

AN ARCADE FOR NEW YORK CITY.

There is a proposition on foot to arcade Nassau Street in New York city. This is a very narrow and congested thoroughfare, and it has been considered that it would be advisable to close it for wagons and trucks, and cover it with a closed arcade. Numerous propositions to this effect have been made. As this is the great highway from the financial district to City Hall and the Brooklyn Bridge, its importance can hardly be overestimated. The principal objection is that in case of a fire it would be impossible to use ladders; but this could readily be overcome by a system of movable skylights, which could be so arranged that they could be swung out of the way at a moment's notice.

Probably the finest example of an arcade in the world is the Galleria Vittorio Emanuele, Milan, Italy. This is the most spacious and attractive structure of the kind in Europe. It was built in 1865-67 by the architect G. Mengoni, one of the most gifted of modern Italian architects, who unfortunately lost his life by falling from the portal in 1877. The gallery cost \$1,600,000, is 1,600 feet in length, 48 feet in breadth, and 94 feet in height. The form is that of a Latin cross with an octagon in the center, over which rises a cupola 180 feet in height.

The octagon is adorned and frescoed, representing Europe, Asia, Africa, and America, while the frescoes on the entrance arches are emblematic of Science, Industry, Art, and Agriculture. The gallery contains handsome shops, and is fitted with electric light. This is an admirable example which should be followed in New York.

WRECK OF THE RUSSIAN CRUISER "BOGATYR."

Now that it is officially announced at St. Petersburg that the protected cruiser "Bogatyr," which recently ran upon the rocks near Vladivostock, has had her guns removed and has been dismantled, to prevent her falling into the hands of the Japanese, this fine ship must be stricken from the list of Russia's available fleet in the Far East. She was a type ship, forming one of a class of five cruisers of practically similar dimensions, speed, protection, and armament. The "Bogatyr" was launched at Stettin in 1900, and was on the Asiatic station when war was declared. Two others of this class, the "Oleg" and "Vitiáz," are building on the Baltic, and the "Kagul" and "Otchakoff" are building in the Black Sea, these four vessels having been launched in 1903. The "Bogatyr" is 423 feet in length, 52 1/4

feet in breadth, and draws 21 3/4 feet, with a displacement of 6,500 tons. The other four vessels above mentioned are 436 feet by 54 feet by 20 1/2 feet, and displace 6,250 tons. The "Bogatyr" carried twelve 6-inch, 45-caliber guns, twelve 3-inch rapid-fire guns, eight 3-pounders, two 1-pounders, and six torpedo tubes. Four of the 6-inch guns were carried in two

turrets of 4-inch steel, one forward and one aft, with ammunition hoists extending from these turrets to the protective deck, the hoists having 2 inches of armor protection. Four of the 6-inch guns were carried in four casemates, at the four quarters of the ship, these guns being able to train forward or aft parallel with the keel. Four other 6-inch guns were

The "Bogatyr" was an exceedingly fine vessel of her class, and has attracted a great deal of favorable comment. One of our correspondents, indeed, who takes an intelligent interest in naval matters, referring to the excellent protection of most of her 6-inch guns, thinks she bears comparison with some of the so-called armored ships; and he suggests that, considering her much smaller displacement, she seems superior ton for ton to our so-called armored cruisers of 9,700 tons, of the "Charleston" class. The point is made that she brings the same number of unprotected 6-inch guns to bear on either beam, and the same number of guns behind 4-inch armor as the "Charleston;" and our correspondent argues that while the deck is thinner than that of the "Charleston," the coaling capacity is about the same, fewer men are required to do the work, and the "Bogatyr" is about two knots faster. He asks whether a 9,700-ton "Bogatyr" would not be superior to our "Charleston." This, however, is a digression, and we simply mention it as suggesting that if we are to secure the great advantages that go with the armored cruiser type, the belt should certainly be made thicker than the 4 inches that we have given the "Charleston," and it should cover more than a third of the vessel's length.

The "Bogatyr" was the best representative of the protected cruiser type that has yet appeared, and, indeed, she marked about the ultimate development to which this type can be carried. Her untimely end, before she had an opportunity to show her value, will be regretted by naval men the world over.

How the British Museum Was Started.

An observer recalls the interesting circumstances of the establishment of the British Museum. The funds for the institution were raised by a lottery, which was authorized in 1753 by an act of Parliament, the Archbishop of Canterbury, the Lord Chancellor and the Speaker being the managers and trustees, each to receive £100 as an honorarium. The amount of the lottery is said to have been \$1,500,000 (£300,000), which was raised by £3 tickets, to provide £200,000 for prizes, varying in value from £10,000 to £10, and £100,000 for the purchase of the Museum's nucleus—the Sloane collections and the Harleian Library—also to provide for the acquisitions and to meet other expenses. It will be remembered that the lottery became notorious through the activities of a certain Peter Leheup, who shrewdly cornered the tickets and had them sold at a premium. Leheup was afterward prosecuted for breach of trust, and fined £1,000.—Harper's Weekly.

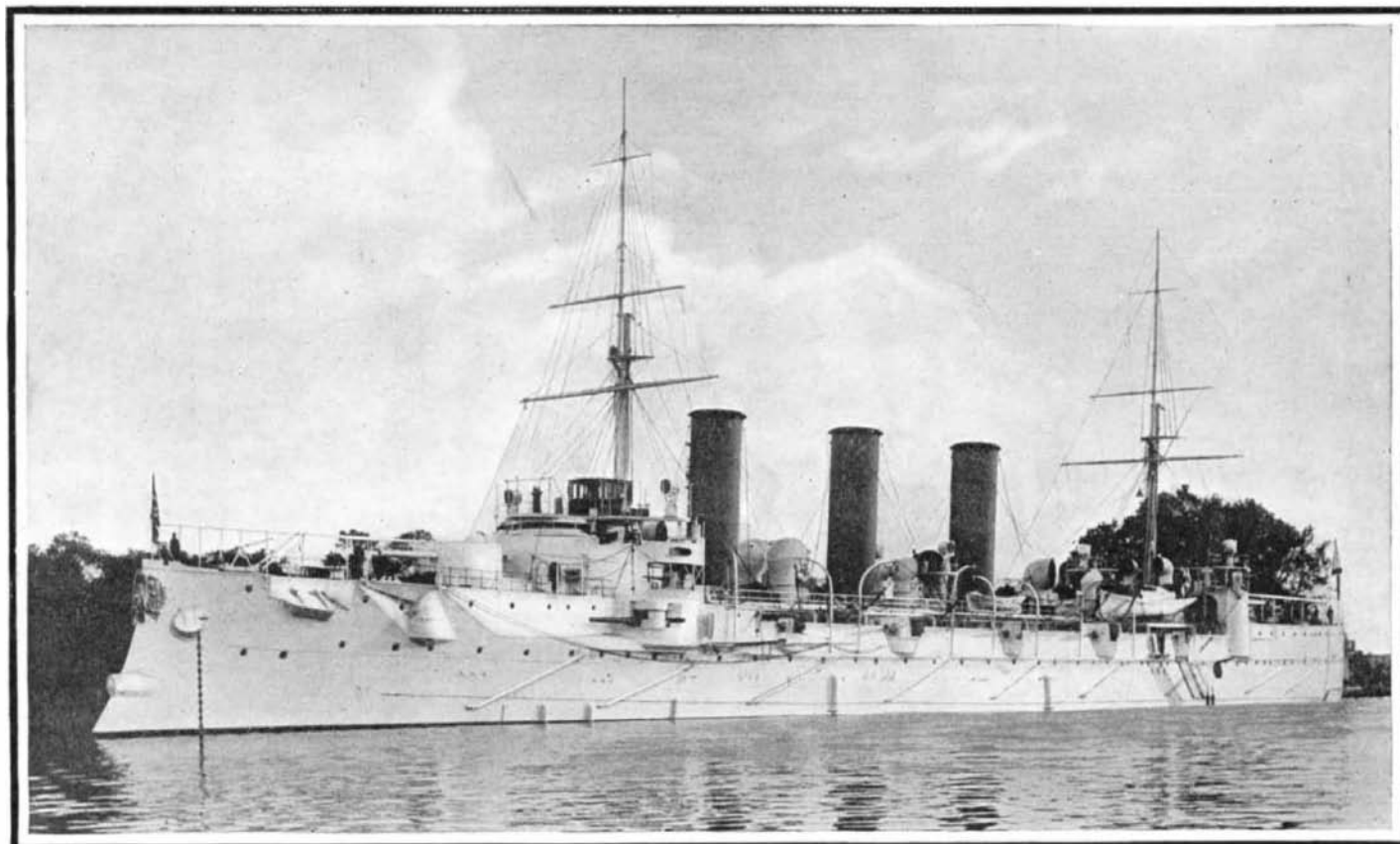
One of the immense wagon trains used in hauling borax from Death Valley, Cal., including a train of twenty mules, is to be exhibited at the World's Fair.



THE GALLERIA VITTORIO EMMANUELE, MILAN, ITALY.

A similar plan has been suggested for Nassau Street, New York.

mounted behind 4-inch shields, two on either beam. The four casemate guns above mentioned were provided with ammunition hoists protected by 2 inches of armor. The 3-inch guns were mounted as follows: Three on either broadside alternating with the 6-inch guns on the main deck, and four at each quarter of the ship upon the roofs of the 6-inch gun casemates. There were also two 3-inch guns mounted on the forward bridge. The vessel was protected by a 2-inch deck, and an important feature was the 2 inches of armor protection around the bases of the funnels up to the level of the quarter-deck. The "Bogatyr" was driven by twin-screw engines of a designed indicated horse-power of 19,500, which, on her trials, gave the ship a speed of 23.45 knots an hour. She had a normal coal supply



Displacement, 6,500 tons. Speed, 23.45 knots. Guns: 12 6-in., 12 3-in., 9 small guns. Armor: deck 2 in., casemates, 4 in. Torpedo Tubes, 6.

FAST RUSSIAN CRUISER "BOGATYR," WRECKED NEAR VLADIVOSTOCK.

of 900 tons, and a maximum of about 1,400 tons. Of the six torpedo tubes, two were submerged and were capable of firing 20 degrees abaft of the beam. There was one above water in the bow, another above water in the stern, and two torpedo tubes mounted on the berth deck, capable of being trained through a considerable arc.