

THE WORLD.

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VOL. 28.....NO. 9,685

Circulation Books and Press Room OPEN TO ALL.

THE CIRCULATION OF THE EVENING EDITION OF THE WORLD

for the week ending Saturday, Feb. 18. was as follows:

Table with 2 columns: Day and Circulation. Monday: 92,040; Tuesday: 99,000; Wednesday: 88,400; Thursday: 88,640; Friday: 89,760; Saturday: 92,800. Average for week: 91,773.

SAVING THE HALF HOLIDAY.

Against the petition of the money-shavers and coupon-clippers that the Half-Holiday Law should be repealed, THE EVENING WORLD is gathering and presenting the views and wishes of the class for whose benefit the law was passed—the working people.

No one ever supposed that men who are willing to live selfishly on others' toil, without regard to their rights or necessities, wanted to have the treadmill of the toilers stopped for half a day. Their opposition was discounted when the bill was passed.

The interviews and petitions secured by THE EVENING WORLD prove the falsity of the charge that public sentiment is against the law.

BLURTING THE TRUTH.

Coal Baron PARKER blurted out the truth in regard to the cause of the Reading strike. "The real cause," he said, "was that the operators refused to deal or to have any communication with the labor organizations."

In other words, the protected coal operators, while claiming and exercising the right to combine for the purpose of limiting production, forcing up prices, and keeping wages just above the starvation point, deny the right of labor to organize for self-protection.

Will Congress and the country take note of this admission?

AGAIN THE FILIBUSTER.

If the zealous defenders of the Monroe doctrine and lovers of a fight for the sake of fighting really depart to succor the menaced Venezuelans they should first make their wills, then insure their lives, and lastly take a Saratoga trunk full of provisions and secure a return ticket.

The days of successful filibustering are pretty well over. John Bull does a little of it, under the name of war, or for the sake of protecting his money-lenders, but independent bands have a hard time of it.

The subway work will soon be resumed. We advise the fiery "annexationists" to take a job at trenching right at home.

ALL ALIKE.

The evidence wormed out of the representatives of the different Trusts by the Senate Committee is all to one effect. Under the pretense of lowering the cost of production, or cheapening the management, the purpose of one and all is to control the market, with a view of arbitrarily fixing both the price of raw materials and of the finished product.

To accomplish this, competition is killed. The owners of mills and works are paid whether they operate or not, while labor that is thrown out of employment at the mandate of the managers is left to shift for itself.

If this is not conspiracy against the public welfare, the law should make it so.

THE SHOW MANIA.

Nothing could illustrate more plainly the disgustingly sordid "show" mania that possesses a certain class of money-grabbers than the proposed purchase of Libby Prison to transport to Chicago and open as a combined dime museum and shrine for the irremediable blood-shirties.

There can be no purpose in such an exhibition, except to make money by perpetuating and pandering to the passions of a war that ended in a victory for the Union and a happy deliverance for the South twenty-three years ago.

Our best wishes go to the speculators in hate that they will lose ten dollars for every one they invest.

If the Brotherhood of Locomotive Engineers shall back up the strike of its members on the C., B. & Q. road, it will "mean business." The country will know, furthermore, that there is a good reason for the strike, and that it is really a last resort to obtain justice.

We are surprised that some of our esteemed and amiable contemporaries do not turn up as the champions of KEMP, the young order-forgoer, on the ground that THE WORLD reporter had no warrant for nabbing him.

The firm attitude of the President will prevent the passage of a Service Pension Bill; but the old Dependable Bill, to pauperize the list, is coming up in another form. So long as the surplus exists, the grabbers will grab.

SHREKLES in the rôle of a monopoly fighter is scouted by those who know him. They say "he's another." And yet robbers do sometimes fall out.

A SAFE, FUN, AND SINGULAR, AND ADAMANTLY BONA FIDE, KEMMEL, KEMMEL, AND CO. ADVERTISING OFFICE.

PEOPLE ON STATEN ISLAND.

Abe Mullin is one of the ornaments of his drug store at Clifton.

Lorenzo Farrell makes friends while he sells tickets at Clifton.

Edward Eichenberger, of New Brighton, is a member of Albert House.

James Turner is a popular brakeman on the Rapid Transit Railroad.

Charles Ward, of West New Brighton, is known from Stapleton to Tottenville.

John Duff, the hotel-keeper, is a friend of lots of New Yorkers who stop over at Stapleton.

Steve Hannan is one of the most popular police sergeants on the north shore of the island.

Charles Bazler, the livery-stable keeper, of Tompkinsville, is fond of fast horses himself.

SOME DOWNTOWN POLICE OFFICERS. Sergt. Hurlily, of Leonard street, is fond of his home, his books and a good opera.

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BY W. W. R. [Signature]

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CROWDED OUT BY THE CITY.

THE OLD AQUEDUCT HAS TO GIVE WAY TO THE GROWTH OF HARLEM.

Workmen Removing the Last Fragments of the Above-circled Masonry to Make Room for New Houses—The Aqueduct Built in 1840 to Last for All Time Endures for Forty-eight Years.

THE advance of building is all the time closing in upon the old-time landmarks of the upper part of Manhattan Island. One of the last relics of the suburban period of Harlem to give way before this steady encroachment is the old Croton Aqueduct which originally extended above ground in two strips, from Ninety-fourth to One Hundred and Second street and from One Hundred and Sixth to One Hundred and Thirtieth street.

At one point, where One Hundredth street now is, it reached a height of 40 feet, and, before it was built about and shut in by five-story houses, an imposing object in the landscape.

This mound of masonry surmounted by a large circular brick tunnel was part of the original Croton Aqueduct, the construction of which was provided for by an act of the Legislature of 1837. Prior to that time the city's water supply had been furnished by two private corporations, the Manhattan Water Company, downtown, and another in Thirtieth street.

The act of the Legislature of 1837 provided for the construction of an aqueduct extending from Croton dam to a reservoir in Central Park, a distance of forty-two miles. Marcy was then Governor, Stephen Allen, Kingsrown, Sol Alley, William W. Fox and Charles Duesbury were the Water Commissioners under whose direction the work was undertaken. John B. Jervis was the chief engineer, with Horatio Allen as his principal assistant.

Work was begun in 1837, and the aqueduct was completed in 1842 at a cost, including the construction of High Bridge, of \$9,000,000. This aqueduct supplied the city with water up to 1884, when an additional supply from the Bronx River was obtained. The aqueduct remained as originally built until 1870, when it was passed over by a new aqueduct, extending from One Hundred and Thirtieth street to One Hundred and Thirtieth street, and replaced by pipes running underground along the avenues and streets.

At that time the pressure upon which it was crowding out everything before it to make room for build-

ing began to be felt. That portion of the aqueduct above the surface, from Ninety-fourth to One Hundred and Thirtieth street, was cut up by streets as they were laid out, and the masonry remains were left in disuse and to the disposition of time.

The city's water supply is now furnished by the Croton Aqueduct, which was built in 1842 at a cost, including the construction of High Bridge, of \$9,000,000. This aqueduct supplied the city with water up to 1884, when an additional supply from the Bronx River was obtained. The aqueduct remained as originally built until 1870, when it was passed over by a new aqueduct, extending from One Hundred and Thirtieth street to One Hundred and Thirtieth street, and replaced by pipes running underground along the avenues and streets.

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