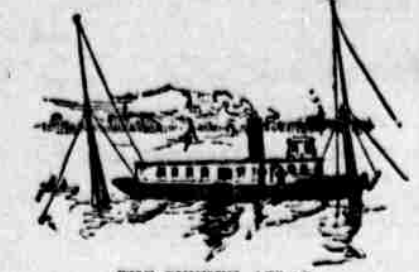


RAISING THE ATLAS.

DIVERS WILL BRING TO THE SURFACE THE STEAMER RECENTLY SUNK.

Some Account of the Methods Employed in Raising Ships from the Bottom of the Water—The Diving Bells of Earlier Days.

Passengers on the New Jersey, passing entering New York, down Jersey, from the sunken steamer Atlas, lying near the foot of Barclay street in the North River.



THE SUNKEN ATLAS, whose masts alone are visible, suggestive of casualty by water, and bringing home to the traveler a sudden appreciation of what a thin shell lies between him and destruction.

The Atlas is still to be remembered was run in by a ferryboat not long ago and sunk in a few minutes. She is a constant menace to vessels where she lies, and it is desirable that she be speedily raised.

The method used in raising sunken vessels, is to first get chains under her fore and aft, and indeed at as many points as necessary. These are then arranged on either side to which the ends of the chains are attached.



DIVER AT WORK. This is the method that was used in the case of the Wells City, and doubtless it will be repeated in the case of the Atlas.

The first and most difficult matter is the placing of the chains. For this purpose divers are employed, who go down and work the chains under the vessel. The diver's occupation is certainly a hazardous one. He wears a curious sort of armor on his submarine trips, and the air he breathes is pumped down to him.

When the water is clear the diver may readily see objects horizontally, though not vertically. In the North River the water is so muddy that it is not probable the diver can see so far.

A diver in a river flowing by a large city sees some singular sights. The bottom of the North River is covered with mud and slime into which the diver sinks sometimes to his knees, or his waist, or even over his head.

The Siberian Pacific railroad has not yet been commenced, and already a Siberian railway is projected. It will be called after the river Obi.

The story being level and well studied with forests, the construction of the line will offer little difficulty. The entire cost, including the harbor, is estimated at 20,000,000 rubles.

The British minister's house at Washington is owned by the British government, and luxuriously furnished throughout. It is among the largest residences in the city.

We are disposed to adopt the customs of European nations without taking into consideration why they exist there, and the possibility that they are not necessary in our country.

Divers say that the most disagreeable feature of their work is stumbling across a dead body. These bodies usually float a few days after death, but there are cases where they become entangled, or in the case of suicides, are sometimes loaded with weights.

THE BRITISH MINISTER.

LORD SACKVILLE, ERSTWHILE SIR LIONEL SACKVILLE WEST.

Something About the Man Who Has Managed to Put His Foot in It So Nicely—His Record and His Interesting Family of Daughters.

Lord Sackville, erstwhile the Hon. Sir Lionel Sackville West, K. C. M. G., envoy extraordinary and minister plenipotentiary of Great Britain to the United States, is certainly a wiser man than he was a month ago.

The Washington monument is the only structure on this continent which is taller than the great chimney lately built at Kearney, N. J., to serve the twenty big boilers of a thousand manufacturing companies.

Only one structure in America of greater altitude.

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As it starts from the base the chimney is double. The outer wall is 5 feet 2 inches thick, and rises with a perfectly uniform batter from the bottom to the neck below the cap.

The chimney receives two horizontal flues in which it is proposed to place fluid water heaters for the boilers. About one thousand pipes will be included in them.

A remarkable feature of this piece of work is that it was built in 150 days of nine hours each.

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EX-GOVERNOR HAMILTON.

His Death Occurred Recently at His Home in Hagerstown, Md.

Ex-Governor William T. Hamilton, whose death was recently chronicled, after an illness of three weeks, at his home in Hagerstown, Md., was the most picturesque figure in Maryland politics, as well as one of the strongest and most popular men in that state.

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LAUNDRYMEN'S HUMOR.

A BACHELOR DESCRIBES SOME FEATURES OF MONGOLIAN LIFE.

A Chinaman Who Became a Joker—His Voice—Hop Wah as a Joker—His Social Gait—Told in Confidence—'Sam Su' and Chinese Sandwiches.

The first Chinaman I ever had dealings with, said the old bachelor, "was a little waddled up fellow, not more than five feet high, who had a store on Washington street. Next door to him was an Italian shoemaker. Lee, for that was the laundryman's name, was a most taciturn individual, even for one of his race, but he had a peculiarity. He used to sing, not only in his shop, but also, in a lower voice, when he was walking along the street.

It was when he was hard at work upon the bosom of some heavy coat, and he could be heard at his best, or, as some might put it, at his worst. Lee's voice was not a pleasing one, even when exercised in the most agreeable manner, and he had got warmed up and essayed to reach the higher key it was positively heartrending. How his subordinates, of whom he had two, stood it, is beyond human comprehension. They were great upon him, and when I last knew him he was a perfect slave to it.

My next laundryman was a character. He was about 20 years old, of a very good looking, judged by the ordinary standard, and spoke English quite fluently. He answered to the name of Hop Wah, but I always called him Hop for short.

By degrees, and when I had satisfied Hop that I had no intention of patronizing his rival across the street, for whom I entertained a profound yet pitying contempt, he told me some of his history. He had been ten years in America, and about six years in Brooklyn. I asked him one day if his parents were alive. He replied that they were dead long time, and added, 'Old man dead long time.' Then he laughed quite merrily, as if the elder Hop's decease was a good deal of a joke. He went to Sunday school regularly, and this account of his proficiency in the English language. He went to Mott street quite frequently, too, as he informed me, and in his way I think was considered a good deal of a show. He noticed a 'God Bless Our Home' motto of the regulation pattern fastened to the wall alongside of a Chinese almanac. I asked him if he was a Christian. He shook his head, and said that he was not, but he thought it would be better to notice a 'God Bless Our Home' motto of the regulation pattern fastened to the wall alongside of a Chinese almanac.

He seemed queer to find a Christian motto on a heathen place, and he winked at me with great deliberation and remarked, jerking his thumb in the direction of the card, 'Catch trade; everything goes.' Certainly there were no flies on the board, and his peculiar conduct along was both profound and aptly applied. By and by he got more notions, and in a short time he shot his nose looked like a misanthrope.

One week about frozen when he called at my room with the week's washing. As he laid down the bundle he made some remark about the weather, and the original sounded vastly like an expression used by unregenerate Christians and proceeded to rub his hands vigorously. Noticing that he looked affectionately upon a glass of beer which stood on a table, I brewed for myself, I asked him if he would have one. Hop didn't mind if he did, and by the manner in which he gulped it down, I was convinced that he was both profound and aptly applied.

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THE NERVOUS PATIENT.

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STAGE LIGHTS AND SHADOWS.

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ENGLISH AND AMERICAN WOMEN.

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TRAVELERS GUIDE.

Arrangement of Passenger Trains on and after 31st Dec. 1888, MAY 15, 1888.

Table with columns for NORTHWARD, SOUTHWARD, and various train routes and times.

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