

**THE ANCIENT CITY OF NEW AMSTERDAM.**

We have published from time to time accounts of the extremely high buildings which are being erected in the more crowded parts of the city of New York, particularly along Wall Street and lower Broadway. Few, even of the old residents of New York, appreciate the extent to which the city is being rebuilt. This work of reconstruction is being carried on to such an extent that few of the very old buildings remain, and New York always presents the appearance of a distinctly modern city. It is difficult for us to appreciate, therefore, that New York is nearly three hundred years old, and that it is described in the Dongon Charter as early as the year 1683 as an "ancient city and borough." This charter is curious reading, owing to the provision that is made by the English governor toward preserving the customs and protecting the rights of the Dutch inhabitants. The laws and regulations governing the killing of large and small game on the island and the regulations as regards the fishing rights are very interesting. Although New York was described at that time as an

principal cause of the disappearance of the work and its present rarity.

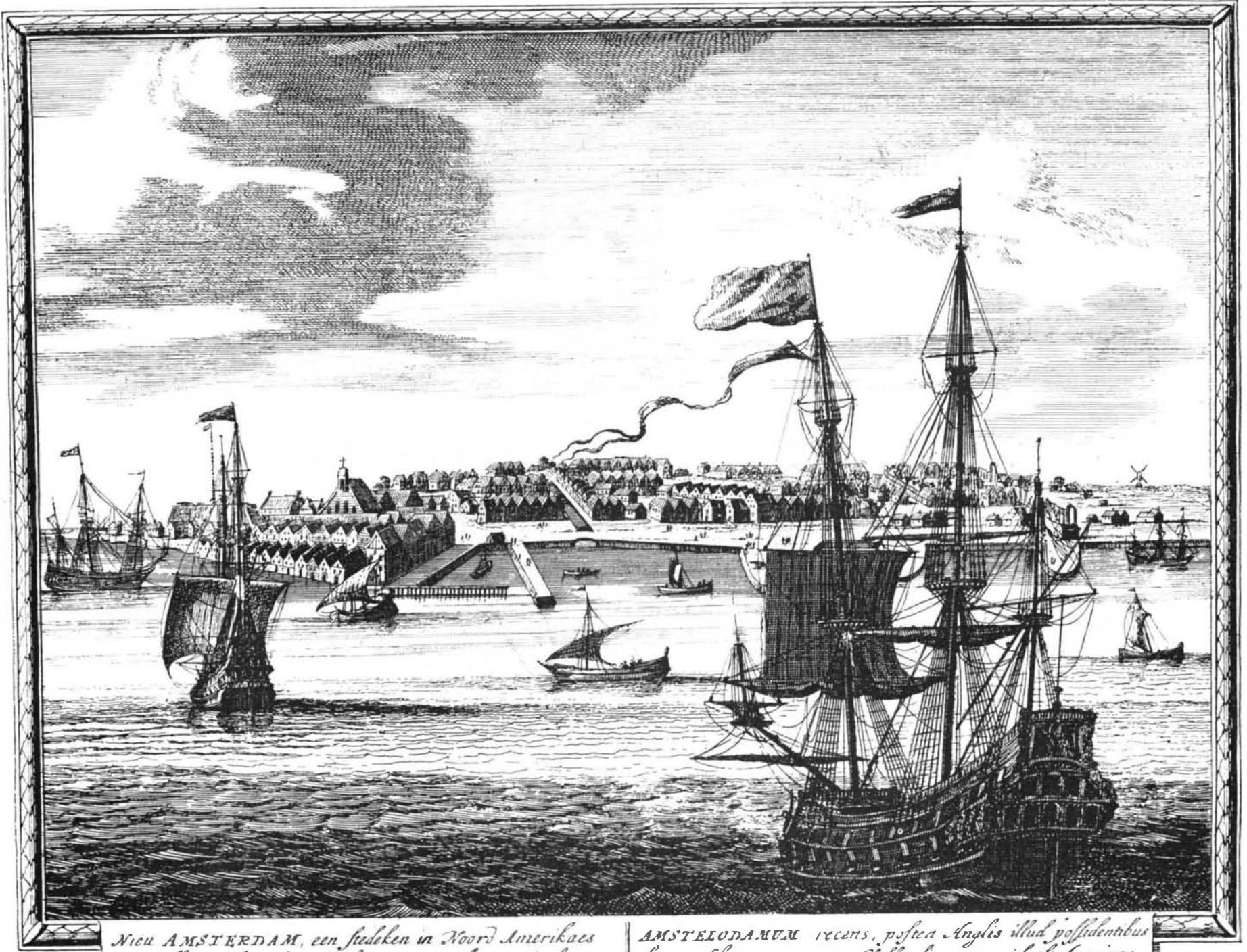
Another very early view appears in Montanus' Travels in America. This view represents a town of considerable importance; the fort has grown into a formidable affair and a lofty gallows occupies a prominent place in the foreground. The city has grown with considerable rapidity under the fostering care of the Dutch West India Company, which early perceived in the development of the trading post of New Amsterdam an opportunity of extending its commercial enterprises and of acquiring a firm hold in the new world. The view which is reproduced in the accompanying engraving, which is in size an exact facsimile of the original, is a little later than the Montanus view. The date ascribed to this view is 1667. It represents a thriving, prosperous town distinctly of the Dutch type, and the artist intended to convey some idea of its commercial importance by introducing into the scene a number of important merchant vessels and a frigate. The view was probably taken from Brooklyn Heights, some little

whose name will be found engraved in the left hand corner.

The original engraving from which this reproduction was made was purchased in England several years ago by a collector of Americana residing in New York.

**Oiling Ships' Hulls.**

Experiments are to be made to determine the value of an invention by Rudolph Altschul, designed to increase the speed of vessels and to prevent corrosion and the growth of barnacles by coating the submerged portion of the ship with crude petroleum, says the Army and Navy Journal. The system is so arranged that in rough weather a large quantity of oil can be discharged along the sides of the ship and distributed over the surface of the water, thus providing a more effective method of greasing and smoothing high seas than any yet devised. The covering composition is an oleaginous preparation of tallow, calcined carbon and several other ingredients which the inventor keeps secret. It is said that it hardens in the water and



*Nieu AMSTERDAM, een fideken in Noord Amerikaes Nieu Hollant, op het eiland Mankattan: namaels Nieu jork genaemt, toen het gerackte in t gebied der Engelschen.* *AMSTELODAMUM recens, postea Anglis illud possidentibus dictum Eboracum novum, Hollandiae novae, id est Americae Mexicanae sive Septentrionalis oppidulum.* *Amstel. C. 2. 92*

**THE CITY OF NEW AMSTERDAM AS IT APPEARED ABOUT 1667.**

ancient city, it was by no means a large one, although it held a conspicuous place in the eyes of the world, owing to its political and commercial importance, and the part it was expected to play in the development of the new world. Its prominence is indicated by the number of early prints which exist, which clearly show the course of its growth and development.

The earliest known view of New York appears in a little Dutch book called the "Beschrijvinghe van Virginia," published in Amsterdam in 1651.

The island is represented as covered at the northern end by a thick wood, with a primitive fort at the southern extremity of the island, on the present site of the Battery. A few scattered dwellings, some of them substantial in appearance, surrounded the fort. A war canoe appears in the foreground, floating on the placid surface of the Hudson, in peaceful contrast with the warlike appearance of the Indians who form the crew. This little work is very rare, and is greatly sought after by collectors of Americana. Like many other rare works, its insignificant appearance doubtless is the prin-

distance below the present East River Bridge. At the extreme left may be seen the fort, which always occupies a conspicuous place, and quite properly, in all the early views of Manhattan. Within its walls and palisades was the gubernatorial residence, the barracks for the troops and the royal chapel, which formed an imposing feature of the landscape. Thither citizens repaired in case of disturbance. A canal or dike extended along the present site of Broad Street and is clearly shown in the view. The houses extended down to the water's edge, but it is difficult to trace the present outline of the shore, owing to the extent to which the island has been filled in and broadened at this point, two or three streets having been added on each side of the island, along the shores of the Hudson and the East Rivers. At the right of the picture may be seen the palisades, which were erected along the line of Wall Street, intended as a defense against the hostile natives, and more particularly the hated English, who were expected to make an inroad from New England. For this interesting and rare view we are indebted to Peter Schenk,

cannot wash off, and can be applied to submarine war projectiles, permitting double velocity. A series of iron flanges are fastened along the bottom and sides of the ship below the water line, in which are inserted sheets of woven wire netting, lathing or sheet iron, covered with an absorbent composition saturated with oil. The flanges have a semicircular covering on top, below which runs a finely perforated pipe, which ejects a fine spray of oil against the inside of the flange and on to the sheets, from which it spreads downward. The oil is not carried away by the water, but through capillary attraction is spread, thus keeping the ship's hull greased without any waste of oil. It is said that the composition is a perfect carrier of oil under the surface of the water, a feature which has never before been achieved and which will make oil perform below the water line the same service that it does in quelling a rough sea. It is claimed that, applied to any vessel, either steam or sailing, it will increase the speed by at least 25 per cent without augmenting the amount of machinery or the expenditure of fuel.