NEW YORK BUDGET

Something Great in the Way of Electric Power

THE USUAL BRIDGE SCARE

Promoting Friendly Relations With Japan—Passing of the Fifth Avenue Hotel—Salvation Army Finances Charity With Waste Paper.

NEW YORK, July 6.—The combined capacity of the various public and private plants which furnish light and power to the island of Manhattan closely approximates 1,250,000 horse power. A prominent electrician who denies even the remote possibility of such a catastrophe, admits, "theoretically" that if all this electric force were to escape the bounds of insulation at one time, New York would be reduced to a smoking waste of gray ashes in the space of a single night. A few days ago those who happened to be in the vicinity of the New York Central viaduct at 126th Street and Park Avenue witnessed on small scale, a graphic illustration of how this would happen. And that is known about the matter is that in some way a short circuit was formed on the feed cable which runs along the viaduct, and that the whole current of 100,000 horsepower at a presure of 12,000 volts was relaxed. Suddenly there was a loud report like that of cannon. Simultaneously flames darted upward, downward, and along the cable for a block in either direction with lightning swiftness. Then came a roar of explosions that sounded almost like the continuous rattle of a gatling gun. There is no woodwork on the viaduct except the ties, which are embedded in stone ballast; but five seconds after the first report, the entire structure appeared to be blazing, and a huge cloud of smoke rolled up. Then streams of molten iron and copper began pouring down into the street like so much water, and heavy iron pipes, wires and steel rails melted into a white hot fluid as if they were made of wax. Firemen dared not turn on a stream of water for fear that it would act as a conductor and cause them to be electrucuted. For half an hour the destroying current had its way. Then it was turned off at the power house and the fire extinguished.

Despite alarmist reports of impending trouble with Japan growing out of the San Francisco episode, the Japan Society of America, which was organized during the visit of General Kuroki to New York, continues the work of promoting friendly political and commercial relations between the two countries. The latest step has been to send two of its members, Mr. E. S. A. De Lima and Mr. Hamilton Holt, editor of the Independent, to London for the purpose of bringing about an affiliation with the Japan Society of that city. The plan is to have an interchangeable membership, after the manner of the two branches of the Pilgrim Society in New York and London. Mr. Lindsey Russell, one of the founders of the latter organization and Vice-President of the Japan Society in this city, has announced that the Society is planning to entertain Admiral Yamamota and his party, including five of the prominent naval administrators of Japan, who are expected to arrive in the United States early this month, and also a number of other famous Japanese who will visit this country within the next year. At a meeting of the Executive Committee of the Society held at the end of last week, one hundred new members were admitted, among them men of such national prominence at Hon. Cornelius N. Bliss, E. H. Harriman, Jacob H. Schiff, and General Baron Kuroki. His Excellency Viscount S. Aoki, Japanese Ambassador to the United States, was elected Honorary President, and Admiral Dewey, General Fred D. Grant, Dr. Jokichi Takamine, and Jacob H. Schiff, were elected honorary vice-presidents. Altogether it looks as if the question, "Whose Lake is the Pacific?" might, during the warm weather at least, be safely classed with that other vexing but unprofitable problem, "How Old is Ann?"

The sagging of the central span of the Brooklyn Bridge a few days ago, which resulted in tearing asunder one of the big steel suspenders unholding the roadway, gave rise to the usual series of summer rumors to the effect that a disaster was impending which would be certain to occur during the morning or evening rush, when the structure is loaded with hundreds of electric cars and thousands of passengers. As a mater of act, if the span had not sagged, it would have been more alarming, for it is built to sag in Summer and rise with the contraction of the steel in Winter, but there is always an alarmist ready to start the report that it threatens disaster. Even with the relief afforded by the new Williamsburg Bridge, the New York side of the old bridge has become the greatest terminal in the world. From it nearly a thousand trains a day are dispatched, beside 2,700 trolley cars. During the period of greatest congestion, something like 75,000 people, 600 cars and an unnumbered procession of trucks pass over it every hour. To guard against the slightest possibility of disaster, four inspectors are kept busy all the time watching the bridge and reporting to the engineers for direction in the matter of repairs. In this way it is kept in splendid condition all the time, and during the first part of Summer, when the steel expands and the passing Brooklynite comes two feet nearer the East River, the adjustment of the structure to the changed conditions of temperature is made safely and easily.

The news that the Fifth Avenue Hotel, the Madison Square Theatre, and adjacent buildings must soon disappear to make room for a great twenty-five story office building, will interest people all over the world who cherish memories of old New York. There is but one other hotel in the city and that the Old Astor House, where Dickens and Daniel Webster rested from their travels, that can surpass the Fifth Avenue in reminiscences of the past half century. When in 1859, at a cost of $2,000,000 the hotel was completed on the site of a famous old tavern, Madison Square was little more than an outlying pasture. For almost forty years it has been a centre of affairs of wide importance to the city and the nation. Men of note from all over the world made it their headquarters when they came to the metropolis, and financial deals of wide importance were consummated there. It was at the Fifth Avenue hotel in 1867 that the movement to nominate Grant for the Presidency was started, and as politicians came to frequent the place, many a plot was hatched in its corridors even before the "Amen Corner" was established by Republican politicians in the heyday of Thomas C. Platt's success as a leader. Grant was sheltered by its roof, as was every other Republican president since Lincoln, foreigners of note, men of letters, and men and women famous in many other fields. When the Prince of Wales, now King Edward VII of England, visited New York on his American tour, it was at the Fifth Avenue that he stopped. The first regiment of volunteers recruited for the Union army at the outbreak of the Civil War stopped there on its way South from New England, and after that all through the War, military and naval officers and civil leaders made the place a rendezvous. In 1887 Prince Devowongst of the Siamese royal house, and four sons of the King of Siam dined at the tables and received guests in one of its most luxurious suites. The first passenger elevator in New York was installed there, and a tablet now marks the site, just off the main corridor. Not the least interesting thing to note about the change, is the rise in real estate values indicated by the price, $7,250,000 for which the hotel has just been sold. This is almost double what it brought when the Emo estate was settled up twelve years ago.

The enormous prices to which New York real estate has risen within the last few years has been responsible for many curious structures to take advantage of small or oddily shaped lots. Of these the Flatiron Building is the best known. Plans have just been filed with the Building Department, however for the erection of a structure on what is classified in the permit application as the smallest lot in Manhattan, which is at the southeast corner of Delancey and Norfolk streets. This lot is 100 feet deep and only two and a half feet wide. As the space is hardly large enough even for the compressed quarters of a metropolitan flat, the owner has decided to erete on it a huge brick wall, thirty-five feet high, a foot thick, and reinforced with buttresses to make it steady. This novel structure will cost $5,000, and will no doubt prove profitable as investments in New York real estate usually are. The upper part of the wall will be rented out for sign boards. Below will be placed awnings and the four feet of area way which the city allows beneath them will be rented out for bootblack and fruit stands and selling booths of various kinds.

TRANSPORTATION.

TIME CARD
Astoria & Columbia River R. R. Co.

*28	*34	*24	*22	26	*30		*27	*29	*21	*23	25	
		p.m.	a.m.	p.m.		Lv. Ar.			p.m.	p.m.		
.....	.....	6.00	8.00	3.10	.....	.....PORTLAND.....	.....	.....	12.15	10.00	.....	.....
.....	.....	7.20	9.20	4.15	.....	.....GOBLE.....	.....	.....	10.55	8.40	.....	.....
.....	.....	7.35	9.35	4.27	.....	.....RAINIER.....	.....	.....	10.40	8.25	.....	.....
.....	.....	8.05	10.05	4.49	.....	.....QUINCY.....	.....	.....	10.05	7.50	.....	.....
.....	.....	8.13	10.15	4.54	.....	.....CLATSKANIE.....	.....	.....	9.52	7.40	.....	.....
.....	.....	8.32	10.31	5.23	.....	.....CLIFTON.....	.....	.....	9.15	7.04	.....	.....
.....	.....	9.40	11.45	6.02	.....	.....Ar ASTORIA Lv.....	.....	.....	8.20	6.10	.....	.....
a.m.	p.m.				a.m.		p.m.	a.m.			a.m.	
8.15	5.50	9.30	11.45	6.05	11.30	.....Lv. ASTORIA Ar.....	4.00	8.15	8.05	5.30	11.00	.....
8.55	6.40	10.05	12.05	6.29	12.3	.....WARRENTON.....	3.35	7.55	7.45	5.35	10.40	.....
9.18	7.11	10.25	12.31	6.43	1.10	.....GEARHART.....	2.29	6.57	7.18	5.08	9.48	.....
9.25	7.20	10.30	12.40	6.50	1.30	.....SEASIDE.....	2.30	6.50	7.10	5.00	9.40	.....
9.30	7.25	10.35	12.45	6.55	1.35	.....Ar. HOLLADAY Lv.....	2.25	6.45	7.05	4.55	9.35	.....

FT. STEVENS BRANCH

*40	*38	*46	*36	*44	*42		*39	*41	*33	*43	*35	*37
a.m.	a.m.	p.m.	a.m.	p.m.	p.m.		p.m.	p.m.	a.m.	p.m.	a.m.	a.m.
10.16	8.36	6.11	7.28	3.11	12.06	.....Lv. WARRENTON Ar.....	12.35	3.35	7.54	6.40	8.55	10.39
10.23	8.43	6.20	7.38	3.23	12.15	.....Ar. HAMMOND Lv.....	12.25	3.29	7.45	6.33	8.48	10.30
10.26	8.46	6.25	7.41	3.26	12.20	.....Ar. FT. STEVENS Lv.....	12.21	3.26	7.42	6.30	8.46	10.27

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