DOUBLE SEARCH FOR THE POLES.

Arctic and Antarctic Expeditions That Are Now on Their Way Into the Great Silence.

From out of that great silence that hangs over the Polar night there floats to us the excitement confines of the Arctic expeditions now fighting their way northward to the Pole.

while, march southward along the west shores of Greenland. There will be more than 1,500 cubes of food put on the coast. The whole will weigh nearly fifty tons and embrace dozens of different preparations of meats, vegetables, soups, bread, coffee, tea and cocoa, with a full ton of sugar and several hundredweight of salt.

Preserved fruits, to relieve the monotony of canned food, have happily for the poisoned bill of fare, but, except in the doctor's locker, there will not be a drop of spirituous liquor on board. The crew are all either temperate or temperance men.

That life may be sustained for the Windward has landed him on the shores of Greenland. There will be more than 1,500 cubes of food put on the coast. The whole will weigh nearly fifty tons and embrace dozens of different preparations of meats, vegetables, soups, bread, coffee, tea and cocoa, with a full ton of sugar and several hundredweight of salt.

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That life may be sustained for the longest possible length of time by that form of food which has the smallest compass of its greatest conservation governing the choice of provisions for an Arctic ship. One man can live upon the contents of a single can of compressed food weighing only sixty pounds for nearly a month.

The most interesting soup materials and most extracts in use now, but the use of meat pellets among supplies for Arctic sledges is new. The provisions of the Windward embrace 60 cases of meats canned with as little cooking of this meat pellet which preserves it, besides giving nearly as much nourishment as the meat itself. There, which is of the foods which water would damage, are in tin cases, hermetically sealed. These are labelled and marked with Lieutenant Peary's name.

The other Arctic expedition—a German contest under the leadership of a Norwegian—is now on the second half of its long journey, having only recently sailed from Tromsoe, where some time was spent in refitting. Its principal object was the finding of Andree. Though it has not succeeded, information has been received that Andree, after almost the whole journey over the ice that remains attached to the shore.

The Windward is a steam-whaler of 30 tons. She was formerly in the service of the Alexandra Bay Company, from whom Mr. Harmsworth bought her to carry Mr. Jackson to Franz Joseph Land, frozen in the ice. She is unusually strongly built for an Arctic ship, fortified without by an extra sheathing of greenheart to resist the grinding of the ice, and within by transverse beams to resist pressures. Her bow for twelve feet aft from the stem is almost solid, with beams running in all directions. It is so strong, for it is used as a ram to batter aside floes that obstruct the passage of the ship. The master is Captain John Barrett, of Newfoundland, who commanded the Hope and the Kite in expeditions of Mr. Peary's in the far North, the ship's company consists of twelve men, all told.

The cargo of the Windward is a varied one, and will feed form the bulk of what she carries North, the coal for the furnaces, and the greater part of the provisions for the numerous relay stations which Lieutenant Peary will establish so that he may keep in communication with the world during his extra sledge journey North after the ship can go no farther.

One of the scientific results was some definite information about King Charles Land, which the expedition visited and which was found to consist of two islands separated by a narrow channel. Both islands are mapped as the land of Prussian Prince and Jens Island. A third island which the expedition sighted was christened Oscar II. One of the promoters of the expedition, the Andrée Polar Island. The expedition further found that Jens Island, which was more remote than the Prussian and Hopen islands, is the north bay of Jens. A hasty survey of King Charles Land was made by Captain Hedtoft. The question as to the number and position of the islands has therefore been finally determined. Upon July 25, the expedition started in a northerly direction for Franz Josef Land, but after having reached some sixty miles it was forced by a heavy movement shore to turn back and to seek shelter in the south bay of Jens.

The leader of the expedition, Herr Theodor Lerner, then resolved to begin a journey of sledge exploration Northeast Land from the south. Despite great difficulties created by the ice and fogs, the Hoegland succeeded in making the passage. The value of this performance is held by the explorers to consist in the proof it affords that one can, by means of sledges, in the summer polar months, by passage northward is not impracticable.

It was found that the so-called island is actually situated some ten minutes northward of its position as indicated in the maps. The most important geographical result of the expedition was it determined that Wijde Bay is not a bay, but a fjord, which runs entirely to Hinlopen Strait, and that Nordostland is not a peninsula, but an island. Prince Heinrich Island, which was discovered by the Germania in the year 1869, was also visited by the expedition, and found to be a mountainous island, the highest point of which is 1,000 feet above the sea. The island is covered with snow and ice, and is surrounded by a belt of ice-floes.

The scientific results of the expedition are declared to be particularly valuable. Five rain-gages and a thermometer station were set up at Cape Mohn, on the west coast of Nordostland, and at the other stations north of Hinlopen Strait. Numerous observations were taken to determine the intensity and direction of the dip-needle in the north magnetic polar region. The expedition was also equipped with a complete set of instruments, at a depth of 1,000 meters. The material gathered will enable experts of investigation before its value can be commercially ascertained.

For the south after the Booth Line liners are now two expeditions on their way—one of which, like its northern prototype, is also being conducted under the auspices of an English newspaper proprietor, Sir George Newnes. The Belgian expedition which sailed no-

"AND WE CAME TO A PLACE WHERE THE SEA MET THE SKY AND THE SKY MET THE SEA."

BORCHGREVINK.

for Arden de declare about a year ago to the ship Belgica is now supposed to be at the Falkland Islands awaiting the return of the Antarctic explorer, Borchgrevink, from his expedition. The British expedition has steamed away in the southern Cross under the leadership of C. E. Fenning.

Borchgrevink is a Norwegian, who has greatly made a couple of trips to the Antarctic. He went in search of whales, and, of course, was unable to make anything more than a reconnaissance of the ice-bound lands which he has described in his book as the Antarctic. He believes that the wealth of the Antarctic continent is mineral, not animal. His principal object in make it a paying investment for capitalists to put their money into the Belgica and to equip her for exploration. The explorer has taken along with him by order of Sir George Newnes several tons of British coal, and intends to mark everything which he finds by the records in plant a flag on which has been lately sewn sealed by the initials of the expedition.

Borchgrevink is a firm believer in the theory of open sea Antarctic continent. He believes that there is nothing to bar the way of Australia and that on the way it will be found many harbors or known forms of animal life. There is an incline but on the coast of Victoria Land which the explorer thinks is due to a great subsidence.

Once in the Antarctic Continent, he feels in the Samaritan way that the voyager will find habitable regions, animal, fruit and an entire new set of singing birds unknown to any other climate.

The expedition will land near Cape Adair and will make all preparations to winter there. Borchgrevink thinks he can reach the magnetic pole this season. The ship in which the explorers will sail go to Tasmania after landing them, and return with the equipment for the next Antarctic summer with supplies. There the coal cannot reach the South Pole as to take pass and the leader says he expects to make the attempt in September or October of 1899, and to get back to England safe and successful in 1900.

Sir George Newnes generously pays all the expenses of the expedition, having come to the relief of Borchgrevink when the explorer seemed destined to find no one willing to back his project. Sir George recently remarked: "We may have a few things we can sleeve, and there may be a financial side to the expedition, but the scientific aspect will be kept in the first front. There is some fear that the Belgian expedition may be lost in the ice, and, if so, there will be one of the duties of Borchgrevink to rescue the Belgians. The sailing out of the expedition has cost about $2,000.

HOW HE AMUSES MILLIONAIRES.

A Fashionable Doctor Has a Scheme for Keeping the Patients Comfortable Until He Returns to His Office.

A very fashionable physician of London has invented a way of keeping his office patients waiting for him when he is detained past his office hours.

The doctor is not going to have his patients go away until he has seen them.

The maid is instructed to say, "The doctor will return in a few minutes," and, then, while the patient stands wavering at the door, turns hands on the cunningest little Japanese contrivance you ever saw, with two tiny musical puppets for the top. Of course the patient—if a woman—is not proof against anything so ravishing, so as soon as this and in a minute she is in the house with Kuma and her puppies, Mikado and Miami, importing around her skirts. The Japanese dogs were very expensive, but that they have paid for themselves is no doubt true, now and again.

For the men, there are other things. But the men patients must enter the door of their own accord, unless there, too, are attracted by the antics of the puppies. Once inside, there is a very respectable stamp collection, and another of fine old cigars. The latter is left there loose upon an Oriental tray, so that they can be handled and examined and the stamps are in a large album. Besides these things, in the way of immediate objects of interest, there is an elegant album with the pictures and autographs of nearly all the celebrities in the world. These keep many a nervous patient.

A very aristocratic doctor has a well-stocked library in his waiting-room. In it there are all the new novels.

But the strangest thing of all in this office is a wonderful machine for "speed" by the women patients, as they wait. It is a large basket, which grows more and more filled with strips of all kinds of colored silks, ready to be sewed into square blocks. Then the women patients sew as they wait, and in the middle they write their initials.

THE TOMB OF ANTON SEIDL.

His Ashes Are to Be Taken From the Offices of the Cremation Company and Given a Fitting Resting Place.

Anton Seidl's ashes are to have a touch.

Many letters were received, a few days ago, by those who knew the late composer were from musicians at the offices of the cremation company.

Each letter contained the sorrowful statement that the writer could not obtain a small box upon the receptacle and the sacred buildings until some should arrive from Germany.

It took but a short time to decide this harrowing question, but finally, in a fit of desperation, the three bereaved ones shook their heads and shoulders and, seizing the urn, hurried to the pavement, where the cab known, and the occupants to the bridge. Upon her offering it for security, the proprietor, who has since sold the writer that he had not expected to see it again, was nearly paralyzed when told what it was.

Then Mr. Gerome explained the whole matter to him, and he, observing her brethren, was sure it was a good risk, as it was certain she would look known and catch its owner if he came to the box office. He advanced her $10 on the urn in confidence, and the good woman took the money in thought she thought it would burn her fingers, and off she went. It was about three hours before she returned, and then she came running as shaking wildly in her hand a draft on a German exchange, and crying:

"Take your box back." She cried, breathing violently, and the height of the urn would be buried in the ground. "I will receive it in the ship. I had the utmost transfer the purpose of the vessel to me, save for the balance of the money in cash, which I'll, and have never seen her since, although she has a business of small profits and loss, which I would like to consult."

Sometime ago a steward dealer in second-hand stocks of merchandise had an office somewhere near the corner of Washington and Fulton streets, Borough of Manhattan. A friend of the writer having occasion to do some business with him, had occasion repeatedly, and was told by his skinny clerk on every visit the Carker—that the proprietor was

THE PROPOSED MONUMENT TO ANTON SEIDL, MODELED AFTER THE JOHN BOYLE O'R EILLY MASTERPIECE.

have been taken away by either friends or relatives and the adventures of the trees and their residents have in some cases been quite as strange as any of those in other cases, safes have been left at the crematory when removal have failed to keep up the payments of the estate of the sinners, and in other cases safes have been left there, caused to some poor relative or to a distant country, and the "dear one" has never called for the urn, nor paid the bill.

To describe the trip of a human body, as from the smoke-stack to the purchaser, is somewhat hoodwinking, but that is the route taken by the late Adolph Germer, a former resident of Brooklyn, shortly subsequent to his decease. The body was placed in the incinerator, and in a minute was in ashes, immediately thereafter, but it was several months before the ashes were ready for delivery, owing to the remoteness of the pay car.

Germer died a poor man; for a long time after his death his wife struggled bravely to drive the wolf from the door of the cheap apartments where she and her two children lived, and by trifling savings of her and her husband had gone toward defraying the expenses of the funeral, which, as has been stated, was strictly done, according to his express desire, had taken place at Fresh Pond.

One day one of the little urtifacts she possessed found their way to the pawnshop, as finally one day, when the rent board was high, the poor woman found herself far more put upon than the usual rules a few cents to buy bread for her chicks.

She had written to relatives in Germany for monetary assistance, but had received no answer; in fact, her neighbors were strangers, and ignorant of the charitable institutions of Brooklyn, she did not know which way to turn. Finally her eyes fell upon the urn containing the ashes of her departed Adolph, and the fearful thought

The office, which was located in what a century ago had been a dwelling-house, was a complete old curiosity shop, containing articles of a score of families' last nots, most thirty years ago, and another remembrance, down in the cellar and garret, and there were lined the sides of the old double parlors, almost banking-in two old-fashioned mantelpieces of black marble.

The business man was very desirous of seeing the proprietor of this queer place, and at a time of day at which he was anxious to dispose of, the dyspeptic old clerk, however, assured him that he had no authority to buy the goods, and that his employer was too ill to see any one.

After a lapse of a fortnight, the broker called again and enquired for the proprietor.

"Oh, yes, he's in; do you want to see him?" queried the personality all such, in a sort of funereal tone.

"Yes, I'd like to see him at once, if you please."

"Well, there he is over there," said the clerk, pointing to one of the old black mantelpieces.

The broker glanced in the direction indicated, but saw no person.

"Why, is that urn there, he's dead and cremated," he asked, in shock, "and if you want him so badly, you can take him away with you. I've worked for him like a slave for twenty years, and he presented to me not something, for he had no living relatives, but the mean old skunk, he didn't leave me a cent, and I'm sure he'd expect to see me in my rows, down in Cemeteries, to found a library to be named after him. The existence of heaven's shown up yet, and I made the arrangements for cremation, but if they don't sail for that urn pretty quick, I'll leave it out in the ash-barrel."

The broker shuddered and hurried away. If the threat was carried out or not he never took the trouble to enquire.

HORACE B. JOHNSON.

THE FLEET DESTROYED BY SAMPSON AND SCHLEY.

SENOR POLO Y BARNABE WILL

Senor Polo y Barnabe, former Spanish Minister to this country, and later an elected son to Canada, has a scheme by which Spain should rebuild her navy.

At a popular meeting, held recently at Madrid, at which many of the leading citizens and supporters of the present Cabinet were represented, the president of Senor Polo was unanimously adopted.

Polo proposed to rebuild the navy by popular subscription—each town to furnish a ship. In this way Spain would receive eighteen first-class, twenty-one second-class and forty-six third-class ships.

After further discussion, it was decided that the subscription books were to be open until the 1st of January, at which time it is expected that the full amount will be raised.

Barcelona, Madrid, Seville, Valencia and Vizcaya are each to furnish two first-class vessels, two second-class and one third-class vessel.

Corona, Malaga, Santander, Tarragona, Valladolid and Zaragoza are to furnish one first-class vessel, one second-class and one third-class vessel. Cadiz will give one first-class and one second-class battleship.

Alicante, the Balearic Islands, Guipuzcoa, Granada, Huelva, Murcia, Orense and Pontevedra, are to furnish one first-class each; one second-class ship, and Alicante will donate one second-class vessel.

Alva, Albacete, Avila, Badajoz, Burgos, Caceres and Zamora, one each small vessel, are each to furnish one third-class ship.

Senor Polo will presently raise a very large sum of money among the Diplomats, who will contribute from

REBUILD THE NAVY OF SPAIN.

three private fortunes to the new navy of Spain. This is to take the place of Cervera's fleet, destroyed by Sampson and Schley, and to cause those Powers now warm "Out of the coal pact and come a gathering Polo's fine project.

Senor Polo, who is Spain's optimist, is ordering the battleships of all nations, and is also ordering the cruisers to American builders, except only for two. The two Cramps battleships will be ready for delivery in especially Cramps that one of the new vessels shall resemble the much-talked about Spanish battleship Pelayo.

Against Great Britain it is said that Spain will not guarantee, and that the vessel, as we remember it, differs from the ships of the others of the British ship-builders.

Should the projector be successful, the "Columbus" launch and others be followed as a model. The ship among the fastest fleet, most admired by the Spanish people, and the ship most feared by the Cervera vessels pre-eminent.

The plan outlined by the statesman is not complete, but it is said that he intends to have the ships of the navy named for constellations of any name may be a single power. The ships, at the present time, are to be placed at the disposal of the Minister of Marine, who is to expend the money under the direction of a committee of bankers.

In three years Senor's navy is to be better than before. It is contemplated, the navy-yards have been filled by the first of the year, and the contracts awarded immediately.

If Spain goes to war upon her new footing, she will devote the money to the navy and of itself would stop, they would be a very magnificent new navy by the first of the year.