

BIG BRIDGE PROJECT.

Talk of Memorial Structure in Washington Revived—Residents of National Capital More Hopeful of Its Construction—Some Changes in the Plans—Details of the Bascule Span.

Special Correspondence.
Washington, Oct. 15.—About this season of the year—six or eight weeks before the opening of the winter session of Congress—there is pretty apt to be a revival of the much discussed project for the building of the Memorial bridge which one day, and that a not far distant day, all Washingtonians hope to see span the Potomac. The revival of interest in the project is here promptly on time, and there seems to be quite an abounding faith that the Congress soon to convene will take up the subject and provide the funds to start the work. It will be recalled that legislation favoring the appropriation of \$2,000,000 for the beginning of the work was passed by the Senate at its last session and that a like resolution only lacked a very few votes of passing the House. The matter, however, was quashed in the closing days of Congress, when there was not sufficient time of opportunity to bring before all members of the House either the propriety of erecting a suitable memorial to American patriotism at the national capital, the necessity of such a structure or the adaptability of the proposed plans. The effort to secure the appropriation was therefore lost by a very narrow majority, and it was then understood that favorable action was delayed only until the re-convening of Congress in December.

Some changes have been made in the plans recommended and approved by the chief engineers of the United States army and by the secretary of war. The width of the bridge has been made 84 feet thus providing a roadway of 60 feet wide and promenade on either side each 12 feet in width. There has also been some changes in the detail of the bascule span, between the memorial towers, which furnishes the movable part of the structure for the accommodation of navigation. A bascule opening is placed in the center of the river, the channel naturally and necessarily taken by vessels passing either way across the line of the bridge. It consists of two parts formed by dividing that portion of the structure between the memorial towers at the center of the span. Each leaf of the bascule is hinged on a large horizontal shaft at the base of the memorial tower and is thus concealed in the masonry, but is so placed that each half of the bascule may at any time be raised in a vertical position alongside the face of the tower. There is no other device of forming a movable portion of a bridge for the accommodation of navigation with results so graceful and satisfactory as the bascule. The ordinary bascule span or swinging gate revolves in a horizontal plane about a vertical axis. It not only occupies a large amount of horizontal area, but is always unsightly, however carefully it may be designed, and the structure itself will not be marred by the ordinary drawbridge.

In the revised plans the lower chords or lower lines of the bascule opening are made curved, closely resembling an arch. This curvature, although somewhat similar to that of the arches, is yet made of different degree so as to give an agreeable and harmonious effect in its relation to the entire structure.

Speaking of the location of the memorial towers and bascule, Engineer Burr of the board of award says: "It has been suggested in some quarters that it would have been more appropriate and advisable to place the memorial towers, the most prominent features of the entire work, at either end of the structure. This suggestion, however, arises from a very serious if not complete misconception as to the character and purposes of the work. The bascule, or movable part of the bridge, is by the imperative necessity of the situation a distinct and pronounced structural feature, having its own functions radically different from those of the adjoining spans, and arising from the necessary demands of navigation. It would therefore be a violation, both of the structural ele-

ments of the composition and those which relate exclusively to aesthetic motives, to ignore such a feature of the work. Indeed, to have ignored it would have been to incorporate in the composition a direct untruth. Having given, therefore, the imperative condition of a distinct structural feature at the most prominent portion of the entire construction—namely, in the center of the river—the correct principles of art require that it should be utilized for such ornate expression as the motive of the whole work is intended to give. The Memorial bridge, as indicated by the plans, will be almost three-quarters of a mile between the abutment walls and composed of six arch spans over the river proper and 53 approach spans. The roadway surface will be 65 feet above the water. The span of each river arch will be nearly as long as the longest arch span of any bridge in the world. Speaking of the magnitude of the proposed bridge, it may be interesting to compare it with some other famous bridge. The Alexander III bridge, in Paris, an arch formed of steel castings thrown across the Seine in the exposition grounds and about which much has been written in admiration, is really a toy structure in comparison to the Memorial bridge in Washington. So, too, is the historic Tower bridge, in London. The Alexander III bridge has a clear span of only a little more than 1½ spans or only a single river arch of our bridge. In other words, the arch portion of the Memorial bridge will be more than ten times as long as the span of the great Paris bridge.

As designed the Memorial bridge will be a decidedly ornate structure, yet some of the chief elements of its composition will be simplicity and grandeur. There will be a series of statues and carvings all about it. The great river arches, with all their impressive and the long series of beautiful approach arches will be admirably adapted for the reception of such emblematic figures, statues and carvings as may be suitable to give it any desired intensity of expression as a memorial of American patriotism. These embellishments need not necessarily be given to the bridge at the time of its construction, but could be added from time to time in the future as historical events and epochs in the history of the country might require. The plans provide for many pedestals along the entire course of the structure, where could be placed from time to time statues of patriotic Americans whose deeds of valor shall deserve recognition.

An examination of the entire design shows that the composition of the bridge as a whole and in its several parts is dictated by the requirements of the situation and that it possesses the essential qualities of good engineering and attractive and substantial architecture. Masonry construction has been chosen on account of its more permanent and enduring qualities. The cost, it is asserted, will be no more than if steel were used for the superstructure. The portion over the river proper, requiring free passage for the current and for ice in winter, will be of comparatively open construction, consisting of graceful segmental arches of long span.

The most impressive feature of the bridge and that which will be most expressive of its memorial character will be the towers at the central span or bascule. These pierced towers or arches, transverse to the bridge, will admit of a very monumental treatment. They will form two triumphal archways, elaborately ornamented and rich in detail, although in harmony with the severity and grandeur of the great bridge structure of which they form a part. Eight heroic groups are to be placed against these archways, emblematic of such subjects as patriotism, valor, concord, unity, etc. These will be of great size and elaborate compositions and are to be executed in stone. The standards of the arches will be fitted with subjects emblematic of the army and the navy. On the sides of the towers will be placed shields and plaques inscribed with the names of battles where American soldiers have distinguished themselves.

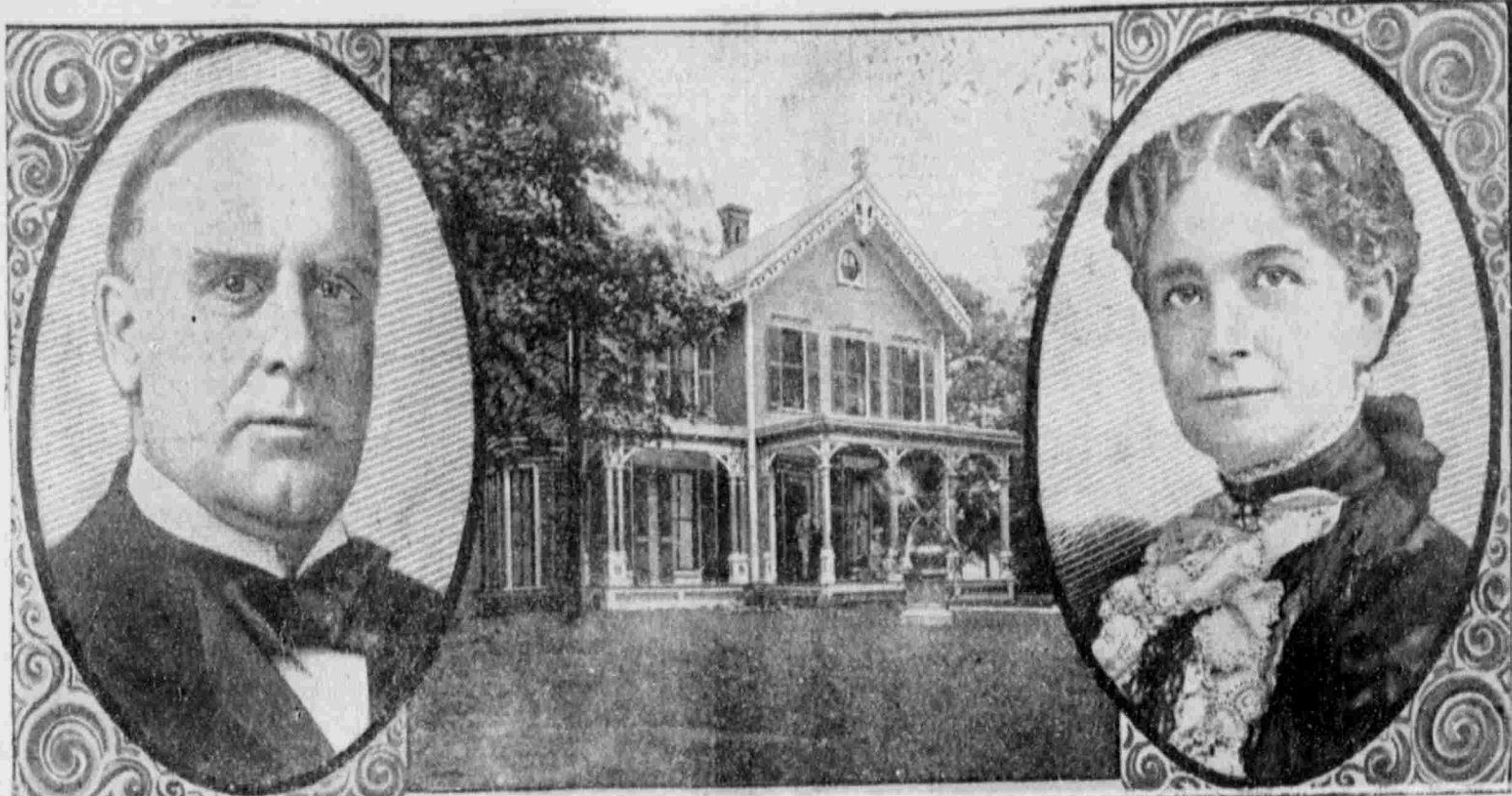
OSMAN PASHA

Strongly Suspected by Abdul Hamid II of Complicity in a Conspiracy Against the Throne.



Trembling in the house of his relative Mahmoud Pasha, at Paris, is Osman Pasha, cousin of the late leader of the same name, known the world over as the "Hero of Plevna." Although a division-general and long a favorite at the Ottoman court, Osman has had the misfortune to make the sultan suspicious of his loyalty, with the result that he finds the air of Constantinople suddenly unhealthy.

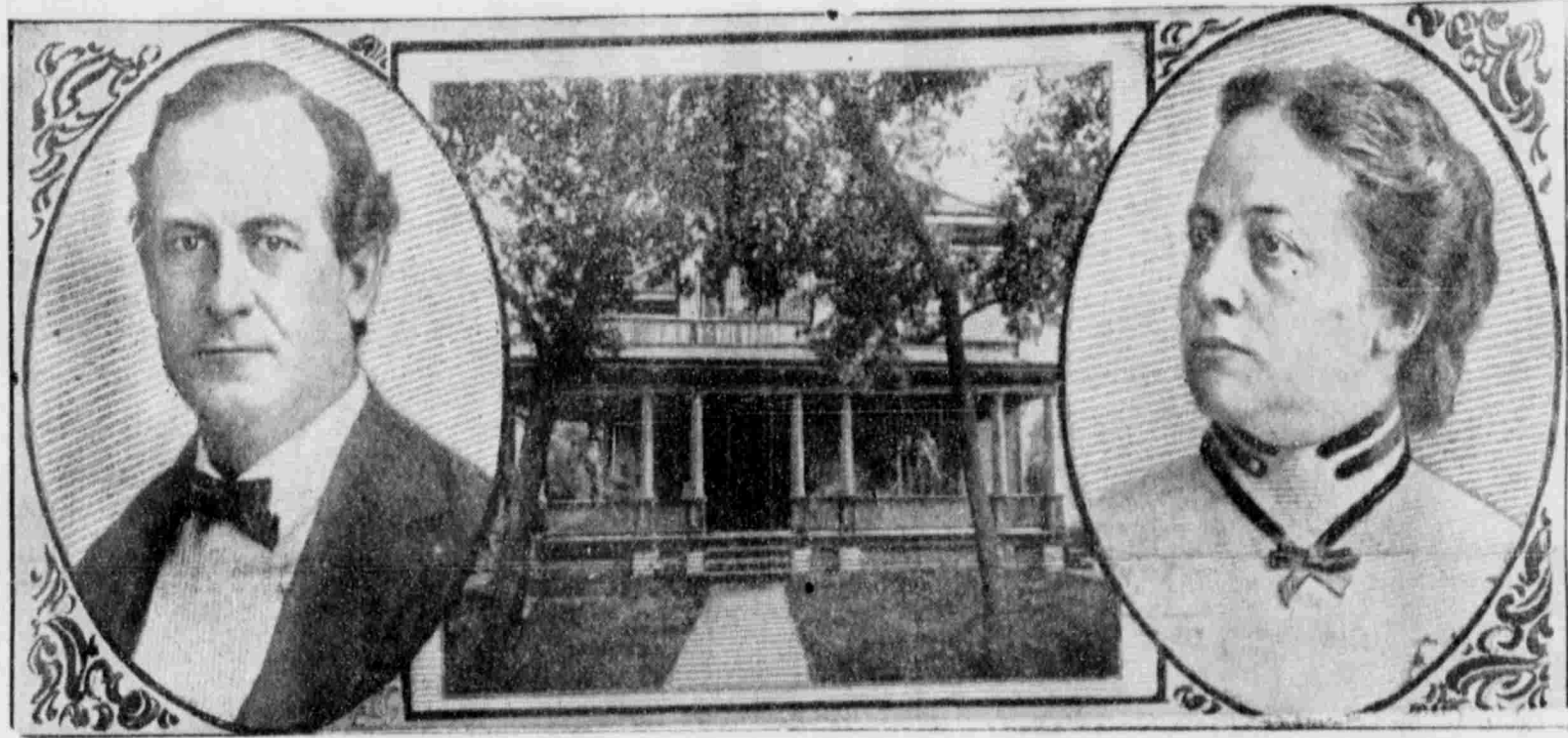
PRESIDENT AND MRS. MCKINLEY AND THEIR CANTON HOME.
Where the Republican Nominee for the Presidency Will Receive the News of the Election by Private Wire on the Night of November 6



All the world is interested in the result of our presidential election, but none, of course, so much as the candidates. Here are portraits of President and Mrs. William McKinley and their home at Canton, where they will receive returns over a private wire on the night of November 6.

COLONEL AND MRS. BRYAN AND THEIR LINCOLN HOME.

Where the Democratic Nominee for the Presidency Will Receive the News of the Election by Private Wire on the Night of November 6.



Everywhere on earth nations and men are awaiting eagerly the result of our presidential election. Naturally, the candidates themselves are more anxious than anybody else. These are the newest portraits of Hon. and Mrs. William Jennings Bryan and the latest photograph of their home at Lincoln, Nebraska, where they will receive the returns on the night of November 6 over a private wire.

and the whole will be crowned with bronze figures of Victory heroic in size. The monumental and memorial character of the bridge will be further carried out along the entire length of the roadway, where bronze statues of celebrated Americans are to be placed on either side. The sculpture and ornaments will, if the plans are carried out, be placed where the artistic requirements call for them without regard to expense. It is gratifying that in the preparation of the design the high character of the structure has always been kept in mind and vulgar overornamentation avoided as being worse than useless.

Whether the nation's solons, when they reassemble here in December, will be inclined to favor this great undertaking upon which residential Wash-

ington has set its heart I am unable to say, but apparently they have ever been favorable to them. The construction of a bridge across the Potomac extending from the Naval observatory grounds to some point in Arlington would open up a much needed line of communication between the city of Washington and the National cemetery and the adjacent country, while nothing could be more fitting as a memorial to the lofty sentiment of American patriotism than the erection of such a magnificent structure as is outlined in the plans of the Memorial bridge between the capital of the nation and the city of its heroic dead. Its broad roadway and spacious promenade would constitute with the tributary avenues at either end, one of the most beautiful and impressive boulevards in the world.

LINCOLN'S MISCALCULATIONS.

Figured Out the Population in 1862 at 108,208,415 for 1900.

Director of the Census Merriam's estimate of the probable total population of the United States for 1900 as 16,000,000 is a great disappointment to the statisticians and calculators who for a year or two past have been claiming the census enumeration for 1900 would show a population of 30,000,000, or even in excess of that figure.

For fifty years or more elaborate and carefully prepared advance estimates have been made of the total number of people in the United States at each incoming decade, and in scarcely any instance, if any, have these statistics been found to be anywhere nearly as approximately accurate. President Lincoln was one of those who, many years ago, undertook to forecast the probable future population of the country. His figures were liberal, indeed, but he was entirely confident time would demonstrate the soundness of the calculations upon which he based them. If Mr. Lincoln were now in the land of the living he would find it necessary to revise his figures very materially.

In his second annual message, sent to Congress December 1, 1862, Mr. Lincoln advocated at great length his plan for compensation for slave property. As is well known, his theory was that pay

for slaves would have great weight in inducing the Southern States to rejoin the Union. To pay for the slaves of the South, of course, require an enormous amount of money. To distribute and lighten the burden his proposition was the slave States should have, until January 1, 1900, to accept the terms of the proposition. This would distribute the time of payment through thirty-seven years. Mr. Lincoln devoted considerable space to the argument that this provision would make the burden easy. He then entered upon an interesting calculation to show that the steady increase of population would still further tend to lessen the difficulty of payment. The census of 1890 showed a population of 31,447,790. Mr. Lincoln figured up the probable increase for each decade down to 1900, when he placed the population at 108,208,415. As the figures now show he was only about 27,000,000 out of the way. He was so pleased with his calculations, however, that he went on until 1950, when he reckoned the population at 251,639,914. He will be much more out of the way then than he is now. Still he would have every reason to be satisfied in 1900 with the really wonderful progress of the country.—Baltimore Sun.

A LOUD CALL FOR THE BESPEME

Never before was the call for trained men so loud as now. They are in demand everywhere. Not only in the professions, but also in business houses, manufacturing establishments, and even on the farm, they are in great demand. The farmer who understands chemistry, who is able to analyze the forces of nature, to mix brains with his soil, will be the great farmer of the future. There is an increased demand everywhere for college-educated men. We find them occupying the best positions

WHERE THE MONEY TO RUN THE EXPOSITION CAME FROM.

Special Correspondence.

Paris, France, Sept. 29.—Now that the exposition is in full blast, all the advertising completed, and a steady current of visitors flowing in from all parts of the world, the managers have a chance to balance their accounts. The money for the great fair was raised as follows: The management obtained 20,000,000 francs (\$4,000,000) from the government; 20,000,000 francs more from the city of Paris, and from the public, in the form of bonds, 65,000,000 francs (\$13,000,000) or a total of \$21,000,000. Numerous contracts were made with exhibitors and the owners of restaurants, kiosks, etc., at rates that were very high for the latter. The figures for these are not yet published, but the total must be enormous. The public is now beginning to ask what it has obtained in return for the \$21,000,000 invested, and the management accused of not having kept its promises. It was stated that the exposition would be opened on the 15th of April, or three weeks earlier than that of 1889. It is true that it was opened about that date, but in a chaos of readjusting, dust and incomplete construction. Further, it was promised that the exposition should be opened regularly of evenings, when the restaurant keepers would have an excellent opportunity for profit. The exposition was at first closed at six o'clock, then at seven, and it was not until the middle of June that it presented, after nightfall, a bright and dark stretch of lonely buildings. This was partly due to the lack of electricity, the plant for which did not act properly throughout the grounds until towards the end of June, thus postponing for ten weeks the illumination of fountains, evening fete, etc., not to mention the loss caused to the exhibitors whose apparatus was dependent upon electrical force for working.

In the prospectus of the exposition, issued some years ago, it was estimated that, since there were 11,000,000 people at the fair of 1889, 13,000,000 at that of 1878, and 15,000,000 at that of 1859, it would not be too much to count on 16,000,000 in 1900. As a matter of fact, up to the end of July, or during rather more than the first half of the exposition, the number of tickets taken was 14,500,000. If this percentage be maintained, or even increased, it is nevertheless impossible to predict that on the 15th of November, the day of closing, there will be a total of more than 40,000,000. The stockholders will lose heavily, as well as those who have paid high fees for the privilege of opening places of amusement or eating establishments in the grounds. Paris townsmen are complaining that the exposition is a failure to keep promises made in prospectuses, and add that although the general manager, M. Picard, may be absolved for fraudulent intentions, he had no right to deceive others.

STRAUS STIRS UP THE SULTAN.

Unless Abdul Hamid II Pays Us \$90,000 for Damages Done to Americans During the Armenian Autroities Forces Will be Used.



Uncle Sam has made up his mind to stand no more demerit nonsense from Turkey. Hon. Oscar Straus, our minister at Constantinople, is putting the screws to the sublime porte for the payment of the \$90,000 due Americans who suffered in the Armenian massacres of five years ago, and it is generally understood at Washington that we will declare war on the unrepentant Turk unless he pays soon. These are the latest photographs of Sultan Abdul Hamid II and United States Minister Straus, who are conducting the controversy.

presented an invention worthy of part of the prize—10,000 francs, or about \$2,000. All sorts of apparatus were submitted, including life boats, life saving bells, and rafts of light steel, occupying but little space. The jury finally declared that if the Pollock heirs wished to continue the competition, inventors should be requested to limit the scope of their devices to improvements in the security of ships and in methods for saving the entire vessel with the passengers, in case of accident, without essentially changing the usual plan of ship construction or involving excessive expense. It is suggested that the heirs have consented to this arrangement, and the next competition will take place in the autumn of 1901.

PINK HORSE SHOW.

Several days ago there arrived in Paris two dozen Russian horses for the exhibition which is to take place at Vincennes in September. This exhibit, although it has not received much attention in the papers, will be the most important in its line that has ever taken place in France, and more than 1,500 horses are to be in line. Turkey, Hungary, Austria, Germany, Belgium, Holland and Persia being represented. There is a few specimens from Italy and England all to be displayed, and so far as I can learn none at all from the United States. One English horse will be among the most costly in the exhibit, being valued at \$10,000. The Russian collection, however, is considered the best sent by any one country, and contains some excellent specimens, although the superb black stallions were lost on the way, being unable to endure the fatigue of the journey. One died in Germany, and another within the city of Paris, not far from the stable door. This horse belonged to a Russian grand duke, who had recently refused 16,000 rubles for him.

Among the interesting examples is a cross between the Arabian and Russian horse, a hardy and well-shaped animal, about medium size, of the general appearance of the Arabian horse, but with heavier bones and a broad back. The Cossack horse, which was used in the Russian army, and beginning to be employed by the military forces of other countries, (General French, in the Transvaal, has two hundred for vanguard service) is also strongly built. The Polish horse is of the type that served for the Roman and Greek sculptors in ancient times. Another specimen is the Ardennes horse, huge and heavy in frame with strength in proportion, and yet free from clumsy, and walking with a comparatively light step. These animals are especially suited for plowing in Russia, where the soil adapted to cultivation extends to an unusual depth.

LONDON'S "BIG BEN."

How many people know why London's famous clock is called "Big Ben"? The name, in fact, is that of the hour bell, which weighs 13 tons 11 cwt, and was so called after Sir Benjamin Hall, who was first commissioner of works in 1859, the year in which the clock was first set going in the tower. It had, however, been in motion in the manufactory for some years before that date. Each of the four dials is 22 feet 6 inches in diameter, and the clock is 180 feet above the ground. The quarters are struck on four bells, weighing from one ton to four tons each.

The large bell cracked before leaving the foundry, and a similar fate befell the second bell of the same size, the hours being struck for several years on the largest of the quarter bells. "Big Ben" the second after undergoing repairs was again brought into use and has performed satisfactorily ever since. The clock mark never takes on less than 50 minutes to wind, but the striking parts require five hours each. It should be remembered that the first stroke of "Big Ben" denotes the hour, the smaller bells indicating the quarters by the first stroke in each case.—London Sphere.

SHERMAN AND STEVENSON.

In his atelier in the rue de Bagneux Mr. St.-Gaudens is finishing the medalion of his friend Robert Louis Stevenson, to be cast in bronze for the Cathedral of St. Giles in Edinburgh. Above and below the figure will be Stevenson's prayer, which he wrote himself. "I love to think that that beautiful prayer will be preserved in bronze in a cathedral." Mr. St.-Gaudens said to me. He told this anecdote of a meeting between the great writer and Gen. Sherman when the former was already ill and the latter was old, and had forgotten or lost all interest in everything but his battles. "Gen. Sherman," said Mr. St.-Gaudens to him, "Mr. Robert Louis Stevenson would like to make your acquaintance." "Robert Louis Stevenson?" said the old general. "Who is he? One of my men?" Mr. St.-Gaudens explained. The great writer came and was introduced. "Oh, yes, Mr. Stevenson," said the general. "Were you one of my men?" A third time this happened. And then the general, really seeing the sympathetic young writer, began to talk of his battles, and in five minutes more the two men were down on the floor with maps, following excitedly the old campaigns.—Katharine De Forest, in Harper's Bazar.