

SHIPS OF COLUMBUS

BEING REPRODUCED FOR THE WORLD'S FAIR.

The Rebuilt Santa Maria, Pinta and Niña About to Set Sail for Chic.-go—One of the Wonders of the Great Exposition.



THE SANTA MARIA, the largest of the three vessels in the little fleet of Columbus on his first voyage of discovery, is shown below, as it is represented by the drawings made at the time by Juan de la Cosa, who was a pilot on the vessel. A reproduction of this vessel was launched at Carraca, Spain, recently, and her appearance at the time is shown in the accompanying view. This vessel is being built at the expense of the Spanish government, and the two smaller vessels of the fleet are at the same time under construction in that country, at the expense of our government, and under the supervision of United States officers, acting in conjunction with the Spanish committee.

The Santa Maria was built at the arsenal of Carraca, sixty-three days being taken for the construction of the vessel, under the direction of Engineer Leopoldi Puente y Wilke. Her length between perpendiculars is 22.60 meters; length over all, 29.10 meters; extreme beam, 9.86 meters. The hull weighs 127 tons; it has five decks and a main mast, fore mast, mizzen mast, bowsprit. The armament consists of six falconets and two lombards, the latter being on the main deck.

The vessels are to be sent to this



THE SANTA MARIA.

country, arriving in New York in time to take part in the celebration which is to take place in October next. After that the vessels will sail via the St. Lawrence river and the lakes to Chicago, where they will constitute a feature of the Columbian exposition.

A special proclamation has been issued by President Harrison, setting apart Oct. 21 next as a general holiday, this date corresponding with that of Oct. 12, O. S., 1492, when the first land of the new world was sighted by the discoverer. The President in his proclamation says: "On that day let the people, so far as possible, cease from toil and devote themselves to such exercises as may best express honor to the discoverer and their appreciation of the great achievements of the four completed centuries of American life. Columbus stood in his age as the pioneer of progress and enlightenment. The system of universal education is in our age the most prominent and salutary feature of the spirit of enlightenment, and it is peculiarly appropriate that the schools be made by the people the center of the day's demon-

press upon our youth the patriotic duties of American citizenship. In the churches and in other places of assembly of the people let there be expressions of gratitude to divine providence for the devout faith of the discoverer and for the divine care and guidance which has directed our history and so abundantly helped our people."

The Spanish committee having the matter in charge have made careful examinations of all obtainable data to insure that the vessels shall be, in every detail which can be definitely determined, exact copies of the original Columbus vessels.

A great deal of data of very varied character has been obtained, but nothing that would give the exact details sought, because, doubtless, the vessels of that time varied greatly, not only in the form of their hulls, but also in their rigging, as will be seen by an examination of the engravings and paintings of the fifteenth century, and as there was no ship that could bear the generic name of 'Caravel,' great confusion was caused when the attempt was made to state, with a scientific certainty, what caravels were. The word 'caravel' comes from the Italian car a bella; and with this etymology it is safe to suppose that the name was applied to those vessels on account of the grace and beauty of their form, and finally was applied to the light vessels which went ahead of the fleet, as dispatch boats. Nevertheless, we think we have very authentic data, perhaps all that is reliable—and this data has served for the basis of operations in making the drawing which is produced.

WHAT A HORSE CAN DO.

Interesting Statistics as to the Extent of Equine Capabilities.

A horse will travel 400 yards in four and one-half minutes at a walk, 400 yards in two minutes at a trot, 400 yards in one minute at a gallop, says the Humane World. The usual work of a horse is taken at 22,500 pounds raised one foot per minute for eight hours per day. A horse will carry 250 pounds twenty-five miles per day of eight hours. An average draft horse will draw 1,600 pounds twenty-three miles per day on a level road, weight of wagon included. The average weight of a horse is 1,000 pounds; his strength is equivalent to that of five men. In a horse-mill moving at three feet per second, track twenty-five feet diameter, he exerts with the machine the power of four and one-half horses. The greatest amount a horse can pull in a horizontal line is 900 pounds, but he can only do this momentarily; in continued exertion probably half of this is the limit. He attains his growth in five years, will live twenty-five, and average sixteen years. A horse will live twenty-five days on water without solid food, seventeen days without eating or drinking, but only five days on food without drinking. A cart drawn by a horse over an ordinary road will travel 1.1 miles per hour of trip. A four-horse team will haul from twenty-five to thirty-six cubic feet of limestone at each load. The time expended in loading, unloading, etc., including delays, averages thirty-five minutes per trip. The cost of loading and unloading a cart using labor is \$1.25 per day and a horse 75 cents is 25 cents a perch—24.75 cubic feet. On metal rails a horse can draw one and two-thirds as much as on asphalt pavement, three and one-third times as much as on good Belgian blocks, five times as much as on good cobble stone, twenty times as much as on good earth road, forty times as much as on sand. A modern compilation of engineering maxims states that a horse can drag, as compared with what he can carry on his back, in the following proportions: On the worst earthen road, three times; on a good macadam road, nine,

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