SALVAGE OF THE "OREGON."

The accompanying photographs of the salvage of the "Oregon" have been received from Mr. W. Grigg, third engineer of the steamship "Nanchang," which was chartered at Chefoo, North China, to proceed to the assistance of the "Oregon" immediately after it had grounded in the Gulf of Pechili. The submerged rock on which the vessel was impaled lies to the northward of Miau Tau Islands and projects pinnacle-like from very deep water. Rocks of this kind are not uncommon, and form one of the greatest perils of navigation in some of the Eastern seas. One of our photographs was taken from the "Nanchang," when this vessel was towing in the effort to pull the "Oregon" from the rocks, and the smaller picture shows the 10-inch pumps which were used to keep down the water in the hold of the "Oregon."

The description of the operations is best given in the writer's own words:

"The "Nanchang" was chartered at Chefoo, North China, to proceed to the "Oregon" and assist in floating her. We left Chefoo on the morning of June 30, arriving at 10 A. M. on July 1, and made fast alongside. The battleship we found was badly ashore on a pinnacle rock, and heeling over at an angle of 10°, with ten to seventeen fathoms depth of water all round the ship, and three or four of the forward compartments full of water. We commenced to take out ammunition, davits, cables and anchor, etc. The "Oregon" had two 10-inch pumps working, which were secured from the "Tokio Marie," a Japanese steamer that ran ashore some time ago, about 10 miles away, off the same island. The pumps were doing good work and keeping the water under.

"At 11:40 A.M., July 1, we passed a hawser aboard the "Oregon" and commenced to tow her, the tide serving at that time. At noon the battleship cleared the rock. At 12:10 P. M. we let go our hawser, the "Oregon" using her own engines; but shortly afterward she struck on another rock. At 2 o'clock we resumed towing, assisted by the steamship "Kwongsang," towing till 5 o'clock, but unable to shift her. The following day at 1:10 P. M. the "Nanchang" and the steamship "Kwongsang" were made fast to the "Oregon," one on each side, and towing was resumed, the British cruiser "Endymion" having come up and passed a hawser aboard the "Oregon" astern. The "Endymion" carried away her own hawser, and shortly afterward another one belonging to this ship. She again sent aboard her own hawser, and the three ships made another attempt, the "Oregon" using her engines as required; but were unable to shift her up till 3:45 P. M., the tide having fallen too much to render any further attempt that day successful. Coal and ammunition and heavy weights were being discharged the whole time to lighten the ship. Another attempt was made on the 4th, but proved unsuccessful. On Thursday, July 5, we were preparing to make another attempt to tow her off, when, at 1:35 P. M., the "Oregon" floated off unaided. We towed her a short distance and anchored in 19½ fathoms water at 2 P. M. The following day we towed the "Oregon" round the island to Hope Sound, clear of the strong tide, to enable the divers to plank over the holes in ship's bottom, a task which will occupy four or five days. She will then proceed to the Japanese Naval Dockyard at Kurê, to be temporally repaired, to enable her to return to San Francisco."

The "Oregon," favored by calm weather, made the trip to the dockyard without further mishap, and is now undergoing sufficient temporary repairs to enable her to take part in the Chinese campaign.

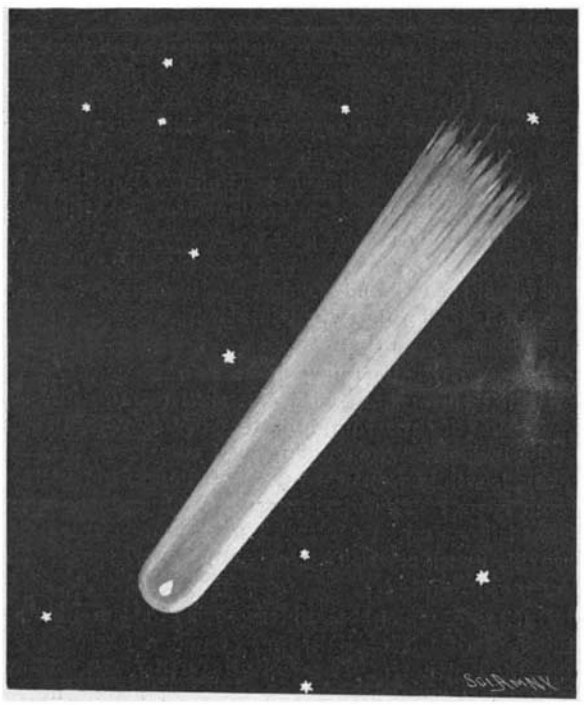
Motor Boats on the Dead Sea.

The Dead Sea, having for thousands of years been a solitude in the midst of a desert, is to have a line of mechanically propelled boats. The first steamer is 100 feet long and left Hamburg for Palestine on June 16, and a second steamer has been ordered. The first vessel has been named "Prodromus," the "forerunner." It will carry freight and thirty-four persons. The promoters of the enterprise are the inmates of a Greek cloister in Jerusalem, and the management is in German hands. The influx of tourists in the last few years has been notable.

THE BROOKS COMET.

The new comet discovered by the writer on the morning of July 23, while sweeping the eastern heavens with the equatorial refractor of this observatory, has been regularly observed on every clear night.

It continues a bright and very beautiful telescopic object, resembling very much a great naked eye comet



COMET DISCOVERED BY DR. BROOKS, JULY 23, 1900.

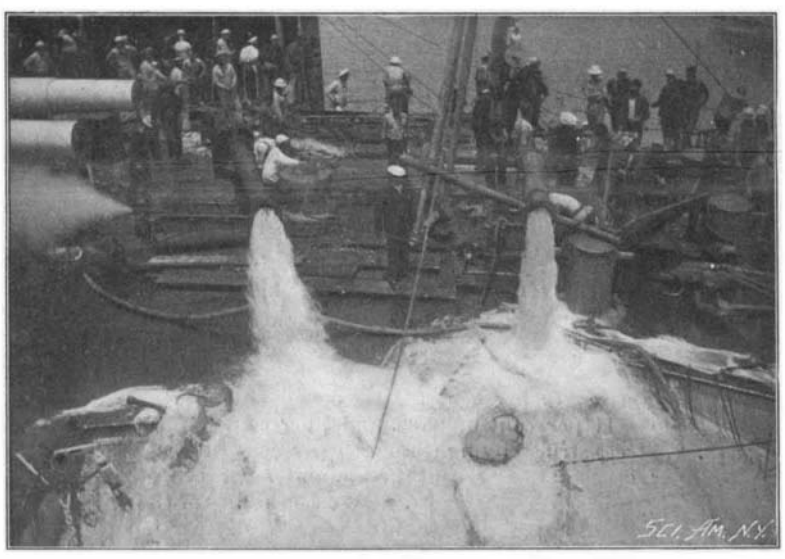
in miniature, its appearance, as seen in the 10-inch refracting telescope, being well shown in the accompanying cut. The nucleus is remarkably stellar, and sharply defined. For several days after discovery the nucleus was elongated in the direction of the tail. It is now more nearly round and slightly diffused. The motion of the comet has been rapid and in a northerly course. Its position at discovery, on July 23, as already announced in these pages, was R. A. 2 h. 43 m. 40 s.; declination north 12° 30 m., and the comet was only observable in the eastern morning sky. By August 1 the comet had moved to north declination 39° 31 m., and was in the same wide power telescopic field with Algol—the demon star. At my latest observation, last evening, the comet's position was R. A. 2 h. 55 m. 35 s.; declination north 59° 7m. This observation was made in the presence of a nearly full moon, which shows the brightness of the comet. On August 22 the comet will be in R. A. 5 h. 46 m.; declination north, 84° 10 m. or within 6° of the north celestial pole, and below the pole.

It is now in the circumpolar constellation camel-pardalis, is moving upward through that figure, and by the last of the month will be in the head of this constellation. By plotting these places upon a star atlas the comet's course through the northern heavens may be followed for several weeks.

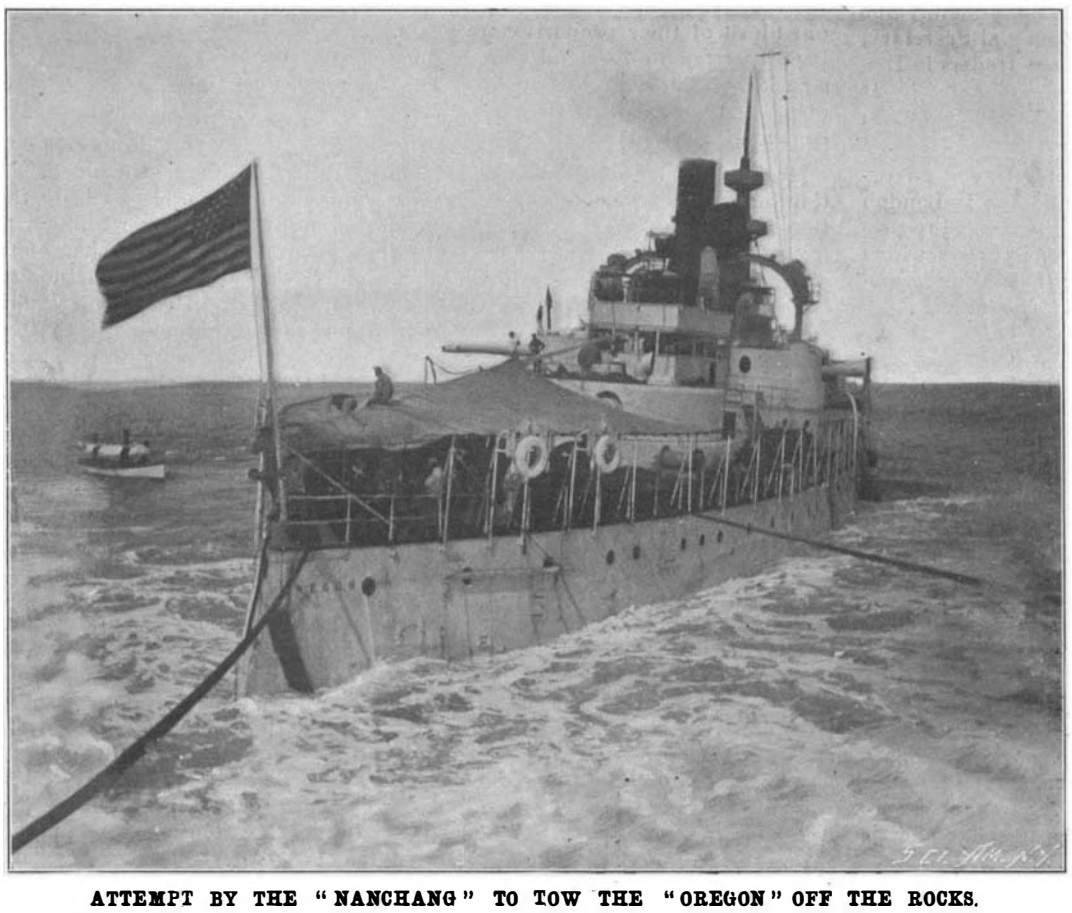
The comet passed perihelion on August 3, and is, therefore, becoming fainter, but it may be observed with telescopes of moderate apertures,

WILLIAM R. BROOKS.

Smith Observatory, Geneva, N. Y., August 9, 1900.



FORWARD DECK OF THE "OREGON," SHOWING TWO 10-INCH STREAMS DISCHARGED FROM THE FLOODED COMPARTMENTS.



ATTEMPT BY THE "NANCHANG" TO TOW THE "OREGON" OFF THE ROCKS.

The Jesup North Pacific Expedition.

Messrs. Jochelson and Bogoras, of the Jesup North Pacific Expedition, have started for the northeastern part of Asia to continue the work of the expedition in Siberia. The region which they are about to visit is situated northeast of the Amoor River. They will study the relations of the native tribes of that area to the inhabitants of the extreme northwestern part of America, and also to the Asiatic races visited previously by Dr. Laufer, and to those living farther west. It is believed that the result of their explorations will result in clearing up the racial history of these people, and it is hoped that the question as to the relations between the aborigines of America and Asia will be definitely settled. The work of these explorers is part of the general plan of the Jesup North Pacific Expedition, which was organized for the investigation of the relations between the tribes of Asia and America.

The gold discoveries along the coast of Behring Sea are, of course, rapidly changing the conditions of native life, so that in a few years their primitive customs, and possibly the tribes themselves, will be extinct. The expedition, after leaving Vladivostok, will go by sea to the northwestern part of the Sea of Okhotsk. Mr. Jochelson expects to spend the winter among the tribes of this coast. Mr. Bogoras will make a long journey by dog-sledge across that part of the country which is north of the peninsula of Kamchatka. After completing his work, Mr. Jochelson will proceed in a northwestward direction, crossing the high mountains which stretch along the coast, on a trail never before visited by white men. He expects by this route to reach the territory of another isolated tribe, the Yukagheer. He will not return to the coast of Okhotsk, but will continue his journey westward through Asia. Both gentlemen have carried on remarkable investigations in Siberia. Their journey will occupy two years and is certain to be productive of important results.

A Kite and Balloon Station Near Berlin, Germany.

The Berlin correspondent of The Standard announces that the Royal Prussian Meteorological Institute in Berlin is about to make arrangements for the systematic examination of the higher strata of the atmosphere by means of special apparatus, says Nature. In the grounds of the Aeronautical Observatory, at Tegel, a suburb of Berlin, where Alexander and William von Humboldt were buried, registrations of the atmospheric conditions at a height of three to five thousand meters will be carried on, if possible, day and night with kites and kite-balloons. The registering apparatus, which automatically records the pressure, temperature, humidity, and wind velocity at these heights, is taken up by a kite-balloon connected with the earth by piano wire. An elevation of 1,500 meters has been attained by a train of kites even without balloons when there was sufficient wind.