

**THE WEBB ACADEMY AND HOME FOR SHIP BUILDERS.**

Years ago the American ship builders of the coast cities, Bath, Newburyport, Boston, Brooklyn, New York and others, were a numerous race of skilled mechanics. In the city processions of former days there was no finer body of men than those who marched in the ranks of the ship carpenters, each

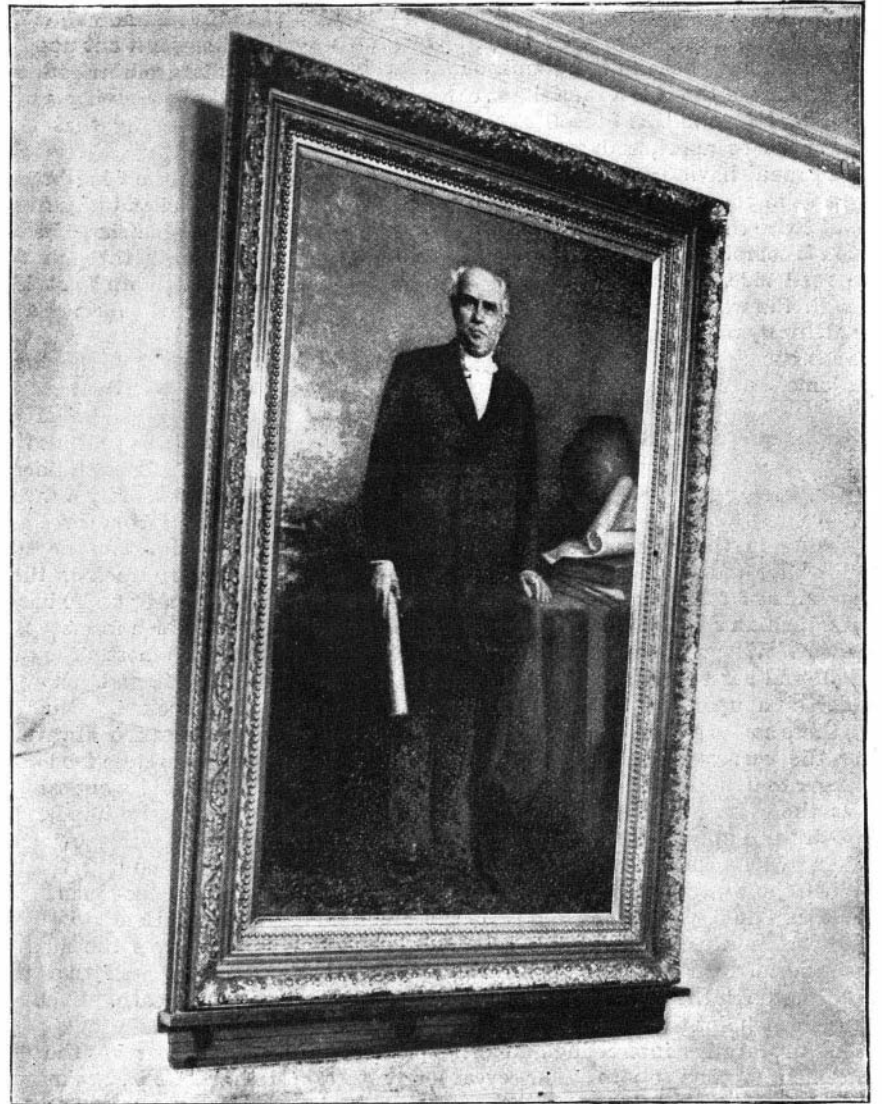
man carrying his broadax, the characteristic tool of a characteristic trade. To-day this is a thing of the past, and old time shipping men remember with sorrow the times when South Street, New York, daily heard the sounds of caulkers' mallets, and at frequent intervals the more musical driving in of the wedges for the launch of a ship.

Mr. W. H. Webb, the son of a ship builder, and

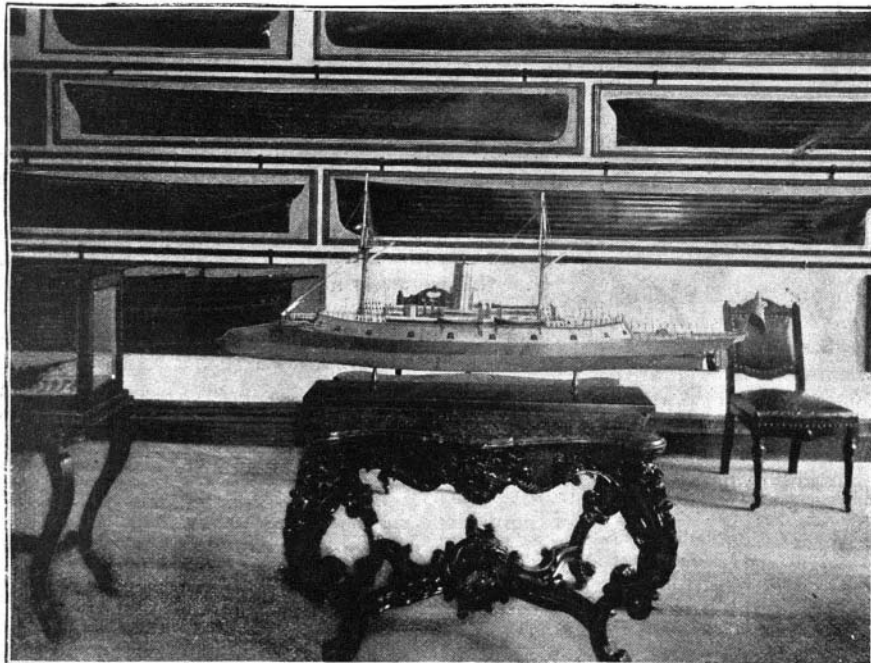
himself one of the leading builders of America, is the founder of the "Webb Academy and Home for Ship Builders." It is situated on the banks of the Harlem River, at Fordham Heights, in this city, occupying one of the finest sites within the metropolitan limits. Here some thirteen acres of ground were purchased, and the double towered building of brick and stone which our illustrations show was erected.



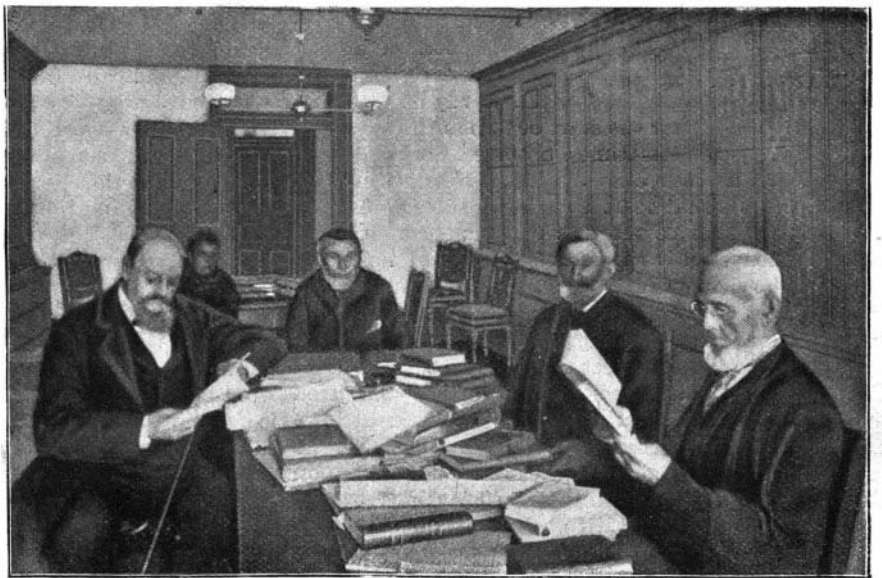
ONE OF THE DRAWING ROOMS.



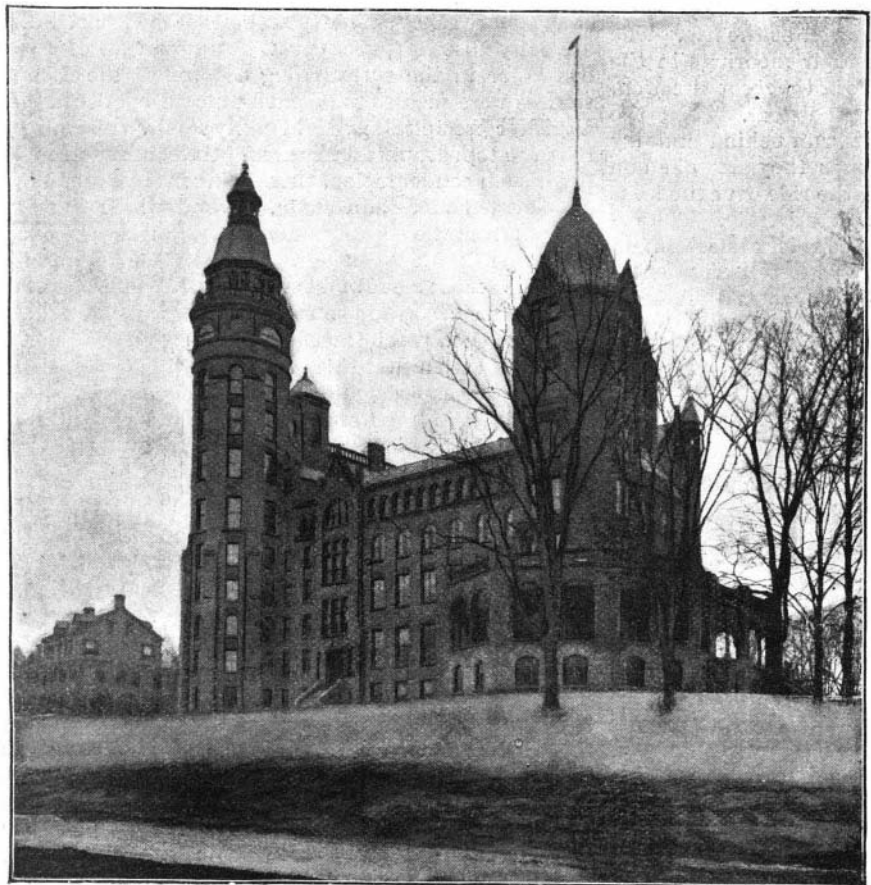
PORTRAIT OF THE FOUNDER.



THE MUSEUM—SHOWING THE DUNDERBERG'S MODEL.



THE LIBRARY.



WEST FRONT OF BUILDING.



SOUTHEAST ASPECT WITH CORRIDOR.

**THE WEBB ACADEMY AND HOME FOR SHIP BUILDERS.**

It includes two departments. One is the home for aged ship and marine engine builders. To this are admitted destitute ship carpenters and their wives, under the restriction that they shall have been of that trade. It has been calculated that over seventy trades may be represented in the construction of a ship; the Webb Home is for wielders of the broadax only and for the engine builders. These inmates of the home are termed the guests. At present all the guests have been in the employ in times past of Mr. Webb or of his father.

The other department is the Academy of Ship Building. This is for boys whose parents are unable to continue their education in ship building. The candidates must be between 17 and 20 years of age and must pass a satisfactory examination, the mathematical part being particularly insisted on. The academy furnishes to such boys a free and gratuitous education in ship building and marine engine building, with board, lodging and necessary implements and materials.

The institution is incorporated under an act of incorporation passed by the New York State Legislature and approved by the Governor April 2, 1889.

The building is one hundred and eighty feet long and

of a hotel. The guest's and boys' rooms are practically identical in their furnishing.

Two power elevators and a complete electric lighting plant are part of the equipment. Both gas and electric lighting are supplied throughout.

In the second story hall hangs Mr. Webb's portrait in full length, by G. Gerhard, which we reproduce.

The school rooms occupy part of the north tower. The boys' preferences so far have been for ship building proper. Many of the rooms are fitted up with drawing tables and improved drawing boards. The marine engine building course will, undoubtedly, soon be a feature. Prof. Constantine Janssen is in charge of the course at present, and instructors will be added as required.

One of the characteristic features is the moulding loft, occupying the extreme upper story of the main building. Here the students will have practice in laying out the lines of ships of the full size, reproducing their work from model and draught exactly as in regular ship-yard practice.

The museum contains a number of models of ships built by Mr. Webb and some most interesting pictures

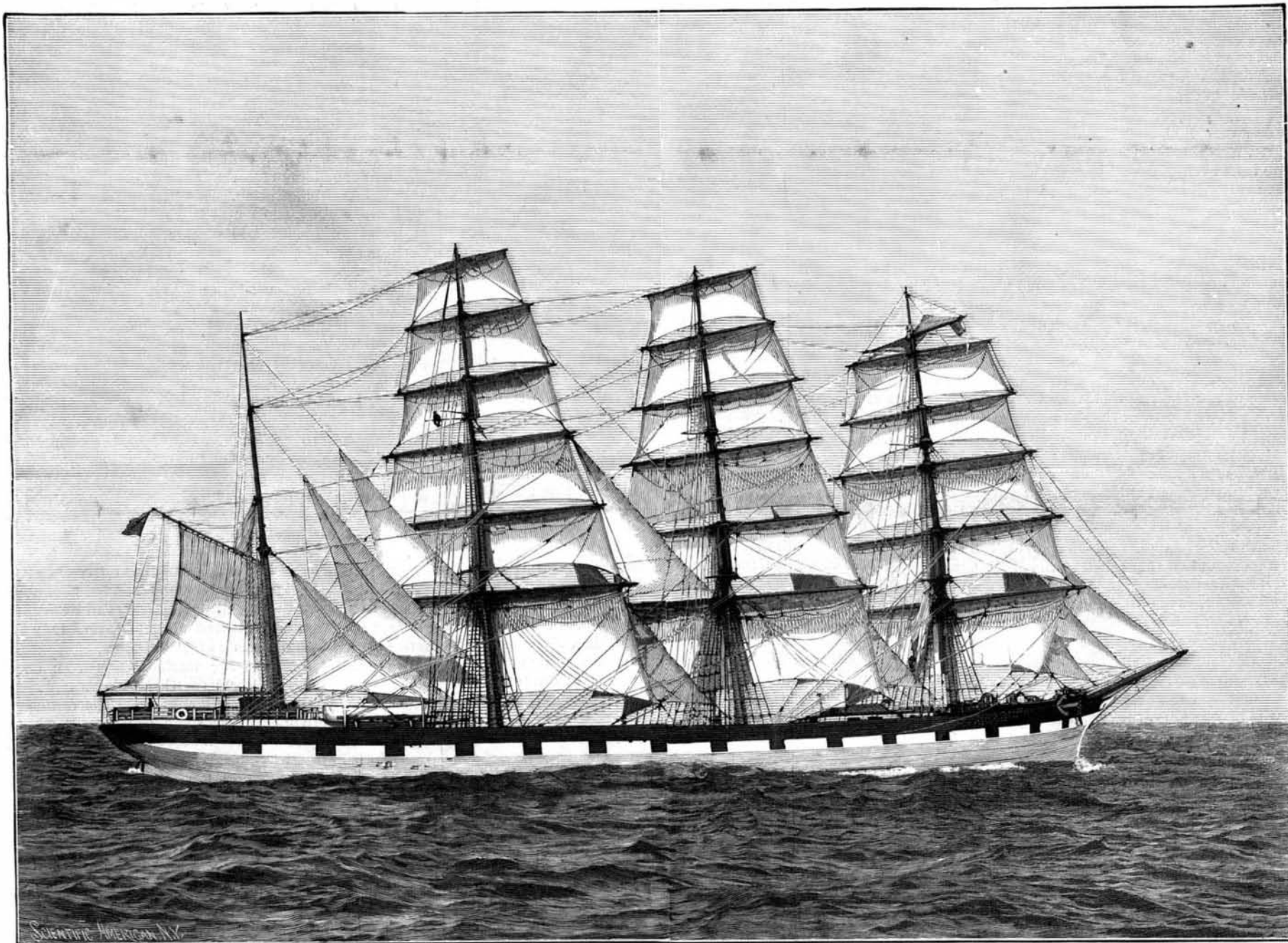
**THE FOUR-MASTED SHIP AFGHANISTAN.**

It is not an easy matter to obtain a photograph of a large ship under full sail. It is only upon the broad ocean that her full canvas is ordinarily brought into play. It was at the beginning of a voyage from the outer harbor of Boston that our artist correspondent, Mr. H. L. Stebbins, happily succeeded in camerizing the four-masted ship Afghanistan, and from his photograph our engraving has been made.

The Afghanistan is a British ship, built in 1888, of iron, at Stockton on Tees, by Richardson, Duck & Co. Her gross register is 2,286 tons. Length, 291 feet 2 inches. Beam, 42 feet 1 inch. Depth of hold, 24 feet 8 inches. She is provided with steam hoisting apparatus and all the modern improvements. At present the ship is in Chinese waters.

**American Trade in Ecuador.**

United States Consul Dillard, of Guayaquil, says: The advisable course to pursue in order to foster a trade with these countries (Guayaquil being the commercial metropolis for a vast extent of territory) would be to send hither competent men who speak Spanish to



THE FOUR-MASTED SHIP AFGHANISTAN.

eighty feet deep. It faces to the east, its rear windows overlooking the Harlem River. Its lower tower is surmounted by a flagstaff bearing as weather vane a model of the armored ship of war Dunderberg, commenced by Mr. Webb for the United States navy during the war, and subsequently sold by him to the French government. A piazza, with columns of brownstone and arched bays, runs along the east and south sides and around the southern tower, forming a characteristic feature, with a real ship's deck for flooring. Brownstone and cream-colored brick are the materials of construction of the main building.

In general appliances, it may be termed a first class hotel. It has, in the domestic department, a kitchen with the best cooking apparatus, extensive ice boxes and cold storage rooms, a steam laundry, with steam washers, porcelain wash tubs, centrifugal and hot chamber driers and steam mangle, a butler's pantry with steam tables, and several dining rooms. The main dining room is for the guests and boys; the others are for the different classes of help.

The dormitories occupy several floors. Each is a double or single bedded room, with stained wood furniture, iron bedstead, single or double, with art rug on the floor, and in all respects equal to the accommodations

of old time ships and steamboats. A beautiful reproduction of the Dunderberg occupies one table. Elsewhere is a wooden ship builder's model of a hull saved from the ruins of his father's yard after a fire. The model is badly scorched but is still an interesting example of the lines of the old time American sailing craft. Here, too, is an interesting piece of furniture, a solid mahogany table from the Khedive of Egypt. It was part of the equipment of the Dessoug, the ship which brought over the obelisk to New York from Egypt.

The library, with its cases, table, and miscellaneous books, is one of the most pleasing rooms, and far up in the north tower is another recreation room; the gymnasium. It is questionable if a more lovely view can be had in the city than that from the windows of this apartment. The Hudson River, the government works at Spuyten Duyvil Creek, and Long Island Sound, can all be seen from it.

The institution is in charge of Mr. Andrew Reed, the resident and managing director, and Mrs. Alice Howard Hilton, the well known authoress, as superintendent, to whom our thanks are specially due for attentions conferred. The architect of the building was Mr. Arthur P. Jennings, of this city.

study the necessities of the trade and report to their employers. One man at first might represent several branches of trade. The government can never build up a trade with these countries. Our countrymen formerly had an instinct for foreign trade; they must cultivate it anew.

There is a great field here for our simplest agricultural implements—plows, hoes, etc. The machete is the agricultural implement used here. If a live man were sent here with plows, hoes, and other simple implements of agriculture, prepared to go on the haciendas and show the people how to use them, and the immense gain in using them, I do not think the result would be doubtful.

I have never seen corn meal in Ecuador; it is unknown, at least in the vicinity of Guayaquil, and yet large quantities of corn are produced. Corn mills might be introduced, with little expense, into the corn producing regions, such as that of the rich lands on the Boliche River, where I ate several meals at a great hacienda where there was not seen a crumb of bread, except what our party carried along. Yet on this place were hundreds of bushels of very fine corn. Yuca is used instead of bread. It is a great root, somewhat like the sweet potato of our Southern States.