



PROPOSED 700-FOOT SKYSCRAPER FOR PITTSBURG. To cost, exclusive of site, two million dollars. If built, it will be the highest structure occupied for business purposes in the world.

(Palmer & Hornbostel, of New York, and J. Maurice Trimble, of Pittsburgh, architects.)

BRIDGE PROJECTS.

Two Proposed Over North River and Two Under Way Over East River.

Those in whose minds the amount of recently published detail concerning the construction of tunnels under both the North and East rivers has given rise to the impression that bridges, as conceived with travel in greater New York, are getting to be "back numbers" and rather out of date may be surprised to learn that bridge projects, both municipal and private, were never, according to their promoters, more alive in New York than at the present moment. Indeed, so considerable is the interest in bridge construction that an interstate commission, made up of representatives of the states of New York and New Jersey, is even now considering the feasibility of bridging the North River. This commission has examined into previous projects for the bridging of the Hudson. These are two in number, and, although the charters of both the private companies backing them date back many years, the promoters of each are still much in earnest and ready to go ahead with their work at once under certain conditions.

Former Bridge Commissioner Gustav Lindenthal, who is the engineer in charge of the plans of the North River Bridge, said the other day that his company now plans to apply to the federal government for the right to change its location from 23d street to a point somewhere between 30th and 39th streets. Mr. Lindenthal says the reasons which prompted the promoters of the project to ask for a Manhattan terminal at 23d street have now ceased to exist. This bridge, which he declares will be the longest in the world, was originally designed to accommodate both steam and electric railroads as well as other travel. Because the railroads are now to use the tunnels in coming from New Jersey to New York, the plans with those accommodations at first made for the railroads. A feature of the remodelled plans, Mr. Lindenthal says, is the exceptional facilities to be offered for automobile travel. With this end in view, the bridge will connect on the Jersey side with the Hudson County Boulevard. He further says the total length of the main span and the spans of the approaches will be 6,000 feet. The proposed length, with the approaches, will be about two miles, and it will take the average person forty minutes to cross it on foot. The structure will be 140 feet wide, with a roadway of 50 feet in the center and a 15-foot promenade on either side. The remainder of the space will be devoted to trolley tracks and to the room required for the superstructure. It will have four great steel towers, each 600 feet high. It will be a suspension bridge, and each of the great supporting cables will have a diameter of about eight feet. The span will be 150 feet above the river. The cost of the structure is placed at between \$50,000,000 and \$70,000,000, according to the cost of the right of way for the approaches,

which Mr. Lindenthal says has grown in the last six years from 100 to 300 per cent.

Charles H. Swan, secretary and treasurer of the New York and New Jersey Bridge Company, holding a charter for the construction of a bridge at 50th street, across the North River to the Jersey shore, said the other day that the tunnels will not affect the project of his company. Instead of being discouraged by the outlook, plans now to construct a double decked instead of a single decked bridge, the lower deck being given up to railroad freight traffic and trolleys and the upper deck to automobile and general traffic.

"The tunnels," said Mr. Swan, "have made absolutely no provision for railroad freight traffic or for automobile travel. There is now just as much demand for this bridge as there ever was."

Part of the project calls for the construction of an elevated promenade erected over a freight track, the service extending along the waterfront from 80th street to the Battery. This is the scheme which, designated as the "West street arch," received Governor Odell's veto. The company considers this vital to the success of the scheme, and both General James S. Clark, Surveyor of the Port of New York, who is president of the company, and Mr. Swan, the secretary and treasurer, are hopeful that it may yet find favor with the Sinking Fund Commissioners, who now have the matter before them. The project also contemplates a terminal between 40th and 51st streets, in Broadway, to be connected with the bridge at 50th street by a winding approach. The bridge is to be of the familiar suspension type. The estimated cost of the entire work of the approaches is \$22,000,000 and that of the main span of the bridge is \$75,000,000. Mr. Swan says the money is ready with which to begin building as soon as the company feels sure of adequate freight handling facilities. The total width of the bridge will be about 160 feet, and its span will be 155 feet above the level of the river. The plans have recently been changed from those of a six-track to those of a ten-track bridge, and the total spread of the span has been reduced from 3,220 to 2,750 feet, through the consent of the Secretary of War to the relocation of the pier heads.

While the states of New York and New Jersey and private capitalists are busying themselves with the problem of bridging the North River the city of New York is going steadily ahead with its plans for the further bridging of the East River, regardless of the fact that the tunnels beneath that river are being rapidly placed in condition for operation. The city has well under way the Blackwell's Island cantilever bridge. Work on the foundation for this structure was begun in 1901, and the superstructure is now well advanced. Those who have watched the big cantilevers pushing their noses out slowly over the channels toward the Manhattan and Long Island City sides of the river say they can literally see the big bridge grow. The Manhattan terminal of the bridge is to be at 60th street and Second avenue, and the Long Island terminal at Jane street and Jackson avenue,

Long Island City. The total length of the bridge is 8,231 feet, and the length from the pier in Manhattan to the pier in Queens is 3,724 feet. The length of the Manhattan anchor arm is 400 1/2 feet, the length of the west channel span 1,182 feet, of the island span 630 feet, of the east channel span 984 feet and of the Queens anchor arm 459 feet. There are two trusses spaced sixty feet apart. The roadway of the river spans is 145 feet 3 inches above the mean high water, and the clear head room under the bridge is 128 feet. The grade on the bridge is 3.41 feet in 100 feet. The bridge will carry on the lower floor a roadway thirty-six feet wide between curbs and four trolley tracks; on the upper floors, two elevated railroad tracks and two footwalks, each about fifteen feet wide. Provision for two additional elevated railroad tracks have been made in the design. The total width of the bridge is eighty-eight feet. The weight of steel in the superstructure is 500,000 tons. The bridge is proportioned for a regular traffic load of 8,000 pounds per lineal foot, or a maximum congested load of 16,000 pounds a lineal foot. The bridge with approaches will cost about \$15,000,000, and the contract time for its completion is September 20, 1907.

The eastern cantilever arm of the bridge was completed last week. This now extends out over the channel 459 feet toward Long Island. The central span, 630 feet long, is finished, and the western cantilever arm, now reaching out 400 feet toward the Manhattan shore, will be finished in about six weeks.

After long delays and wrangling over the contracts work on the approaches to the proposed Manhattan Bridge, to extend from the Bowery and Canal streets in Manhattan to Myrtle avenue, between Gold and Prince streets, in Brooklyn, is now proceeding fairly well. This is to be a wire cable suspension bridge, and the estimated cost was fixed at \$15,533,000, of which \$8,552,000 is for the structure, \$4,000,000 for land in Manhattan and \$2,981,000 for land in Brooklyn.

The Henry Hudson Memorial Bridge across Spuyten Duyvil Creek is another of the new bridges proposed. The Interstate Bridge Commission is also considering the construction of two small bridges across the Kills, to connect Staten Island and New Jersey.

HIGHEST IN THE WORLD  
Forty-five Story Municipal Building  
Proposed for Pittsburg.

Pittsburg, April 27.—Towering 700 feet high, surmounted by 40-foot dials of a large clock symbolizing Justice's sleepless eyes, will be the steel and granite structure, 80 feet square, that is to be placed in the center of the Allegheny County Court House, where the roadway is now, if the plans submitted to the County Commissioners are adopted. Palmer & Hornbostel, of New York, and J. Maurice Trimble, of Pittsburg, made the drawings.

Ample room for all the legal business of the county would be provided by the scheme. It is stated, and county officials who viewed the drawings were much impressed. The cost of the proposed enlargement would be about \$2,000,000, but it is said the additional would be ample for all purposes for years to come, and that it is not necessary to buy any more ground, and that already secured could be disposed of.

No change would be made in the present courtroom, except as to the 30x120-foot roadway in the center, and the beauty, as is asserted, of the old building, which is one of the finest pieces of architecture in the United States, would be made more impressive with the new structure of about forty-five stories in the center.

With the tower 120 feet from any other structure, there would be no lack of light and air, either when the structure is completed or in years to come. It is the intention of the new building for courts, so that the whole of the present building can be used for offices.

There would be elevators entering into the building from all four sides of the present building. Instead of the main or front entrance to the building, occupying the center of the building, as at present, there would be two smaller entrances from Fifth avenue, Eleventh and Market streets. Elevators would be on the Grand street side of the new tower. The main tower would be connected with the present tower by a bridge, which would be made of steel, "connecting the courthouse with the jail rotunda would be 70 by 70 feet square and 90 feet high.

The architects claim the proposed improvements could be completed in eighteen months. The new tower would be a modern structure, with a total of 125,000 square feet of courtrooms being 25 feet high.

The county would be required to purchase additional property on the Grand street side of the new tower, in order to provide for extensions to provide more room.

By selling this property and other properties purchased from the county, it is estimated that the sum required to make the proposed improvements.

In figuring the cost of the proposed improvements the architects base their estimates on the cost of similar buildings erected in recent years in New York and other large cities.

NATIONAL GUARD NEWS.

Under the order issued by Governor Hughes concerning details for camp and post service and for carrying with the 1st and 2nd regiments, Gen. G. Moore Smith, commanding the First Brigade, will be in command of the camp at Peekskill the entire season. None of the organizations ordered to duty at camp are in General Smith's command. Major General Rose, who has been in command of the camp, has been transferred to the War Department to detail the commands selected for duty with the coast artillery in June rather than in May.

An election for a major in the 2d Regiment will be held to-morrow night, and it is understood that Captain A. H. Dyett, senior lieut. in the regiment, will be the unanimous choice. There was a big surprise at the election for a first lieutenant in Company K last Monday night, which resulted in the choice of Private S. Ekan over the head of Second Lieutenant Griff. As a result of outside opposition to his election, he has notified the company that he will not accept the position.

Colonel Fouts of the 14th Regiment has ordered a parade of the regiment for divine service in the cathedral on Sunday afternoon, May 12.

A parade for divine service in St. Patrick's cathedral will be made by the 12th Regiment this afternoon.

Members of the 2d Signal Corps will hold their annual dinner on May 4.

Privates Busse and Catlin, of Company F, 7th Regiment, have been authorized to arrange for a set of games when the regiment goes out for duty at the harbor forts this summer. There will be both handicap and novice events, and also a special race for the summer friends of the company. Numerous prizes will be offered.

Major Austin of the 8th Battalion has received with regret the resignation of Captain E. Steiger, jr., of Company K, on account of illness.

Company G of the 12th Regiment will hold an entertainment and reception at the armory on Friday evening, May 2.

Veterans of Company K, 4th Regiment, will be reviewed with the active company at the armory by Senator Fueller on the night of May 2.

Governor Hughes will review the 71st Regiment in its armory next Saturday night.

The 23d Regiment will proceed to Creedmoor on May 18 and 19 for rifle practice. Instead of on May 17 and 18, as originally ordered.

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As consequence of the continued unseasonable weather the sale of our Women's Fine Trimmed Street and Dress Hats

has been correspondingly lessened. The natural consequence has been that our workrooms have produced more hats than we have sold.

Therefore you may come here Monday and find the very best bargain in New York.

Women's Trimmed Hats at \$14.50 Trimmed Dress, Carriage or Street Hats. At any other time they would easily command \$20.

Women's Trimmed Hats at \$10 Dress and Street Hats that at any other time would easily command \$15.

Women's Trimmed Leghorn Hats, \$7.95 At any other time they would command \$12 each.

Large Tuxedo Sailors at \$6.50 with a swell trimming of wings and feathers.

Sale of Untrimmed Chip Hats at 95c. In the best shapes of the season, including the large Lucille Sailor, only in Tuscan color and black.

Women's \$3.50 Suede Gloves, \$1.79

Women's \$3 Black Glace Kid Gloves, \$2.29

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A superb collection of fine Dress Waists, in the latest effects in Lace, Nets, Silks and Lingerie, at prices that make this sale of unusual interest.

150 Lingerie Dress Waists at \$6.95.

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\$1.50 Plain and Fancy Wool and Silk Voiles, \$1.15

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Some of the patterns come in neat bars, with fine colored hair lines, forming a very fetching check and plaids. There are both all-wool and all-silk weaves in a crisp medium mesh and including all the newest and rarest Paris shades. Special price \$1.15 a yard.

\$1.25 Tailor Suitings at 85c.

65c All-wool Chiffon Batiste at 49c.

\$1.50 Imported Cream Coating Serge at \$1.

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THE verdict went the round of New York that this Simpson Crawford sale of Women's Muslin Undergarments meant bigger savings on the best grades of Underwear than were known in many a month.

Consequently, in spite of bad weather, the undergarment section was as busy as a nest of bees all last week, and, measuring by the patterns come in neat bars, with fine colored hair lines, forming a very fetching check and plaids. There are both all-wool and all-silk weaves in a crisp medium mesh and including all the newest and rarest Paris shades. Special price \$1.15 a yard.

65c for \$1.25 Corset Covers.

Walking Skirts, \$1.25 for ten pretty styles in cambric or muslin skirts, trimmed with deep embroidery, ribbon and edge.

French Hand Made Underwear, 74c for \$1.50 French hand made Chemises and Corset Covers.

\$2.89 for \$5.50 Silk Kimono Gowns.

98c for Infants' \$1.50 Dresses.

Belfast Linen Mesh \$3 Underwear at \$1

A long day's buying did not deplete the full lines of sizes of styles in the vast stocks of this world-famous underwear, which we secured at so remarkable a departure from usual prices.

Those who are acquainted with the durability, strength and superior merits of Belfast Underwear will be pleased to know to-morrow we will continue this great sale of

\$3 Linen Mesh Underwear for Men, Women and Children at \$1.

There is no make of underwear that has so many advocates among the medical profession; none so much worn by all kinds of delicate constitutions. It is scientifically made, every fiber pure linen. In a peculiar weave that permits the pores of the skin to breathe; absorbs the perspiration, thus preventing colds, rheumatism and pneumonia.

This Underwear will be found on sale to-morrow on the main floor at the special price of \$1 a garment.

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Grand Coupon Specials for Monday and Tuesday.

\$3.00 Gold Glasses, 50c

Cut This Out

and it will entitle you to an Eye examination by our noted Graduate Eye-Specialist, J. Hogan, and either a fine gold Eye-glass or Spectacle, and it will cost you only 50 cents for all. Special Monday and Tuesday only.

\$3.50 Sample Razors 49c

Cut This Out

Present this ad, and you can get a fine full concave, highly polished, imported sample razor that retails for \$3.50 at 49c. Positively none sold without this coupon.

\$20.00 Rogers \$5.98

ROGERS 39c SPOONS

Sale Monday and Tuesday.

Cut This Out. SPECIAL

For Hotels and Restaurants

Genuine Rogers Tea Spoons, value \$1.00 per doz. 39c

Genuine Rogers Table Spoons, value \$1.00 per doz. 98c

Genuine Rogers Table Forks, value \$2.00 per doz. 98c

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