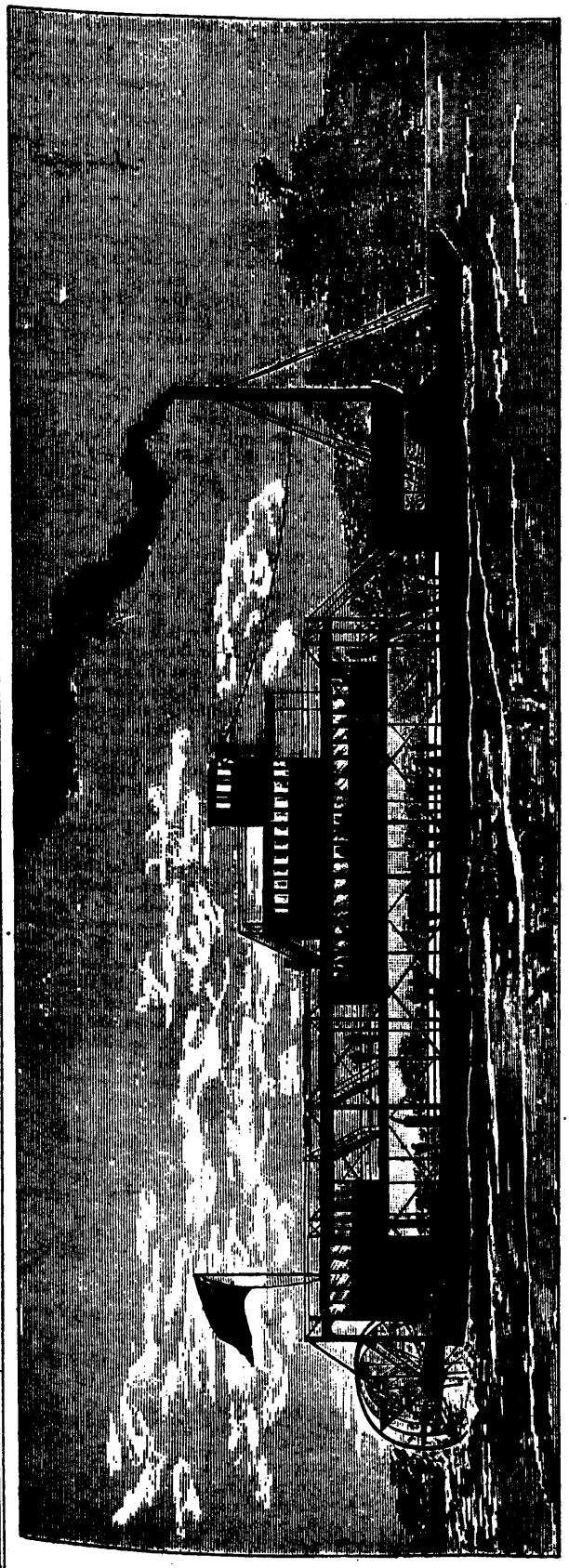
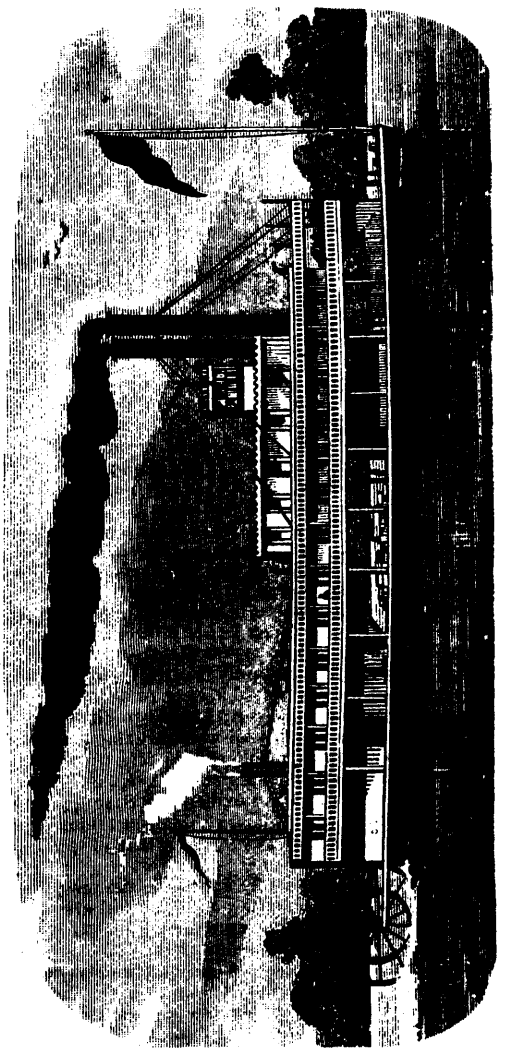


MESSRS. YARROW'S BOAT.



THE S.S. "VICTORIA."

STEEL STEAMERS FOR THE MAGDALENA RIVER.

In our last issue we published a description of a light draught steel steamer built in England for the Government of the United States of Columbia, to ply on the River Magdalena. The illustration of this steamer we give on this page, in order to compare it with a second of American manufacture. American mechanics have also been engaged in constructing light draught vessels for the Magdalena, the one here illustrated being the "Victoria," belonging to the Magdalena River Navigation Company. The "Victoria" was built at Pittsburg, Pa., by James Rees, Esq., of the Duquesne Engine Works, who also built the "Francis Montoya" for the same stream, and, like the English steamer, was shipped in pieces after being temporarily set up.

The "Victoria" differs materially from the boat of the Yarrows, which has practically no upper structure, and is shorn of cabins and other accessories, in order to attain extreme lightness of draught. The "Rees" steamer was intended for a regular freight and passenger traffic, to accommodate which she is provided with a full length cabin on the upper deck and an officers' cabin above on the hurricane deck. The upper works are complete with all the appointments and fixtures of a regular North American river vessel. The hull is 155 feet in length, 32½ feet beam, and 4½ feet depth hold, constructed of steel, in eight water-tight compartments. The boiler, also of steel, is of the locomotive type, 18 feet long, 45 inches in diameter, and has forty-one 3½ inch tubes, furnishing steam at a working pressure of 150 lb. per square inch. The cylinders are 16 inches diameter, with 6 feet stroke, of the direct-acting high pressure type. The steamer has a capacity of 400 tons cargo, and yet draws but 22 inches with steam up, a splendid result for a vessel so complete in all particulars.