DRIVING THE TANDEM CART.

ORIGIN OF THE SPORT AMONG OLD SOLDIERS AT WOOLWICH.

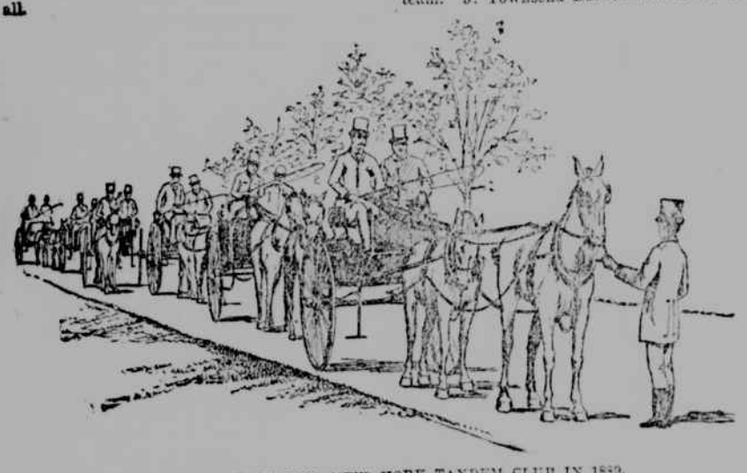
ITS INTRODUCTION INTO THIS CITY AND THE FORMATION OF A CLUB—AN EXHILARATING AND HEALTHFUL PASTIME—SOMETHING ABOUT HORSES AND CARTS.

There is no method of locomotion more attractive to the driver than that which he enjoys while on the driving-seat of a tandem-cart behind a spirited and well-trained team. The line of thorough-bred horse-flesh, the commanding and far-reaching whip and the elevated seat convey to his mind a pleasing and sometimes delusive consciousness of power. It is true that tandem-driving is dangerous, but careful men reduce the danger to a minimum, and advance in defence of their sport the theory that no sport in which there is not an element of danger can rightly be considered manly.

A criticism of tandem driving and drivers often ends with "If you want to break your neck, set up a tandem," but the careful drivers have proved that it is possible to have a great deal of fun with a tandem and live to a ripe old age. There are venerable, gray-haired men in both New-York and London who take pleasure in relating racy experiences on the road with tandems, and, strange to say, they are apt to warn young men emphatically of the danger and difficulty to be encountered. They are usually well-fed, florid-complexioned men, and, in person, about as strong an argument as can be put forward for tandem-driving.

DRIVING GIVES ONE AN APPETITE.

A long tandem drive makes a good dinner desirable, and, one may almost say, necessary. The men of tandem fame know a good thing when they eat it, and most of them have the knowledge required for ordering it properly and the means to pay the score. Most of them know how to tell a good story, particularly if it in any way relates to "the road," and the conversation at a tandem club dinner is decidedly more sprightly than at ordinary feasts. Tandem drivers come in for a large share of feminine admiration, and, together with the four-in-hand drivers, occupy a warm corner in one of the recesses of the average maiden's heart. Long girls and short girls, dark girls and fair girls, turn out in large numbers to see the club's parades, and admiration is written distinctly upon the faces of all.



PARADE OF THE NEW-YORK TANDEM CLUB IN 1889.

The fundamental principles of tandem driving once mastered, the details that count for so much in making a thorough whip and a "workmanlike" turnout can readily be acquired in actual road work. The choice of a team and cart is the first problem that presents itself, and upon its solution depends to a great extent the failure or success of the beginner. The cart should not be light, and the best authorities give six hundred-weight, or something over, as best for all-around use. With a ponies' tandem the vehicle is of course lighter, and in all instances the beginner must be guided by the weight of his team.

THE BEST CART TO USE.

The Whitechapel cart is by most drivers considered best for tandem work. The wheels should be 5 feet 4 inches in diameter, and the driving seat 5 feet 10 inches from the ground. The slant of the seat is a matter of individual preference, but the majority seem in favor of a moderate angle. For a ponies' tandem wheels 4 feet 10 inches in diameter are large enough, and will bring the seat about 5 feet 4 inches from the ground. A wide cart is far better, safer and more comfortable than a narrow one. In a tandem cart it is often desirable to take four people and for the time being dispense with a servant. The narrow cart makes its necessary to sit close, which is uncomfortable except for engaged couples, and is at all times inconvenient for the driver.

If the cart is not well-balanced, the owner will be uncomfortable until he has sold it, and if its fault is that of tilting back, the chances are that the servant will slip off the back seat into the mud and ruin his livery. Many of the best carts are fitted with a lever by which the body can be shifted forward or backward on the shafts. By it the balance can be more easily secured than in any other way. If the team is to be a ponies' tandem, fourteen hands is the right height, and if horses are chosen, 15.3 is about the thing.

THE WHEELER AND THE LEADER.

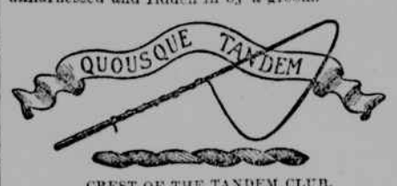
The wheeler should be a long animal, on stout, short legs and should have a deep chest and strong quarters. A long-strided wheeler is more desirable than one with a short, quick, showy action. The leader should be somewhat lower, or at least no taller than the wheeler, and of lighter build and more showy action. The training of the leader is difficult, but in most instances the wheeler takes kindly to the work. In harness, simplicity and strength is considered perfection, and unnecessarily heavy harness and useless straps for show purposes should be avoided. And as for the driving, the beginner usually gets some one who knows all about it, or thinks he does, to initiate him. This being accomplished, he learns how to "catch" his whip properly, and then (and not until then) begins to enjoy himself.

The dog-cart was invented in England for the purpose of conveying dogs, guns, sportsmen and ammunition to the covers. Often the lanes and "ridings" through which it was necessary to drive were too narrow for a pair abreast, and as the heavy load and rough ground usually proved too much for one horse, some clever sportsman invented the tandem. The new mode of driving was a fascinating novelty, and speedily became popular. After a time, when it was used for ordinary road work, it became, and has since remained, independent of shooting.

AN OLD ENGLISH TANDEM.

THE SPORT IN THE UNIVERSITIES.

Early in the history of tandem driving as a sport it was unconditionally prohibited by the authorities of the two great English universities. The natural consequence was that it at once became the favorite amusement of those students who could afford it. With exceedingly high narrow track carts and hired horses, they had the sport in its most dangerous form, and the wonder is that many necks were not broken. The bibliography of the sport is full of anecdotes of the hairbreadth escapes of the foolhardy students of Christ Church and Trinity. The favorite drive of the Cambridge men was to Newmarket for the races, and the vigilance required for successfully eluding the proctors added much to the enjoyment. It was customary to have the leader sent some distance into the country before the start, and upon the return he was unharnessed and ridden in by a groom.



CREST OF THE TANDEM CLUB.

Thirty-five years ago the first tandem club was organized. The English army had returned from the Crimea, and the officers of the large garrison at Woolwich, becoming tired of inaction, to which they were unaccustomed, determined to try the sport. The journey to London was then a tiresome one, and it was generally thought it could be accomplished more quickly and pleasantly with a tandem than by any other means. The rules adopted were out of the ordinary run of club legislation. The initiation fee was nothing, and a clause stipulated that on no account should the annual dues exceed the initiation fee. The provision about discipline was as follows: "The president is at liberty to issue such orders as he may think fit for the guidance of the club. The members are at liberty to obey such orders if they please." Colonel Fane, of the Oxford militia, acted as mentor for the embryo whips, and to his tireless exertions the English club owed its success, and the fact that the skulls of its members were not fractured.

ITS APPEARANCE IN NEW-YORK.

In 1849-'50 tandem driving was introduced in New-York, and E. N. Dickerson, sen., Burton Mansfield and C. A. Baudouine, sen., were among the first to adopt the sport. Burton Mansfield was the first man to import a cart, and for several years the perfection of his turnout was a revelation to those New-Yorkers who had never seen tandem driving in England. Little boys with a disposition to jeer looked at it with open-mouthed wonder, and were unable to "give tongue" by reason of their surprise.

Mr. Mansfield's example was soon followed, and the English coach-builders began to get no end of orders from this side of the Atlantic. The sport steadily gained in popularity, and every year the tandem gained votaries who have in most instances stuck to the pursuit until the present day. In 1878, among those who had tried for driving were Adrian Iselin, who had a Peters & Sons cart with a small bay team, and Colonel Vanderbilt Allen, who drove a sturdy bay team to a cart made by Brewster & Co. George De F. Grant was driving a Brewster whitechapel, and had a large chestnut team. J. Townsend Burden was often seen in a coaching-green vehicle made by Brewster, and his teams were much admired.

OTHER WELL-KNOWN DRIVERS.

The late Frederic Neilson drove a splendid bay wheeler and a showy roan leader to a London-built cart. H. S. Leech drove a gray and boy to a Brewster. James Boyle had a Peters & Sons cart, and T. A. Havemeyer and W. W. Astor were both driving whitechapels by Brewster. August Belmont, sen., had taken up tandem driving, and his turnout was as near perfect as possible. Scarlet and maroon, the Belmont colors, prevailed, and his teams and liveries were irreproachable. S. S. Howland was driving, and C. H. Arnold had a speedy and showy team of half-bred bays. Edward Kemeys only drove occasionally, but when he did the good qualities of his team and his startling blue liveries created a sensation. The late Wright Sanford drove a great deal about 1880, and had some good teams and a dark-green cart by Brewster.

C. A. BAUDOUINE, JR.

The New-York Tandem Club was formed October 21, 1884. Among the original members were Frederic Sherman, G. F. McCandless, Edward H. Wales, W. Bayard Cutting, E. Berry Wall, E. H. Myres, Frederic Neilson, Burton Mansfield, C. A. Baudouine, E. N. Dickerson, jr., and A. M. Dodge. From the first it was determined that the club should not be what is ordinarily termed "exclusive." The requirements for membership were that a man should own a tandem and be a thoroughly "good fellow." The rules adopted were not more stringent than those of the English Tandem Club, and the membership became large at once.

SOME EARLY OFFICERS.

The original officers were Frederic Sherman, president; G. F. McCandless, vice-president; and Edward H. Wales, secretary and treasurer. After

E. N. DICKERSON, JR.

the death of Mr. Sherman Mr. McCandless was elected president, and served for a year, when he went to Europe. In 1884 there was only an autumn parade, but since then, with the exception of the years 1887 and 1888, when, owing to lack of enthusiasm, there were no parades, the members have turned out in large numbers. Last year the club was reorganized upon a new, and, it is thought, firmer basis.

C. A. Baudouine, jr., Charles Pfiser and Burton Mansfield were the originators of the reorganization plan, and on April 3 E. N. Dickerson, jr., was elected president, C. A. Baudouine, jr., vice-president, and Burton Mansfield, secretary and treasurer. The first parade of the year took place on the second Saturday in May, and the teams of Messrs. Dickerson, Baudouine, Mansfield, Pfiser, McCready, O'Donohue, Graef, Smith, Haskins, Bronson, Murray, Carmen, Beard and Shults were in line. At the autumn parade there was a good showing, and in the absence of Mr. Dickerson Mr. Baudouine took the lead. The dinner at Jerome Park was most enjoyable, and the drive home jolly in the extreme.

C. A. Baudouine, jr., has recently succeeded E. N. Dickerson, jr., as president of the club, and there is strong reason to believe he will prove an efficient and popular officer. There are now thirty-four names upon the membership list of the club, and beyond a doubt enough will turn out at the parades this year to give tandem driving a decided impetus in the favor of New-Yorkers with sporting tendencies.

TOO MANY GAMES AT ONCE.

THE BASEBALL "CRANK'S" QUANDARY.

HE CANNOT SEE THEM ALL AND MUST MISS SOME FINE EXHIBITIONS—THIS WEEK'S LOCAL PROGRAMME.

The local patrons of baseball have, even at this date, had a taste of baseball conflict, but the real battle is yet to come. There will be an over-supply of demoralized baseball cranks in this neighborhood before June 1. The real baseball enthusiast wants to see baseball every day and never forgives himself for missing a really first-class game. He will miss a great many of them this year. The New-York and Brooklyn League clubs and the New-York and Brooklyn Players' clubs conflict, with few exceptions, right through the season. As a general rule there will be four games on one day or all the clubs will be travelling and there won't be any game at all. The warring elements in baseball seem to have made a mistake, but their war is of the extermination order and they intend to fight it out on the lines already laid down. Some of the club owners in both organizations, now bristling with thoughts of war, will wish they never saw a baseball before the season is half over. The situation will probably be different a year hence, and the change will be better for baseball. The warring clubs should make their fight a manly one and not stoop to petty meanness and blackguardism. The public applauds a manly fighter, but despises a sneak and blackguard. The Brotherhood's prospects look bright at present. It remains with the players themselves whether their prospects grow brighter or dim.

The success of a baseball team frequently depends on the tact and diplomacy of the manager. Without good management, strict discipline and team work a baseball nine will not be successful, no matter how strong its players are individually. The record made by Manager Thomas Loftus with the Cleveland team last season forcibly illustrates this point. Those who did not understand Loftus's methods used to say that the Cleveland team won many of its games on pure bluff. The handling of ball-players is an art, or, rather, has become so during the last few years. It has been said of certain teams that no management was needed, but the writer has yet to see this ideal team. Of course, different players have different ways, and they have to be handled according to the kind of stuff they are made of. Here is a case in point. Mattie went to a certain pitcher last season and said: "Now, old man, you will have to exert yourself to-day, for we must win the game. Win it and you will not have to pitch any more this week. Win the game, and you get a short vacation." The New-Yorker won it. Here is the way Glasscock did when managing the Indianapolis team last year: "Russie," said he to his great young pitcher, "we want this game, and must have it. If you ever pitched ball in your life, go in there and pitch it to-day. If you win this game I will let you pitch again to-morrow." Russie won the game, and also the one on the following day. Both of the victories were won from the New-York club.

The games scheduled to be played in this neighborhood during the coming week are as follows:

To-day—Brooklyn Association vs. Jersey City, at Ridgewood.

Monday—New-York League vs. Princeton College, at Polo Grounds; Brooklyn League vs. Jersey City, at Washington Park; Newark vs. Rochester, at Newark.

Tuesday—New-York League vs. Brooklyn Association, at Polo Grounds; Brooklyn League vs. Princeton College, at Washington Park; Jersey City vs. Rochester, at Oakland Park; Brooklyn Players' League vs. Actors' Club, at Atlantic Park.

Wednesday—New-York League vs. Princeton College, at Polo Grounds; Brooklyn League vs. Rochester, at Washington Park; Jersey City vs. Columbia, at Oakland Park; Newark vs. Brooklyn Association, at Newark; New-York Players' League vs. Crescent Athletic Club, at Brotherhood Park; Brooklyn Players' League vs. Philadelphia Professionals, at Atlantic Park.

Thursday—New-York League vs. Rochester, at Polo Grounds; Brooklyn League vs. Newark, at Washington Park; Brooklyn Association vs. Jersey City, at Ridgewood; New-York Players' League vs. St. John's College, at Brotherhood Park; Brooklyn Players' League vs. Philadelphia Professionals, at Atlantic Park.

Friday—New-York League vs. Rochester, at Polo Grounds; Brooklyn Association vs. Newark, at Ridgewood Park; Brooklyn League vs. Jersey City, at Oakland Park; New-York Players' League vs. Lindsley Athletic Club, at Brotherhood Park.

Saturday—New-York League vs. Williams College, at Polo Grounds; Brooklyn League vs. Rochester, at Washington Park; Jersey City vs. Brooklyn Association, at Oakland Park; Brooklyn Players' League vs. Rose Hills, at Atlantic Park.

The St. John's College team, commonly called the "Rose Hills," will play games against both the local Brotherhood clubs. There are some promising players in the team, but the opinion of the veteran pitcher Lynch, who has been training the team, is that the team will be stronger next season than it is this year. The action of the college boys in deciding to play the Brotherhood clubs, knowing that it would debar them from playing against all National agreement clubs, caused a lively discussion in the college. When the idea of cancelling those games was broached, the young players vehemently opposed such action. They will play the games as scheduled, no matter what the result. "Why," said Lynch to the writer, "the boys could not do anything else. The club tried to make spring dates with the National agreement clubs, but they were ignored. They were then invited to play the Brotherhood clubs and gladly accepted the invitation. They are not the kind of boys to back out of an agreement. Their spirit of independence also rebelled against supporting a baseball institution which did not recognize them." The St. John's team this season will be arranged like this: Donnelly and R. Comoby, pitchers; Nicholson and Sullivan, catchers; Keane, first base; Hickey, second base; Ryan, third base; McCann, short stop; Orpheus, left field; Plunkett, centre field; T. Carmody, right field, and Gillan, substitute.

The success of the Amateur Athletic Union Baseball League seems assured. The Manhattan Athletic Club will put a strong team in the field, and the Berkeley and New-Jersey Athletic clubs also promise to have good teams. The good thing about this league is that it will be in reality composed entirely of amateur players. This is a virtue that few of the modern so-called amateur leagues possess. A. G. Mills, the ex-president of the National League, is taking a lively interest in the new baseball association. His wise counsel has been of material benefit in organizing the League. The New-York Athletic Club baseball team is now regularly using the new Polo Grounds every Tuesday and Thursday from 5 to 7 p. m. There are now about twenty applicants practising assiduously, and the members are jubilant over their prospects of turning out a first-class team. Games have been arranged with the Staten Island Cricket, Staten Island Athletics, Jasper College, Berkeley Athletic Club, Columbia College and other first-class amateur teams. Their home games will be played on the Polo Grounds, while the League team is away.

The Actors' Athletic Club proposes to be decidedly athletic this year. Their sympathies are with the Brotherhood, and the Five A's will play against Brotherhood clubs whenever the opportunity presents itself. Their regular season will begin June 2 on the steamboat City of Albany, which has been chartered for a whole month. They will sail up the Hudson and play their first game at Newburg. After that games will be played at Poughkeepsie, Rondout, Albany, Troy, Kingston, Goshen, Middletown, Hudson, Yonkers, Bridgeport, New-Haven, Meriden, Narragansett, Asbury Park, Long Branch, Philadelphia (with the Reporters' club), Germantown, Atlantic City, Cape May and Flushing.

The teams and guests will live entirely on the steamboat during the whole of the journey, excepting a day or two in Philadelphia and a few other places. The ball nine will be made up as follows: Captain Clarke, first base; Patterson, pitcher; McGarry, centre field; M. Carroll, third base; Collier, short stop; McFarland, second base; Harman, right field; Hackett, left field; J. Carroll, short stop, and Coppins, catcher.

A successful minor league, from a financial point of view, has been a rarity in baseball. Still, the usual order of things ought to be reversed this year in the case of the Atlantic Association. No junior league was ever started under more auspicious circumstances. The circuit is well proportioned and the travelling expenses will be light compared to those of other leagues. With such cities as Baltimore, Washington, Newark, Jersey City, New-Haven and Hartford in the circuit, with evenly matched teams, it really seems as if poor management alone could make the season a poor one for the coffers of the clubs.

NEW-YORK IN A TORNADO.

WOULD THE CITY LIE IN RUINS AFTER SUCH A VISIT?

OPINIONS OF A NUMBER OF WELL-KNOWN ARCHITECTS—LITTLE FEAR OF SERIOUS DAMAGE EXPRESSED—THE WEIGHT OF THE TALL BUILDINGS THEIR SAFETY.

In these days of rush and push, when business and pleasure are so absorbing, even what some people would call a visitation of Providence rarely becomes more than a nine days' wonder. But the Louisville disaster is still fresh in the minds of the public, and it has created apprehension in other sections of the country besides Kentucky. It is not impossible that New-York may at some time be the centre of a tornado of an intensity equal to that experienced in Louisville. There is really no scientific or tenable ground for pooh-poohing such an idea. Some Eastern people in reading of the terrible disasters of one sort or another which occur from time to time in the West have a way of consoling themselves with the reflection that these things are peculiar to the West, and that the East, with its older civilization and dense population, somehow has secured exemption from the whims of the elements. Tornadoes may occur anywhere.

It is always the unexpected which happens, and it is not altogether improbable that a severe storm, after gathering strength in the arid plains of Texas or Kansas, might hurry along regardless of intermediate points of interest and concentrate its energies upon the metropolis in the form of a tornado.

New-York is peculiar among the great cities of the world, because of its many towers of Babel. To look up at these immense structures produces a feeling of dizziness in all but the genuine New-Yorker. They are the wonder of all foreigners landing on these shores. Big apartment buildings were common in Paris many years before their introduction here, but though New-York has not anything to compare with the Louvre, it takes precedence of all cities in the magnificence of its dwelling divas and of its temples dedicated to the almighty dollar in the business part of the city.

Within the last twenty-five years there has been a revolution in the methods employed in building in New-York and in the character of the buildings erected. There are many people in New-York who remember the shaking of heads and the amazement occasioned by the erection of The Tribune Building. As story rose upon story the wiseacres looked more and more ominously wise, and the general interest increased, until upon the completion of the tower New-York was exultant and declared the building to be one of the wonders of the world. It and the old Equitable Building became places of pilgrimage for sight-seers, and were put into all the encyclopaedias as two of the greatest structures in America. New-York's claim to pre-eminence in the architectural line does not now lie in one particular building, but in the multiplicity of such lofty structures.

VIEWS OF THE ARCHITECTS.

And now that the city contains millions and millions of dollars invested in buildings, it is in order to consider anything which might bring overwhelming destruction and loss of life in its train. Accordingly a Tribune reporter set out the other day to obtain the opinions of some well-known architects in town as to the probable results of a tornado on the city of New-York.

The senior member of the firm of Carrere & Hastings did not like the intrusion of a windstorm during business hours, but he finally consented to talk about the matter. "I really do not believe that a tornado will ever visit New-York," he said, "but if it did it would probably strike us from the West. The city is protected by the Orange Mountains and Jersey City Heights, which would probably break the force of the storm, deflect it from its course, and send it over the city a mile high. But even if New-York encountered a tornado in its fiercest intensity I believe that all the great buildings constructed under the building laws by reputable architects would remain intact. That is my opinion. But, of course, it is to be taken merely for what it is worth as an opinion. I have had considerable experience in building, but I have no experience of tornadoes. I do not know whether tornado handbills enter into the calculations of Western architects, but we do not build here to resist more than the pressure of an ordinary gale.

"Most of the buildings erected in New-York within recent years are built, I believe, to withstand a wind-pressure of forty pounds to the square foot. They could doubtless stand more if it were necessary. There are numbers of the big downtown blocks of offices which I think could stand a pressure of over 100 pounds to the square foot, but what they would do with the fierce rotary action of a tornado pitted against them it is impossible to say. I suppose, from the accounts I have read of the velocity and incalculable strength of a tornado, that it is not within human power to devise a building which would not be liable to wreck are. But a great deal depends upon the particular way in which a building is caught, and, of course, upon its site. If the wind struck a large window-surface and penetrated a building the probabilities of wreckage would be vastly increased. There is great diversity in the stability of the houses in this city. It is impossible to define the boundaries of the weakest portion of the city. Solid, substantial palaces stand cheek by jowl with old-fashioned, ill-built houses which have braved time and weather so long because they are supported on either side by other buildings. Take, for instance, those old-fashioned brownstone fronted residences in Fifth-ave. If a tornado penetrated the city and cut a clean swath through its centre, in a northerly or easterly direction, those houses probably would fall like a pack of cards. On the other hand, some of the old houses which have stood so long might escape, while the more recently built big apartment blocks would come crashing to earth."

NOT LIKE LOUISVILLE HOUSES.

Mr. Rich, of the firm of Lamb & Rich, in answer to the reporter's inquiries, said: "The buildings in Louisville which were destroyed by the tornado were of a very different character, as far as I can judge, from the class of buildings erected here within the last few years. But although I share in the general incredulity that such atmospheric conditions should prevail here, I confess there is no reason why New-York might not be visited by a tornado. The people here used to regard blizzards as peculiar to a life in the wild West, and fondly thought that Dakota, Montana and Manitoba, in Canada, had a monopoly of them. But when they got a wee taste of a genuine blizzard they got scared, and it has not been forgotten. We have many things to learn in the construction of buildings, in spite of the rapid progress of the last few years and the triumphs we have accomplished. It is almost useless to promulgate any theory when a tornado is involved in the matter because it is a force which, like an earthquake, would probably make short work of all our theories. But still I am inclined to think that with the improved methods used in these large structures—the iron network, bolting and bracing employed—they would be able to withstand the worst tempest that could blow.

"Some people who have not studied the recent developments in the science of building think that these tall buildings are extremely dangerous. As a matter of fact, they are a great deal more secure than moderate sized buildings erected before the system of bonding and bracing the iron skeleton frame now adopted came into vogue. I think that a genuine tornado in New-York would probably bring some of the towers down, but the buildings proper, I believe, would be able to resist the greatest possible pressure, because they are so compact, and afford each other protection."

H. Edwards Ficken, the popular uptown architect, said: "Your question opens up such a broad field of inquiry that I feel a little as if I were struck by a tornado in attempting to answer it. I have been out in a good hurricane at sea, but I have never encountered a genuine tornado. People living cooped up in these streets, protected by illimitable vistas of brick and mortar, cannot comprehend the strength with which the wind can blow. I am inclined to think that if we had a tornado here, only the outskirts of the city would suffer. A number of old ramshackle buildings which are comparatively isolated would go, but the force of the storm would be broken before it could penetrate the centre of the city. Any opinion on the effects of an unknown power must be super-ficial, and I am diffident of giving any opinion, but it seems to me that the superior skill and thorough-ness employed in the construction of buildings in this city render them perfectly safe. A few cupolas and cornices might be blown away, but I believe the buildings erected in New-York within the last few years will last as long as the famous cathedrals and palaces of the old world. The architectural experience of centuries and the highest achievements of modern engineering skill are in the hands of our architects to-day, and the building laws are so rigidly enforced that I think it would be as easy to blow away the pyramids as our principal buildings here."

HAVOC ON THE RIVER FRONT.

Maurice Fornachon seemed highly amused at the idea that a cyclone would ever visit New-York City. "If ever we get one here," he said, "I think it will make great havoc among the sheds along the river side, but the buildings will stand as firm as the Rockies. I am doubtful about the stability of some of the old residences uptown, but they are so protected that I do not think the full force of the storm would ever reach them. I do not believe it would do more harm than remove some ornamental work from buildings here, as they are mostly built in solid blocks, and are mutually sustaining."

Cyrus L. W. Eidlitz did not care to commit himself to any statement regarding the possible effects of a tornado on a tear.

"It is impossible to make any calculations as to what resistance New-York buildings would offer to a tornado," he said, "as we have no exact knowledge of the wind pressure in Louisville at the time of that disaster. The majority of buildings in New-York are erected to stand a wind pressure of about thirty pounds to the square foot. With a few exceptions, this is about the outside figure calculated upon. I have no doubt that the close contiguity of buildings in this city would insure the safety of all. A few houses on the outskirts of the city and possibly a few steeples might be blown down by a tornado, but I would not apprehend any great danger."

Stanford White, of McKim, Mead & White, said: "There can be little doubt that many of the tall buildings being run up so rapidly all around the city, in the suburbs, in most exposed places, would suffer by a visitation from a tornado. The building regulations do not prevent many of those apartment blocks on the outskirts of the city from being ill-built, and I do not think they would escape undamaged, if they were not wrecked. It is also probable that many dwellings in Brooklyn and some of the old tumble-down edifices along the docks would be blown down, but such buildings as the Equitable, the Postoffice and others would not go down under any circumstances. The weight alone of such buildings would keep them in position. A tornado might cause some slight oscillation, but that is but an evidence of their elasticity and good architecture. If they did not oscillate there would be some reason for apprehension."

Mr. Pirsson, of Hubert, Pirsson & Haddick, the architects of the Navarro, Chelsea, Hubert, Hawthorne and other well-known apartment blocks, said: "I do not believe that any of the big business or apartment blocks would suffer from a tornado. The foundations are so firm, and the walls are so thick and are so securely pinned together by beams and columns, that I think the strongest wind would be ineffectual to do more than shake the upper portions of the buildings."

Robert H. Robertson was of the same opinion as Mr. Pirsson. "We do not build for tornadoes in this part of the country," he said, "but I have no doubt whatever of the safety of the buildings in New-York, even if we did get a tornado. The weight of these buildings is too great for them to be disturbed by any wind pressure up to about 100 pounds to the square foot, which is about the greatest we can conceive of."

Mr. Aspinwall, of Renwick, Aspinwall & Russell, said: "A tornado might cause some havoc among the city steeples, because they are so isolated, and built solely of stone or iron and tiled, whereas the tall business blocks are so riveted together from every side as to form a homogeneous whole. It is very hard to say what would happen with the peculiar whirling velocity of a tornado. It is not like an ordinary gale, with a steady pressure, but it seems to wind itself around things like whipcord and literally tear them up. Of course the compactness of the buildings in New-York increases their resisting power almost incalculably, but I think some of the old rickety buildings in certain quarters would go if they were in the vortex of the storm."

PROSPEROUS LAKEWOOD.

MANY IMPROVEMENTS AND MORE COMING—RECENT VISITORS

Lakewood, April 5 (Special).—Many of the younger society people here have been largely occupied this week with elaborate preparations for the fete in aid of the building fund of All Saints' Memorial Church. The ladies most active in the work are Miss Kimball, Miss Wilson, Mrs. Cate, the Misses Marsh and Miss Haydn. The entertainment will be given in the spacious rooms of the Athletic Club on Friday and Saturday of next week. New features will be introduced, and the fete will bear only a remote resemblance to the regulation church fair.

There is no decline in real estate transactions, and among the most recent purchases is a tract of 1,800 acres by the Lakewood Hotel and Land Company of Mr. Hal Allaire, of Allaire, one of the largest individual landholders in this section of the state. Accessions to the building operations previously noted in these dispatches are frequently reported. Two hotels and twelve cottages will be surely built. Mr. F. P. Freeman, of Brooklyn, will build two cottages, and others who will build are Miss Davis, Mr. Marsh, Mr. Eddleman, the Rev. A. H. Dashiell, Mr. Westhall, Mr. Irons. The Forest Hotel Company will build four cottages adjacent to their hotel in the pines. The company, of which Mr. Nathan Straus, of New-York, is a member, will invest between $200,000 and $300,000 in buildings and improvements. One of the most attractive features of next season will be the new boat house on the north bank of Lake Coralsallo. Miss Sallie Crocker will vacate at the close of the season the rather cramped and unattractive building she now uses as a studio, and will occupy a new one, built in accord with her own ideas, in October next. The fact that Lakewood has never before had so prosperous a season has prompted these large investments. Mr. Thomas Hastings, of No. 3 Bowling Green, New-York, architect of the Ponce de Leon Hotel, at St. Augustine, Fla., was here this week, looking over the ground with the view of drawing the plan for the new hotel in the pines. Mr. William Schickle, of No. 346 Broadway, accompanied Mr. Nathan Straus to Lakewood this week, and will make the plans for the new hotel on the north side of the village. Mr. Straus has purchased of Mr. John Shearman a farm of [illegible] acres northwest of Lakewood.

Mr. Roland Kilp, "Newport, who winters his stable of blooded horses here, was at the Laurel House this week.

President Merrill Edward Gates, of Rutgers College, spent part of the week here.

J. H. Duryea, of New-York, is spending a month at the Sanitorium.

Among the late arrivals at the Laurel House from New-York are the following: S. W. Fairchild, E. H. Eckhardt, Mrs. Winthrop Cordin, William Henry Hale, Mr. and Mrs. Edward S. Mead, Mrs. J. Scott Ward, Miss L. Barrett, B. L. Smith, G. F. A. Bondles, R. W. Smith, jr., Mr. and Mrs. George L. Kingsland, E. E. Roberts, F. Livingston Pell, William Libbey, Jones M. Libbey, Mr. and Mrs. Isaac R. Newcombe, B. S. Peck, Robert B. Higbet, David Lapsley, J. Hoehn, jr., L. D. Fessenden, Mrs. W. C. Schermerhorn, Miss Schermerhorn, T. G. Todd, Mrs. Frederick J. De Peyster, Dr. M. B. Du Bois, H. C. Swords, Arthur L. Merriam, Mrs. H. C. Kimball, Mrs. A. L. Curren, Miss M. Curren, Mr. and Mrs. W. L. Lowden, Miss Carey, Mr. and Mrs. Robert Gair, Mr. and Mrs. J. L. Drummond, D. S. S. Mulford, Mrs. Randolph Hurry, Mr. and Mrs. T. A. Disbrow, Thomas J. Creamer, Mrs. H. F. Dimmock, Miss Dimmock, Mr. and Mrs. R. Conger, Bradford L. Gilbert, R. Muser, Mrs. R. E. Lewis, Thomas Hastings, A. L. Merriam, Mrs. W. D. Morse, Miss Morse and Clarence V. Reilly.

Recent arrivals at the Laurel House from Brooklyn are Mrs. James Radwell, Miss Cole, Mrs. Lindley Murray, jr., William B. Hoopum, Mrs. John A. Cross, Miss Louise Mole, Mrs. L. N. Palmer, Miss Palmer, Miss Jean Palmer, Mr. and Mrs. H. P. Halsey, Miss Belle Halsey, Mr. and Mrs. B. T. Frothingham, Miss Frothingham.

The following New Yorkers are the latest to register at the Palmer House: G. H. Townsend, Mrs. J. Scott, Miss L. Barrett, Arnold Lees, B. L. Chandler, C. B. Beckwith, Alfred W. Seaman, E. J. Farrett, Mrs. Farrett, Lyman Brown, Edward Brittener, W. Bickley, Mr. and Mrs. A. M. Collins, Mrs. J. Iden, Miss G. Iden, H. F. Wallack, R. L. Larremore, T. J. Creamer, Charles R. Burke, Mr. and Mrs. Joseph Powell, J. Slater.

Among the Brooklyn arrivals at the Palmer House are, Miss M. E. Watson, Mrs. Hoyer, R. G. Murphy, F. K. Taylor, Mr. and Mrs. J. M. Bacon, Mr. and Mrs. B. H. Baylen.

NEWPORT MAKING READY.

COTTAGERS LOOKING FORWARD TO A GOOD SEASON.

Newport, R. I., April 5 (Special).—Active preparations are being made here for the season of 1890, and a successful summer is assured, at least from a cottage point of view. Cottages are renting remarkably well and good prices are being secured. There is no doubt that tenants will be found for all the houses, and that, too, very early in the season. The hotelkeepers are brushing up with new paint, whitewash, etc., but no extensive improvements will be made. Of course, hotel life at Newport is not a feature, there being only one real summer hotel, viz.: the Ocean House.

Dr. Delafield and Mr. and Mrs. Morrell, of New-York, have been here this week looking for cottages.

Mrs. T. A. Havemeyer and family, of New-York, are visiting Mrs. Charles M. Oelrichs, on Kay-st.

It is reported that William D. Sloane, of New-York, will lease the villa on Bellevue-ave. owned by the Duchess de Dino, of Paris, but who will best be called to mind as Mrs. Frederick W. Stevens, of New-York.

Charles Pinard, of New-York, and Mrs. M. C. Acosta, of Baltimore, have arrived at their cottages for the season.

Miss Marion Langdon and H. A. Carey, of New-York, met with a serious accident a few days ago. The pole of the carriage in which they were seated broke, and the horses ran away, throwing the occupants of the carriage out. Both were more or less injured. The promptness of a policeman, who was rewarded with a check for $100, prevented more serious results.

Cottage robberies have been numerous here of late.

Eliot Gregory, the New-York artist, has been spending a few days here.

Miss Morgan, of New-York, has been at the Fadden cottage this week.

The hill residents will have private theatricals, a German and a dance on Monday night.

Mr. and Mrs. John O'Connor and Miss Laura J. Post, of New-York, will occupy the Judge Baker cottage on Cranston-ave. during the coming season.

Mrs. Brockholst Cutting, of New-York, has leased the Holmes cottage on Bellevue-ave.

Rosevale cottage, on Narragansett-ave., has been leased by William Grosvenor, of Providence.

Mr. and Mrs. Addison Thomas, of New-York, have arrived at the Riggs cottage on Catherine-st.

Mr. and Mrs. Lorillard Spencer and Mr. and Mrs. Daniel B. Fearing have returned from New-York.

Gould Redmond, of New-York, has taken rooms for the season at the Berkeley.

F. W. Vanderbilt, of New-York, has purchased a lot of land on Lake View-ave.

Mrs. M. A. Crate, of Utica N. Y., has sold her cottage on Ayrault-st. to ex-Governor Charles C. Van Zandt.

The Jewish Synagogue at this place is to be reopened.

The Rhua cottage on Bellevue-ave., owned by David King, jr., of New-York, has been taken for the season of 1890 by Prescott Lawrence, of New-York.

Among the visitors here recently were Messrs. F. W. Rhinelander, Le Roy King, John R. Caswell and Dr. Asch, of New-York.

W. R. Hunter (Democrat), who is quite prominent in the "four hundred" circle, has been elected a member of the Legislature. His uncle, the late William Hunter, was Third Assistant Secretary of State at Washington for many years.

HOURS OF SOCIAL PLEASURE.

LENTEN DULNESS AT AN END—NOW FOR GAYETY.

There were few social gatherings of any sort last week in this city which afforded more enjoyment to those who took part in it than the meeting and dinner of the New-York Commandery of the Military Order of the Loyal Legion at Delmonico's on Wednesday night. About 300 veterans who served in the Army or Navy in the Civil War gathered around the tables and ate, drank and were merry, while they recalled incidents of Bull Run and the Mississippi forts, of Vicksburg and New-Orleans, of Chancellorsville and Mobile Bay, of the Monitor and Merrimac, and other things which have passed into history. They were all in civilians' clothes, so it was impossible to distinguish the generals and the admirals, the colonels and the commodores, the majors and the lieutenants, from ordinary men; and a stranger, to have heard their stories and their merry laughter, would hardly have supposed that the gathering was composed of those who had faced the shot, the shell, the bullet and the sabre, or that those present were the severe disciplinarians that soldiers and mariners are supposed to be.

Major-General Wager Swayne presided, and among others present were Major-General O. O. Howard, Brigadier-General Nelson A. Miles, Major Spurgeon, of the Military Academy, Colonel Floyd Clarkson, Department Commander of the Grand Army of the Republic; Rear-Admiral D. L. Braine, commandant of the Navy Yard; Captain G. C. Wiltse, commander of the training-ship Minnesota; Commander Phillip B. Low, of the Naval Reserve; Captain James Parker, president of the Marine Society; Major A. M. Underhill, manager of the Union Steamship Line; the Rev. Mr. Dunn, Medical Directors Delavan, Bloodgood, Charles Peck, Charles Martin, A. L. Gihon, A. C. Rhoades and Edward Kershner.

After coffee and cigars had been served, Mr. Werrenrath, of Plymouth Church choir, led the singing, and then the Rev. Dr. John R. Paxton, pastor of the West Presbyterian Church and chaplain of the 7th Regiment, who was a lieutenant in the Union Army during the Civil War, read an interesting paper on "Personal Reminiscences of the War."

Remarks were also made by Generals Howard, Miles and Swayne. Several important reports were read at the meeting, among which was one about securing more commodious quarters for the commandery, and