

**THE COLUMBUS CELEBRATION, NEW YORK.**

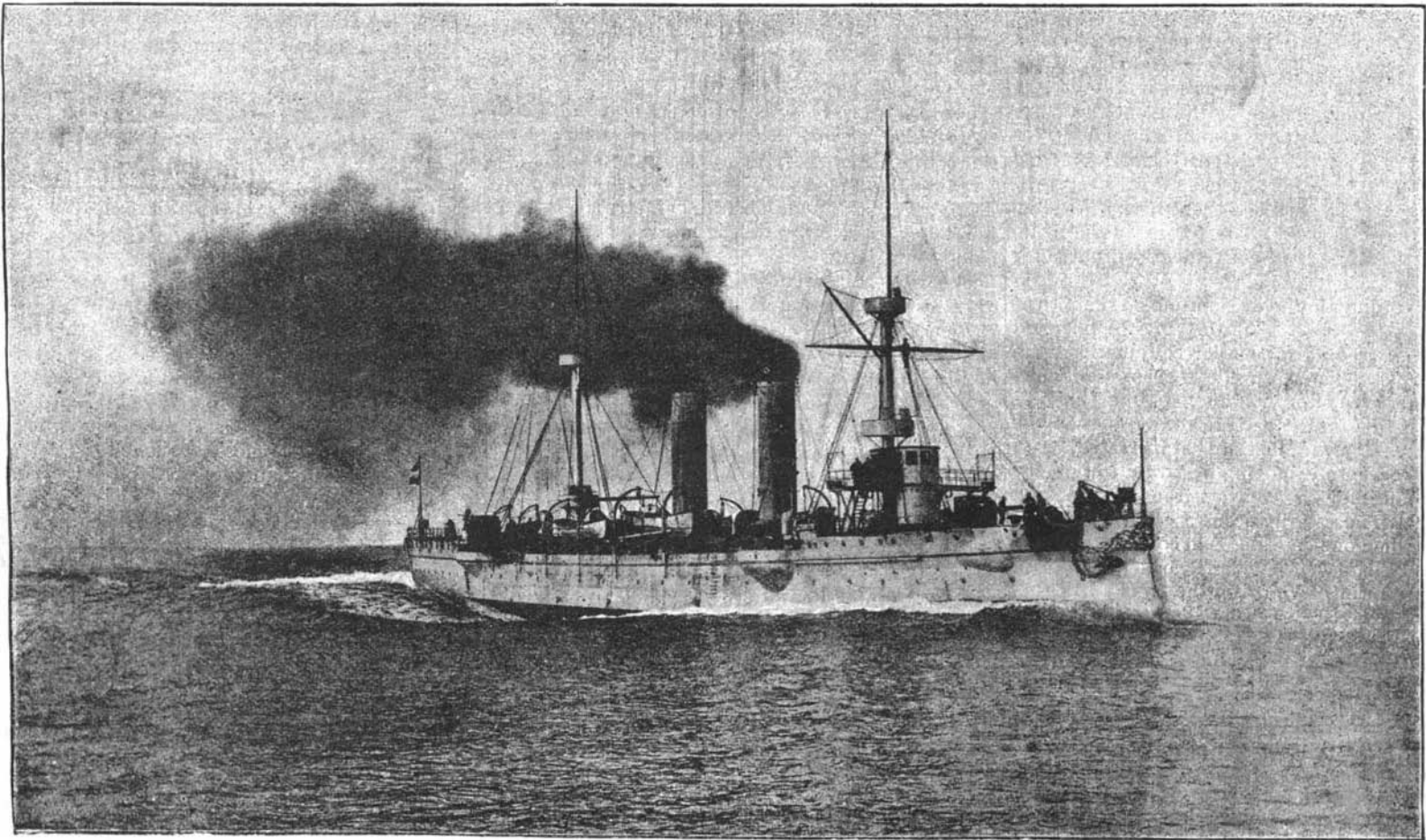
The harbor of New York will, this week, be the scene of unusual and interesting festivities. In celebration of the four hundredth anniversary of the landing of Columbus in the new world, and as a fitting prelude to the opening of the World's Columbian Exposition, at Chicago, a grand naval parade will here

cession, the line of march being from the Columbian statue, at Central Park, down Fifth Avenue, Washington Square and Broadway to the City Hall, where the Governor of the State will receive the distinguished guests. The following ships of war will take part in the great naval demonstration:

FOREIGN.—*English*.—Blake, Magicienne, Tartar,

**THE SQUADRON OF COLUMBUS.**

Three vessels have been constructed, the exact counterparts of those which formed the original squadron of Columbus. One of these, representing the Santa Maria, Columbus' ship, was built by the Spanish government; the other two, the Nina and Pinta, were constructed in Spain, at the expense of



THE ARGENTINE WAR SHIP EL NUEVE DE JULIO.

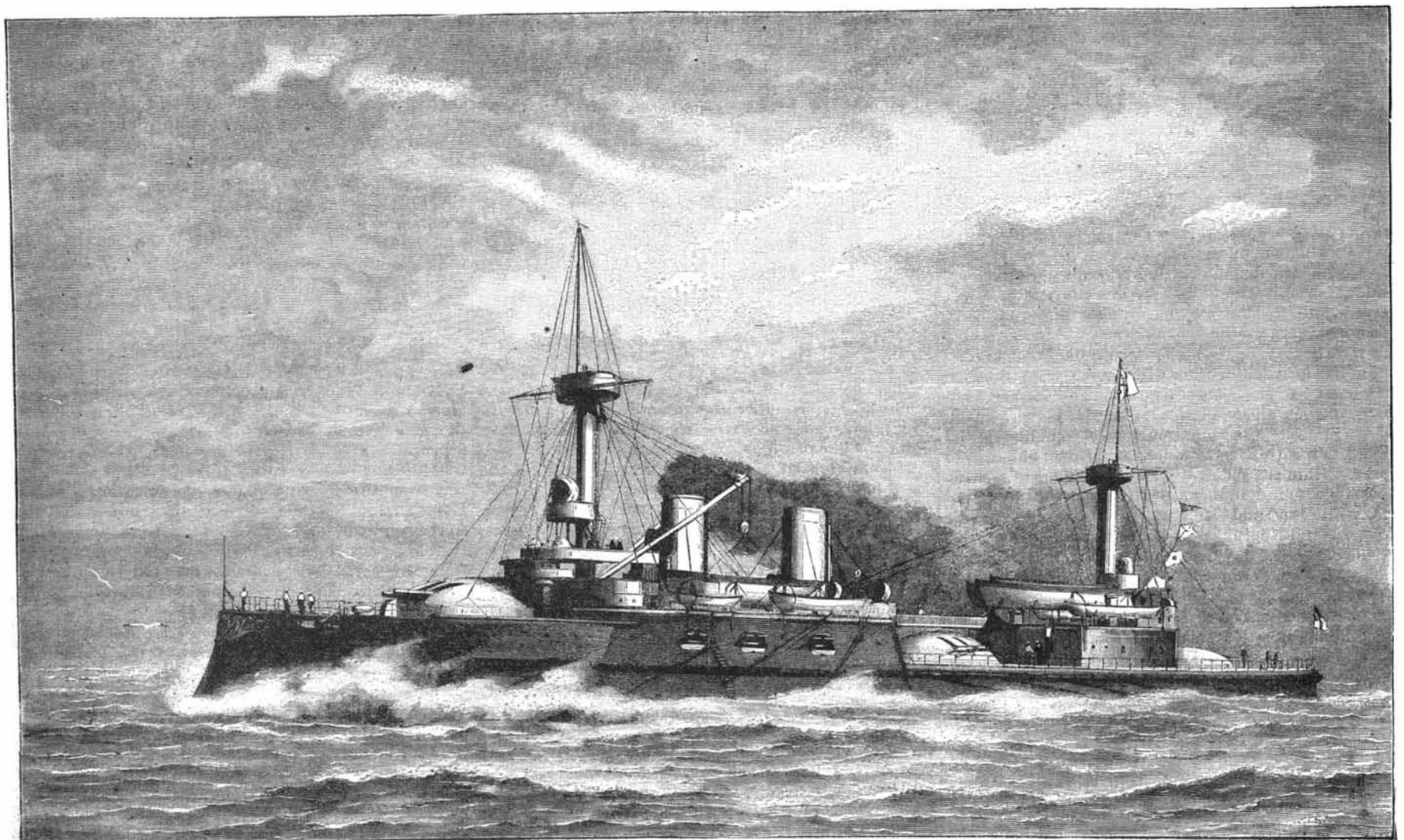
take place, the leading naval powers of the world being worthily represented.

The magnificent waters of the Hudson River, which cover the heart of the great city on the west, form the anchorage for the great fleet, and here the ships, including the representative squadron of Columbus, deployed in two lines, will be reviewed by the President of the United States. This grand affair is appointed for the 27th inst. On the day following, the 28th, another most interesting festival takes place on shore. Detachments of marines and sailors from the various war ships will land and join in a grand pro-

Australia; *Spanish*.—Reina Regenta, Infanta Isabel, Nueva Espana; *Russian*.—Dimitri Donskoi, General Admiral, Rynda; *German*.—Kaiserin Augusta, See-adler; *French*.—Arethuse, Jean Bart, Hussard; *Italian*.—Etna, Dogali, Giovanni Bausan; *Netherlands*.—Van Speyk; *Argentine Republic*.—Nueve de Julio; *Brazil*.—Aquidaban, Tiradenta, and Republica. A few other representative vessels were also expected. AMERICAN.—Philadelphia, Newark, Baltimore, Bennington, Bancroft, San Francisco, Atlanta, Chicago, Yorktown, Vesuvius, Charleston, Concord, Cushing, Dolphin, and the monitor Miantonomoh.

the United States. From Huelva these vessels, conveyed by American war vessels, sailed over the original route taken by Columbus, to Havana, thence to Hampton Roads, and from there to New York, with the combined fleet of American and foreign ships, to take part in the naval festivities.

The *Revue Maritime Autrichienne*, of Pola, has recently published a very interesting article giving the result of all the investigations that have lately been made, particularly in Spain, for the purpose of ascertaining what was the exact type and maritime value of the three ships. The first of these, the Santa Maria,



THE GERMAN WAR SHIP KURFURST FRIEDRICH WILHELM.



had the following dimensions: Length of keel, 62 feet; between perpendiculars, 75 feet; greatest width, 23 feet; depth,  $14\frac{3}{4}$  feet; burden, from 120 to 130 tons. As the crew never exceeded ninety men, the ship was capable of carrying quite a large supply of food and water.

The suit of sails of the Santa Maria was that of a small three-masted vessel, with five sails only; a jib, foresail, mainsail, topsail, and a lateen. The general form of the hull was that of the round ships of the period. There was a large poop and a small fore-castle. The free-board was very low amidships, and the deck was here open.

The nautical qualities of the Santa Maria were excellent, as the admiral's log proves: "This ship behaved very well in bad weather, and had the speed of a good sailer."

The dimensions of the two other ships commanded by Columbus are not indicated. The sketches and the picture represent them as much smaller. The Nina resembled the Santa Maria. The Pinta carried lateen sails on her three masts, at least at the beginning of the voyage; but the admiral's log tells us that at the first stop (at the Canaries) this set of sails was replaced by square ones, in order that the ship might be placed in the same conditions as the two others. These three ships, sailing as consorts, flew the flag of Castile at the mainmast and that of the admiral at the mizzen. The first was divided into four squares, two red and two white. The latter each bore a lion and the others a castle. These were the arms of Castile. Those of Aragon were excluded by the orders of Queen Isabella, the government of that country having refused to participate in the expenses of the expedition. The admiral's flag was a white pennant with a green cross between two crowned letters F and I—the initials of the names of Ferdinand and Isabella, who had given these arms to Columbus. A cross was painted on the sails of the ships, according to the custom adopted by the Spanish and Portuguese, in order to distinguish their vessels from those of the infidels.

In contrast to the ships of Columbus, and as showing the progress made in naval construction during the four centuries that have elapsed, we give plates of some of the modern war vessels. Three centuries elapsed after the discovery of the new world by Columbus before the discovery of steam navigation was made.

The very latest and probably the most perfect exam-

ple of modern steam naval architecture is realized in the new Argentine war ship El Nueve de Julio, which figures to-day in the harbor of New York. We give an engraving from *Engineering*. She is regarded as the fastest war vessel afloat, and is one of the most powerful. She is 350 feet long, 44 feet broad,  $16\frac{1}{2}$  feet mean draught, displacement 3,500 tons, 14,500 indicated horse power; speed, 22 knots on 6 hours' run, 22.74 knots on mile run, being over 25 miles per hour.

Her machinery and magazines are below water line. She has sloping sides protected with steel  $4\frac{1}{2}$  inches thick.

THE RUSSIAN CRUISER PAMYAT AZOVA.

This ship, of which we give from the *Engineer* an illustration, is a vessel of 6,000 tons, with a speed of

18 knots; she is ship-rigged, Russia still regarding sails with favor. She has a 9 inch belt, but no horizontal armor; which the Russian naval authorities seem to have held in small account until last year. The Pamyat Azova was launched in 1887; she is 377 feet long by 50 feet beam, and is wood-sheathed over the armor belt. She mounts two 8 inch  $13\frac{1}{2}$  ton breech-loaders, and twelve 6 inch 6 ton breech-loaders, besides a dozen quick-fire guns of small caliber. She has three torpedo tubes; she can stow 1,000 tons of coal, and her twin screw engines will develop 11,500 horse power when pushed.

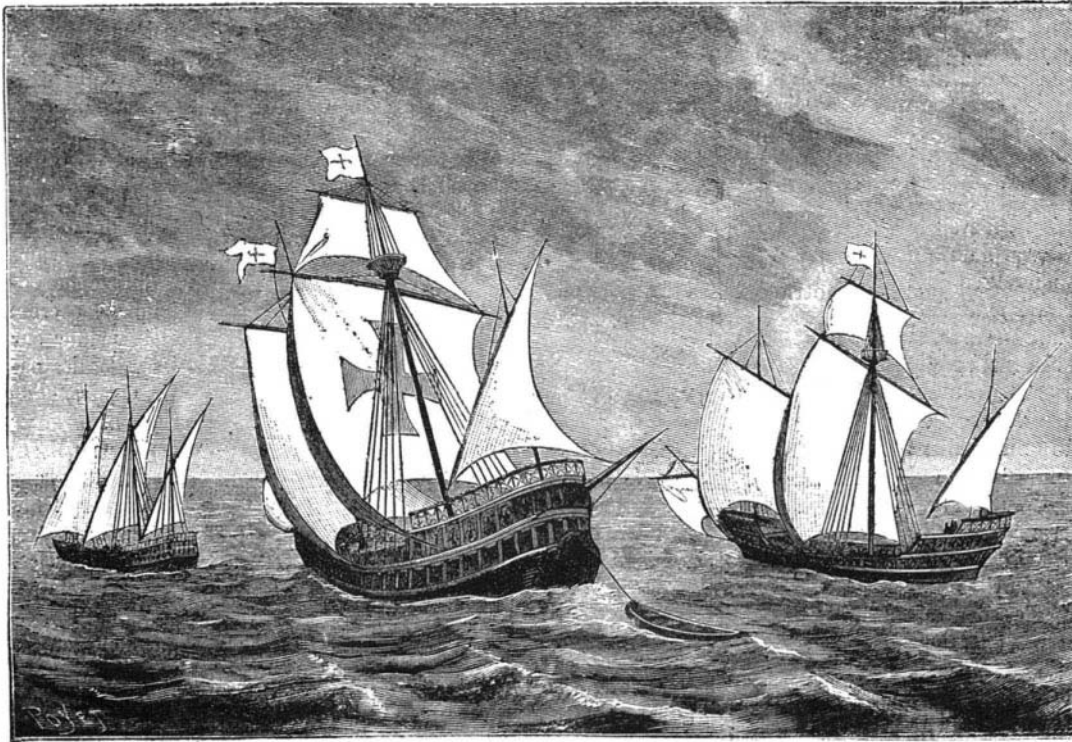
THE GERMAN WARSHIP KURFÜRST FRIEDRICH WILHELM.

Another of our engravings, which is from *Illustrirte Zeitung*, represents the Kurfürst Friedrich Wilhelm, which was launched at Wilhelmshafen, June 30, 1891. The following are the chief dimensions of this vessel: length, 396 feet; breadth, 64 feet; depth, 36 feet; displacement, with medium draught of 24 feet 6 inches, 10,000 tons. Two screws, having a diameter of 16 feet 8 inches, are driven by two three-cylinder compound engines, giving a speed of between fifteen and sixteen knots.

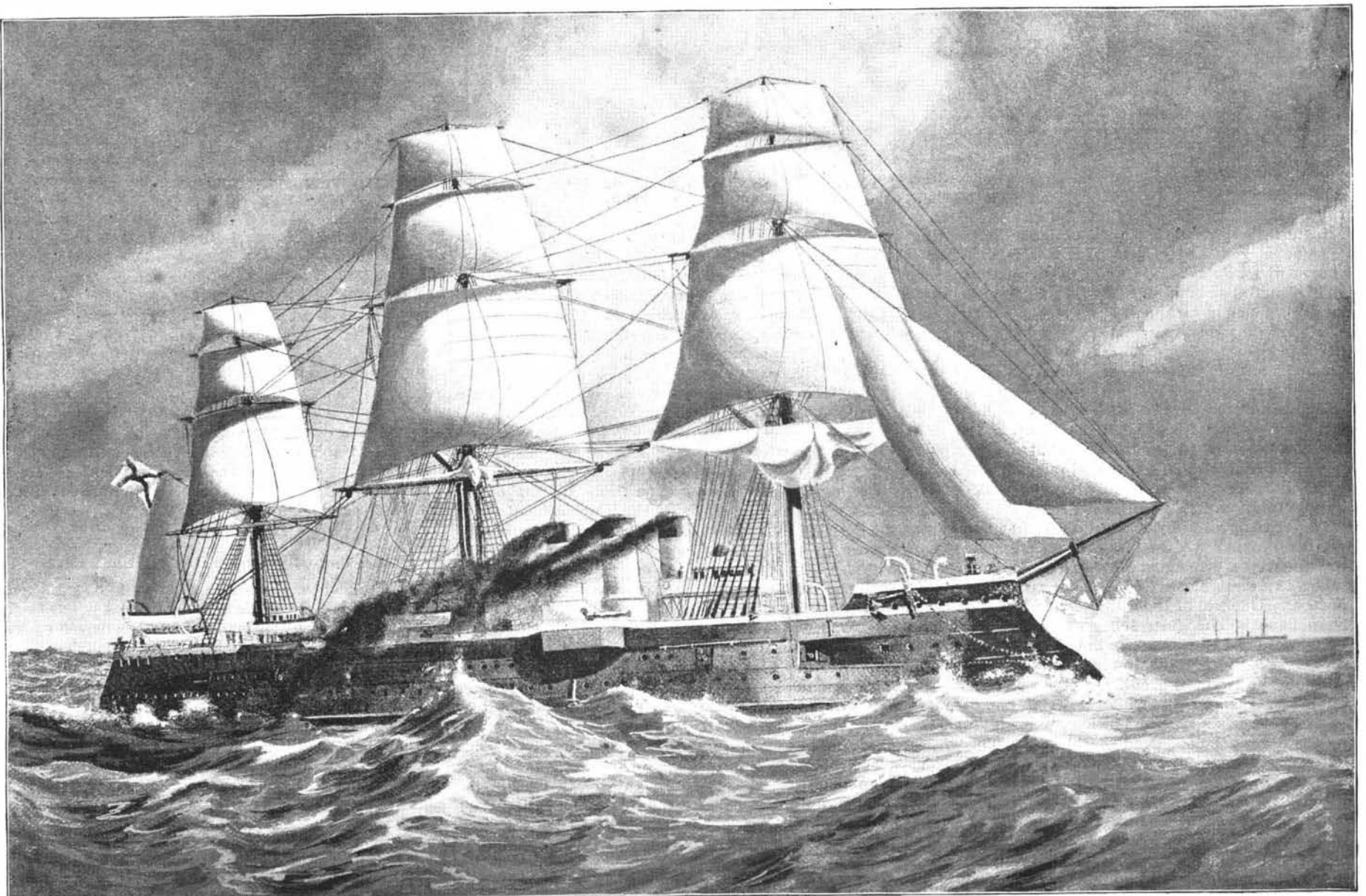
The Heathen Chinese.

A well-to-do wine grower from California, who is on a visit to the Eastern cities, declines to commit himself on the Chinese question—if there is a question. He says: "My personal dislike to the Chinese is as strong as anybody's, but that doesn't blind me to the fact that we Westerners would be nearly helpless without them."

"They have built our railroads, laid out our streets, hewn our wood, and drawn our water for us, and to-day we depend on them to run our farms and gardens, do our housework, and cook our food. They do for us what women servants do for you in the East. Besides, as between the Chinese and the men who direct hostilities against them in San Francisco, I prefer the Chinese."



THE SQUADRON OF COLUMBUS—THE SANTA MARIA NINA AND PINTA.



THE RUSSIAN BELTED CRUISER PAMYAT AZOVA.