

Model of the Caravel of Columbus.

The *Marine Review* says: The State Department has been informed that there has just been received at New York a large model of the caravel of Columbus, the Santa Maria, which was constructed on the island of Santo Domingo, under the personal direction and supervision of Senor Don Andres Gomozy Pintado, the secretary of the Spanish commission for the Madrid exposition. It was designed with great care from original drawings made by that gentleman, who is an enthusiast in such matters, and has paid much attention to ancient naval architecture, and is considered an expert, having made many studies from all the ancient engravings obtainable with this special purpose in view. This model is something more than a toy, being 18 feet in length, 6½ feet beam, having a depth at the stern of 8 feet, and is fully rigged. It was first used in the festivities with which the discovery of America was celebrated in the city of San Domingo, in October last, being carried through the streets of that town in the grand procession that took place, manned by a bevy of little girls as a crew. It was then placed in the river Ozama and sailed to the point of embarkation by the Clyde line for the United States. This reduced replica of the Columbus caravel was constructed at the suggestion of Mr. Frederic A. Ober, the Exposition commissioner to the West Indies, and will form part of the Columbian exhibit of the State Department at Jackson Park.

A FEAT IN HOUSE MOVING.

The ferry house located at the Brooklyn terminus of the 39th Street ferry between the Battery in New York and South Brooklyn, is a brick structure 52x110 feet. This building was located at the foot of 39th Street. The Brooklyn City Railroad Company required increased facilities in that part of the city, and in consequence of this the ferry house was removed from its original site 140 feet westward and 25 northward, and when the job is completed the building will stand 17 inches lower than it stood on the old site. This work was done in about one month, without injury to the walls, and at much less expense than would have been involved in tearing down and rebuilding. The building was placed on a rigid framework and its walls were shored and braced by tie rods and cross timbers, as shown in Fig. 2, and it was moved on ways consisting of a framework of heavy timbers provided

with diagonal guides which caused the building to move sidewise as well as endwise, the frame upon which the building rested being provided with shoes sliding upon the diagonal guides, as shown in Fig. 4. The abutments against which the moving screws rested were heavy timbers secured to the ways by means of chains, as illustrated in Fig. 3. After the screws which abut upon the timbers had been run out their full length, they were returned to their original positions and the timbers moved forward and again made fast in the manner indicated, when the operation was repeated.

This job was done by B. C. Miller & Son, of Brooklyn, N. Y., who moved the Brighton Beach Hotel bodily in 1888, after the damaging encroachment of

are the first Americans that reached the top, and the natives could hardly believe we had succeeded. We started on July 2 and reached the summit July 4. There we celebrated the American holiday by waving the American flag and firing off shots from our revolvers. "On our return the Governor of Bayazid gave a dinner in our honor.

"Through Turkey in Asia we rode, and through Persia, visiting Teheran on our way.

"Our journeying was along camel paths, there being no other roads. At Tashkend, the capital of Turkestan, we remained from November, 1891, to May 7, 1892, and spent a good deal of the time in studying the Russian language. We often had occasion to notice the eager attitude of Russian sentiment regarding the advance upon British Afghanistan. The Russians are very friendly to the Americans, and on this account we received many courtesies. Our last stopping place in Russian territory was at Vernoe, and here the people tried to dissuade us from making the attempt to go to China. Relying on a special passport which had been given us by a Chinese minister in London, we determined on trying to get through.

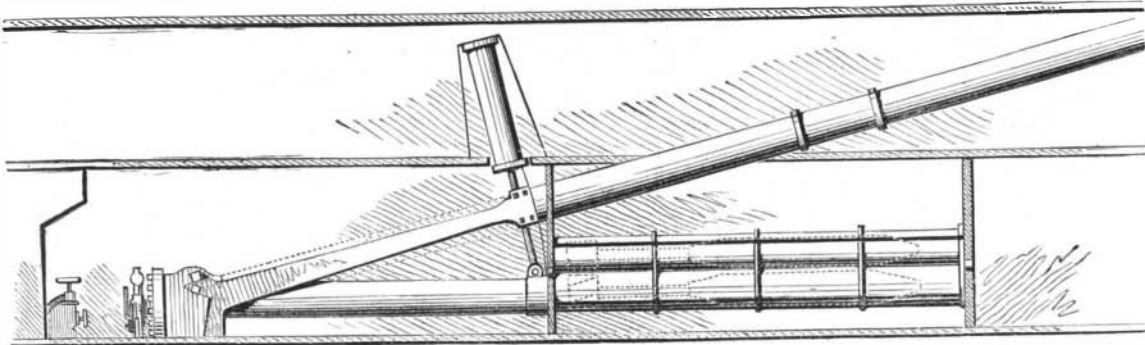
"After leaving Kulja the route was taken by way of

the Umpse to the border of the Gobi desert, at Hami, and there we were agreeably surprised at the character of the roads. In some places the desert had a hard bed, and this enabled the machines to make moderately good progress during the twelve days it took to cross."

Pushing on to Suchew, the western end of the Great Wall was reached, leading on to Lan-Choo. Then they proceeded to Singan, Ping-Yang, Tai-Yuan, and Poting-Fu, arriving at the latter place on the 20th of October, whence they rode to Pekin. The fact that they had already traversed China without personal inconvenience astonished all the diplomatic representatives there.

After resting there they went to Shanghai, where the machines were repaired. Afterward they intended to go to Japan, but received letters asking them to return home, so they left at once, touching at Nagasaki, Kobe and Yokohama, whence they sailed December 9 last. Sachtleben stated that while the trip in many respects had been a hard one, they enjoyed it greatly. They met with no annoyances from the natives in any of the countries passed through, excepting China.

To make ice by artificial means requires one ton of coal to produce from five to ten tons of ice.



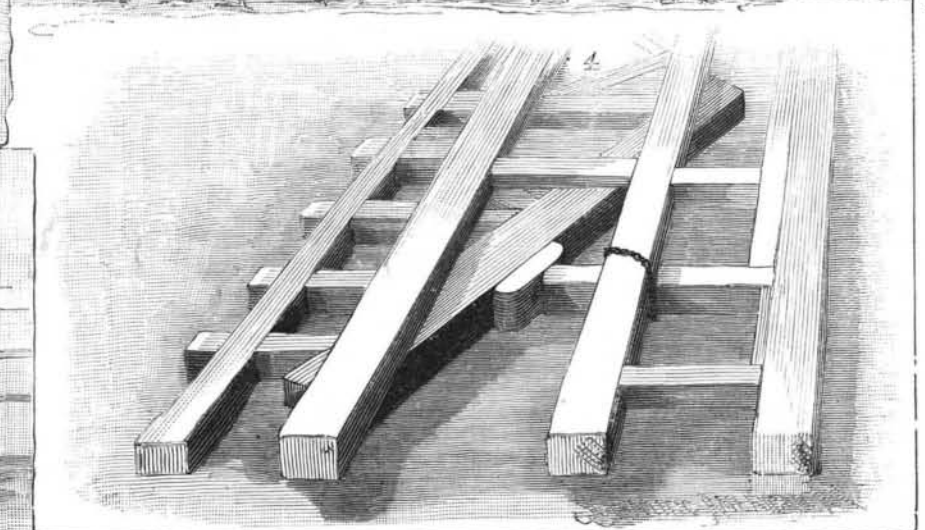
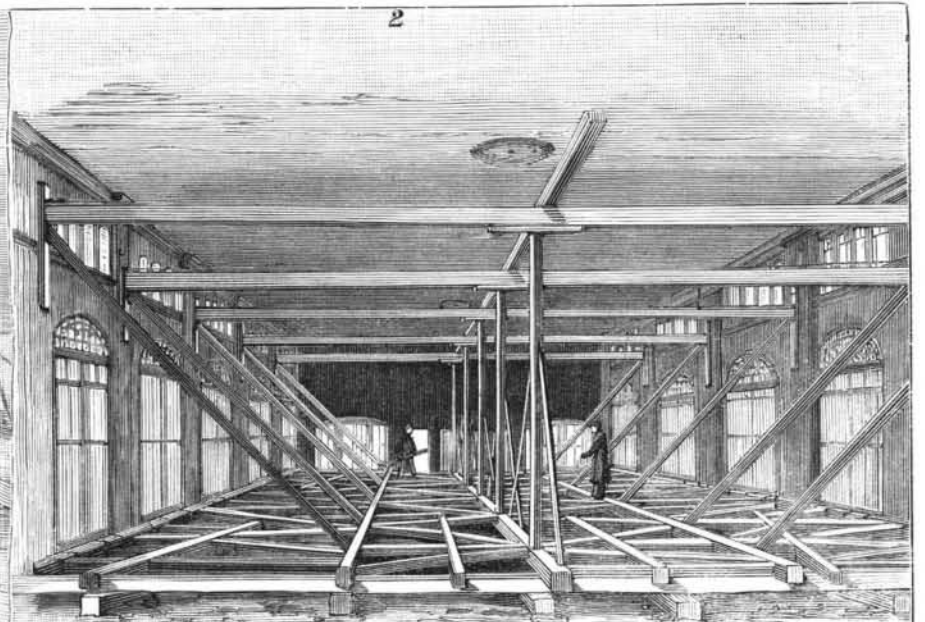
THE VESUVIUS—DIAGRAM SHOWING GENERAL ARRANGEMENT OF THE GUN-LOADING MECHANISM.

the sea on the beach. The building was 465 feet long and 150 feet deep, three stories high and weighed 5,000 tons. It was moved 239 feet back of its original position upon 112 platform cars by means of six locomotives.

A Remarkable Bicycling Tour.

W. L. Sachtleben, of Alton, Ill., and Thomas W. Allen, of Ferguson, Mo., have arrived in San Francisco from Vancouver, B. C., after making a tour of the world on bicycles. On June 30, 1890, they finished their course of study at Washington University, St. Louis, and then started. They visited Washington, D. C., and on June 23 sailed from New York, landing in Liverpool on July 4. Their bicycles purchased and a tour made of the British Isle, thence to France, their route took them through Rouen, Paris, Chartres, Poitiers, Bordeaux and Marseilles. The Riviera route along the shores of the Mediterranean was followed, and Genoa, Rome and Milan, in Italy, were visited. At Athens the first long halt was made. To Constantinople was the next jaunt, and their preparations for the invasion of Asia were begun.

"Our first exploit, of which we are a little proud," says Sachtleben, "was the scaling of Mt. Ararat. We



MOVING THE BRICK FERRY HOUSE OF THE 39TH STREET BROOKLYN FERRY.