

THE TAILOR BIRD.

The tailor bird, which is found in India and the Indian Archipelago, is a sober little creature, not more conspicuous than a common sparrow, and is chiefly remarkable for its curious nest, which is made in a singular and most ingenious manner. Taking two leaves at the extremity of a slender twig, the bird literally sews them together at their edges, its bill taking the place of the needle, and the vegetable fiber constituting the thread. A quantity of soft cottony down is then pushed between the leaves, and a convenient hollow scraped out, in which the eggs may lie and the young may rest at their ease.

Sometimes, if the leaf be large enough, its two edges are drawn together, but in general a pair of leaves are needed. A few feathers are sometimes mixed with the down. This curious nest is evidently hung at the very extremity of the twigs in order to keep out of the way of the monkeys, snakes, and other enemies which might otherwise attack and devour mother and young together.

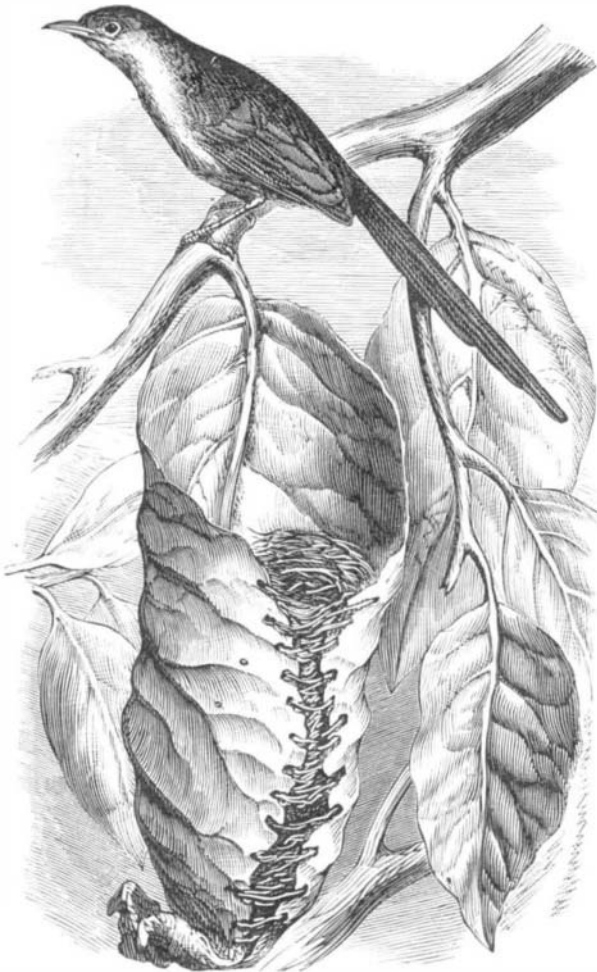
We take our illustration from Wood's "Natural History."

THE AMERICAN ARCTIC EXPEDITION.

Mr. James Gordon Bennett, the energetic proprietor of the New York *Herald*, having, by a liberal expenditure of capital and the indomitable perseverance of Mr. H. M. Stanley, succeeded in opening out the hitherto unexplored portion of the African continent, has now turned his attention from tropical to Arctic exploration, and is organizing an expedition, entirely at his own cost, which is to make yet another attempt to reach the North Pole. For this purpose he has purchased the well known Arctic yacht *Pandora*, which, under the command of Capt. Allen Young, has already achieved important work in the North Polar regions. The *Pandora*, which has been rechristened the *Jeannette* by Mr. Bennett, is a screw steamer of some 250 tons burden, and is fitted with engines of 80 horse power. She is specially built for Arctic service, and, in addition to a hull of more than ordinary strength, is sheathed from eight feet above her keel to two feet above her water line with a coating of American elm some three inches thick, so that her resistance to the nipping of the ice may be rendered as great as possible. The rudder can be dismantled and replaced in case of accident, and she is fitted with a perfect magazine of appliances and instruments for Arctic exploration, such as sledges, ice saws, tents, ice anchors, etc.; while she carries about 164 tons of coal, her daily consumption, when steaming four knots an hour, being reckoned at three and a half tons. The hull, for greater safety, is divided into three water-tight compartments, and, since the 1st of April, has been under the hands of the shipwrights, and has been thoroughly and completely repaired, any injured woodwork being removed and replaced by new. In the stern, also, a comfortable cabin has been formed for the officers. On June 18, as we have said above, Mr. Bennett rechristened the vessel the *Jeannette*, and she has now sailed for San Francisco, where her fitting out is to be completed in time to start on her journey next January, when she will attempt to attain the North Pole by way of Behring Straits. At the same time Mr. Bennett will dispatch another yacht, the *Dauntless*, which will also try to reach the Pole by way of Spitzbergen.

The map of the North Polar region needs little explanation, as it shows the most northerly points which as yet have been reached by the various explorers. The first really authentic Polar expedition was undertaken by Sebastian Cabot,

in 1497, with three vessels; and he was succeeded in 1596 by Barents, who discovered Spitzbergen. Hudson and other Englishmen followed up his researches for the next ten years; and, in 1616, Baffin discovered the bay which bears his name, and the now well known Straits of Smith's Sound. In 1740, a Danish navigator in the Russian service, Behring, passed through the straits which separate Asia from the United States. These discoveries, which were mainly made while searching for the Northwest Passage, by which the Atlantic and Pacific were supposed to be united, early proved of great value to Arctic navigators, as they opened the three chief roads towards the North Pole, namely, those of Smith's Sound, of Spitzbergen, and of Behring Straits. By the first



THE TAILOR BIRD.

named several noteworthy attempts have been made to reach the North Pole, beginning with that of John Davis in 1585, when the latitude of Upernavik was attained, down to later days, when Ross and Parry made their well known expedition in the *Alexander* and the *Isabella*. In 1852 Inglefield attained the altitude of 78° 28'; and in the following year the American explorer, Dr. Kane, in the *Advance*, reached the latitude of 78° 45', and, being forced to pass a second winter in the ice, he sent out a sledge expedition under Lieutenant Morton, who reached 81° 20', from which point an open sea was descried. In 1860 another American, Dr. Hayes, who had served as a surgeon under Kane, sailed in a little vessel of some 133 tons, the *United States*, and reached 81° 35' by means of sledges; but found Kane's "open sea" covered with ice. In 1871 Captain Hall left New York in

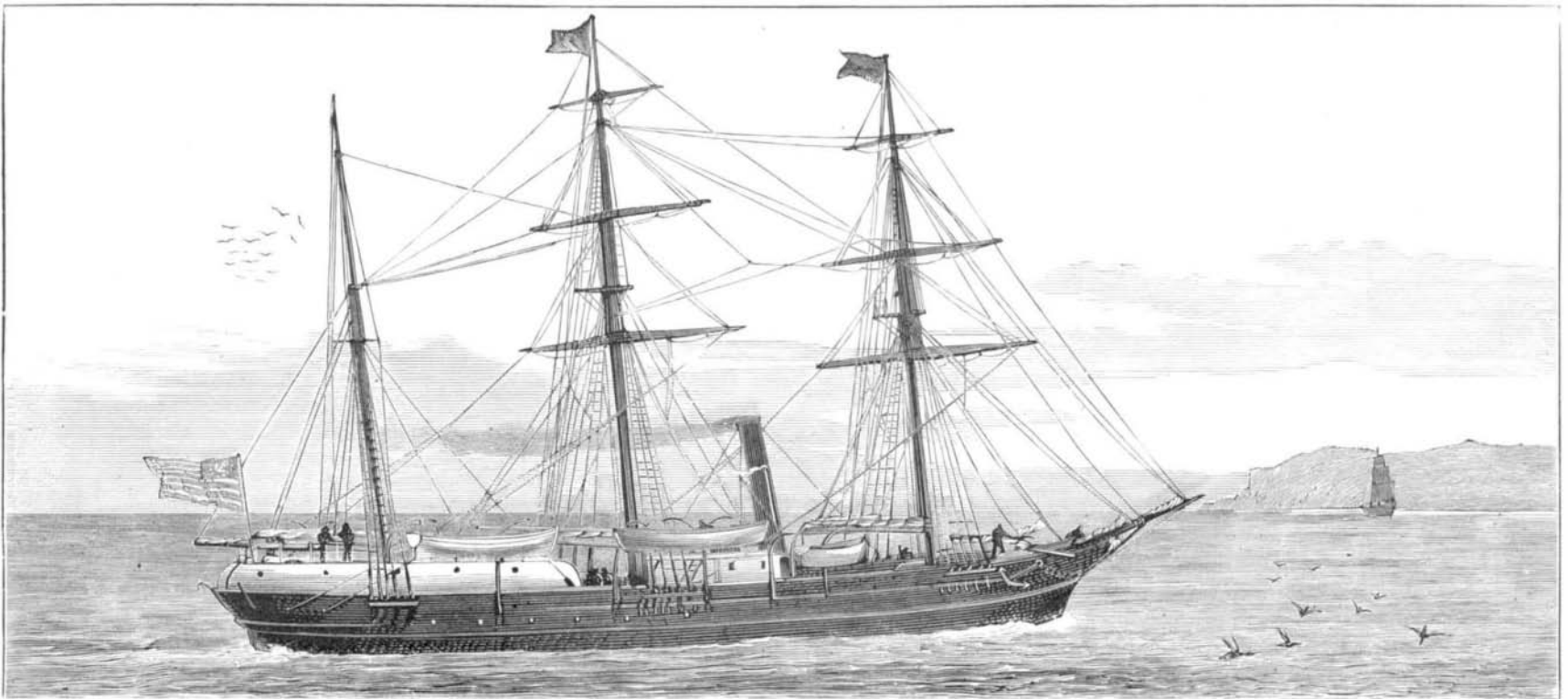
the *Polaris*, and reached the highest altitude as yet attained by a vessel, namely, 82° 16'; and next we come to the Nares-Markham expedition in 1875, when Captain Markham, in a sledge journey, reached the highest altitude yet recorded—83° 26'.

The Spitzbergen route will be ever famous by the Franklin-Parry Expedition of 1827, when the altitude of 82° 45' was attained, this being the first occasion on which sledges were used by Arctic explorers. In 1868 Dr. Petermann sent Koldewey northwards, when he attained to 81° 5'; and in 1869 Hegeman and Koldewey, in the *Germania* and *Hansa*, reached, in the former vessel, 75° 30'. In 1872 Count Wilczek fitted out the *Tegethoff*, and intrusted an expedition to the two Austrian explorers, Weyprecht and Payer, who, by means of sledges, reached 82° 5' (the *Tegethoff* only attained 79° 54'), and discovered Franz-Josef Land. The Behring Straits have been principally explored by Russian expeditions, including those of Anjou and of Wrangell in 1821; but, in 1849, Kellett discovered "Kellett Land" and "Herald Island," since which time no expedition has attempted this route, which is now to be explored by the *Jeannette*. As may be seen by the map, the current in the straits sets northward, toward the Pole, while in Smith's Sound it flows in a southerly direction. Thus, a vessel entering Behring Straits would be assisted on its way by the course of the current, while all vessels going by the Baffin's Bay route lose half their time in combating the stream. The Arctic winds which mainly prevail blow from the northwest, and they cause the floating masses to drive toward the east, and thus open channels on the shores of the Arctic peninsula. A way, therefore, is expected to exist along the coast of Kellett Land, by means of which it is hoped that the *Jeannette* will attain her object. The fact that extremely thin and fragile ice exists in this direction, and that an open sea has been seen by Anjou, Wrangell, and Kellett, tends to corroborate the theory of the advantages to be attained by the choice of this route.

A New Steamship.

The *City of Columbus* is an addition to the fleet of the Ocean Steamship Line, of Savannah, and recently sailed on her first trip from this port. Both hull and engines were constructed by John Roach & Son, and are similar to those of the *City of Macon* and *City of Savannah* of the same line. A fourth vessel, the *Gate City*, of same capacity and power, will be ready for sea in a few days.

The principal dimensions of the *City of Columbus* are the following: Length 275 feet, beam 38 feet, depth 26 feet, burden 2,000 tons, Custom House register. There are three decks, exclusive of the hurricane, the main deck being of iron covered with wood. The vessel was built under the special survey of the French Bureau Veritas and the American Shipmasters' Association. The main saloon is commodious, and, like the other new steamships of this line, is superbly finished in hard polished woods. The propelling machinery consists of compound engines of 1,500 horse power. The high pressure cylinder is 38 inches, low pressure cylinder 68 inches in diameter. The surface condenser has 2,800 square feet of condensing surface. Length of connecting rod 10 feet 6 inches, diameter at middle 7½ inches, diameter of crank shaft 13 inches, diameter of line shaft 12½ inches, diameter of propeller shaft 14 inches. The boilers are four in number, of the circular tubular type; diameter of shell 12 feet 8 inches, length of shell 10 feet 6 inches. Tubes 3¼ inches outside diameter, length 7 feet 10 inches, 199 in number. There are three furnaces in each



BENNETT'S YACHT JEANNETTE FOR THE AMERICAN ARCTIC EXPEDITION.