THE KEARSARGE AND THE KENTUCKY

AFLOAT AT NEWPORT NEWS. TWO DIG BATTLE SHIPS SENT OFF THE WAY WITHIN AN HOUR-A WORLD'S LAUNCHING RECORD MADE-THE KEARSARGE

NAMED BY MRS. WINSLOW AND THE KENTUCKY BY

Newport News, Va., March 24-Amid the dasts of steam whistles and the booming guns of men-of-war, the first-class battle-ships Kearsarge and Kentucky were launched this morning at the plant of the Newport News Shipbuilding and Drydock Company. A world's launchof naval architecture, two battle-ships of the sandem and double launches of warships have the other after a great State. The Illinois also

GIANT WARSHIPS LAUNCHED of men, women and children began to make their way to the shipyard in the hope of securing desirable places from which to witness the launching. Once inside of the mammoth shippard the anxious spectators directed their steps toward the ways on which the battle-ships rested. These ways are in the northern extremity of the yard, in practically the same places where La Grande Duchesse, the Creole, the gunboats Nashville, Wilmington and Helena and other handsome products of the Newport News Shipbuilding and Drydock Company were built and launched. Not far distant lies the battle-ship Illinois, almost ready for launching.

While awaiting the arrival of the launching cheers of a great concourse of people, the shrill parties and listening to the discordant music of the hammer as the employes of the shippard busied themselves making preparations for the launching, the thousands of eager spectators cast admiring glances at the big hulls freshly painted in bright red and gayly decorated with ing record was established, with the most grati- bunting and flags. Sister ships though they are, fring success. For the first time in the history there were many in that great concourse of people who ventured comparisons as to the lines most formidable and modern type took their and symmetry of the ships shortly to be named. first plunge within an hour of each other. Many one after a famous old Federal war vessel and fewer in

the launching parties were escorted from the booth at the head of the vacant ways to that at the prow of the Kentucky. The announceat the prow of the Kentucky. The announce-ment made several weeks ago that Miss Brad-ley, the daughter of the Governor of Kentucky, would name the new ship with pure spring water served to create additional interest in the ceremony. As she ascended the stand Misa Bradley was the object of no little interest, owing to her regard for the wishes of the Woman's Christian Temperance Union of Amer-ica, but she gave no evidence of any concern about the matter. about the matter.

In the mean time the workmen had busied first ship, others had to start on the second in order that there should be no tiresome delay. In the exciting rush that followed the slightest accident night have resulted in the release of the Kentucky before the necessary preliminaries had been completed. Every precaution was taken, however, and as soon as the Kearsarge kissed the James everything was in readiness to go ahead with the work of raising the big hull of her sister ship from the ground to the sliding-ways. Lined up on each side of the Kentucky the workmen began to drive in the wedges which were to do the greater part of the work. Finally the blows grew weaker and fewer in number. The big saw was placed against the sole pieces which held the ship on

followed in shaping the lines of both vessels, it is said, will enable the ships to attain a remarkable rate of speed for their heavy class. TWO SPLENDID FIGHTING MACHINES. DESCRIPTION OF THE BATTLE-SHIPS KEARSARGE AND KENTUCKY

There are larger battle-ships on the ocean than the twin sisters Kearsarge and Kentucky; are even larger armored cruisers in the British Navy, such as the splendid cruisers Powerful and Terrible, yet it is doubtful whether any prudent naval commanders, even leaving out of his calculations the great factor represented by the superb fighting qualities of the American sailor, would care to venture a hostile meeting with one of these steel buildogs of the sea; for the new American battle-ships embody in their design and construcin the highest development up to this date in offensive and defensive naval warfare. Into their broad hulls are packed all the engine power, the armor and ordnance that the highest scientific ability is able to concentrate in a floating structure which is able to seek a base of operations, a supply of fue and ammunition and an opportunity to heal wounds received in battle. Larger ships, those of deeper draught necessarily, cannot enter or attack I States ports at fighting range, and this considera-tion was always kept in mind by Chief Constructor Hichborn when the Kearsarge and the Kentucky were planned. This is the explanation of the facta new one in naval design-that these ships, with a displacement of 11,525 tons, draw only 23 feet 6 inches of water, less than the armered cruisers bined be equal in combat to one of the battle-ships. Light draught on heavy displacements is only one of the many valuable qualities of th battle-ships, though by no means the least. Except the Indiana class, they carry the heaviest batteries in accord with modern naval practice, and primary batteries fully equal to that class they the combination almost unequalled in naval archi-The big rifles, four in number, are mounted n two turrets, one sweeping the entire sea from directly ahead to fully half-way astern; the other with equal range, placed so as to command the sea from either bow or straight ahead. of 13-inch calibre, while the British Navy now confines its guns to the 12-inch calibre. In Inches the difference seems small, yet the American gun has about 25 per cent more power.

A NOVELTY IN TURRETS.

At this point in the armament of the ships the American designers have made a bold and enterprising experiment, the result of which will be waited with interest by the whole naval world. Instead of descending at one move from the heavy primary battery to the small-calibre capid-fire guns as is done in the case of cruisers, it has become the custom of naval architects to interpose a bat tery of medium-calibre guns, 6 or 8 inch for in-stance, and these are placed in small independent turrets about the ship. It occurred to the Amer-lean designers that if they could dispense with the weighty and space-consuming machinery at gines and machinery, independent ammunition be placed in the hull of the ship and much more armor could be carried. They solved the more armor could be carried. They solved the problem by rigidly attaching the smaller turrets, each containing two 8-inch guns, to the top of the big 11-inch turrets. The plan had another advantage than weight-saving Theoretically it tended to a terrible concentration of the Probably the ship does not float that would survive the awful impact from the four guns of one of these combined turrets on one small section of its hull, and because they are trained in unison their protectiles must strike close together.

With the saving in weight, the designers were able to give splendid armor protection to the ships. All the armor is of Harveyized nickel-steel of American invention, and the best in the world up to this date, as is shown by the many European efforts to equal it by other processes of manufacture. Moreover, it is skilfully disposed, so as to make every ounce of steel count for the protection of the crew.

of the crew.

The big turrets are seventeen inches thick in front, diminishing in thickness to fifteen in the rear, where they are less likely to be struck, because in action the guns are supposed always to be turned toward the enemy. The smaller turrets above, for a like reason, vary in thickness from eleven to nine inches. To make sure that no stray shot strikes the ammunition holds, leading from eleven to nine inches. To make sure that no stray shot strikes the ammunition holsts, leading from the magazine to the turrets, the former are in-cused in tubes of hardened steel fifteen inches in thickness. Mounted in this fashion, the guns are almost invulnerable, from the 8-inch rifles, mounted high in air, with good range and capable of piere-ing the walls of most armored ships at fighting quarters, to the hig 18-inch guns, that can project their armor-piercing shots a dozen miles.

THE BATTERIES AND ARMOR.

The general dimensions and features of the ships Length on load water-line.
Beam, extreme
Presboard forward
Freeboard att
Mean drawabt, with 410 tons of coal on11,525 ton4.

teries:

4 13 inch breech-loading rifes,
4 8 inch breech loading rifes,
14 5 inch rapid-fire breech load
20 6 pounders, rapid-fire,
4 makine guns.

who were oposed to the use of water. Water from the spring on the Jefferson Davis farm in Kentucky was also dashed on the hull.

For the second time to-day the multitudes cheered, and the whistles in the yard and on the river blew their shrill notes. Another perfect launch to the credit of the Newport News Shiphuliding and Drydock Company.

The mammoth steel shell rode the waves like a paper load, and lazily and lightly floated out into the channel. The tiny tugs made fast to the ship's sides when she came to a full step and lowed her to a yard pier, close by that to which her sistership was tied up.

When the Kentucky's lines were made fast to

bulkheads of armor 10 and 12 inches thick are worked at the points where the deck is worked with inclined sides. In addition to the armor-belts, cofferdams filled with compressed, fireproofed American compits cellulose are worked the entire length of the vessel in the region of the water-line. The comming tower has armor 10 inches in thickness, with a tube inches thick leading down to the armor-deck for the protection of the voice pipes, telegraphs, steefing-rods, etc.

Throughout the vessels the use of wood is reduced to a minimum, the stateroom bulkheads being made of steel covered with cork sheathing, and every attention has been given to lighting, heating, draining and ventiating the vessels in the most approved and efficient manner. All wood materials of every description will be tested by the electric fireproofing process. As these ships will undoubtedly be flagships their complement will be 520 persons—officers, seamen and marines.

THE MOTIVE POWER.

THE MOTIVE POWER.

The vessels will be driven by triple expansion engines actuating twin screws, each screw being propelled by a single engine, having cylinders of 315, 51 and 58 inches diameter, with a common of forty-eight inches, indicating, together with the engines for the air and circulating pumps, collective horse-power of 10,000 when making about one hundred and twenty revolutions a

Five boilers-three double-ended and two singleended-in four watertight compartments will generate the necessary steam, at a pressure of 180 pounds to the square inch. There will be no speed premiums, a penalty of \$100,000 a knot being imposed for failure to reach the contract speed of 16 knots.

A comparison of these vessels with any foreign battle-ships built or building will in every case be to the advantage of the United States ships. The United States vessels carry heavier guns and more of them, heavier armor, more widely distributed, and protecting more thoroughly the vitals



MRS. HERBERT WINSLOW.

A DENIAL THAT HIS RETIREMENT HAD BEEN

London, March 24.—The Foreign Office has issued a statement to the effect that there is no truth whatever in the statement made by "The Daily Chronicle" to-day that the long Cabinet council on Monday was called to consider an intimation from the Marquis of Salisbury of his desire, acting under medical advice, to resign the Premiership and the



LORD SALISBURY'S HEALTH BETTER.

DISCUSSED BY THE CABINET.



out precedent.

GATHERING OF THE CROWDS.

This was a red-letter day in the history of

Newport News. Never before had its citizens

timated that there were between twelve thou-

sand and fifteen thousand strangers in the city.

The vanguard of the large gathering began to

arrive early yesterday morning, and all day the

eager visitors came in on the trains and boats

running to the city. Many people arrived last

struck Newport News like a whirlwind this

morning. The Chesapeake and Ohio Railroad

ran special fast trains from Washington, Cincin-

nati and Richmond, and all of the steamboat

Christine Duncan Bradley, the sponsor for the

of the Kearsarge, also arrived at Old Point Com

fort yesterday, accompanied by her husband,

who commanded the famous old Kearsarge in

great rush of people from neighboring cities.

yesterday over the Chesapeake and Ohio.

and Drydock Company.

but the greater part of the multitude

put on extra boars to accommodate the

ed so large a throng of visitors. It is es-

MINS CHRISTINE BRADLEY. Who named the Kontucky

her victorious encounter with the Alabama off Cherhodry, France, on June 19, 1864. Mr. and Mrs. Winslow, with the members of their party, Who came from Boston, were received by Presi-

dent Orcutt at Old Point. The steamers Newport News and Washington, of the Norfolk and Washington Line, arrived at the shippard this morning, having on board a greased ways, and, rapidly gathering momenlarge number of distinguished people from turn, struck the water with a rush of at least Washington. In the party were many naval and department officials, members of Congress, many Army officers and other well-known persons from the National capital.

A special train from Richmond arrived early in the morning, bringing Governor J. Hoge Tyler and his staff, several military and civic organizations, and hundreds of people from cities along the route of the Chesapeake and Ohio Railroad. Governor Tyler was met at the station by his personal escort, the Huntington Rifles, Captain Marye, of this city, and other companies of the 4th Regiment of Virginia Volunteers. Specially chartered steamers and tugs arrived early in the day from Baltimore, Nortolk, Portsmouth and other neighboring cities. The electric trains from Old Point Comfort to this city have been running all day on a threeminute schedule in order to accommodate the

As early as 8 o'clock this morning thousands

essfully accomplished, but the achieve- came in for a large share of admiration, and her frame, and two workmen looked up to the Newsort News Shiphuiding and there were animated discussions as to the fightment of the Newport News Shipbuilding and there were animated discussions as to the fight-Drydock Company to-day goes on record with- ing powers of each of the three ships.

THE KEARSARGE. on the ways before launching-the Kentucky in view on the right

> Cheers heralded the approach of the launching parties, and people struggled for favorable places from which they could see them. Heading the parties were President Orcutt and Sommers N. Smith, general superintendent of the company. They proceeded in the direction of of the two steel hulls and tastefully decorated with red, white and blue. The Kearsarge having been selected to leave the ways first, the party at once went to the booth at the head of No. 18, as this ship has been known at the yard They ascended to the platform and awaited the word from the skilled ship launchers engaged in preparing the ways.

A CRITICAL MOMENT

This is the critical moment in a launching Only those who have actually witnessed similar The large delegation from Kentucky came in affairs can realize the importance of the task The and the intensity of the suspense. If the vessel party was headed by Governor William O Brad- has not sufficient stability she may lose her structor in charge must foresee the danger and make sure that his calculations are correct.

chip named to-day after the Blue Grass State. Up to this time the ship rested entirely on the The party was received by Calvin B Orcutt. president of the Newport News Shipbuilding keel blocks on which she was built, and had been held in an upright position by other blocks under her bulging sides. Then followed the proc-Mrs. Elizabeth Maynard Winslow, who had been selected to do the honors at the launching ess of transferring her weight from the keel blocks to the ways that were to carry her into the water. Long wedges of white oak were Lieutenant-Commander Herbert Winslow, the placed between the two ways throughout their only surviving son of Admiral John A. Winslow, entire length at intervals of about two feet.

At the word of command from the superintendent of construction, M. V. Doughty, the wedges were driven home till the last one was securely placed and the big mass of steel was raised clear of the keel blocks. In order to insure perfect success this work was done simultaneously along the entire length of the ship.

The sounds of the hammers slowly died away, and every one's heart throbbed with expectation. The time for the five thousand tens of shapely constructed armor pints to leave the ways was drawing near, and every eye was strained on the bow of the ship, at which the guests of the occasion were patiently availing the supreme moment. Mrs. Winslow was evidently striving to suppress her eveitenent. Grouped around her, the distinguished men from the Nation's capital were 'passing the bottle' literally—the traditional bottle of champagne incased in a siken net of red, white and blue, and with vari-colored ribbons thowing from its neck at the end of a long rope which extended down from the lofty deck of the battle-ship. and every one's heart throbbed with expectation.

CHAMPAGNE FOR THE KEARSARGE.

Suddenly from the depths below came the sound of a saw. Instantly every voice was hushed, and every car was strained to catch the progress of the steel blade as it plerced the sole pieces. All the preparations had been comsole pieces. All the preparations had been completed to the satisfaction of the constructor in charge, and the signal had been given to sever the large heavy eak planks which were the only binding left between the sliding and the ground ways. As the bottle of champagne was harded to Mrs. Winslow the fall of a pin on the platform could have been heard by those in the immediate vicinity. Suddenly there were a snap and the cracking of timber, and the big hull quite ed for an instant on its bed. Mrs. Winslow broke the bottle against the receding low, exclaiming:

"I christen thee Kearsarga."

The crackle of broken glass and the odor of spilled champagne came almost simultaneously to the eager guests on the platform. The bottle was broken squarely on the great ship's ponderous prow, and the Kearsarge, radiant in red, white and blue, her tall military masts towering ninety feet in the air, sped down to meet the blue waters of the James. "I christen thee Kearsarge."

WELCOMED WITH A DEAFENING DIN.

WATER FOR THE KENTUCKY.

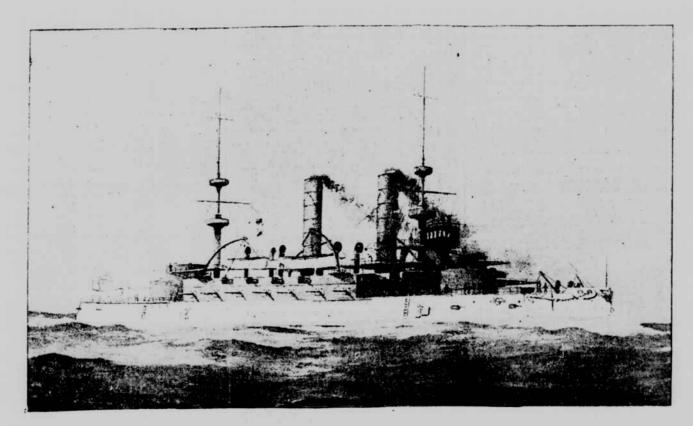
Mr. Smith motioned to Miss Bradley to take the cut-glass bottle, mounted in silver, and, after giving a quick glance at either side of the big ship before him, he turned to the men below and nodded. Again the sound of the saw was heard. Miss

Bradley leaned against the rail, holding aloft the bottle of water from the spring on the old Lincoln farm in Kentucky, and, as the move-ment of the saw indicated that the time was ment of the saw indicated that the time was near, she firmly grasped the bottle and waited. There was only another instant of suspense, however, as the weakened timbers began to crack, and the expected snap sharply followed. Only another instant before the big hull started from the bed in which it had reposed since June of 1816, and Miss Bradley gracefully cast the silver-mounted bottle against the slowly receding how on the chalkmark which indicated

"I christen thee Kentucky"

Down the tallowed tologgan the Kentucky sped. The stern touched the water, causing a splash and disturbance of the waves, and then the second addition within an hour to the country's fighting force entered the river.

hurled against the ship's sides by Kentuckians who were crosed to the use of water. Water



HOW THE NEW BATTLE-SHIPS WILL LOOK.

Slowly at first the ship glided down the greased ways, and, rapidly gathering momentum, struck the water with a rush of at least at twelve knots an hour, burded her stem well above the water-line, rose aft, dipped gracefully the best of the steams (Newport News). The control of the chainment fletel a lunchered test the subject of the steams (Lambert the ship are twelve knots and men-advar, noisy with their between the flanking rose of the flanking rose of the steams will be when the ships are turned the control of the chainment and placed in commission. The party on the platform pressly watched the currency of the coveral months are showing cannon.

The party on the platform pressly watched the currency of the coveral months are showing a stem of the coveral months are showed the currency of the coveral months are showed the currency of the coveral months are showed the currency of the coveral months are showed to the currency of the coveral months are showed the currency of the coveral months are showed the currency of the coveral months are showed to the currency of the coveral months are showed to the currency of the coveral months are showed to the currency of the coveral months are showed the currency of the coveral months are showed to the currency of the coveral months are showed to the currency of the coveral months are showed to the currency of the coveral months are showed to the currency of the coveral months are showed to the currency of the coveral months are showed to the currency of the coveral months are showed to the currency of the coveral months are showed to the currency of the coveral months are showed to the currency of the coveral months are showed to the currency of the coverage of the cov

CHINA YIELDS TO RUSSIA.

PORT ARTHUR AND TALIEN-WAN GIVEN UP, NOMINALLY, FOR TWENTY-

FIVE YEARS. London, March 25.-The Peking correspondent of "The Times" says:

"China yesterday (Wednesday) agreed to all the Russian demands. The following are the

"A lease of Port Arthur for twenty-five years as a fortified naval base.

"A lease of Talien-Wan for twenty-five years as an open port and as the terminus of the Trans-Manchurian Railway, with a right of fortification.

"The right for the Russians to construct & rallway from Petuna (in Manchuria, on the Sungari River) to Tallen-Wan and Port Arthur on the same terms as stipulated in the case of the Trans-Manchurian Railway. "China saves her face by retaining nominal sovereign rights, which, however, she is power-

less to assert, the lease being equivalent to ces-

CAPTAIN KENT CALLED TO WASHINGTON.

Halifax, N. S., March 24.-Captain Kent, of the Royal Engineers, who for years has been at the head of the submarine mining operations in Halifax Harbor, started for Warklington this morning, hav-ing been summoned thither by a telegram from General Montgomery Moore, communication of the forces in British North America, who is visiting Sir Julian Pauncefots.

PLAGUE MORTALITY IN BOMBAY. Bombay, March 24 - There were 1,259 deaths from

the plague during the last week. Four Europeans were among the victims.

MARRIED.

SOUTHARD SOUTHER On Wednesday, March 23, 1898, at Dorchester, Mass., Mr. Arthur Trescott Southard and Miss Mary Bases Souther.

Notices of marriages and deaths must be in-dersed with full name and address.

ARBOTT-On Tuesday, March 22, 1898, of pneumonia, Diancy Pickering, widow of Benjamin F. Abbott, in her BASSETT-On Wednesday, March 23, 1898, Jay Leater Bassett, son of Dr. John S. Bassett, in the 22d year of

DOW-At Liw Point, March 24, 1808, Sarah Elliabeth, wife of George A. Dow in the 624 year of her age. Friends are invited to her funeral on Monday, March 28, at 11 o clack a. m. from her late residence. EWEN-At his residence, Thursday, March 24, 1808, Colonel M. S. Ewen, aged 65 years, Notice of funeral hereafter.

Notice of funeral hereafter.

HANTUN-On Thursday, March 24, 1808, Susan C., wife of Benjamin Hastun, in her 68th year.

Funeral services at her late residence, No. 21 Madisonate, Saturday, March 26, at 11 a.m.

LAW-Suddenly, of meningitis, on Wednesday morning, March 23, 1808, Harry Wheelock Law, aged 12 years, son of Alfred Wheelock and Alice Mills Law.

Funeral at his late home, No. 34 Gramercy Park, Friday, March 25, 9:30 a.m.

MOUT. Thursday, March 24, March 19, 180 MOTT-Thursday, March 24, Merritt J. Mott: after shor MOTT Indisals, Sacrification, No. 152 Sip-ave. Jerspy City Heights, to-day, Friday, at 4 p. m.
O'FARRELL-On Thursday, March 24, at the residence
of the Rev. T. McKee Brown, No. 144 West 47th-et.
Helena O'Farrell, daughter of the late Thomas 22d
Mary O'Farrell, daughter of the late Thomas 22d
Services at the Church of St. Mary the Virgin, No. 189
West 40th-et. Saturday, March 26, at 16 a. m.

OAKEY—Suddenly in Brooklyn, Thursday, March Mohn Oakey.

Relatives and friends are invited to attend the funeral on Saturday, at 2 o'clock, from his late residence, No. 855 Union-st. w Haven papers please copy STIMSON—Suddenly, at his residence in Brooklyn, o March 23, Earl L. Stimson, in the 63d year of his age

WINCHESTER - New-Haven, Conn., March 23, 1898, Jane E., widow of Oliver F. Winchester, in the 91st year of her age.

Funeral services will be held at her late residence, No. 423 Prospect-st., New-Haven, Saturday afternoon at half past 2.

Woodlawn Cemetery. Office, No. 20 E. 23d-st. Woodlawn Station (24th Ward), Harlem Railroad.

Special Notices.

Tribune Terms to Mail Subscribers. Daily, \$10 a year; \$1 per month.
Daily, without Sunday, \$5 a year, 90 cents per month.
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Postoffice Notice.

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

Foreign malls for the week ending March 26, 1808, will close opromptly in all cases) at the General Postoffice as follows. Parcels Post Malls close one hour earlier than closing time shean below.

TRANSATLANTIC MAILS.

TRANNALIANTIC MALLS.

SATURDAY—At 5 a. m. for Europe, per s. *Campania, via Queenstown; at 8 a. m. for Netherlands direct, per s. s. Ed.m. via Hotterdam detters must be directed "per Edam"); at 8 a. m. for Genoa, per s. s. Fulda detters must be directed "per Fulda"; at 10 a. m. for Sectiand direct, per s. s. Anchoria, via Glasgow detters must be directed "per Anchoria").

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

After the closing of the Supplementary Transatiantic 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. FRIDAY-At 1 p. m. for Barrados direct and North Brigil, via Para, Maranham and Ceara, per s. c. Bene-

dict.

SATURDAY—At 10 a m. isupplementary 10:30 a m.)
for Fortune Island, Januaica. Savanilla and Greytown,
per s. s. alene detiers for Costa Rica must be directed.
"Der Alene"; at 10:30 a m. for Campeche, Chiapas,
Tabasco and Yucatan, per s. s. Concho detters for other
parts of Mexico and for Cuba must be directed. "per Concho"; at 11 a m. (supplementary 11:30 a m.) for
Venezuela and Curacao, also Savanilla and Carthagena,
via Curacao, per s. s. Philadelphia, at 57 p. m. for
Nassau, N. P., per s. s. Miami, from Miami, Fla.; at
8:30 p. m. for Newfoundland, per steamer from North
Sydney.

Sydney.

Mails for Newfoundland, by rail to Hallfax and thence by steamer, close at this office daily at 8.30 p. m. Mails for Miguelop, by rail to Boston and thence by steamer, close at this office daily at 8.30 p. m. Mails for Cuba close at this office daily at 7.00 a. m., for fewarding by steamers sailing Mondays and Thursself from Port Tamps. Fig. Mails for Mexico City, everland, unless specially addressed for dispatch by steamer, close at this office daily at 2.30 a. m. and 2.30 p. m. (Registered mail closes at 6.00 p. m. previous day.

TRANSPACIFIC MAILS.

Mails for the Society Islands, per ship Tropic Bird (from San Francisco), close bere daily up to March 25 at 6.30 p. m. Mails for thira, Japan and Hall per s. s. Reigie (from san Francisco), close bere daily up to March 25 at 6.30 p. m. Mails for China and Japan, per s. s. Victoria of the March 25 at 6.30 p. m. Mails for China and Japan, per s. s. Victoria of the Tacownab, close bere daily up to March 27 at 6.30 p. m. Mails for Hawait, per s. s. Zealandia (fam San Francisco), close bere daily up to March 31 at 6.30 p. m. Mails for Australia except West Australia. New Zealand, Hawaii and Fiji Islands, per s. s. Eliwest from Vancouver, close and stally after March 21 at 6.30 p. m. Mails for China and Fiji Islands, per s. s. Eliwest from Vancouver, close Sally after March 21 at 6.30 s. Mails are forwarded via Europe. New Zealand, Hawaii, Fiji and Samoan Islands, per s. s. Atameda (from San Francisco), close here daily up to April 151 at 7 a. m. 11 a. m. and 6.30 p. m. (or on arrival at New York of s. s. Campania with British mails for Australia).

Transpacific mails are forwarded to port of salling daily and the schedule of closing is arranged on the presumption of their uninterrupted overland transit. tRegistered mail closes at 6 p. m. previous day.

CORNELIUS VAN COTT, Postmaster, Postoffice, New-York, N. Y., March 18, 1904.