

—The plans for the fifty-story tower which is to complete the marble office building of the Metropolitan Life Insurance Company, covering the block between Madison and Fourth avenues, from Twenty-third to Twenty-fourth street, in New York city, were filed with the building department by Napoleon Le Bon, architect, on Dec. 20, 1910. He has designed the structure. The tower, which will be the greatest structure of the city, is to be located on the site of Dr. Parkhurst's old church, at the southeast corner of Madison avenue and Twenty-fourth street. It is to be a steel-framed building now in process of construction down town.

The pure early Italian Renaissance style of the main building will be preserved in the design of the addition, the tower in many respects resembling the Campanile di San Marco in the Italian Campanile. It will rise from a rich base, continuing in line and detail the design of the four lower stories of the main building.

Above the fourth story, the design of the shaft of the tower will be very simple, consisting of three groups of tripartite windows on all sides, with heavily moulded and deeply recessed jambs. This style will be followed through the tower, with the exception of interruption other than a course of projecting marble balconies at the level of the main main building. The projection of which will have the effect of continuing the line of shadow of that cornice without interfering with the downward flow of the heavily rusticated angles of the lower.

At the 21st, 22nd and 23rd stories, where the tower will be 100 feet wide, the sidewalk will be one of the great sidewalks of the world. The dia on each front will be 25 feet in diameter. The hands of the clock will be 10 feet long. The figures will be four feet. It is believed that it will be visible for miles.

The design of the tower will consist of, first, a line of boldly projecting double bracketed and paneled balconies, throwing a deep shadow and forming a series of deep niches. Then, a recessed Ionic loggia with five arched openings will come a deep frieze with a series of deep niches and a parapet balcony. Over the parapet the walls of the tower will be offset in receding stages, each stage a face. The offset portion will continue up four stories and form a base for a pyramidal termination. The pyramidion being terminated in an octagonal colonnade and a conservatory, which will terminate 638 feet above the sidewalk level.

Since the tower is to be installed in the tower, four of which will terminate at the 40th story and the others at the 42nd story. No woodwork will be used in the tower. The finish of the tower unless the same be protected with a metal cladding. The tower will be finished with terra cotta or terrazzo. All motive power, heat and light will be supplied from the power house in the building.

The general dimensions of the tower are to be as follows: Frontage on Madison avenue, 35 feet; frontage on Twenty-fourth street, 100 feet; height of sidewalk, 638 feet; height from cellar floor to top, 650 feet; total height from sidewalk to top of tower, 1,085 feet; face above sidewalk, 346 feet; height of loggia floor above sidewalk, 322½ feet; height of balcony and offset, level above sidewalk, 300 feet; height of 40th story above sidewalk, 606 feet; center of window over lookout (highest point of tower) above sidewalk, 638 feet; number of stories above sidewalk in tower, 48; number of feet in building above sidewalk floor area (about 25 acres), 1,085,632 feet.



Theodore Perry Shonts, who will, on March 4, take active charge, as president, of the Interborough-Metropolitan Railway company, is one of the leading engineers of America, and will draw a salary of \$50,000 a year. His new post places him in active command of all the subway, elevated and surface transportation lines of New York City, in which office he will replace August Belmont. He has displayed a deep interest in the work he is about to undertake of comfortably moving 2,000,000 persons every day to and from their employment, and has said that the improvement of the transportation facilities presents an interesting problem which will be his pleasure to solve. With a traffic which is moving in tremendous bounds every day, his task is one of great proportions and one which could only be satisfactorily met by a high class transportation brain. Mr. Shonts, whose home is in Chicago, will in future reside in New York. He was born in Pennsylvania in 1858, and was admitted to the bar in Iowa in 1877. He entered the railway field in 1882 as a contractor, and later adopted the executive end of that branch of commerce. He is now president of the Toledo & Western railroad, a director of the Iowa Central and of several other corporations. He is alert and active, and in everything he undertakes displays an intense interest and a tireless energy until success crowns his efforts. He is a man of high character, and his commission, which was very much unexpected, to accept the new berth, did not suit him because of the very fact noted—unusual energy and a constant desire to be in active employment.

The life history of the common eel, just completed by Dr. Johs. Schmidt, is mentioned as one of the most fascinating ever worked out by the naturalist. The spawning grounds for the eel are in the Sargasso Sea. The depth is about 150 fathoms along the coast from Norway to Spain, and to this spawning region the eels migrate in large numbers from inland fresh waters of the continent. Here they live in the shallowest water, and gradually develop into deep-brimish-shaped larvae (leptocephalic vibrioform), which are about 10 centimeters long. They are dependent about June, when they cease to feed and enter a stage of diapause or amorphosis, lasting about a year, in which they take no food and gradually lose their eel-like form, becoming eel-shaped cell-like forms. Near the close of this stage, the eels become eel-like forms once more—become very active. They start in vast numbers toward the coast, and are seen in the English Channel in September to December, those farther away in March and April. John Schmidt says that Danish waters until April and May. Many perish in the passage, and the English Channel is said to be littered with eels. The remnant of the army of young eels that start in the Sargasso Sea, and migrate all over Europe, where they feed and grow, and prepare to make their return to the Sargasso Sea.

A comparison of the size of the stream turbine of the cruiser Salem, and of the triple expansion reciprocating engine of the battleship Vermont, is interesting, each vessel requiring about 8,000 horsepower. The turbine's length over all is 18 1/4 feet; width, 13 1/4 feet; height, 12 1/2 feet; floor area, 219 square feet; end area, 169 square feet; side or target area, 203 square feet. The engine's length is 33 1/2 feet; width, 11 1/4 feet; height, 2 1/4 feet;

The railway accident at Salisbury, Eng., in which a train at high speed was thrown from the track on a curve, has created a demand for new conditions necessary for safe running on curves. The tracks are specially banked for the purpose of preventing wrecks seems to be failure of the trucks to guide the engine. This, it is shown by the accident at Salisbury, is not true. An old engineer points out that certain trucks which have a habit of leaving the track, are not in the center of the rails, mostly by the engine, causing the cars to be thrown against it, as the draw-bar, between engine and cars, is not as high as the axle of the trucks, the rear of the cars is thrown against the engine and forward and raised. The conditions are now reversed. With emergency brakes, the engine is thrown against the cars, but, as the draw-bar is now higher than the axle of the trucks, the forward end of the cars is thrown against the rear of the cars. A new locomotive design is the suggested remedy. In this design the draw-bar is made high enough must be placed on the forward trucks to make sure that they can guide the engine on curves.

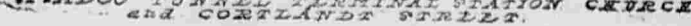
A promising new fruit from Uruguay grows on a laurel-like plant having leaves that are green and shining on the upper surface. The fruit, described as having the size of an apricot and the shape of the apple, is yellow and scarlet when mature, and it has a perfume of a delicacy qualified to other fruit. The seed is like a large hazel nut. The edible fleshy part is small, but is expected to increase with cultivation, and its taste is extremely agreeable. This edible pulp is associated with remarkable digestive properties.

An electrically-driven device for removing scale from the interior of boiler tubes

was a novelty at a recent exhibition in Lyons. The motor—of remarkable power for its size—is small enough to pass into the tube, along which it travels, cutting off all scale with great rapidity.

Ordinary glasses are well known as one of the most perfect nonporous materials of electricity, but for certain uses a conducting glass is very desirable and C. E. Phillips has developed a British patent for such a material. The new glass is a fused mixture of 32 parts of sodium silicate and 8 parts of calcium silicate. The addition of the calcium silicate gives the material greater stability without materially lessening its electrical properties. At its low fusibility, the material is less than 100°C. above the softening point, but it can be cast into plates, rods, and tubes, and can be polished to a fine polish. It is somewhat harder than ordinary soda glass, with a density of 2.460. It is transparent to ultraviolet light, and is transparent to ultra-violet light. When powdered and mixed with copper it adheres well without

Telepathy, or thought-transference, is to develop new possibilities if the expectations of earnest Occultists are justified. Electric currents change the surface tension of mercury, causing it to rise and fall in a glass capillary tube, and it appears that this principle may be used and utilized in an exceedingly sensitive receiver. This device may detect such delicate impressions as are sent from a concealed pocket battery, and it is possible that this miniature wireless might have other uses, but the inventor's suggestion is that the receiver be placed in his pocket. A Confederate, favorably placed in the hands of a ball, would be able to send messages to a mind-reader on the platform without



Trains from Atlantic City west of the Hudson river will be running to the heart of New York City by the first day of September and the ferry system, which has for years been the only source of entrance to the metropolis from that direction, will have entered upon the last stage of its utility. This tunnel system, which is one of the greatest monuments to engineering genius that the world has ever seen, will not only connect New York with outlying districts by land, but will connect with surface, elevated and subway systems already in operation and will be extended to include direct service with the boroughs of Brooklyn and Queens across the East river and in those centers also tap systems of rapid transit and street car connection. At a point of entrance into New York of the first tunnels to be built, it will be impossible to impose a toll known as the McCadoo system, after William G. McCadoo, the engineer under whose direction the work has been carried on, there is being erected a magnificent building which will serve as a terminal station and where all passengers must take their seats before entering the tunnels. The management has been overlooked in either the construction of these boros beneath the city or the city itself or in the equipment. Every car will be absolutely fireproof and watertight and will be constructed of steel, with no combustible material whatever introduced, and they will be built up so strong that they will be able to stand any accident, even if they are run over by a train. The people, which minimize danger in the event of accident. When the present system is completed, passengers from the west may pass beneath the Hudson river and the city to the east without having to cross the river at all, and toward on their way to New England or elsewhere without ever leaving the city, which they began their journey, or be landed at the door of their hotel in New Long Island by a similar journey. It is estimated that the completion of this project will save the city millions of dollars in the changes of the water front and the improvement of the harbor. The new system will be used. At one or more points on this system there will be five elevators of the type now in use, connecting between New Jersey, subway and surface lines and elevated.

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