

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 & Hornho tel, of New York, and J. Maurice Trimble, of Pittaburg, 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 concerned with travel in greater New York, are getting to be "back numbers" deck bern; given up to railroad freight traffic and rather out of date may be surprised to and trolleys and the upper deck to automobile learn that bridge projects, both municipal and and general traffic private, were never, according to their promaters, more alive in New York than at the present moment. Indeed, so considerable is the instate commission, made up of representatives ever was." of the states of New York and New Jersey, is even now considering the feasibility of bridg- of an elevated promenade erected over a freight ing the North River. This commission has ex- track, the service extending along the wateramined 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,

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 com-pany in the least. Indeed, Mr. Swan says his contrany, hastead of being discouraged by the eutlook, plans row 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 which Mr. Lindenthal says has grown in the

"The tunnels," said Mr. Swan, "have made absolutely no provision for railroad freight traffic or for automobile travel. There is now terest in bridge construction, that an inter- just as much demand for this bridge as there

Part of the project calls for the construction front from 59th street to the Battery. This is NATIONAL GUARD NEWS. the scheme which, designated as the "West street grab," received Governor Odell's veto. The mpany considers this vital to the

NEW-YORK DAILY TRIBUNE, SUNDAY, APRIL 28, 1907,

Long Island City. The total length of the bridge is 8,231 feet, and the length from the pler in Manhattan to the pier in Queens is 3,7241/2 feet. The length of the Manhattan anchor arm is 4691/2 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 143 feet 3 inches above the mean high water, and the clear head room under the bridge is 138 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 450 feet long, is finished, and the westerly cantilever arm, now reaching out 400 feet toward the Manhattan shore, will be finished in about six weeks. the upper floors, two elevated railroad tracks

400 feet toward the Manhattan shore, will be finished in about six weeks. After long delays and wrangling over the con-tracts work on the approaches to the proposed Manhattan Bridge, to extend from the Bowery and Canal streets in Manhattan to Myrtle ave-nue, between Gold and Prince streets, in Brook-lyn, is now proceeding fairly well. This is to be a wire cable suspension bridge, and the esti-mated cost was fixed at \$15,\$33,600, of which \$9,552,000 is for the structure, \$4,000,000 for land in Manhattan and \$2,281,600 for land in Brooklyn. Brooklyn

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



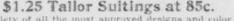
he courtracems being 26 feet high. The county recently purchased property in Dia-tond street for \$750,000 and a similar sum likely onld be required to purchase additional property eccessary for extensions to provide more room in a courthouse.

ribuse. Inc this property and other properties pur-some time age, the county will have more some time age the county will have more of the sum required to make the proposed ments.

in figuring the cost of the proposed improvements is architects base their estimates on the cost of milar buildings exected in resent years in New ork and other large cities.

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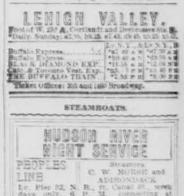
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OSTOR and I II. RIVER LINE da. Fares reduced to

rs of both are still much in carnes and ready to go ahead with their work at once under certain conditions.

Former Bridge Commissioner Gustav Länden thal, 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 59th streets. Mr. Linden thal says the reasons which prompted the promotors 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 of the bridge will be modified only to do away with those ac commodations 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 wiew, the bridge will connect on the Jersey side with the Hudson County Boulevard. He further says the total length of the main span between the faces of the anchorages 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 centre and a mainder 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 660 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 \$50,000,000 and \$70,000,000, according to the

the scheme, and both General James S. Clarkson, 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 Commisdoners, who now have the matter before them, The project also contemplates a terminal between 49th and 51st streets, in Broadway, to be onnected with the bridge at 59th street by a winding approach. The bridge is to be of the familiar suspension type. The estimated cost of the suspended structure alon- is \$22,000,000 and that of the entire work of the approaches is daced at \$75,000,000. Mr. Swan says the money s 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 100 feet, and its span will be 155 feet above the level of the river. The plans have recently been changed from those of a sixtrack to those of a ten-track bridge, and the total spread of the span has been reduced from 3,220 to 2,730 feet, through the consent of the Secre-

tary of War to the relocation of the pier heads. While the states of New York and New Jersey and private capitalists are busying themseive 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 15-foot promenade on either side. The re- 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 Man cost of the structure is placed at between hattan terminal of the bridge is to be at 60th street and Second avenue, and the Long Island cost of the right of way for the approaches, terminal at Jane street and Jackson avenue,

duty with the United Statest coast artillery, Gen-eral George Moore Smith, commanding the First Brigade, will be in command of the camp at Pecks-kill the entire season. None of the organizations ordered to duty at camp are in General Smith's brigade, belonging all of them to the headquar-ters of Major General Roe, who has been in com-mand of the camp hitherto. General Roe has re-quested the War Department to detail the com-mands selected for duty with the coast artillery in June rather than later.

An election for a major in the 22d Regiment will he held to-morrow night, and it is understood that Captain A. H. Dyett, senior line captain in the Captain A. If Dyett, senior line captain in the regiment, will be the unantimous choice. There was a big surprise at the election for a first lieutenant in Company K issue Monday night, which resulted in the choice of Private S Elikan over the head of Second Lieutenant Grieff. As a result of outside opposition to his election, he has notified the com-pany that he will not accept the position.

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

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

Squadron A. under command of Major Bridgman. will parade this afternoon for divine service in the Church of the Heavenly Rest.

Members of the 2d Signal Corps will hold their innual 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 handleap and novice events, and also a special race for the women friends of the company. Numerous prizes will be offered.

Major Austin of the 8th Battailon has received with regret the resignation of Captain E. Steiger, ir., of Company K, on account of business.

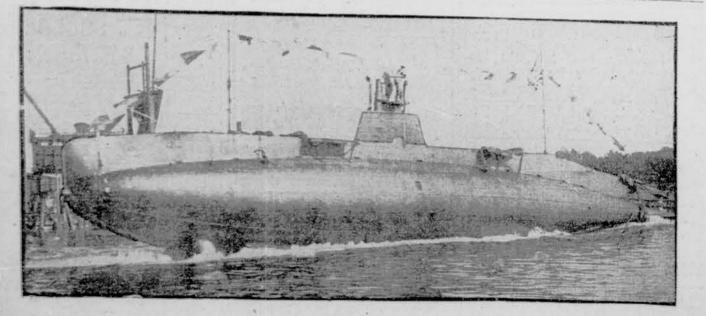
Company G of the 13th Regiment will hold an entertainment and reception at the armory on Friday evening, May 2.

Veterans of Company K. 47th Regiment, will be reviewed with the active company at the armory by Senator Foelker on the night of May 3.

Governor Hughes will review the 71st Regiment

in its armory next Saturday night. The 23d Regiment will proceed to Creedmoor on

May 18 and 24 for rifle practice, instead of on May 17 and 18, as originally ordered.



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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, meas-uring by that, to-morrow and the days following will be of great netivity, for we've added new lots that contain even greater values than any that have gone before.

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25c. for cambric drawerstrimmed with cambric ruffle; tucked and hemstitched. \$1.98 for \$2.98 French hand made Gowns, Drawers and 50c, for cambric drawerstrimmed with deep embroidery Covers. \$3,98 for \$5.00 French hand ruffle; others with ince insermade Night Gowns, Drawers, Chemises, Skirts and Corset Covers; all hand embroidered, finished with ribbon. tion and edge.

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\$2.89 for \$5.00 Silk Kimono Gowns. In pretty Japanese and other designs; solid silk borders,

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