

Chapter 1 : ADMIRAL HOTEL - Updated Prices & Reviews (Zermatt, Switzerland) - TripAdvisor

The first escapade in his diary, "The Snow of the Admiral," recounts his desultory and dangerous journey into the jungles of South America. The second and most fascinating, "Ilona Comes with the Rain," is a story of deprivation and dirty dealings in Panama City, where Maqroll runs a brothel.

Put into perspective that is equal to one hundred auto trips from Anchorage Alaska to Jacksonville Florida! Naturally something of this magnitude was destined to capture the interest of the press and the citizens of America, so the step by step development of this "snow cruiser" was followed eagerly by the media of the day. Scientific American ran their story in the January issue. However they were beaten to the punch by Popular Mechanics whose story "Snow Cruiser to Explore Antarctic" was featured in their October issue. According to their report the huge monster vehicle designed to "climb the polar mountains and slither across giant crevasses" would be fifty-five feet long and fifteen feet wide. The power would be supplied by two hp diesel engines that would be connected to generators to "furnish power for driving, for radio, electronic stoves, heat and the machine shop. The Popular Mechanics article continued to describe the vehicle. An automatic gyropilot may be installed to hold the cruiser on any course set. Front and rear wheels steer independently so that the Antarctic bus can turn in a thirty-degree radius or shift sideways at a twenty-five degree angle. The scientists will measure thickness of the ice with the geophysical seismograph, make gravity determinations and meteorological observations, survey unexplored Antarctica and study the Aurora, Terrestrial magnetism, meteors and other phenomena. On October 15th the New York Times ran a picture of the partially completed cruiser along with an article titled: Byrd, who twice in the last decade has led his own expeditions into the land where nights are four months long. Thousands of people followed its progress in newspaper articles and radio reports. Many stopped along the route, or made a special trip, to try and catch a glimpse of the giant machine. By October 28, the cruiser was well on its way to Boston, but not without mishap. Nov, 13 - The Antarctic snow cruiser, most tenacious road hog ever to invade New England, steering a leisurely, bouncing course today over the Berkshires from Pittsfield to Framington, caused the greatest traffic jam in Massachusetts historyâ€" One letter to the editor, obviously from someone who had been caught up in the movement of the huge craft halfway across America, published in the November 14th , The New York Times stated that the snow cruiser "is a thing that has to be seen to be believed. Once seen, it makes one happy as well as proud to know that it soon will be traveling the Antarctic Continent, where it can not hold up 70, motor cars and create a mile traffic jam, as it did in Massachusetts on Sunday. The cruiser â€" Kept on the move once all four of her ten-foot wheels reached treacherous bay ice alongside the ship. Remaining at the controls, Dr. For months Americans had read every tiny detail about the progress of manufacturing the beast. The delivery was like the coming of the circus parade and those close enough, or lucky enough, to travel to the publicized route lined the highways as the celebrated vehicle passed by. In fact the snow machine was featured in every newspaper headline concerning the preparations for the Antarctic Expedition. I have spent many, many hours searching through back issues of newspaper and magazine indexes after that final report. It was as though the snow cruiser never existed. What happened to the monster machine and the data it was designed to gather? Could it and a handpicked crew, once unloaded, have gone off on a mission of their own? A mission so secret that it has not been talked about even to this day. Our final newspaper article might hold a couple of clues. The Admiral reported that the expedition "achieved much more than he thought possible including the discovery of miles of unknown coastline that explorers had been seeking for a hundred years. In the lengthy interview he never mentioned the snow cruiser. Even stranger, was that apparently he was never asked. He did tell us that 59 men were left behind to carry on. Were these brave souls the crew and support team for a secret mission using the mighty cruiser to explore "the lands beyond the poles? He ended the interview with the statement that henceforth he will direct the expedition from Washington. That Admiral Byrd dedicated his life to exploring lands inside our earth with entrances at the poles. Is this truly the "Closest Guarded Secret in the World?

Called The Snow of the Admiral, it's written in the form of a diary Maqroll keeps on whatever paper is at hand. He records a journey upriver on a boat to three mysterious sawmills, where he hopes to cash in by getting wood he can sell when he goes back downriver.

Reviews Masculine melancholy is pretty bleak. It likes it that way. It stoically stands, jaw set and face to the wind, luxuriating in its inevitable isolation. He records a journey upriver on a boat to three mysterious sawmills, where he hopes to cash in by getting wood he can sell when he goes back downriver. All his great designs fail. To a large extent, he both expects and wants them to. He simply needs a prompt to move from one adventure to another. Why is everyone vague when he asks about the sawmills? Who is the captain? Who is the major? Conrad is an influence for Mutis and, on the surface at least, the stories are similar: However, the similarities more or less end there. The Snow of the Admiral has many taciturn, evasive characters. When they talk, they do so at length. Granted, they spend more time alluding than stating anything specific, but it allows Maqroll to speculate and philosophize as he diarizes his journey. Throughout, Maqroll makes references to a woman, Flor Estevez, who, from what he tells of her, is as reticent as everyone else. He has left her behind in an inn called The Snow of the Admiral, somewhere in the cordillera. However, in the strictest sense, here comes the spoiler. When Maqroll gets to the mountains he becomes lost but eventually finds the inn. It was ramshackle to begin with but now it is in ruins. Fate would have it no other way. The novella concludes with four brief notes as appendices. They are written by others not Maqroll. He was a hostage of the void. The Stories of Maqroll.

Chapter 3 : Blame me for the next snow storm. | Un-winterized today - calendrierdelascience.com

Two out of the three novellas were first rate- Snow of the Admiral (best) and Bel Morir, somewhat more sentimental. Ilona Comes with the Rain is a little too for me. I'm not the first to sat it but Conrad + Garcia Marquez ain't a bad combination.

In this book over the course of three novellas he is introduced as an adventurer, sailor, lover, friend, and entrepreneur. Like the famous Odysseus he is a man of many sides and ways. In fact his character seems born of the lineage of Odysseus or Don Quixote or any of the sailors that inhabit the novels of Joseph Conrad. Maqroll seems to be from the mold of characters created by B. These three novellas describe his ventures that range from smuggling rugs in Alicante, to managing a brothel in Panama, to involvement, unintentional as it may be, with guerillas in South America. What makes these adventures stand out is not only the character and actions of Maqroll but the background of these episodes that benefit from the prose of Alvaro Mutis. He brings the rivers and the jungles to life along with the indigenous characters that inhabit them. The impressions of places including a coastal town and a decaying jungle settlement are inhabited by fascinating characters like the captains of the ships on which Maqroll sails or the beautiful and enigmatic Larissa who provides the intrigue for one of the novellas. He ends his first diary entry with the following curious remark: Then comes a soothing indifference that makes everything all right. He attended a Jesuit Academy which tells you a lot about his education and his seemingly unorthodox discipline. In addition to his reading I liked his philosophical or thoughtful side as seen in this example of what he calls a "precept": They are all the more fascinating nonetheless. Just what you see now. Simple, direct, uniform, malevolent. Intelligence is blunted here and time is confused, laws are forgotten, joy is unknown, and sadness has no place. In one of these sections he visits the Aracuriare Canyon where he builds a hut and stays for a time. He resolved to go deep into this task, and his success was so thorough and devastating that he rid himself completely of the self who had accompanied him all his life, the one who has suffered all the pain and difficulty. But as he faced that absolute witness of himself, he also felt the serene, ameliorating acceptance he had spent so many years searching for in the fruitless symbols of adventure. Loyal friends and strangers take In these novellas there are four more, in other volumes Maqroll, a. Loyal friends and strangers take chances to help -- somehow he has a special status -- and some die, while he carries on.

Chapter 4 : Goodyear Tire as Used on "Big Bertha" • Admiral Byrd's Antarctic Snow Cruiser | The

Telecharger Maqroll: Three Novellas: The Snow of the Admiral/Ilona Comes With the Rain/UN Bel Morir by Alvaro Mutis (1-Sep) Hardcover Pdf Telecharger Ebook Telecharger Maqroll: Three Novellas: The Snow of the Admiral/Ilona Comes With the Rain/UN Bel Morir by Alvaro Mutis (1-Sep) Hardcover ePub.

The Research Foundation would finance the cost and oversee the construction, and lend the vehicle to the United States Antarctic Service. Work began on August 8, and lasted for 11 weeks. During the trip, a damaged steering system caused the vehicle to drive off a small bridge on the Lincoln Highway and into a stream near the town of Gomer, Ohio near Lima, Ohio, where it remained for 3 days. After it arrived in Boston, it departed for Antarctica on November 15, aboard the ship the North Star. It was necessary to construct a ramp from timber to unload the vehicle. As the vehicle was unloaded from the ship, one of the wheels broke through the ramp. The crew cheered when Poulter powered the vehicle free from the ramp but the cheers fell silent when the vehicle failed to move through the snow and ice. The large, smooth, tread-less tires were originally designed for a large swamp vehicle; they spun freely and provided very little forward movement, sinking as much as 3 feet 0. The crew attached the two spare tires to the front wheels of the vehicle and installed chains on the rear wheels, but were unable to overcome the lack of traction. The crew later found that the tires produced more traction when driven backwards. Alton Wade in charge of a partial crew. The scientists conducted seismologic experiments, cosmic-ray measurements, and ice core sampling while living in the snow- and timber-covered Snow Cruiser. Rediscovery and final fate[edit] During Operation Highjump in late 1946, an expedition team found the vehicle and discovered it needed only air in the tires and some servicing to make it operational. In 1958, an international expedition uncovered the snow cruiser using a bulldozer. It was covered by several feet of snow but a long bamboo pole marked its position. They were able to dig down to the location of the bottom of the wheels and accurately measure the amount of snowfall since it was abandoned. Inside, the vehicle was exactly as the crew had left it, with papers, magazines, and cigarettes scattered all around. Later expeditions reported no trace of the vehicle. Although there was some unsubstantiated speculation that the traction-less Snow Cruiser was taken by the Soviet Union during the Cold War, the vehicle most likely is either at the bottom of the Southern Ocean or buried deep under snow and ice. Antarctic ice is in constant motion and the ice shelf is constantly moving out to sea. In the mids, a large chunk of the Ross Ice Shelf broke off and drifted away; the break occurred right through Little America. It is not known on which side of the ice shelf the Snow Cruiser was located.

Chapter 5 : MoToR Magazine - December,

Three novellas by the new Latin American writer chronicle the life and adventures of Maqroll--adventurer, sailor, entrepreneur, and student of St. Francis. National ad/promo. "synopsis" may belong to another edition of this title.

AdmiralUK Share Ensuring your car is safe to drive and in tip-top condition is never more essential than during the winter. Ice, snow, flooding, fog and gales create a tougher environment not only for us, but for our cars too. The good news is that you can carry out most basic car maintenance checks yourself, saving you time and money. Read on for our eight-point action plan to help you avoid a breakdown and stay on the right side of the law this winter. Check all four tyres for damage and tread depth regularly and keep them pumped up to the correct pressure. Legally, the tread depth must be at least 1. You may even want to invest in a set of winter tyres, particularly if you live in a rural or hilly area. They have deeper treads and softer rubber to give your car more traction in cold conditions and on loose surfaces. Legally, you must ensure that they are all working correctly, and the windscreen is not chipped or cracked. And remember, too little or too much oil can both cause engine problems. Keep an eye out for leaks too. The worst-case scenario is that the engine will seize up, which could end up costing thousands to rebuild or replace. Cold weather can also have an adverse effect on batteries, making them less efficient. One of the most basic things you can do is to try to take a longer journey every so often to charge up your battery. You might also consider investing in a battery charger and jump leads, to cover you should the worst happen. And it might sound obvious, but make sure you switch off your lights inside and out and remove items plugged into USB and 12v sockets when you arrive at your destination. Finally, it could be worth getting a professional to check your car battery. Jet washing your car regularly throughout the winter is a good idea, paying particular attention to wheel arches and the underside. You might also want to consider buying a good quality cover if your car is left outside all winter. Share with your friends &€.

Chapter 6 : The Snow of the Admiral (review) | William Wren

Can't make it to work on time because of a blizzard? Hire our team for snow removal in Fredericton, with Admiral Building Maintenance. We offer residential snow removal services, either as a seasonal contract or one-time snow removal after a heavy storm.

Share via Email This article is over 8 years old The wintry weather is likely to lead to a flurry of insurance claims as flights are cancelled, pipes burst and cars skid into each other on icy roads. However, not all problems caused by extreme weather will be covered. In all cases you should call your insurer to establish exactly what your policy will pay out on, but here is some guidance on what to expect. My car has skidded into another one. If you have fully comprehensive motor insurance you will be OK, as these policies cover accidents caused by snow or ice. A spokesman for More Than says motorists should consider if their journey is necessary before setting out. However, if you do drive in the snow and have an accident as a result, More Than will pay out if you have a comprehensive policy. Basic third-party fire and theft policies will not offer cover. A car has skidded into mine. Saga says damage by another driver will be paid for on its policies, but customers may lose their no-claims discount as a result. Failure to start is not covered by motor insurance, whatever the cause. You will not be able to get help unless you also have breakdown cover. If you are trying to get your car started, or trying to clear the snow to set out on a journey, do not to leave it unattended with the keys in the ignition as an opportunistic thief could take advantage. Insurers will not pay out as the driver is deemed to have been negligent. The pipes in my house have burst. Will my home insurance cover it? It should, although you must check the wording of your policy. However, if your property has been unoccupied for more than 30 days and you do not have special arrangements in place with your insurer, your claim is unlikely to be paid. It is urging policyholders to establish where in their property their stop cock is in case pipes do burst. Switch off central heating and any other water heating installations at the same time to avoid further damage and open all taps to drain the system. Call an expert and then call your insurer. Snow damage will usually be covered under the "storm" provision on your buildings policy, but you will not be able to claim for any existing damage which only came to light once it started snowing. My flight has been cancelled. Will my travel insurer pay out? The first place to go for a refund is your airline or tour operator. If, however, your flight is delayed rather than cancelled, you should be able to make a claim. Typically, cover begins after you have been delayed for a period of time specified in your policy – usually at least eight hours, although some insurers specify 10 or 12 hours. Once the flight has been delayed more than 24 hours you should be able to cancel it and reclaim your money from your insurer. I was stuck on the motorway when my flight took off. Some travel insurance policies will pay out if you miss a flight because of the weather, although the Association of British Insurers says insurers will want to know that you had left plenty of time to get to the airport. Aviva says that where you miss your international flight, ship or train due to failure or cancellation of scheduled public transport, or because the vehicle you are travelling to the airport in breaks down, you can claim for any extra travel or accommodation costs. It also stresses that you should allow yourself extra time to get to the airport, station or port. If you do get stuck call your insurer, but do not count on a pay out.

Chapter 7 : The Mystery of Admiral Richard E. Byrd's Giant Antarctic Snow Cruiser

Grand Admiral Thrawn is the Jon Snow of Star Wars just with fewer stab wounds and a less glorious mane of hair. One look at Thrawn and Jon Snow and you might not think they'd have much in.

Not only to the Pole itself, which is miles south from the Bay of Whales, but to everywhere else of interest except where high mountains get in the way or where there are areas with deep crevasses too broad to cross. Yet that is exactly what the Snow Cruiser was built to do. There is gold and platinum in some of the mountains, stone for building houses and coal for heat. All that is lacking is transportation which may some day be provided by a fleet of snow cruisers to take supplies to the mines and bring back precious metals. Such is the dream of a certain professor. Its paddle wheel with toothed tips was operated by an electric motor supplied by storage batteries. The immediate purpose of the Snow Cruiser, however, as part of the U. Assisted by a five-passenger airplane, it is believed that the Snow Cruiser will add as much to the knowledge of the South Polar regions in two or three months as all previous expeditions combined. This plane, along with others, is expected to map most of the South Polar Continent by means of aerial cameras. Unlike an ordinary car, it has two engines instead of one, four-wheel drive, four-wheel steering by two levers instead of a steering wheel, two accelerator pedals, two brake pedals, a builtin hydraulic jack on each wheel, enough Diesel fuel for a mile run gallons , gallons of airplane gasoline, bunks for four men and food for a year. Poulter, designer of the Snow Cruiser, is shown directly behind the motor. Two hp six-cylinder Diesel engines drive electric generators which supply current to a 75 hp motor in the hub of each wheel. Wheels are steered by oil at pounds pressure under the guidance of two levers located at either side of the driver who sits in an individual chair in the center of the control room. The right lever steers the front wheels and the left one the rear. Similarly, the Diesel engines are controlled by two treadles depressed by the right foot. Normally one Diesel engine drives the front wheels and the other the rear, although either engine may be used to drive all four wheels. They connect the two motors in parallel for starting or climbing a grade and in series for running. They also enable the wheel motors to be used as brakes when descending long grades since the hydraulic brakes are intended for occasional or emergency use, brake lining area being insufficient for continued retardation of this 75,pound vehicle. The Diesel engines are started by operating two switches underneath the flat instrument board. The two controller levers are then moved from neutral to connect the pair of front and rear motors in parallel, the engines are speeded up and the Cruiser glides away after the driver has given two warning toots on a dual horn to tell the crew to get aboard and to draw up the boarding ladder which hangs down to the road from the door in the engine room. Right lever is for front wheels and left for rear. The four conical buttons directly in front of him are lined up at the center, indicating that all four wheels are pointed straight ahead. The 10 valves at the right and another 10 at the left are for raising and lowering the wheels. Lever to left of cushion operates a controller switch for rear wheel motors. There is a similar lever at right for front motors. In normal operation the driver sits with one hand on each steering lever and his right foot on the two Diesel pedals. The left lever is ordinarily kept in neutral position with rear wheels pointed parallel fore and aft while steering is done by the right lever controlling the front wheels. When the car is on its course he holds the lever in neutral, moving it now and then, either back or ahead as the Cruiser needs correcting toward right or left. The motion is much like that of a steering wheel rim on a car which has a little play in the steering mechanism. Note that both wheels are pointed to right to guide vehicle into the parking area. Each wheel, including its motor, is mounted on a tall kingpin which is nearly a foot in diameter. As shown in the plan view the wheel position is maintained by two telescopic struts, forming a V, which are hydraulically operated by pounds oil pressure controlled by the steering lever. In other words, to swing a wheel, the steering lever opens valves which apply oil pressure to one strut piston and reduce oil pressure on the other. With steering lever in neutral position, the valves to both pistons are closed and the wheel is securely held in the position it had when the lever was last moved to neutral. Pistons on right and left wheels are interconnected so that ordinarily the two wheels move in unison but they may be turned separately when desired, as when negotiating a right-angled street intersection. Such a sharp turn is taken at one mph or less. At this low speed,

the pressure supplied by the control oil pump is insufficient to swing both front wheels at once. Hence they are turned separately, by operating valves underneath the instrument board in conjunction with the steering lever. As shown in one of the photographs the wheels are readily brought back to parallel position with the aid of an instrument directly in front of the driver. Snow Cruiser came to rest in bed of stream near Lima, Ohio, as shown at left. Hydraulic jacks built into kingpin assemblies lifted body right permitting it to be allowed vehicle to be blocked up with timbers. Then wheels were lifted by jacks and timbers placed under wheels. By this method a plank road was constructed to allow vehicle to be backed onto highway. There, all four wheels were swung to the right to move the Cruiser off the road into a convenient parking area. Throughout the trip, the driver, who was Dr. Poulter, designer of the Snow Cruiser, always kept his left hand on the rear wheel steering lever ready for any emergency which might require swinging the rear to one side or the other. Maximum swing of wheels is 25 degrees which enables the outside wheels to turn on a radius of about 37 feet when the front wheels are deflected all the way in one direction and the rear wheels are oppositely pointed. With a wheelbase of 20 feet, this foot long ship overhangs the front wheels 18 feet and the rear wheels 17 feet. Its tread is 14 feet, body width 15 feet and overall width from hub to hub is 19 feet 8 inches. Therefore, even with a comparatively small turning radius it requires considerable space for maneuvering. Overall height is 15 feet, a dimension to be considered in selecting bridges. Maximum speed of the Cruiser is undoubtedly in excess of 30 mph but whether this rate will ever be attained over Antarctic snows is a question. Certainly it is too fast for concrete roads because of the pitching of this springless vehicle on its huge tires which incidentally are 10 feet in diameter. These tires, inflated to only 15 pounds per square inch, provided a comfortable spring suspension except, of course, there is no way to attach shock absorbers to control tire action. Therefore at a speed of only 15 mph it was not unusual for the extremities of the vehicle to bob up and down a few inches when a stretch of wavy concrete was encountered, and once, when traveling nearly 30 mph, a wavy surface caused a motion of at least a foot. Speed during the mile trip from Schenectady to Pittsfield varied considerably. On the level it ranged from 15 to 25 mph or more depending on width of road and smoothness. Being nearly 20 feet wide, the Cruiser so fully occupied modern two-lane concrete roads that sometimes speed had to be reduced on them. On one such road, a bridge was crossed where the clearance at either side was less than six inches. Back in Ohio a bridge was found which was exactly 20 feet wide which left a total clearance of four inches. It took three hours to cross it. Driving out of Schenectady, nearly an hour was consumed on a street which, with cars parked along either curb, left about a foot to spare on either side. However, outside of an occasional street which was too narrow for comfort, there was no difficulty with parked cars or with traffic. In New York State, for example, a half dozen police cars running two abreast preceded the cruiser. Vehicles following from behind were not allowed to pass. Thus the Cruiser had the road entirely to itself. Considering its low average speed this was tough on the cars following but there seemed to be no other solution. Speed upgrade was perforce reduced as with all other motor vehicles. Furthermore, the weather was entirely too "hot" to permit the engines on this Polar machine to be run at full power without overheating. Atmospheric temperature was about 40 above zero whereas normal Summer temperature in the Antarctic is 10 below and 80 or more below in Winter. At 40 degrees above, with all doors and windows open, the engine room reached a temperature of degrees on long hills, which was entirely too hot to permit effective cooling of the radiators which are located directly ahead of the engines and therefore take their air from the engine room instead of from outside. It was so hot that the handles on the short ladder leading up into the control room were too warm to grasp for more than a moment. Hence it was necessary to run the engines at less than full power when ascending a steep grade of any length, such as Lebanon Mountain, leading into Pittsfield, which was negotiated at about 5 mph. Down in the Antarctic with both engines running at full load it is expected that all four windows and perhaps the door also will have to be left open to keep the engine room temperature within reason. In view of the fact that the engines may burn more than 10 gallons of fuel per hour, which is enough to heat several ordinary houses, the heat in the engine room is readily understandable. Downgrades Taken at Low Speed Downgrades were also taken at reduced speed merely as a precaution. On descents of 10 per cent or more, the speed was cut to 5 mph. Luncheon took more time than anticipated. There was a halt at the Gurley plant in Troy for a number of scientific instruments. Another stop was necessary when the Massachusetts

Police took over the escorting job. There were two stops to replace broken oil lines and another stop or two for inspection. Hence it took from noon to nearly 9 pm to drive the 60 miles from Schenectady to Pittsfield. The tires were built by Goodyear in the same moulds used for the tires on the Gulf Refining Co. They have a thin, smooth tread, total thickness of plies and tread being only an inch. Two spares are carried in the rear of the machine. The tires have smooth treads apparently because nonskid treads are unnecessary for Antarctic conditions, although the cost of cutting non-skid moulds perhaps was also a consideration. Another reason will be mentioned in a moment. The picture, taken on the last Byrd Expedition, shows a typical surface over which the Snow Cruiser will travel to the Pole. Edsel Ford Mountains are seen in the background. From left to right are Dr. Wade who will command the Cruiser in March. The surface over which the Cruiser will travel in the Antarctic is largely, if not entirely, composed of small, hard crystals of ice which resemble sand from a standpoint of motor vehicle traction. Underneath is a layer of ice ranging in thickness from perhaps 50 up to several hundred feet which rests on the Antarctic Ocean for roughly 1000 miles south from the base at Little America but from there on the layers of snow and ice lie upon a rocky continent with ranges of mountains at intervals. Going Southward toward the Pole the surface slopes gently upward to a plateau which has an elevation of to 11,000 feet. This entire surface, except where broken by mountains, is covered by a fine, sandlike snow. The Snow Cruiser, with its enormous tires, was built to run successfully on such a surface. Poulter, its designer, was second in command and chief scientist, on the previous Byrd expedition where several tractors were used with some success. Some were of American manufacture with metal belts and others were French Citroens with metal belts in the rear and two wheels in front with pneumatic tires. The latter design has been used for some years on the Sahara Desert.

Chapter 8 : Snow Removal Fredericton | Snow Removal | Admiral Building Maintenance

But after The Snow Cruiser arrived at Little America in the Bay of Whales, Antarctica in early January the mystery begins From this point on the snow cruiser was never mentioned again in the newspapers and it was as though the snow cruiser never existed.

Chapter 9 : Snow baby - Wikipedia

Admiral In The Snow Canvas Print by Shaila Yovan Tenorio. All canvas prints are professionally printed, assembled, and shipped within 3 - 4 business days and delivered ready-to-hang on your wall.