russian flag, for any ship which does not have the right to do so is prohibited from navigating these waters. This seems rather hard on the Chinese, whose great Manchurian and Mongolian tracts bound the river to the south and who, it would seem, have as much right to the river as the Russians, whose people live on the north. However, this is a clause in one of the agreements with Russia, and not an arbitrary decree of that Power. Furthermore, it is generally admitted that Manchuria is Russia's though informally. When the open assimilation of it will take place it is impossible to tell.

MONOTONOUS SCENERY. Between Khabarovsk and Blagovestchensk the scenery on either side of the river is rather mon-

FLOATING FORTRESSES.

THREE NEW BATTLESHIPS TO BE THE MOST FORMIDABLE IN THE WORLD.

NAVAL BOARD RECOMMENDS SUPERPOSED TURRETS AND A MAIN BATTERY OF TWELVE-INCH AND EIGHT-INCH GUNS.

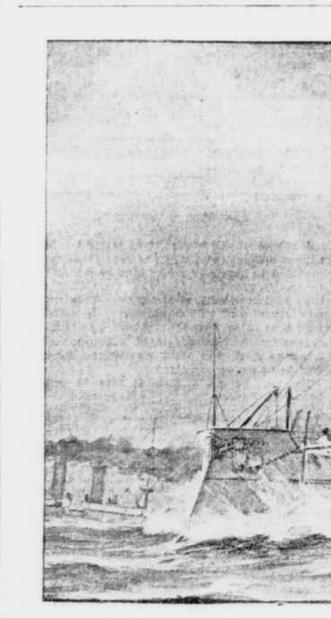
Washington, Sept. 15 (Special).—Even though the contrivance has had only a peacetime trial—and that not of the most conclusive sort—it would seem as if the much mooted double-decked turret had come to stay, or at least was in a fair way of multiplication. After due deliberation on the part of a pretty large board of naval officers of diverse ranks and experiences, it was decided to recommend that three out of the five new battleships not yet contracted for should carry superposed turrets on the principle of those now on the Kearsarge and the Kentucky.

Theoretically and as figured out in the plans these three ships will be the most formidable battleships yet designed for any navy. The States of Georgia, New-Jersey, Pennsylvania, Rhode Island and Virginia will have the task of settling among them which are to assume the sponsorship of these vessels. In the circulars describing the chief characteristics of the double-decked turret ships they are put down as craft 455 feet long on the load waterline, a trifle over 76 feet broad at greatest beam, and representing, when ready for their speed trials, a mass of 14,600 tons of steel, brass and miscellaneous materials, with self-propelling power sufficient to drive that bulk against wind and tide at a rate of nineteen knots an hour.

In order that the ships may guard the shallow harbored cities of the South when deepest laden, they will not draw more than twenty-six feet of water, and under normal conditions— which fairly represent their average state in time of conflict—they will be able to move about in waters two feet shallower. It is this peculiar feature of all our latest armored ships that makes them distinctly superior to any of their foreign classmates—giving them the double advantage of greater reach in action and a wider field in case of retreat.

In purpose all battleships are alike, but in performance they differ much as one pugilist differs from another in his ability to strike quickly and hard and to get out of the reach of his opponent's retaliation. These ships are to be qualified along the lines of the skilled fighter, for not only will they be able to maneuver at great speed, but the blows they strike will be hard ones rapidly delivered from behind a defense of the stoutest sort. First, there is the main battery consisting of four 12-inch and eight 8-inch breech-loading rifles in pairs make. All of these guns are mounted in pairs in turrets—four of the 8-inch guns resting on top of the turrets for the 12-inch guns, while the other four 8-inch guns are placed amidships on the main deck. Head or stern on the ships can bring to bear upon an enemy two 12-inch and six 8-inch guns, while in broadside they can better that force by two more of the 12-inch guns. No ship yet designed by a foreign Power can do as much—and that force can be supplemented by no fewer than six rapid fire 6-inch guns, arranged on each side on the gun deck. These rapid fire 6-inch guns constitute what is generally termed the secondary battery of a battleship or armored cruiser.

The 8-inch and 12-inch guns, because of the large angle of their turrets' slanting faces, will be able to elevate over twenty degrees, thus effecting a bombardment range much in excess of that possible to any other of our battleships. Each of the 12-inch guns can be fired at intervals of a minute and a half. Each shell weighs 850 pounds, leaves the gun at a velocity of 2,800 feet a second and a thousand yards away can bore its way undisturbed through nearly seven-inch armor plating, and in the case of the Krupp projectiles. With a soft cap on its point the same shell can nose its way through sturdier material, 20 per cent thicker, and yet flash and head is expected to face undiminishedly the com-



LATEST ACCEPTED DESIGN FOR NEW AMERICAN BATTLESHIP. Showing superposed turret. (Copyright, 1900, by R. G. Skerrett.)

ing of such a blow. The 8-inch gun of the latest 45-calibre length sends its 250-pound shot on its mission of destruction at the same velocity, and is able, uncapped, to get through uninjured the smallest of Krupp armor two thousand yards distant, with, of course, the same percentage of greater penetration to its credit when capped like the 12-inch projectile. The 8-inch guns are to be fired at intervals of fifty seconds. The 6-inch rapid fire guns, with their five shots a minute, fire 100-pound missiles at a velocity of 2,800 feet a second—nearly three times as fast as sound travels—which are a thousand yards away are able to go clean through 6.19 inches of Krupp steel.

There is an auxiliary battery of light rapid fire guns—the purpose of which is to repel torpedo boats, to riddle an enemy's torpedoes, exposed positions, and to pour a perfect hail of small, explosive shells into open ports above the discharged, are protected against the attack of rapid fire guns up to the 6-pounder. All turrets will be under electrical control, as will also be the ammunition hoists for all but the smallest of the torpedoes. They are to be taken to so ventilate the turrets as to carry off promptly escaping powder gases and to make these places as habitable as possible in the heat of battle.

than that by the older method deemed amply sufficient only a few years ago.

Each ship will be driven by two triple expansion engines, actuating twin screws, and capable of developing 19,000 horse-power for every knot of speed. If each ship were driven by gigantic clockwork that power could be represented by a weight of 625,000,000 pounds falling through space at the rate of one minute.

Each of these vessels will be the home of seven hundred persons, and seven hundred pretty exacting persons at that. Jacky is particular in his demands for the food, and he has even taken to discussing "high-jinks," as he is pleased to term the theory of health. Uncle Sam has not made his Jackies gentlemen nor has he presented each with a seal ring, but he has done a lot to make happiness and health within the possibilities of a fighting machine. Great distilling plants will supply them with pure water; large ovens will bake the "soft" bread dear to the sailor heart after the weary years of the jawbreaking hardtack, and a big refrigerating outfit will yield the cooling equivalent of two tons of ice a day. That the ships will be clean there will be several well ventilated wash and bath rooms, fitted with shower baths and supplied with both fresh and salt water, hot and cold. That they will always look homelike there will be an innovation of a steam laundry capable of handling the tons of seventy-five men a day.

There will be a large sick bay, in addition to the usual dispensary carried on ships like these, and it is proposed to fit up an operating room with all the appliances common to modern surgery, such as X ray apparatus, glazed operating tables, and the like.

The uniform height of the ships' above the water from bow to stern, besides adding considerably to their seaworthiness and the more effective use of the guns, will be clearly demonstrated by the fact that the ships' battery, yields just so much better accommodations for the officers and crew. Each ship will carry nineteen hundred tons of coal when her bunkers are full, which, at the rate of her consumption, will carry her across the Pacific without replenishing.

BAR HARBOR SEASON'S END

THE WARSHIPS SAIL AWAY AND THE SUMMER VISITORS READY FOR DEPARTURE.

Bar Harbor, Me., Sept. 15 (Special).—The English fleet and formation and escorted by the North Atlantic Squadron steamed slowly out of the bay on Thursday morning. Flags fore and aft, and as the parting salute was fired, hundreds had gathered on the shore to watch the sight cheered loudly the distinguished visitors. They faded away in the morning light, slowly dropped down the eastern sky line and the summer season's end was proclaimed. The reception on shore, which began Monday with a large reception on shipboard and dinners on shore, continued active until the moment of departure. Neither the American nor the British officers were at leisure for an instant, for society claimed them at every turn. Both Admirals, before leaving, expressed the opinion that the reception had been the most complete and courteous that they ever had. A wonderfully fraternal spirit grew up between the officers of the two navies while they were here.

The last entertainment was the reception given by the English Admiral on board the flagship Crescent on Wednesday. It had been originally set for Tuesday, but the weather interfered. Although the English ships had planned to go out Wednesday morning, Vice-Admiral Bedford postponed his departure a day in order that he might return the courtesies as lavishly extended to him. The last entertainment on shore was the dinner given to the Admirals by Lieutenant-General Schofield. Society is ready to go away. Everything has dropped off to complete dullness, and in another fortnight the resort will be almost deserted by the summer residents.

On Monday the American officers gave a luncheon and sail aboard the gunboat Scorpion. Among those attending were Rear-Admiral and Mrs. P. M. Kennedy, Mr. and Mrs. John S. Kennedy, Mr. and Mrs. Charles Carroll Jackson, Count and Countess de Laugier-Villars, Mr. and Mrs. J. C. Mercer Biddle, Mr. and Mrs. J. J. Emery, Waldron Bates, Mrs. Fox, Mrs. Fox, the Misses Lawrence, Mrs. Slater, Miss Draper, Miss Frank, Miss Dimock, Mrs. Dimock, Mrs. Redmond, and Miss Redmond.

In the evening Vice-Admiral Bedford gave a delightful dinner on his flagship to the members of the General Committee and the captains of the two fleets. The table was spread on the quarter-deck under a canopy composed of flags of many nations. The guests were Rear-Admiral Pagan and Rear-Admiral Upham, Captains Snow, Dickens, Chester, Folger, MacKenzie, Train, Col-

ships, W. Butler Duncan offered as prizes \$50 for each first crew. The race of the American boats was an exciting one, and the crews were well matched. The New-York and the Kearsarge had two crews entered. The course was three miles, and the New-York crew, consisting of the Kearsarge, the New-York's second entry, third, the Kearsarge's second entry, fourth, the Kearsarge's third entry, fifth, the Kearsarge's fourth entry, sixth, the Kearsarge's fifth entry, seventh, the Kearsarge's sixth entry, eighth, the Kearsarge's seventh entry, ninth, the Kearsarge's eighth entry, tenth, the Kearsarge's ninth entry, eleventh, the Kearsarge's tenth entry, twelfth, the Kearsarge's eleventh entry, thirteenth, the Kearsarge's twelfth entry, fourteenth, the Kearsarge's thirteenth entry, fifteenth, the Kearsarge's fourteenth entry, sixteenth, the Kearsarge's fifteenth entry, seventeenth, the Kearsarge's sixteenth entry, eighteenth, the Kearsarge's seventeenth entry, nineteenth, the Kearsarge's eighteenth entry, twentieth, the Kearsarge's nineteenth entry, twenty-first, the Kearsarge's twentieth entry, twenty-second, the Kearsarge's twenty-first entry, twenty-third, the Kearsarge's twenty-second entry, twenty-fourth, the Kearsarge's twenty-third entry, twenty-fifth, the Kearsarge's twenty-fourth entry, twenty-sixth, the Kearsarge's twenty-fifth entry, twenty-seventh, the Kearsarge's twenty-sixth entry, twenty-eighth, the Kearsarge's twenty-seventh entry, twenty-ninth, the Kearsarge's twenty-eighth entry, thirtieth, the Kearsarge's twenty-ninth entry, thirty-first, the Kearsarge's thirtieth entry, thirty-second, the Kearsarge's thirty-first entry, thirty-third, the Kearsarge's thirty-second entry, thirty-fourth, the Kearsarge's thirty-third entry, thirty-fifth, the Kearsarge's thirty-fourth entry, thirty-sixth, the Kearsarge's thirty-fifth entry, thirty-seventh, the Kearsarge's thirty-sixth entry, thirty-eighth, the Kearsarge's thirty-seventh entry, thirty-ninth, the Kearsarge's thirty-eighth entry, fortieth, the Kearsarge's thirty-ninth entry, forty-first, the Kearsarge's fortieth entry, forty-second, the Kearsarge's forty-first entry, forty-third, the Kearsarge's forty-second entry, 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