

HOLIDAY HARBOR.

BY S. B. C. SAMUELS.

"FRED," exclaimed Lillie, running in from school, "there's to be an industrial fair here, at the town-hall, week after next. I'm going to make moss-baskets and fill them with wild-flowers. Why don't you send in your card-city?"

Now, Fred's card-city—"Christmas City," described in ST. NICHOLAS for May, 1874—was the light of his eyes.

It was the fruit of his own ingenuity and industry. People had come to the house purposely to see it. Every one had admired it, and, as you know, a story had been written about it.

At earliest dawn of day, Fred would be at his

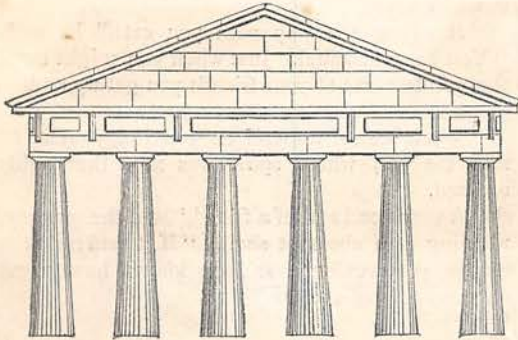


Fig. 1. Portico.

desk studying his books of architecture for new models; and late into the night, unless his mother interfered and sent him to bed, one would find him

No wonder that the city thrived and grew. There were boxes innumerable about the house filled with houses, stores, churches, bridges, and the like; and

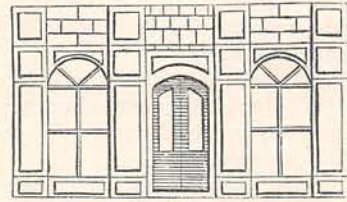


Fig. 2. Front of Custom-House.

Mrs. Atherton was amazed at the quantity of pins which disappeared from her cushions to be used by the young builder for various purposes.

Now Lillie's idea gave him a new impulse. He thought that he could arrange his city to the best advantage on a frame large enough to contain all the buildings and his railroad and harbor. But first he must have a few new buildings, so he began at once upon the model of a custom-house.

Fig. 2 is the front of the building. He first cut two plain sides and a back of the same size as this front, and then pasted all together with cleats at the four corners inside. This formed the body of the building. Next he attached a flat roof, allowing it to overlap the front about half-an-inch. To the edge of this the portico (Fig. 1) was fastened. This gave the effect of a deep piazza, and made a very pretty building.

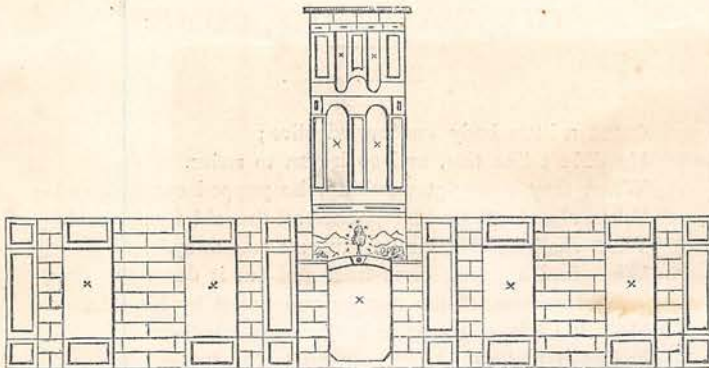


Fig. 3. Front of Court-house.

working away by the dim light of a safety-lamp—never satisfied with work achieved; always striving to make something better.

A court-house was the next building modeled. The back of this building was shaped exactly like the front (Fig. 3), except that it had no tower.

Fig. 4 shows one side; the other was exactly like it. All the places marked X Fred cut out and pasted strips of thin paper across the windows, inside, for sashes. One side of the tower is repre-

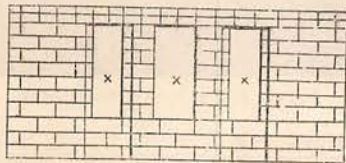


Fig. 4. Side of Court-house.

buildings which were necessary for a railroad terminus. He began with one of the smallest, but not least important, buildings, and set himself about planning a serviceable freight-house. This was not

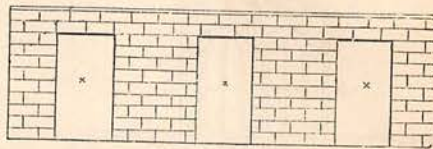


Fig. 11. Side of Freight-house.

sented by Fig. 5. The other side was like it, and the back was of the same size, but plain. Fig. 6 is the top of the tower. The roof of this building was a Mansard. Two pieces like Fig. 7, two like Fig. 8, and one like Fig. 9, were cut out and

a large building, but others like it might easily be erected as the business of the town increased.

In this the back and front (Fig. 12) were alike. The two sides, one of which is shown (Fig. 11), also correspond. The roof (Fig. 13), composed of



Fig. 5. Side of Tower.



Fig. 6. Top of Tower.



Fig. 7. Half of Front of Mansard Roof.



Fig. 8. Side of Mansard Roof.



Fig. 9. Back of Mansard Roof.

covered with black paper. These were then pasted together at the four sloping corners, so that the two straight ends came on each side of the tower. Figure 10 shows the top, which was made of black paper, and was secured to the roof before it was placed upon the building.

two straight strips, was of card-board joined at the top and covered with black paper. A narrow strip of paper, put on like the saddle-board of a pitch-roofed house, completed this building.

But Fred's greatest work in this connection was a mammoth train-house, or railroad depot. This was one of the most imposing buildings in his city,

Fred next touched the edges of the building with

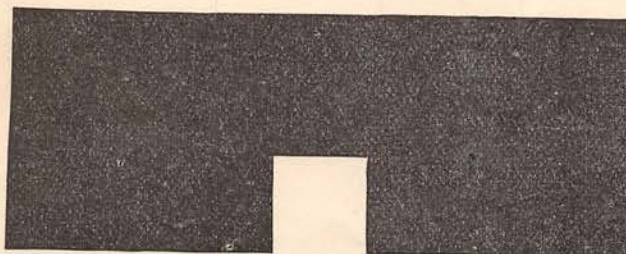


Fig. 10. Top of Mansard Roof.



Fig. 12. Front of Freight-house.

paste, and attached the roof; and, when all was done, it made quite an imposing hall of justice.

A railroad has been already referred to; for Fred considered that it would be very poor policy to have a city without adequate means of railroad communication. Consequently he determined to erect the

and he was anxious to make it very attractive to the traveling public. In its architectural features it was almost equal to the Grand Central Depot in New York city. It had a fine tower, a magnificent front for the use of passengers, and a very convenient back portal, through which the trains were to

enter and depart. The drawings for this building were made with great care, especially for the front and sides, where the windows and doors required

back of the depot, and Fig. 16 one side. Both sides are alike. When the sides and front and back had been drawn and cut out, they were pasted

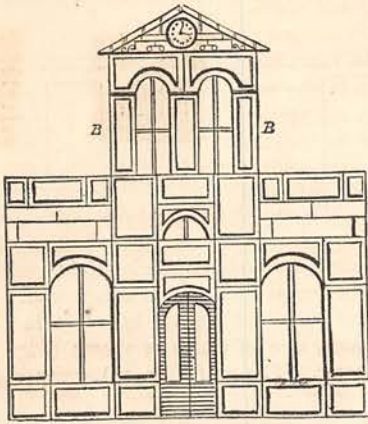


Fig. 14. Front of Depot.



Fig. 13. Half of Roof of Freight-house.

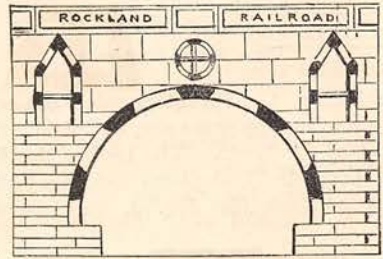


Fig. 15. Back of Depot, or Train-house.

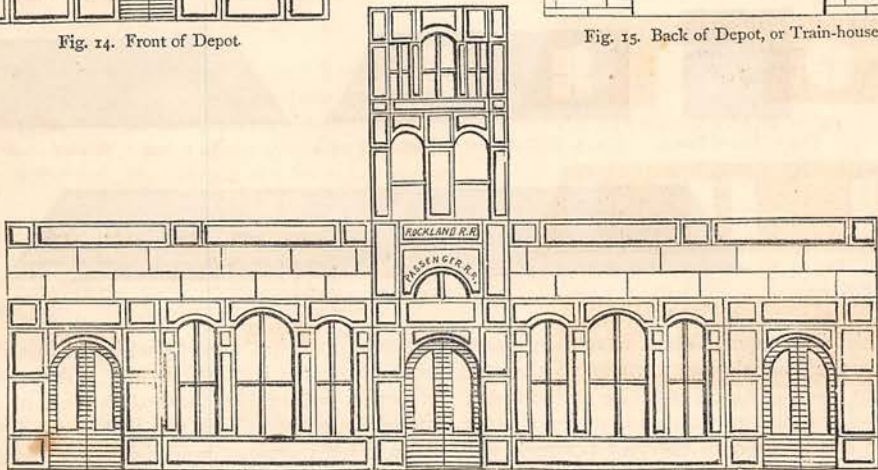


Fig. 16. Side of Depot

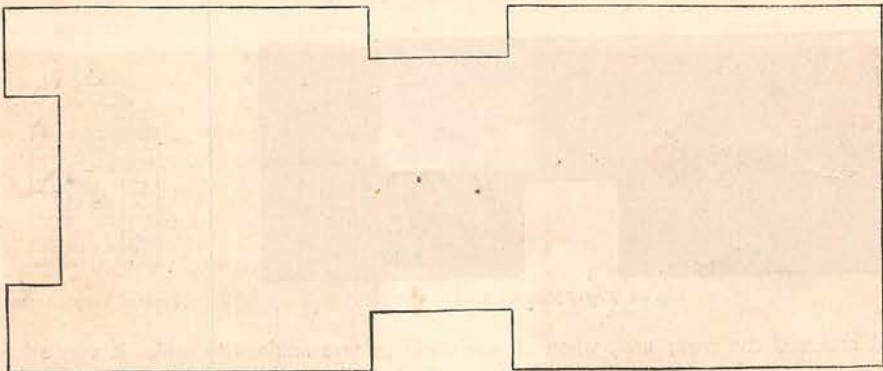


Fig. 17. Mansard Flooring.

nice clean work. He was very careful, too, in making the lettering where it was needed.

together with cleats, at the corners, inside; and then the Mansard flooring was laid on, and pasted in place.

Figs. 14 and 15 represent respectively the front and

Next the tower was put together. Six pieces, like Fig. 18, were used for the two sides and backs

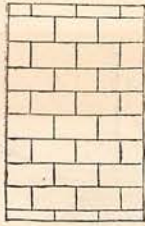


Fig. 18. Side of Tower.

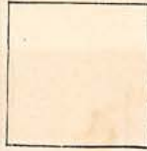


Fig. 19. Mansard Floor of Tower.



Fig. 20. Front of Mansard Roof.

of both towers; and two pieces, like Fig. 19, for the Mansard flooring at the tops of the towers. There were eight pieces, like Fig. 20, for the two towers, to form the Mansard roof. These were pasted at



Fig. 21. Front of Mansard Roof.



Fig. 22. Back of Mansard Roof.



Fig. 23. Half of Side of Mansard Roof.

the four sloping corners, and then all around the bottom edge, and set upon the flat top, or Mansard flooring (Fig. 19).

The front of the Mansard roof was pierced by the

tower. These were first cut out and covered with paper, and then the front was attached to the two half-sides, and the back to the other two half-sides. When these were dry, the top (Fig. 24) was pasted on, with the end marked *a* on the clock-tower.

There now remained the addition of the top pieces (Fig. 25) to the Mansards of the towers, for which two pieces were required; and then

the final touch,—the brackets (Fig. 26). These were placed on each side of the clock-tower, where



Fig. 25. Top of Mansard Roof of Tower.



Fig. 26. Bracket.

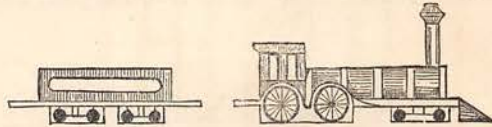


Fig. 27. Engine and Tender.

the letters *b b* occur, between the clock-tower and the round windows.

The cars and engines were cut from soft pine, and painted, and were easily made. Where the wheels occur the wood was not cut out, but left in its nat-

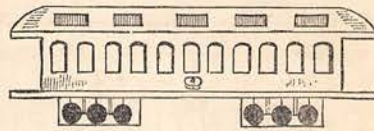


Fig. 28. Passenger Car.

ural color, and the wheels were painted on. The drive-wheels of the engine were painted on paper, and pasted in place, as the lines were rather delicate. The smoke-stack was cut out separately, and sharpened at the bottom end. A slight gash was

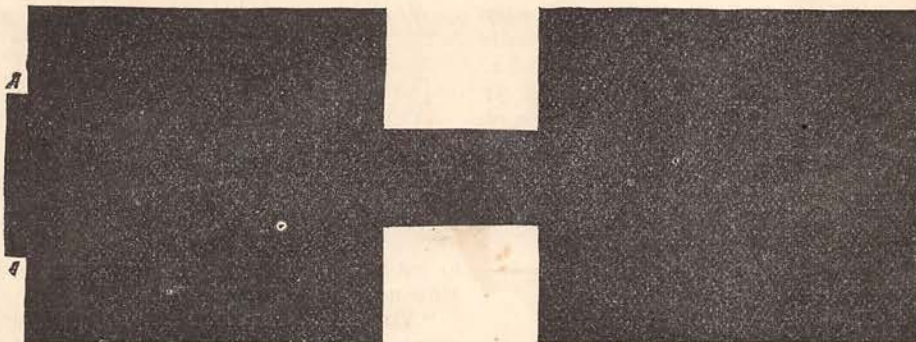


Fig. 24. Top of Mansard Roof.

clock-tower, as shown in Fig. 21. There were four pieces like Fig. 23; one for each side of each

then cut in the engine where the smoke-stack belonged, and it was fitted in place and securely glued.

The shackles were made of narrow strips of cardboard, glued on to the upper and under side of the platforms; these were pierced with needle-holes.

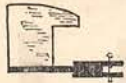


Fig. 29. Shackle.



Fig. 30. Shackles fitted.

A pin was then filed in halves, and the upper half inserted in the needle-holes. This not only made a good shackle, but looked like a brake-wheel. The way in which the shackles fitted together is illustrated in Fig. 30.

Freight and truck cars were easily made, and were so simple that there is no need of showing models.

The "Rob Roy" was the first steamer afloat in Holiday Harbor. She was cut from soft pine, and

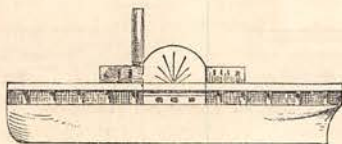


Fig. 31. Passenger Steamer "Rob Roy."

painted. Her smoke-stack was put in like that of the engine in Fig. 27. Next in turn was the schooner "Jack Hazard." The masts were made of pins, run directly through the body of the vessel from the keel. The bowsprit was a pin also.

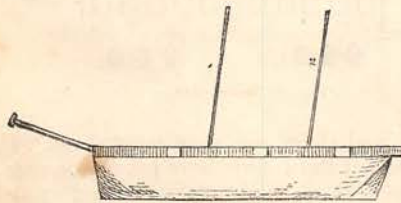


Fig. 32. Schooner "Jack Hazard."

These masts were found to be particularly fitted for rigging sails (Fig. 33), as all that was necessary was to slip the points of the masts into the sails where the dots occur on the straight lines, 1 and 2.

Two more of Fred's models are given in Figs. 34 and 35. These two vessels were the admiration of

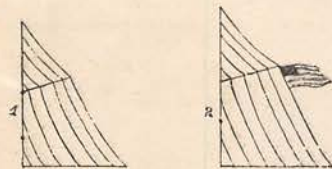


Fig. 33. Mainsail and Foresail of Schooner.

all Fred's boy friends. The full complement of sails used by the "Harry Loudon" is shown in

Fig. 36. The mainsail was cut apart at the lines marked *a*; and the dots show where the pin pierced the paper. The "St. Nicholas" was rigged with

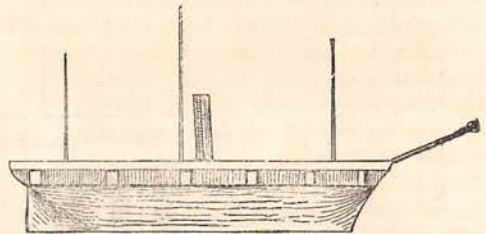


Fig. 34. Propeller "Harry Loudon."

the foresail and foretopsail (*b*), and the spanker and mizentopsail (*c*).

The arrangement of Holiday Harbor was an affair of vast importance to Fred. He decided to consult his mother about it. Mrs. Atherton at once remembered an old looking-glass frame in the

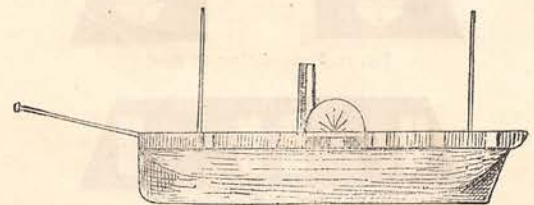
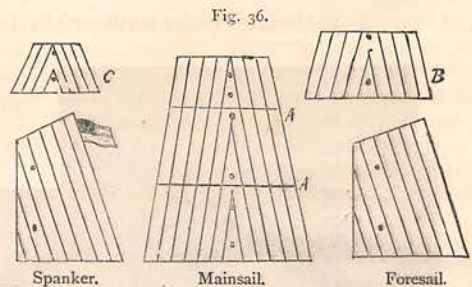


Fig. 35. Paddle Steamer "St. Nicholas."

attic. This she brought to Fred. A piece of glass, half a foot square, still remained in the frame. It was bright and clear. The back-board also was there.

"Now," said Mrs. Atherton, "your harbor lies before you. First select such buildings as you wish



to put here. Then bring your bottle of mucilage, some moss, and some house-sand."

"Yes, ma'am," said Fred. "You're a great contriver, mamma." And off he went for the things required. Mrs. Atherton showed him how to arrange them. The back-board of the frame was covered with mucilage, and moss was put all

around the broken edges of the glass to hide them. Then white sand was shaken over the rest of the board, and little tufts of moss set here and there, between which Fred arranged his bridges.

A model of one of the bridges is given in Fig. 37. *A* is the bottom side of the floor of the bridge. The cleats were put on to make it strong. The floor was made of thick card-board. *B* is one side of a pillar; four pieces were needed, and they were pasted together at the corners, then the cap (*C*) was fitted on. *E* is one side, and *D* one end of the stone-work. Two pieces of each were necessary for a support. These were pasted together at the corners. Fred could make as many of these sections as he chose, and could lengthen or shorten the bridge at pleasure. Fig. 38 is one side of a culvert.

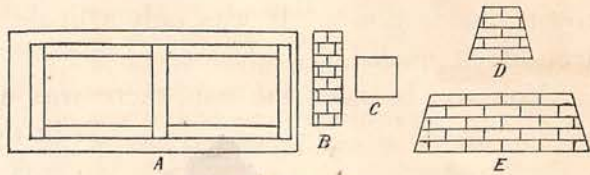


Fig. 37. Sections of Bridge.

After his bridges were satisfactorily placed, Fred



Fig. 38. Culvert.

arranged some houses, stores, &c. ; then his depots were placed in convenient positions; his freight-

houses close at hand; the custom-house was put by the water's edge; the vessels were placed in the harbor, and the trains of cars on the railroads; while the little people he had made stood around on the different streets and wharves, looking intently pleased; at least, so they seemed.

Some trees were scattered about, and made a pretty effect. These trees were Lillie's idea. She brought in a handful of little hemlock cones. Through the hearts of these she stuck long pins, points downward, and painted the cones green and the pins brown. Wherever Fred wanted a tree he stuck one of these. The point of the pin entering the back-board of the frame held it fast, and the trees stood firm.

Next day, at the fair, Christmas City and Holiday Harbor took a prize and a diploma, and attracted a great deal of attention.

Machen.

Von Frau W. S. Phillips.

Früh, wenn es Tag macht, macht sich der Bauer aus seinem Bett heraus. Er macht die Kammerthür auf, und macht sie wieder zu, um sich an das Tagewerk zu machen, dessen Anfang damit gemacht wird, daß man Feuer macht, um, vor allen Dingen, Kaffee zu machen. Das Weib macht indessen die Stube rein, und macht Ordnung, und macht sich die Haare.

Wenn sie lange macht, macht ihr der Mann ein fin-

stres Gesicht. Daraus macht sie sich freilich nicht viel, aber gutes Blut macht es doch auch nicht, wenn einem immer die Bemerkung gemacht wird: „Mache, daß du dich fertig machst, ich kann vor Aerger nichts machen.“ Als er sich endlich auf den Weg machen will, um auf den Jahrmarkt zu machen, macht es ein so gräßliches Schneewetter, daß er nicht weiß, was er machen soll. u. s. w., u. s. w.

This little German sketch—of which we shall be glad to have translations—is a series of plays upon the German word “Machen,” which means to make, to effect, to do, to produce, to form, to cause, to bring about, to act, &c. &c. &c.

TRANSLATIONS OF “LE PETIT PARESSEUX” have been received from: Mary L. Robinson, M. F. T., Nettie C. P., M. E. L. W., Charles H. Payne, Marion Azubah, David W. Lane, “Plymouth Rock,” E. L. B., Laura E. Tomkins, Ada F., Frank E. Camp, Grace G. Heler, “Cupid and Chow-chow,” Nelly McDowell, Carrie Huse, L. E. H., Fannie A. Freeman, Agnes L. Pollard, Susie Elliott, Rosa W. Raymond, Harry Neill, E. J. F., and Augustus Nickerson.