

1. Plans illustrating the construction of the William III. Locks, at the entrance to the North Holland Canal, opposite Amsterdam. This shows with special clearness the Dutch manner of forming foundations for heavy masonry by the use of piles.

2. The Kuilenburg bridge over the Lek. A drawing and a landscape picture illustrating the position and construction of the bridge, and an excellent *fac-simile* brass model showing one-half of the largest span of the bridge,—a span of 150 metres. The length of the whole bridge is 665 metres. The foundations required the use of over 16,000 piles and nearly 10,000 cubic metres of concrete. The under side of the span is about  $12\frac{1}{2}$  metres above the average summer level of the water. The amount of metal used in the whole bridge is about  $5\frac{1}{2}$  million kilogrammes. In view especially of the difficulties of the situation, this bridge may be regarded as one of the great engineering triumphs of the age.

3. The "New River" channel from Rotterdam to the North Sea. A map shows the former intricacy of the water-course, and indicates the dangers to which navigation was subject, owing to irregularities of current, the shifting of sand-bars, etc. The improvement includes a rectification of the channel and the formation of a secure harbor, protected by breakwaters running into the North Sea for a distance of about two kilometres. The great practical interest of this exhibit is connected with the formation of the breakwaters into the sea. These are shown in cross-section on a large scale, in plan and by excellent models of the entire work and of its parts. Not only do these plans and models help us to a better appreciation of the Dutch engineering, but they give every detail needed for the instruction of engineers who may be intrusted with such work in our own country. Indeed, so carefully are all of these details illustrated by drawings, and models and photographs, and so completely are their statistics described in the official report, that even the curious student who may have no special interest in engineering enterprises will find no difficulty in understanding them. The large plan in relief, illustrating this improvement, not only serves well its direct purpose, but enables one who knows Holland only from description to realize the natural character of the reclaimed portions of the country, the manner of cultivation, means of communication, distribution of population, etc. Among the photographs are many interesting ones taken at different stages of the work, so that we see clearly how its different parts were actually executed. One's idea of the cost of Dutch public works may be aided by the statement that the south jetty, or breakwater, cost 1550 florins per linear metre, or about \$200 per linear foot.