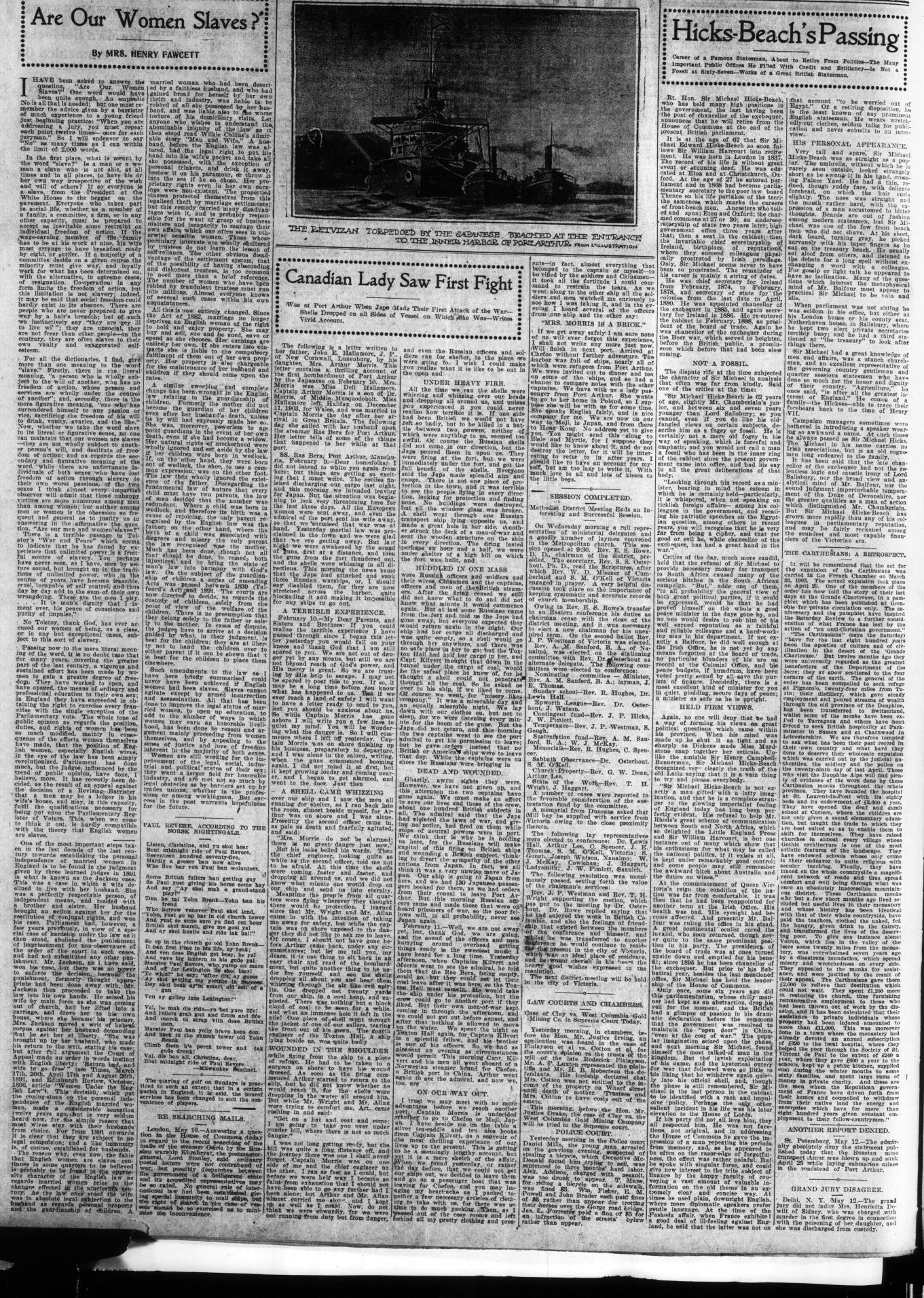
## \* Are Our Women Slaves?

By MRS. HENRY FAWCETT



Hicks-Beach's Passing

Career of a Famous Statesman, About to Retire From Politics—The Many Important Public Offices He Filled With Credit and Brilliancy—Is Not a

## **Great Naval** Catastrophe

English Naval Expert Recal Several Memorable Disasters to Warships.

Strange Facts Observed in Con nection With Those Terrible

their fate in so terrible and mysterious a fashion.

Trom what accounts have reached used and it is doubtful whether we shall ever have much more satisfactory ones, since all the men in the lower part of the ship went down with here—it would appear as though the mine exploded right under one of her magazines, and that all the powder and explosives stored in this magazine were detonated by the flash and concussion. The accounts speak of a flame of fire being seen rising from her. With a tor pedo or even a submarine mine there is not usually any flame visible: hence the probability is that one at least of the magazines exploded. In that case she met the fate of the Maine.

At the time when the Maine was lost, it was denied in England and maintained in the United States that a powerful mine or torpedo exploding under the ship's magazine would fire the magazine. The Maine was anchored in Havana harbor, when on the night of Feoruary 15, 1898, at 9.40, a noise like a shot was heard and a sheet of flame and smoke was seen by observers on other ships to rise from her to a prodigious height, accompanied by a fearful uproar. The ship in the glow of the explosion seemed to break in two, and a heavy shock came through the water. There were two distinct explosions, parted by a brief interval of time. The Maine at once settled on the bottom, and with her went down 254 officers and men. Of 100 who escaped, 59 were wounded.

Subsequent investigation by divers rendered it almost certain that a mine had exploded under her, and had fired the forward magazine. How the mine got there and who exploded it are mysteries to this hour, and probably will never be disclosed.

In this case there is a volume of evidence as to what happened on board, which may serve to illustrate the last dreafful moments of the Petropavlovsk. One man who was down in the lower part of the Maine saw "a blue flash; there was a continuous trembling of the ship, and a terrible report. It seemed as if the whole earth had opened up." He escaped by a simple miracle

ness and confusion of that inferno and perished.

Another man was asleep when "I was thrown up in the air and came down feet first. I heard the rattling and the roar around me, but it was pitch dark, and I couldn't see anything. I had to feel around. I heard the men groaning around me. I felt a hole, and I crawled through that." Yet another man who was sleeping just over the place where the explosion occurred "heard a terrible crash, an explosion I suppose it was. Something fell, and then after that I got thrown somewhere in a hot place. . . I got burned on the legs and arms, and I got my mouth full of ashes and one thing and another; then the next thing I was in the water."

'Another witness was thrown forty feet and received but insignificant, injuries. Everyone felt a heavy jarring shock just before the violent explosion, and then a sense of the ship falling away from underfoot.

In our own Navy we have unfortunately experienced many terrible disasters since the change of the ship falling asters since the change of the same as the change is the same as the change is the same as the same as

commander-in-chief in the Mediterran-ean. Like Admiral Makaroff, he was a brilliant officer, and was regarded as the best leader that the British Navy at that date possessed. In executing an evolution the Vic-toria was rammed well forward by the Camperdown. For some seconds before the actual collision it was seen the

Camperdown. For some seconds before the actual collision it was seen that a disaster was inevitable, and both screws were started astern, while collision quarters were sounded, which meant the closing of all watertight doors and the getting ready of the collision mats.

'After the collision had occurred and the Camperdown had backed out, the Victoria instantly began to fill. The party with the collision mats could do plittle, as the forecastle was already under water. Apprehending the calamity which actually occurred, the crew were fallen in on the deck, but no order was given to the men below to save themselves.

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was given to the men below to save themselves.

In those last moments of the doomed ship the engineers and stokers of the Royal Navy were faithful to their trust. Captain Bourke looked into the engine rooms, and could see that the men were steady there at their posts. On deck the crew remained fallen in, without flinching, till, as the inclination of the ship grew and the deck sloped steeply, the order was given to jump. Then, and not till then, the lines of men broke and leapt over the side as all the cumber on board fell with a rattling crash, which will long linger in the memory lof all present in the Mediterranean lifetent on that disastrous day.

Ten minutes after the collision the end came. The bows of the Victoria dived; the stern with the screws still revolving rose out of the water; there was a mighty uprush of air and a great disturbance on the surface, and the finest battleship in the Navy vanished. Of her crew of 659. 321 went down with the ship, including among them the admiral and Midshipman Lanyon, who remained by his flag officer to the last. Three hundred and thirty-eight were picked up by the boats of the German ironclad Grosser Kurfuerst, nammed by the Koenig Wilhelm in the Channel on May 6, 1878. The ship went down in less than five minutes.

A catastrophe similar to that which befell the Victoria was the loss of the German ironclad Grosser Kurfuerst, nammed by the Koenig Wilhelm in the Channel on May 6, 1878. The ship went down in less than five minutes from the moment of being struck. The boats of the other ships were slow in sighting to her, and of her erew of 497 only 216 were saved, three of these afterwards dying from exhaustion. In September, 1870, our own Navy suffered as serious a blow, when the new ingesting to her, and took with her to bottom all but eighteen of the 500 officers and men on board. As she capsized, the survivors deposed that they heard the cries of the astonished stokers coming up from the stokeholds I above the tremendous roar of escaping steam.

At the battles of

At the battles of the Yalu and Lissa there were four ships sunk or blown up with most of their crews. At Lissa the Italian battleship Ra d'Italia was the Italian battleship Ra d'Italia was the Italian battleship Ra d'Italia was the Italian battleship Rerdinand Max; she heeled heavily to starboard, then lurched to port, paused in her roll, settled, and vanished with 450 officers and men. In the same action the Italian armored ship Palestro took of fire and blew up with 250 men, of whom only twenty were saved. At the Yalu the Chinese ships King Yuen and Chih