

IN THE METROPOLIS

MAY HAVE TO BUILD "CATTY-CORNERED" PIERS.

SKY-SCRAPER OF THE SEA

George Ade's Unbelievable Stories of an Ocean Liner—Society Now Recognizes Only Spring Sailing Season.

NEW YORK.—The "ocean greyhound" goes out of fashion as swiftly as it was slow in development. The steamer of fashion and preference now—and this season she is filled to the brim—is comparatively slow but so big and steady that you can live upon her much as if on shore.

If the fact has generally escaped people that there are three ships now in service of more than 40,000 tons each, and five of 35,000 tons or over, it is because in counting tonnage experts so often use one of the other six or seven standards of computed tonnage. Instead of displacement, which is the only comparison between fast ships and slow.

The biggest and newest of these ships, the Kaiserin Augusta Victoria, weighs 43,000 tons loaded. She is 704 feet long; and there hangs a tale: The Celtic and Cedric are 700 feet long. When the White Star people heard by some mysterious means that the Germans were planning a 704-foot boat they had the Baltic on the stocks as a sister to the Cedric. Promptly they cut her in two in the middle; resolutely they rolled the sundered ends 30 feet apart; ingeniously they filled in the gap with rigid steel. The Baltic is 26 feet—the longest ship afloat; the Victoria is the heaviest. The change brought the Baltic into the 40,000 ton class. The Amerika also belongs here and completes the list of the five big ones. The Lusitania and Mauritania, the projected new Cunarders, being built at immense expense with the substantial aid of the British government, will be 800 feet long. When longer ships than these come in, New York must build its piers "catty-cornered" to the Hudson. Uncle Sam will not permit the piers to be further lengthened.

New Steamship Wrinkles.

PASSENGER elevators in a passenger ship are new wrinkles, but they prove popular. When a ship is seven stories high, it has the right to be treated as a sky-scraper of the sea. Palm rooms are but a reasonable modification of the old dining-rooms, but the cafe in open air on the boat deck is really a novelty, the roof garden of the sea. George Ade tried to get his Indiana neighbors to believe that the ship's resources of amusement these days include bowling alleys and a billiard room, but that was after he had ruined his reputation by telling them that the ship was as long as from the Methodist church to the barber shop, which it really is.

The completion of these huge steamships is literally rushed night and day at extra prices for labor cost, in order to handle this season's traffic. For three years every season has been a record-breaker and now they talk of an addition of 20 per cent. to last year's figures, and one wonders where the added ones will be stowed. One thing that helps out the companies is the growing and sensible custom of starting early. Unless one is a teacher or in some other way dependent upon the summer vacation time it is worth some sacrifice to follow this fashion. The price and selection of perths is better, the crush not so great, and one can go by way of the Mediterranean and return from England and have the spring always with him from March in Italy to early June in London, the only time when it may possibly not rain all one's waking here. Society recognizes none but the spring sailing season, which brings one over just in time for Paris and the London season.

The Coming Countess.

MISS GEORGINE WILDE, who will on April 23 become the Countess Carlo Dentrice di Frasso, will be hereditarily an example of woman's physical superiority that there is so much joking about, these Gibson Girl days. Miss Wilde is another is a very beautiful woman who conspicuously taller than her husband, Mr. Henry Siegel, the merchant prince. Mrs. Siegel, as Mrs. Wilde, was well known in New York for her statuesque beauty long before her comparatively recent marriage to Mr. Siegel. Now her daughter, heiress of her beauty and her fine physique, will over several inches above the handsomeness but large Italian Count Carlo.

In society they are already calling the young man "Dentrice" by way of a poor pun, even as the unhappy Count Zichy's fiery Hungarian temper could not prevent his being known as Cognac "Vichy." Miss Wilde has never been presented to society in New York, being very young; but neither was the English Countess of Craven before her marriage, for a similar reason.

How easy it is to "catch on" if one has talent. Miss R. a St. Denis comes from the Orange Mountains of Somerville, N. J., with a waist unruined by corsets and a pair of feet not spoiled by shoes, and bares both waist and feet to a society audience in a series of oriental dances. As a Lenten diversion this has been most successful. Miss St. Denis's feet are as shapely as Bessie Abbott's—I think that was the young lady's name—and so much of her naked waist came into view between her short Hindoo jacket and her skirt top, when she bent forward like an inverted ox-bow was—what ought a waist to be? Supple, at any rate. Now this was really good dancing. Better has not been seen since that of Isadore Duncan, who also did eastern stunts in loose raiment, illustrating in wadded paces and with waving arms the quatrains of Omar Khayyam. Miss Duncan was a society hit and was afterward seen by the German emperor with equal favor. Spanish dancers have set the pace in New York for snap and ferocity, but when it comes to oriental languor the "Little Egypt" of the variety shows must take a back seat to the confessed Yankies.

The Crinoline Dance.

HERE is something really worth while coming on the 18th. The "crinoline dance" in the old Astor House will do more than exhibit women's beauty in the extreme modes of Louis Napoleon's court. It will set us studying the history of not-so-very-old New York.

On the Astor House block stood the original John Jacob Astor's house, just as the houses of his two grandsons stood on the site of the present Waldorf-Astoria. Old Astor's neighbors sold to him—one was Mayor Philip Hone, a gentleman of the old school—and the Astor House was run up along about 1840 just as it appears today. It has been so busy and successful that they could never afford to pull it down and rebuild higher. It was the model of a whole line of famous hostellers before the civil war, like the St. Charles in New Orleans and the Planters' in St. Louis. Most of the western houses suggested by it are gone or modified, but it still stands in the most restless of cities stolid and successful. Society took to it in the old days, though wisecracks did say it was "too far uptown," and the old walls, still in admirable Georgian taste in decoration, will feel at home again with the wide hoop-skirts rustling about them. Of late the dignified parlors have known little of fashion. The one that used to be Daniel Webster's when he came to New York—first to the left from the office entrance—is usually occupied by some promoter or mining man. The corner parlor is a rendezvous for people who are to take luncheon together in what is still, after 60 years, New York's greatest eating house.

A Funny Race-Track Quarrel.

THE oddest line-up of forces is seen in the great quarrel between the Ministers' association and the Jockey club over the proposed bills to stop race-track betting. The Ministers' association is backed by the poolrooms, which are jealous of the race-tracks and with reason; the Jockey club is backed by the officers of the "purely agricultural horse-trots" and by several clergymen of high reputation headed by Bishop Doane and Dr. Slicer.

The situation is farcical. The state constitution forbids gambling and calls it a misdemeanor, to be punished as such except as otherwise provided by law. Law does provide otherwise, to the effect that race-track gambling is a misdemeanor in poolrooms or anywhere except upon certain Jockey club tracks, where it is a civil offense. If you lose your money there you may bring civil suit for its recovery; but you don't. Of course this funny legislation was never passed except with powerful greasing. Part of the grease was furnished by a provision that five per cent. of the receipts should be divided among the county fairs of the state. The "kitty" thus provided is well toward \$200,000 a year. So you see the Jockey club business is a pretty big one. The argument in favor of the Jockey club—the only one possible; for the race-tracks admittedly foster waste and crime—is that the poolrooms would do worse if they had a monopoly of laying odds on races. I doubt it.

But what a joke on the country legislator! All the ministers in his village hounding him to vote gambling out of existence, and the secretary of the local county fair, with a cigar stuck in the corner of his mouth and a shrewd idea where he can control a few votes, arguing that it isn't a bad idea to let well enough alone.

OWEN LANGDON.

The New Croton Dam One of the Wonders of the World

Larger than Three Greatest European Dams Combined—The Great Croton Lake—Masonry Dams of Comparatively Recent Origin.

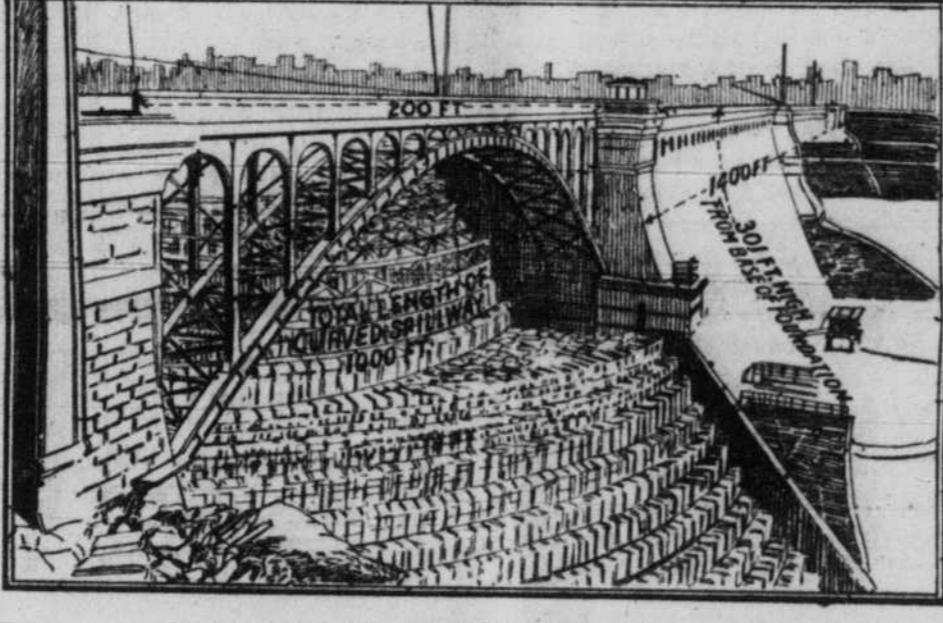
The dam just completed which is to add 34,000,000,000 gallons of water to New York city's water supply, is the largest dam in the world. We have heard a great deal of the Assuan dam in Egypt, built to control the irrigating floods of the Nile, but the Assuan is more of a dike than a dam, and though longer than the Croton dam its height is but 70 feet to the 301 feet of the other.

England has the notable Vrynny dam, France the Furens, Belgium the Gileppe, the three great dams of Europe; the new Croton dam is larger than these three combined.

It has taken 14 years to construct this work and cost \$7,700,000. In the labor of construction there has been a noticeably small loss of life compared with other undertakings of this kind. Some men were killed by premature explosions and there were a few other accidents; but, Mr. Coleman, the chief of the firm of contractors which built the dam, says there has been less loss of life in the work on the Croton dam than on any other similar work in the history of such operations. Once the work was retarded a short time by a strike, and for three weeks the Seventh regiment was kept busy at the dam; but no other serious disturbance interfered.

Work was begun in the autumn of 1892 and on March 10 of the present year the workmen laid down their tools, the dam was finished. A trip over the construction railroad was made by Mr. Coleman, the engineers on the work, and the Catholic priest who had had charge of the two chapels built for the workmen, then the rails were torn up and all signs of the work of construction removed as quickly as possible.

The great stretch of land below the new dam belongs to the city, and this has been graded and will be made into



CLIMAX IN DAM BUILDING.

a public park. When the city obtained possession of the tract covered by the dam and lake, many roads and bridges had to be done away with. These have been replaced by the construction of 36 miles of macadamized road along the shores of the lake.

Where the Croton was once but a narrow river, its character has been so changed it becomes a great lake, 2,400 feet across at the dam breast, filling the valley behind it for nearly 20 miles and spreading at Hunter's Brook to an extreme width of two miles. Three miles from the new dam is the old Croton dam, once regarded as a wonderful structure, when the waters have risen to the top of the new dam the top of the old Croton dam will be 33 feet below the surface.

The new dam is divided into three sections. The main dam extends 1,400 feet from the south side of Croton valley to a point where spillway and bridge span begin. The spillway, which curves away to the eastward, is 1,000 feet in length. A steel arch bridge 200 feet long follows the straight line of the main dam, and over this and the top of the main dam is a highway 21 feet wide. After the water passes the spillway it flows under the bridge. Water that has risen to the top of the spillway will be 16 feet below the level of the highway. The depth of water in the dam will be 160 feet.

When New York undertook the construction of a new dam considerable time was spent in the vitally important matter of selection of a site. At first a site a mile and an eighth farther down stream was chosen, but no construction was ever begun at this point. Borings were made all over the valley before final decision was made and work began. It was found necessary to penetrate to the solid rock for a foundation, and not until a depth of 85 feet was solid rock reached. On this firm foundation has been reared "the most enormous piece of masonry in the world. It is 2,400 feet long from the south end of the main dam to the north end of the spillway. At its base it is 318 feet thick, and this tapers toward the top, where it is ten feet across at the top of the main dam. The slope of the inner wall is very slight." That the reader may have some appreciation of the size of the new dam, we reproduce well summarized information concerning the stupendous engineering feat. The

table appeared in the New York World.	
NEW \$7,700,000 CROTON DAM AND ITS SIZE.	
Cost	\$7,700,000
Time of construction, years	14
Adds to city's water supply, gallons	34,000,000,000
Total length, feet	2,400
Length of spillway over which water will flow, feet	1,000
Length of bridge span over outlet for water below spillway, feet	200
Height of base of foundation to main dam top, feet	216
Height of spillway top, feet	15
Depth of water behind dam when flowing over spillway, feet	160
Depth of water now in dam, feet	95
Thickness of masonry at base, feet	216
Thickness at top of main dam, feet	21
Thickness at spillway top, feet	10
Length of lake formed by dam, miles	19 2/3
Extreme width of lake (Hunter's brook), miles	2

It is comparatively recently masonry dams of notable size have been constructed, they are a feature of the development of modern engineering. In the sixteenth century there were in existence masonry dams of great height, but only in the last half of the nineteenth century were they designed in accordance with the great principles of engineering, maximum strength with minimum of material and cost. In masonry dams the danger to be guarded against is crushing. There is the pressure of the height of water behind the dam to be met by sufficient resistance and the crashing of ice when the spring floods come. In the new Croton dam, which is the climax of masonry dams, the most famous engineers have handled these problems. "While the steps of stone below the spillway top are rough and uneven, the work there is, if anything, more carefully done than in the main

RETIREMENT OF CASTRO CAUSES MUCH COMMENT

Action of the President of Venezuela in Giving Up His Office Has Puzzled Everybody.

Willemstad, Island of Curacao.—Passengers arriving here Monday from Venezuela say that the action of General Castro in retiring from the presidency in favor of Vice President Gomez is not clearly understood in Venezuela, but the general opinion seems to be that his retirement is only temporary. General Castro has gone one way, as a private citizen, unattended and paying the regular fare on the railroad. His wife has gone another and the former president's sister arrived here Monday.

The resignation of the Venezuelan cabinet is also causing speculation. The ministers retiring when Castro gave up the reins of power, but Gomez has not appointed a new cabinet, and therefore the old ministers have retained their portfolios. On the other hand, Castro's followers are scattering, leaving the capital in different ways.

The opinions expressed here, the nearest point to Venezuela, are conflicting. The Venezuelans as a rule are reticent when questioned on the subject. They generally say that Castro is sick, and hesitate to give their opinion of his retirement from the presidency.

RACE WAR IN MISSOURI.

Excitement at Fever Heat Over Killing of Another Negro.

Springfield, Mo.—Leslie Peters, 16 years old, shot and killed Ralph Burns, a negro of bad reputation, one of two who attacked him in this city Monday night while he was escorting a young lady home from a party. The negroes accosted him at the gate of the young lady's home, and one of the negroes fired two shots from a revolver at him, but neither shot took effect. Peters immediately fired four shots at the negroes, killing one of them, and the other escaped. Peters went to the police station and gave himself up, but he was released without bond.

The news of the killing of another negro spread like wildfire through the city and hundreds of people left their beds and hastened to the public square. The militia on guard there prevented any violent outbreak and after a time dispersed the crowds. It is believed the killing will tend to increase the feeling against the negroes. People who had been disposed to sympathize with the negroes are incensed at this latest negro assault.

Mrs. Emma Le Doux Arraigned for the Murder of A. N. McVicar.

Stockton, Cal.—Mrs. Emma Le Doux, charged with the murder of A. N. McVicar, was brought into court Monday morning to plead, she having been arraigned several days ago. She pleaded not guilty in a clear voice, hesitating only for an instant. The ceremony occupied only about one minute, but the court room was crowded long before the hour arrived for bringing the accused before the judge.

Insurance Agent Suicides After Attacking Aged Couple.

Des Moines, Ia.—Following an attack on Obediah Smith and wife, an aged couple near Hampton, A. Evans, an insurance man of Waterloo, committed suicide Monday. Evans, who was secretary of the Property Mutual Insurance company, went to Hampton Saturday to transact business with Smith. He attacked the couple, leaving them unconscious and fled. The motive for the attack is not known.

A Ladronne Uprising.

Manila.—The headquarters of the Philippine constabulary at Maolos, Island of Luzon, were attacked several days ago by a band of ladrones. Three native members of the constabulary and one ladronne were killed. The affair creates no alarm here, where it is regarded merely as an incident of the effort to restore order through the employment of a native constabulary. Similar conflicts between local outlaw bands are of more or less frequent occurrence.

New Official Under a Cloud.

Buffalo, N. Y.—Fred O. Murray, recently appointed collector of the port of Buffalo, and former treasurer of Erie county, has been indicted by the grand jury on a charge of stealing from the county of Erie sums aggregating \$38,870, and receiving stolen property in a like amount. In all seventeen indictments were handed in by the grand jury which has been investigating graft in connection with the purchase by the county of the North street cemetery as a site of the Sixty-fifth regiment armory.

Will Prosecute Lynchers.

Springfield, Mo.—Four men are now under arrest here charged with being leaders in the mob that broke into the county jail Saturday night and lynched three negroes. One of the alleged mob leaders is in jail and three have been released on bond. Charles Caneff and Oney Caltry were the first men arrested. Later Dan Crane and Oat Hall were arrested and Hall is still in jail. It is expected that the grand jury will indict at least fifty and perhaps a hundred men for participation in the lynching.

NORTHWEST NOTES

J. M. Murphy, a brakeman, was killed in a collision of a freight train with a work train at Hanna, Wyo. Several other members of the train crew were injured.

The reported strike of gold in Churchill county almost depopulated Carson, Nevada, while Virginia City and other towns sent large crowds of prospectors to the new fields.

George W. Fogg, a prominent attorney of Tacoma for twelve years, formerly of Quincy, Ill., is dead, aged 65 years. He was a major in the civil war and a member of the Loyal Legion.

D. C. Richardson has been placed under arrest at Glendive, Mont., upon suspicion of being J. L. Richardson of Grand Rapids, Mich., who absconded with the funds of the Brotherhood of Locomotive Firemen of Grand Rapids.

To take effect May 1, the American Smelting and Refining company will extend the eight-hour day to all employees in its five Colorado plants who come in contact with furnace operations. This will affect about 2,500 men.

Walter Berieau, who killed Sheriff Thomas Logan at Manhattan, Nevada, has been lodged in jail at Tonopah. The coroner's jury at Manhattan found that Logan came to his death by pistol shots fired by Berieau with criminal intent.

Peter Johnson and Harry Hardwick were killed by the falling of a stone arch bridge in course of construction at Manitou, Colo. The accident resulted from the placing of weight upon cement abutments before the cement had sufficiently hardened.

The national board of administration of the Daughters of the American Revolution have decided that Mrs. Wallace McCracken was legally elected state regent of Montana and Mrs. Wilard Harvey Weed was legally elected a state vice-regent from that state.

A special from Ilwaco, Wash., says that Colonel De Long and John Wray were drowned in the surf at Long Beach. The men in company with seven others went out in a boat through the surf to draw a seine. While returning to shore the boat capsized.

The supreme court of Montana, in a decision written by Chief Justice Brantly, set aside the order of Judge Donlin, of Butte, adjudging Peter Breen, former county attorney of Silver Bow county, in contempt of court and fining him \$500 for questioning the manner in which the trial jury was drawn.

The Oriental Limited, on the Great Northern, traveling at a speed of fifty miles an hour, was wrecked between Adrain and Ephrata, Wash. Five cars went off the track, including the mail car. Mail Clerks Joseph Thompson and D. E. Whittier, both of Seattle, were injured about the head and shoulders.

The Commercial club of Portland, whose headquarters in the Chamber of Commerce building were devastated by fire recently, has decided to erect a building of its own in the heart of the business section, at a cost of \$250,000. The proposed building will be of six stories, three of which will be occupied by the club.

Virgil Wilson of Malheur, Ore., lost his life in the Snake river near Ontario while attempting to save the life of his dog. Wilson and the dog were crossing a bridge when a train came along. Whether he lost his footing and fell into the river or was struck by the train is not known, as his body has not been recovered.

Judge Henry Smith of Helena sentenced Camille Remy, the French-Canadian convicted of manslaughter in killing Wasson Oliver last September, as the two were traveling overland a few miles north of Helena, to ten years in the state prison, the maximum punishment.

Substantial improvements on the main line of the Southern Pacific in Oregon, consisting of new and heavier rails, new steel bridges and new and heavy engines, will result in the time between Portland and San Francisco being materially reduced during the coming fall.

A man about 25 years old, smooth face and dark hair, but with no other marks for identification, was struck by a Northern Pacific engine in the yards at Bozeman, Mont. On his person were found twenty-five pounds of dynamite, fuse, caps, etc., two revolvers and a black mask.

At the instance of the department of the interior, the war department has taken steps to send whatever military force may be necessary to protect the Indian agent, Major C. C. Edwards, on the Umatilla agency, in Oregon, from the Indians, who have threatened to do him bodily harm.

Before Judge W. H. Hunt, in the federal district court, at Portland, a bill of exceptions was filed in the case of Congressman J. N. Williamson of Oregon, who was convicted several months ago of subordination of perjury in connection with the frauds of government lands in Oregon.

One hundred Koreans arrived in Missoula last week to work on the Northern Pacific railroad. Owing to the extensive railroad building in the west, the railway companies have been experimenting a labor famine. The employment of Koreans will be undertaken as an experiment here.