

THE WASHINGTON ARCH OF NEW YORK.

We give in the present issue a view of the Washington Triumphal Arch, which, during the recent centennial and for some weeks thereafter, stood at the lower end of Fifth Avenue in this city. It was erected by residents of North Washington Square and of Fifth Avenue below Fourteenth Street. Mr. William R. Stewart, who is now treasurer of the fund for the erection of a permanent arch, deserves much of the credit for originating the idea and for collecting the funds necessary for carrying it out.

The arch stood about 100 feet north of Washington Square, spanning Fifth Avenue from curb to curb. It was designed by Mr. Stanford White, of the firm of McKim, Mead & White, architects, of this city. The material was entirely wood for the main structure, while for its decoration *papier mache* was used. A frieze of garlands and wreaths of laurel were employed in this, carrying out the colonial style of architecture. The general design, however, followed the regular type of triumphal arch. As it was necessary to avoid ob-

A very interesting feature was the statue of Washington which stood upon its summit. This was a painted wooden image, ten feet in height, representing Washington in Continental uniform. He appeared as wearing a blue dress coat with brass buttons, buff breeches, and riding boots. This statue is a veritable antique. It is said to have been placed upon the Battery in 1792. It was obtained as a loan for the purposes of the arch through Mr. Sypher, the well-known dealer in art goods, of this city.

The appropriate design and beauty of the arch were so manifest that the centennial committee on art organized a special committee to collect subscriptions for the permanent reproduction of the arch in stone. The new committee includes Henry G. Marquand, chairman; Louis Fitzgerald, vice-chairman; Richard W. Gilder, secretary; and William R. Stewart, treasurer. The following determination has been reached and will be adhered to in the matter:

A total of \$100,000 is to be collected and devoted to the erection of the arch; it is to be made of marble;

slippery rails, etc., this time is reduced to 10 miles per hour.

"When the trains are running at full speed, they average from 18 to 23 miles per hour, varying according to weight of train, direction of grades, etc.

"The time between 23 and 10 miles per hour is lost by getting up full speed and slowing down."

By the cable roads in Chicago, the actual running time from Madison to Sixty-seventh Street, on State Street, is a mile in every 5 4-7 minutes, or, for the full seven miles, 39 minutes, and it must be borne in mind that the cars stop anywhere along the route to take up or let down passengers.

Experience of a Balloonist.

Professor King gives interesting accounts of obstacles in the way of the upward progress of the air ship. Snow is a great obstacle. It gathers on the balloon and weighs it downward. The clouds are sometimes as much as 3,000 feet thick. Often even above such a body of cloud may be seen smaller clouds with clear

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structing the sidewalks, the piers were made considerably narrower than would have been in accord with the other proportions. If the same design precisely were carried out in stone, it is thought that a tie rod would be necessary to preserve its integrity and to resist the thrust of the arch. It was painted white, so that it resembled a marble structure.

The general idea was to preserve the colonial type, itself a modified classic style of architecture, in order to make it harmonize, not only with the days of Washington, but with the locality in which it stands, as the residences upon the park are among the oldest in the city, and present many features of the colonial epoch.

The dimensions of the arch were these: Width of archway, 41 feet; height to spring of arch, 22 feet; height of archway, 43 feet; height to cornice, 55 feet; entire height, inclusive of statue on apex, 71 feet; entire width of arch, 51 feet.

During the centennial period the arch was illuminated by rows of incandescent electric lights driven from a dynamo placed in an adjoining yard; and four bunches of flags were arranged as trophies at the spring of the arch, containing the flags of many nations blended with our own. On the front and rear of the arch resting upon the keystone were placed two large stuffed specimens of the American bald-headed eagle, the larger of the two measuring seven feet six inches from tip to tip of the extended wings.

and is to be erected in the neighborhood of Washington Square; it is to be called the Washington Arch; and is to be designed by Stanford White. The four last conditions are absolute. It will of course be somewhat modified from the present design, which could not well be reproduced in stone, and it may be erected on the other side of Waverley Place, in order to obtain increased room for the piers. The hope is expressed that, being placed so far south, it shall be the first of a series of civic decorations which shall ultimately extend throughout the length of the city. Over \$46,000 has already been collected, and when \$50,000 shall have been accumulated, work will be definitely begun, as the collection of the balance will then be a matter of time only.

The Elevated Steam Street Railways, New York.

Regarding the speed attained on the elevated roads Mr. T. C. Clarke says: "The average of several trips on the Third Avenue elevated, between South Ferry and One Hundred and Twenty-seventh Street, timed by me, gives with ordinary five-car trains—seats filled, but few standing—as follows: Distance, 8.40 miles; total time, 47 minutes—10.89 miles per hour; deduct 26 stops at 20 seconds each (8 minutes and 40 seconds)—38 minutes 20 seconds running time between stations, equaling 13½ miles per hour. In this case there were no delays and the train ran rapidly; with heavy trains,

spaces in between. When within one of these spaces, the sensation is that of being in a vault. With the solid snowy clouds below you and the smaller clouds around you being by perspective brought close around, it appears as if you were in a cavern. I have been above the clouds during a snow storm, and the light of the moon shining so brightly through the rarefied air produced an illumination rather supernatural. I have very frequently passed through frozen clouds. This is where vapor has fallen below the freezing point and been congealed into a substance resembling flour in appearance. This falls, and in doing so reaches a higher temperature, where the small particles are aggregated into flakes of snow. Some clouds, however, present very much the appearance of a veil, and objects on the earth can be distinctly discerned from a position above them. I have never known of an instance in which a balloon was hit by lightning. The thunder does not make a perceptibly greater noise than when you are on the ground. The sound proceeds from the upper layers of clouds, as does also the rain; and in many cases, when the lower strata appear very violent, perfect quiet there reigns except for such motion as is produced by the rain falling through from above. The upper currents are most active, and a cyclone or a wild storm is perhaps produced according as those upper currents descend to or remain above the earth.