SEVEN WONDERS OF NEW YORK CITY

SERIES OF MARVELOUS ENGINEERING ENTERPRISES NOW UNDER WAY IN GOTHAM

NEW YORK, June 28.—(Special Correspondence.)—In probably no other city in the world can one look out of a 23-story building and see a dingy horse-car being dragged slowly over its route. Yet this unique spectacle, typifying as it does, the progress of the new century and the primitive methods of the old, can be witnessed daily at the corner of Broadway and Twenty-third street, where the sky-scraping Cumberland Building is rapidly nearing completion.

With seven marvelous engineering feats well under way, however, it can truthfully be said that progress has the call, and in these seven wonders Yankee skill and ingenuity have no better exemplification. Here they are:

New York Subway.
Hudson-River Tunnel.
New East River Bridge.
Long-Island Tunnel.
Hall of Records.
Brooklyn's Giant Sewer.
Cumberland Building.

Four of these giant operations are in response to the insistent demand for better travel facilities, and they are significant in showing the spirit of the new century. The New Yorker frets above all things at slow locomotion, since he is compelled to live far from the business centers. For years he has endured the archaic horse car, which is still to be seen in the crosstown streets, and when the swifter moving trolley made its advent the satisfaction was only short lived.

The elevated roads come nearer to the standard that has been set up by the impatient Gothamites, but their unsightly superstructure and the morning and evening rush to get standing room in the cars have aroused a hope for better things.

Chief among the outlets for congested travel is the subway, for which the Island of Manhattan has been in a state of upheaval for two years. This $35,000,000 railroad, which will transport passengers from the down-town offices to the northernmost boundaries of the city in less than half an hour, will be completed by September, 1904, although Contractor McDonald has hopes that the finely appointed electric trains will be in operation on Christmas Day, 1903.

The road is a marvel of engineering complexity and represents even now a series of triumphs over obstacles that would have been deemed insurmountable 10 years ago. London's "Tuppenny Tube" is, in point of difficulties, a ditch by comparison.

Take one section—that between One Hundred and Fifty-seventh and One Hundred and Ninety-fifth streets as an example. The distance between these streets is two miles, and that alone makes the subway, with the exception of the Hoosac Tunnel, the longest bore in the United States. But that is only one section.

The tunnel dives beneath tidewater and forces its way through rocky fortresses in the heart of which passengers will be lowered to the stations beneath.

Beneath the Harlem River the tracks are laid in tubes, which have been sunk from the surface into the mud. Tons upon tons of dynamite have been used to clear the way, and scores of lives have paid the price for engineering daring.

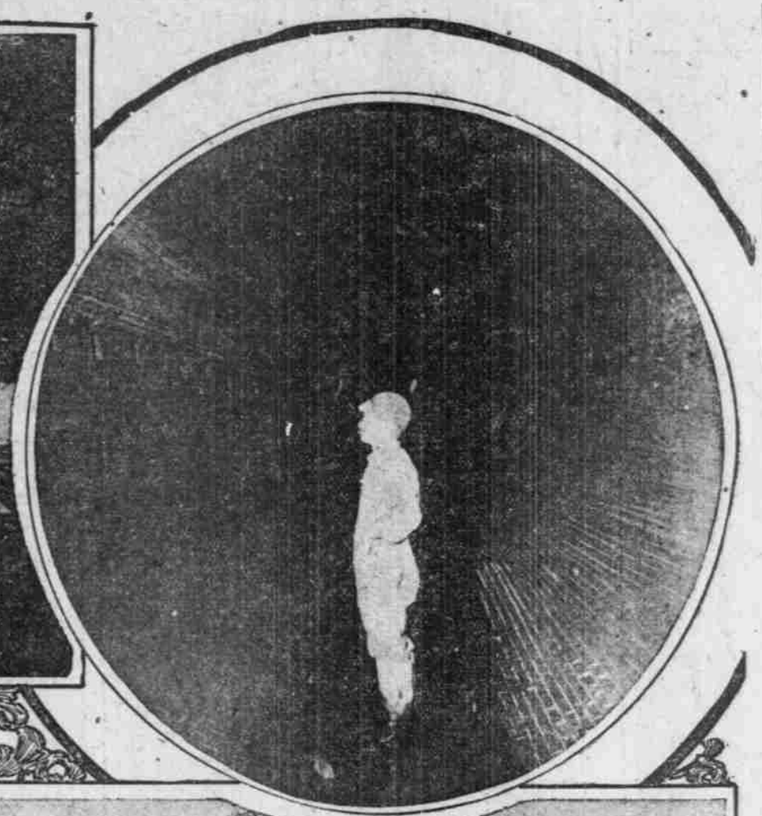
But rock and quicksand have not been the only difficulties. To thread a way underneath the maze of drain pipes and great sewers has required the most delicate calculation, and has been a source of never-ending anxiety.

The tube will be fully 60 feet wide and will be light and airy. Each track is divided from the other by a fence of steel pillars. In some sections there will be four tracks, the center tracks being for express trains, and the outer ones for accommodations. In the completed sections the air is freer and fresher than in most large rooms, and the lot of a subway employe in the Summer time should be a happy one.

The trains will be of the most approved pattern and the latest device in automatic block signals will be introduced. The stations will be in keeping with the immensity of the project. There will be few, if any, straight lines in them, Chief Engineer Parsons preferring curves as an accessory to architectural beauty. From Battery Park to Two Hundred and Fifteenth street the tunnel will, be almost dazzling in its cleanliness, and there will be no advertising to mar the beauty of the subway itself or the stations, which will be spick and span in tiles and glazed brick.

Another marvel that New York is already ceasing to regard as unusual is the East River Bridge, which in its incompleted state has quite eclipsed the long-vaunted Brooklyn Bridge. It will be finished about the same time as the subway, and then indeed will be marked an epoch in the material progress of the city.

Constructing Lower East Entrance to the New York Subway.



Brooklyn's Giant Sewer, through which the Mayor took an Automobile ride.

Cumberland Building a Unique Structure for Offices.

New East River Bridge.

There are many differences between the old and the new bridge that the eye cannot detect, and by this is meant the eye of the layman. The new structure will have two walkways, whereas the old one has only one. There will be four tracks for the surface cars; two for the "L" trains; one for vehicles and one for bicycles. Imagine this luxuary for a bicyclist!

The new bridge was begun in 1896 and is now two-thirds completed. The Brooklyn Bridge took 13 years to build. And yet two years were lost in the construction of the new structure because of a lack of funds.

In the point of cost there is another opportunity for comparison. The old bridge cost about $16,000,000, and the new one, which contains more steel and better materials, will call for $4,000,000 less.

The East River Bridge, which is to enjoy that distinctive title, although the Brooklyn Bridge crosses the same stream, at about a mile further down, is 7200 feet long and the towers, anchorages and approaches are already completed. To make way for this monster 10,000 persons had to give up their homes and 600 houses were destroyed, the majority being on the Manhattan side.

Brooklyn's Giant Sewer.

In the staid borough of Brooklyn engineering achievement is represented by a sewer. There are sewers and sewers, and this is one that is entitled to rank with the wonders of the world. What it lacks in beauty it makes up in service, but it has a beauty that is all its own. The daintiest of housewives would not scorn to pass through the completed portions. Electric lights and glazed bricks, with a dash of marble here and there, will make this underground passageway a thing delightful to contemplate.

When it is completed it will be, with all its ramifications, 300 miles long, the longest and most costly in the world. The main structure is to be 15 feet in diameter, the same circumference as the Paris sewer, which visitors inspect by the thousands each year.

It will drain the districts of Flatbush, Prospect Park and Bay Ridge, emptying into New York Bay by three immense tubes, each 900 feet long.

Mayor Low was induced not long ago to take a spin in an automobile through the completed portion of the great structure. He demurred, as such a thing was somewhat out of the line of what he imagined was his official duty. But he finally consented, and when he emerged he made no effort to conceal his enthusiastic delight.

To carry out plans which have taken three years to perfect, the Long Island Railroad, or, more properly speaking, the Pennsylvania Railroad, will build a subway from its western terminus to the city line. The tracks are at present laid on Atlantic avenue, following this thoroughfare to Jamaica.

The undertaking is peculiar in railroad annals, as the subway will alternate along the route with an elevated road. At the Flatbush station the tracks will run through a depression for 8400 feet, when they will be run on an elevated structure, and so on it will go. The work is planned for a double track and is intended for through traffic.

As the excavations will be through gravel, it is necessary that the sides of the subway shall be protected by great retaining walls, not only to resist the side pressure of the gravel, which is immense, but to bear the weight from the street above.

This subway will form an extension to the tunnel, which is to be built under the East River and out to the Flatbush avenue station. Ground has already been broken for this project, which will bring the suburban towns of Long Island into quick communication with the heart of New York. The average time will be cut in half and the passenger will enjoy the novel sensation of diving down into the earth from a height many feet above the street level, a glimpse of the sky-scrapers of Manhattan, and then a plunge beneath the ship-laden waters of the East River.

The Atlantic avenue roadway will cost about $3,500,000, of which New York will pay $1,250,000. When the tracks were laid for the Long Island Railroad, Atlantic avenue was a dreary waste. Now an unbroken line of houses flanks the thoroughfare, and the improvements which will be completed in two years are not only a guarantee of safety to the pedestrian, but an object lesson in modern traffic competition.

When the old Hudson River tunnel was abandoned at a time when funds were lacking to insure its completion, many sage engineers shook their heads sadly and said that it was a trifle beyond the limits of human undertaking. But in these strenuous days of municipal development a tunnel is an airy trifle.

At any rate, New York was not amazed when it was announced that the abandoned tunnel had been purchased by the New York & New Jersey Traction Company, which was incorporated last April with a capital of $100,000. Nor did it seem strange when it was announced that when the old tunnel was completed another tunnel, the "south tunnel," would be started. Until both are finished the north tunnel will have double tracks of standard gauge, which, owing to the cramped space, will require cars of a special construction.

Of the old tunnel there is only 16,000 feet to be constructed, but the other tunnel will be a tremendous undertaking, which will, no doubt, receive scant attention from a public surfeited with engineering surprises. The total length of the road from Jersey City to the terminus in New York will be six miles.

The company which owned the original tunnel was glad to sell it. Its officers did not think that it could be made to pay. Yet a trolley company, which is not accorded the dignity of a steam railroad system, not only buys the tunnel but undertakes a series of operations which will run into many millions. The men back of the traction concern are prominent in the world of finance and traffic. To them nothing is impossible.

Two Notable Buildings.

But all the wonderful things that are to come to pass will not be hidden from the eye. There is in the course of construction in the city two buildings which represent vastly different types. One is the stately, impressive Hall of Records, a purely municipal structure, and the other is the now famous Cumberland Building, facing Madison Square. The Hall of Records will cost about $7,000,000, and will rival in architectural splendor and lavishness of ornamentation the Byzantine palaces. The world has been searched for marble and rare slabs to make it a worthy resting place for the city contemporary history.

A notable feature will be eight granite monoliths, each more than 36 feet long and weighing 41 tons. These immense columns are being quarried in Hallowell, Me., the first being put in position last April. The building is at Center and Chambers streets, not far from the unpretentious Colonial City Hall and the dingy structures that surround it. Three immense figures of Currara marble and statuary granite will be placed on each side of the Chambers street entrance, while there will be two seated figures on each side of the Center-street front. Twenty-four symbolical statues will adorn the main cornice between the sixth-story windows of the Center-street front and the Chambers street pavilions.

Nothing illustrates the value of New York real estate better than the Cumberland Building, which has sprung up as if by magic at the southwest corner of Madison Square. Seven months ago a vague mass of timbers surmounted a deep excavation at that point, and the passers-by predicted another sky-scraping structure. It is an office building, not quite ready for occupancy, to be sure, but one which stands for clever adaptation to existing conditions. The lot upon which it is built is flatiron shaped, coming to a sharp point at Twenty-third street. The problem was to utilize every available inch of the precious soil, and it has been done.

The building, when viewed from the north, looks like an immense ship, bow on. A stretch of the imagination and one can picture it crashing its way through Manhattan. There is something impressively formidable about this battleshiplike building, with 60,000 square feet of "sail stretch." It is 300 feet high, and the "bow" looks in perspective about as wide as a man's wrist. There are 400 rooms in it, and the floor space is put down at 175,000 feet. It is a business venture, pure and simple. The tenants, for the privilege of occupying this amazing structure, will have to pay for the engineering skill which made it possible. Yet when the laborers were digging the foundations, prospective tenants were filing their applications for accommodations. A trust company will occupy the entire first floor and a life insurance company has leased the second.

The supposition rises instinctively that a tornado would blow the building down like a house of cards. But the builders prove that this is wrong by an exploitation of natural laws. The east and west sides are as broad as a city block, but they taper pyramidwise, thus insuring enduring strength.

Standing imperious, if not classic, in its peculiar beauty, at the junction of New York's most prominent thoroughfares—Fifth avenue and Broadway—it is the architectural symbol of the metropolis of a great Nation.

PRICELESS ARCHIVES OF THE SENATE

VOLUME CONTAINING MESSAGES OF THE COUNTRY'S FIRST PRESIDENTS, LITERALLY WORTH ITS WEIGHT IN GOLD

IN the office of the Secretary of the United States Senate there is a heavy bound volume which is literally worth much more than its weight in gold, says the Washington correspondent of the New York Sun.

Although subject to the inspection of any American citizen who knows of its existence and cares to ask for the privilege of examining it, the book is one of the most precious in the possession of the United States Government, and of more value, sentimentally, at least, than any volume of the Federal archives. It is in charge of Mr. R. B. Nixon, the financial clerk of the Senate, who has been a faithful and honored employe for more than 30 years, and is, of course, under lock and key when not on exhibition, and this is not often, because the existence of the priceless relic is known to comparatively few persons in Washington.

The volume contains messages in the original from the various Presidents of the United States to the Senate, from the time of George Washington down to Grover Cleveland. As stated by the inscription on the cover the volume contains "President's messages from the executive files of the Senate during the first century of the existence of the United States of America, May 1, 1885."

The volume was prepared under the direction of Anson G. McCook, who was then Secretary of the Senate. The remarkable thing about the contents is that the writing for the most part is as clear and legible as when first inscribed. This is not the case with the original of the Declaration of Independence, in the possession of the State Department. A few years ago the writing of this historic document began to fade, and it was placed in a glass case kept in an air-tight steel safe and exposed only on rare occasions.

Declaration of Independence Faded.

A short time ago, however, it was noticed that the ink in the Declaration was becoming rapidly illegible, and now the writing can be deciphered only with great difficulty and with the aid of a magnifying glass. It is thought that this obscurity is due somewhat to the fact that an impression was taken of the handwriting for the purpose of making a facsimile, and that some of the ink was absorbed in the process. At any rate, the original Declaration can be read now only in a certain light, and soon will have faded away altogether.

This is not the case with the historic writings in the possession of the Secretary of the Senate. The writing is as clear and legible now as when it was penned by famous men who long since passed from earth. The parchments and paper upon which these important state papers were written were becoming rapidly worn out by constant thumbing when General McCook wisely took steps to preserve them. The work was well done, and, barring accidents, the pages of the book and the handwriting will be in as good a state of preservation a hundred years hence as they are today.

Washington's First Messages.

The initial message in the book is the first of any importance sent to the Senate by President Washington. On two occasions previous to the writing of the message he had, in person, met the Senate in executive session, but since August 24, 1789, there is no record of any President having done so, although authority for such a course is given by rule 35 of the Senate. This rule is still in force, and says:

When the President of the United States shall meet the Senate in the Senate chamber for the consideration of executive business he shall have a seat on the right of the presiding officer.

This first message of importance from President George Washington to the Senate is inscribed on coarse, unruled paper, in a big, heavy, plain handwriting, and signed by the well-known signature, "G. Washington." It reads as follows:

Gentlemen of the Senate: The President of the United States will meet the Senate in the Senate chamber at half-past 11 o'clock to advise with them on the terms of the treaty to be negotiated with the Southern Indians.

New York, Aug. 1, 1789.

Washington's second message to the "Gentlemen of the Senate," submits a long list of nominations of Judges, attorneys and Marshils, including the members of the Supreme Court as follows: John Jay, of New York, Chief Justice, and John Rutledge, of South Carolina; James Wilson, of Pennsylvania; William Cushing, of Massachusetts; Robert H. Harrison, of Maryland, and John Blair, of Virginia, Associate Justices. On March 3, 1796, Washington sent a brief message to the Senate nominating Oliver Elsworth, of Connecticut, in place of William Cushing, of Massachusetts, resigned.

By John Adams.

The earlier messages of John Adams were all in his own handwriting. His first was noteworthy for the fact that in it he nominated his own son to be Minister to Prussia. This message reads:

Gentlemen of the Senate: I nominate John Quincy Adams of Massachusetts to be Minister Plenipotentiary from the United States to the King of Prussia. JOHN ADAMS.

United States, 20th of May, 1797.

This custom of dating his messages "United States" was evidently peculiar to Adams. It appears in none of the other messages on file in the Senate archives. There are more messages of John Adams, all in his own big, heavy, easily read chirography, and then comes one which is regarded by historians and relic-hunters as of greater intrinsic and sentimental value than any other state paper in the Government archives, with the possible exception of the original of the Declaration of Independence and the constitution. This message is sent to the Senate by Mr. Adams on July 2, 1798, and reading thus:

Gentlemen of the Senate: I nominate George Washington of Mount Vernon to be Lieutenant-General and Commander-in-Chief of the Armies raised in the United States.

A gentleman who read this letter in the office of the Secretary of the Senate a few days ago put the book down with a sigh and said: "I would give $5000 for that piece of paper." The Government would hardly sell it, even for a much higher price.

The first message from President Adams to the Senate not in his own handwriting was sent in on January 20, 1800, still dated from the "United States," but the signature is simply Adams. The message reads:

Gentlemen of the Senate: I nominate John Marshall, Secretary of State, to be Chief Justice of the United States, in the place of John Jay, who has declined the appointment.

Thomas Jefferson and Others.

One of the most interesting documents in the book is the manuscript of Thomas Jefferson's speech to the Senate when he called that body to order as Vice-President at the commencement of the session on March 4, 1797. The manuscript was found lying on the Vice-President's desk after the Senate adjourned, and was preserved by a thoughtful clerk. The speech is a model of brevity, and is written in Mr. Jefferson's fine legible hand.

On February 15, 1803, the House of Representatives sent to the Senate a message notifying them of the passage of "An act making further provision for the expenses attending the intercourse between the United States and foreign nations." In considering this bill in the House the unusual course was adopted of going into secret legislative session. This procedure was communicated to the Senate in the following message of admonition:

The nature and importance of the measure contemplated have induced us to act upon the subject with closed doors. You will, of course, consider this communication as confidential.

This unique message is written in a great round bold hand and signed by the first clerk of the House of Representatives, John Beckley. The available record fails to show similar proceeding by the House of Representatives since that date.

Among the original messages from Andrew Jackson preserved in this historic collection, is the first sent to the Senate. It is duted, "Washington, December 28, 1835," and addressed simply "To the Senate." It submits the names and nominations of all the members of his Cabinet and adds the following:

I peominate Roger B. Taney, Esq., of Maryland, to be Chief Justice of the Supreme Court of the United States in place of John Marshall, deceased; and Philip P. Barbour, Esq., of Virginia, to be Associate Justice of the same court, in place of Gabriel Duval, resigned.

President Lincoln's first message to the Senate is as follows:

I nominate William H. Seward of New York to be Secretary of State of the United States.
ABRAHAM LINCOLN.

Washington, 5th March, 1861.

The other messages of Lincoln which have been preserved in the original are those nominating Salmon P. Chase, of Ohio, to be Chief Justice of the Supreme Court to succeed Roger B. Taney, of Maryland, and Hugh McCulloch, of Indiana, to be Secretary of the Treasury in place of William Pitt Fessenden, of Maine.

The first of Andrew Johnson's original messages are those in which he nominates John Bigelow to be Minister to France and Lieutenant-General Ulysses S. Grant to be General of the Army of the United States. The latter message for the first time is dated "The Executive Mansion." It was sent to the Senate July 5, 1866.

Grant's first message was dated simply "Washington, D. C., March 5, 1869," and submitted the following list of nominations:

Elihu B. Washburn of Illinois, to be Secretary of State; Alexander T. Stewart of New York to be Secretary of the Treasury; Adolph E. Borie of Pennsylvania to be Secretary of the Navy; John A. J. Creswell of Maryland to be Postmaster-General; E. R. Hoar of Massachusetts to be Attorney-General, and Jacob D. Cox of Ohio to be Secretary of the Interior.

Grant's second message nominated William T. Sherman to be General of the Army, and his third Philip H. Sheridan to be Lieutenant-General in place of Sherman.

Garfield's first message to the Senate nominated James G. Blaine to be Secretary of State.

When Chester A. Arthur became President blank forms were used for the first time in sending nominations to the Senate. The first one filled out by Arthur contains the name of Frederick T. Frelinghuysen, of New Jersey, to be Secretary of State, vice James G. Blaine, resigned.

Grover Cleveland's first message nominated Thomas Francis Bayard of Delaware to be Secretary of State, to succeed Frelinghuysen, and as that message closed the record for the first century of the existence of the American Government, the interesting and valuable book compiled at the direction of General McCook was closed.

GEORGE ADE'S FABLES IN SLANG

OF THE SUMMER VACATION THAT WAS TOO GOOD TO LAST
WITH THE USUAL MORAL

ONCE there was a Wife who gave the Money-Getter a Vacation by going into the Country for a month. Dearie took her to the Train and all the way she kept saying that it did not seem just Right to romp away on a Pleasure Trip and leave him Shell-Roaded. He began to fear that she would Weaken, so he told her that while he was slaving and humping in the City, it would give him sufficient Joy to know that Darling was out in the Woods listening to the Birds. He insisted that she should stay until she was thoroughly Rested. Of course, he did not dare to make it too Strong. He played the Self-Sacrifice Gag and threw in a Dash of Marital Solicitude and made an awful Try at imitating one who had been soaked by a Great Sorrow. As the Missus looked at him through her Tears and held his Salary-Hook in hers, little did she suspect that he had framed up a Poker Festival for that Night and already the Wet Goods were spread out on the Ice.

He had told her that he was going to sit up in the Library every Evening and read Macaulay's History of England. By opening the Windows on both sides he could get a nice Breeze from the West. Along about 10 o'clock, if he got Sleepy, he could turn in. Why not?

It was a lovely Time-Table that he had mapped out. He submitted it to Pet before she went away and she put her O. K. on it, even though her Heart ached for him. Breakfast at the strange Boarding-House. A day of Toil interruped by a small bunch of food at the Dairy Lunch. Then back to the unfamiliar Faces at the Boarding-House.

Then sitting alone in the Gloaming, thinking of the Absent One.

Then an hour or two in the Library with the jovial Macaulay.

Then to Bed in the lonesome House and Dreams of Sweetie.

He gave her a Schedule which she could consult at any time, Day or Night, and thereby find out what he was doing at that Moment. It was just as convenient as sending a Marconi every Hour or so.

He held himself down until the Train had flirted around the Curve, for he knew that she was watching him from the Observation Car. Then he threw his Hat in the Air and began to do Flip-Flops.

"O, I suppose this is Miserable," he said. "I can see a very poor Mouth ahead of me—yes—not. Me wearing all my Bells and taking a Hurdle every Furlong."

He rushed into the Telegraph Office and sent a wire to her, so that it would catch her at the first Station up the Road. It said not to worry and to take a Good Rest and everything was moving along about the same as usual. With Love and Kisses.

After which he went over to the Brewery to see if they would make a Reduction on Wholesale Orders.

Hubby went up street with his Panama dipped down in Front, the same as the College Rakes wear them, and his Coat was thrown wide open to show the dizzy Pleats. His Cuban Blood was all het up and he told himself that he was 19 years old and never had a Home.

Oh, but he was Nifty. He was out of the Corral and into the Red Clover and nix any Halter and Box Stall for him. At least, not for a Month.

It happened that he had the usual number of disreputable Friends. They were All right, but he did not dare to have them up to the House, because Angel-Face had investigated them and returned True Blue. They were a little too Gamy for Presbyterian Circles, but they fitted right in at any Function where every Man takes off his coat.

Husband began to use the Telephone and in the course of an Hour he had organized a Pirate Crew that would go as far as you like at any Game from Pitch-and-Toss to Manslaughter.

For when a decent Married Man does start out to find something different from the calm Joys of connubing in a Side Street he is the Village Limit.

Husband had the whole Shop to himself. He employed a Senegambian who was a good two-handed Worker with the Corkscrew. Then he had $40 worth of Dutch Lunch sent in from the Rathskeller and arranged the Stacks of Reds, Whites and Blues. He told himself that the only True Enjoyment was found in Bachelor's Hall.

His Hicky Acquaintance came in showing more or less Stage Fright, as they were not accustomed to seeing Rugs and Tidies. They told him that he had a Swell Joint. After they had been to the Tea a couple of times they began to peel, and one of them started some rowdy Work on the Piano. Another backed into a $20 Statuette and put it out of Business and then offered to pay for it, but the Host said it cost only 98 cents at a Bargain Sale.

At 10 P. M., the Wife, who was in Upper Seven, referred to her Time Table and saw Pa sitting by the Student's Lamp reading Macaulay. She had no way of knowing that Papa had just been strung for a Month's Rent in a Progressive Jack Pot.

In the Morning when Papa arose and looked at the cold Welsh Rabbits and saw the Cigar Ashes all over the Place, and when he had a Taste as if he were taking care of a Lap Robe, the glad Bohemian Existence did not look as Good to him as it had when lighted up the Night before. Especially as he had got the Zoop for some 80 Buckerines.

Still, there is no one case of Remorse that is going to head off a Man who wants to to be rejuvenated. He pulled himself together on the Second Day and resumed the Merry Clip and there was nothing doing in the Macaulay line. Home did not get him until the Lights had winked out in the other Places. He would not leave the Stag Club or the German Garden until they began putting the Chairs on the Tables.

For the first two Weeks it was Immense. In time, however, it struck him that there was a certain Monotony in spending one's Money on the Night Owls and showing up with the Milkman. The Poker Players were into him, and he began to suspect that he needed a Guardian.

Like every other Man who Sends his Wife to a Summer Place, he ended his Hurrah by making a few Resolutions and begging her to come Home.

And she will always believe that he did the Macaulay Act every Evening while she was away. Which is just as well.

Moral.—In order to put a true Value on Civilization, one should pace a few Heats with the Indians now and then.

(Copyrighted, 1902.)

Six Acres Storage for Newspapers.

The question of finding storage room for the vast accumulation of newspapers at the British Museum will be solved by the government purchasing a site of about six acres at Hendon for the erection of a building in which to store them. A sum of over $50,000 required for the site and building has been placed upon this session's civil service estimates. It is not intended that anything in the shape of a reading-room shall be established there, the papers being available at Bloomsbury, as at present, for persons who wish to refer to them, and who give a day's notice of their desire.

That the slave trade is still being carried on at Muscat was shown recently, when Portuguese gunboats captured slave dhows and set free 700 slaves.