

THE FIRST VOYAGE OF COLUMBUS.

There will probably be no more interesting exhibition in connection with the World's Fair than the facsimile which it is proposed to construct of the Santa Maria, the vessel in which Columbus himself sailed on his voyage of discovery. It is designed that this vessel shall be rigged as was the original, and manned by Spanish sailors in fifteenth century costumes, having on board also representatives in costume of all the functionaries who accompanied Columbus. It is hoped that this vessel will be ready in time to have a place in the naval review in New York harbor in October of this year, after which it is to be transferred with due pomp and ceremony to Chicago, where it will afford not the least of the many wonderful exhibits there presented.

As is well known, there were three vessels in the fleet commanded by Columbus, and the appearance they presented on approaching the first land of the New World is the subject of the accompanying illustration. Our engraving is from the celebrated picture by Antonio Brugada, now in the Naval Museum, Madrid.

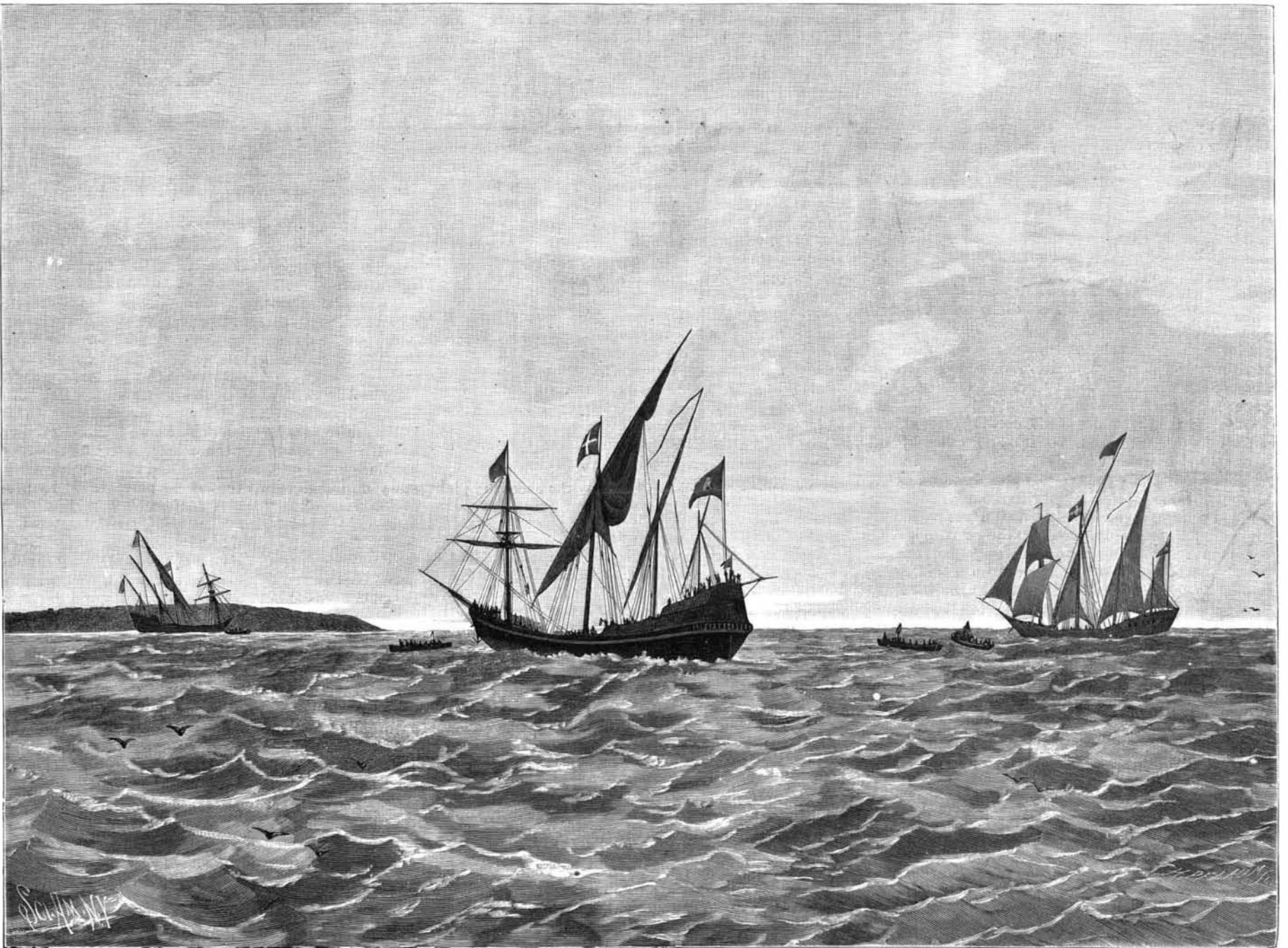
were first observed, and on September 16 they entered the vast plains of seaweed since called the Sargasso Sea. On the 18th and 20th many birds were seen, but the land they were thought to indicate did not appear and the men became greatly afraid and discontented. On the 25th a false cry of land was raised, and also on October 7, and on the 11th the Pinta fished up a cane, a log of wood, a stick wrought with iron, and a board. At 10 o'clock on that night Columbus is said to have pointed out a light ahead, and at 2 o'clock on the morning of Friday, October 12, Rodrigo de Triana, a sailor aboard the Nina, announced the appearance of what proved to be the New World. The same morning Columbus landed, in rich robes, bearing the royal banner of Spain, and took solemn possession of the newly discovered territory for their Catholic Majesties of Castile and Leon.

Several other islands of the West Indies were discovered by Columbus on this first voyage, including the islands of Cuba and Hayti, or San Domingo, and off the coast of the latter island the Santa Maria went aground. No lives were lost, but the vessel was un-

at the estimated rate of from seven to eight knots per hour in calm weather, the medium of propulsion being a "Bevis" patent feathering gun metal screw, which has been fitted in many government vessels and large first-class auxiliary yachts with highly successful results. The career of this semi-sailing, semi-steam vessel will be followed with interest by all concerned in shipping.

A Gas Well Reopened.

A strange thing happened the Royal gas well near Venice, Pa., on the Barrett farm. The gas was struck some time ago in the fifth sand, and it poured out in a steady stream until a few days since, when it stopped. It was discovered that the well had caved in, and it was supposed it was full of rubbish to the bottom. The men were ordered recently to drill it over again. They had not been at work long when there was a terrific explosion and the tools were blown out of sight, leaving the well as clean as a whistle. It seems that the cave-in had formed a bridge, and when it was pierced, the pressure of the accumulated gas did the



DISCOVERY OF THE NEW WORLD BY COLUMBUS—THE ARRIVAL AT SAN SALVADOR, OCTOBER 12, 1492.

From the painting of Brugada, in the Naval Museum, Madrid.

It represents the three vessels of Columbus' fleet when they sighted the island of San Salvador on the morning of Friday, October 12, 1492, the large central one being the Santa Maria, in which Columbus sailed, the other smaller vessels being the Pinta at the left and the Nina at the right.

The Santa Maria was of 90 feet keel, and had four masts, of which two were square rigged and two fitted with lateen sails. It was decked from stem to stern, having also a poop 26 feet in length, "beneath which was the armament of heavy guns, with small pieces forward for throwing stones and grape." It had eight anchors and carried 50 seamen. The other vessels were styled caravels, undecked, and of small size, which was deemed an advantage for exploring rivers and coasts, the Pinta having a crew of 30, and the Nina of 24 men. There were a surgeon, a physician, and some others, making a total of 120 souls in the whole expedition.

The voyage which terminated in the great discovery on the 12th of October, 1492, was commenced from the little maritime town of Palos, in Andalusia, on the morning of the 3d of August preceding. Three days afterward the Pinta lost her rudder and they put in at Tenerife to repair, sailing thence September 6. On September 13 the variations of the magnetic needle

loaded and had to be abandoned, so that Columbus, in returning to Europe, had to set sail in the little open Nina. The return voyage lasted from the 16th of January to the 4th of March, 1493, on which latter date the Nina dropped anchor off Lisbon, and Columbus was thence for a period the most highly honored and distinguished of all the grandees in attendance upon the Spanish court. He made two more voyages to the New World he had discovered, and died thirteen years afterward at Valladolid, in comparative obscurity and neglect.

Large Auxiliary Ship.

One of the most interesting vessels now in course of construction on the Clyde is the five masted sailing ship on the stocks of those noted builders of sailing craft, Messrs. Russell & Co., Port Glasgow, to the order of Messrs. Rickmer, of Bremen. She is five masted, will measure about 3,800 tons register, and will carry at least 6,000 tons dead weight. But apart from her great size and the fact that she is built on the cellular system for the accommodation of water ballast, her most distinctive claim to the attention of the shipping world lies in the fact that she will be supplied with triple-expansion engines of sufficient power to propel her when loaded

rest. The well is now supplying as much gas as ever. This is the first time in the history of the business that such an event has occurred. The chances are that any number of wells that have ceased flowing are clogged up with debris.

Collision between a Steamship and a Whale.

The Anchor Line steamer Ethiopia, on its last passage to New York, encountered a large whale about 800 miles east of Sandy Hook. The captain and second officer were on the bridge, keeping a close watch ahead. Suddenly a whale came to the surface directly in the path of the ship, and only a few feet ahead. The ship was rushing toward the whale at the rate of 16 miles an hour. There was no time to check the speed of the vessel, and almost before the astonished officers realized it the ship's sharp iron prow crashed into the monster. The blow was a direct, incisive one. The ship seemed to sail right through the whale, which disappeared almost immediately, leaving a trail of crimson as far as the eye could see. Shortly afterward the whale was sighted astern, floating lifelessly. When the ship came into collision with the whale, the shock caused the vessel to tremble from stem to stern, and somewhat startled the passengers.