AMERICA'S VALHALLA TO BE DEDICATED ON MEMORIAL DAY.

WHEN a thing happens for the first time, it is likely to attract universal attention, and the announcement that the great Hall of Fame on University heights, New York, is to be dedicated on Memorial day marks the advent of something that is entirely new in the annals of this republic. Great men and women have been born and have passed away, great deeds have been performed and most of them forgotten, but at last the accusatory apothegm, so often quoted in Europe, that republics are notoriously ungrateful, is likely to fall into desuetude, for now we have an American Valhalla, where the names of our most famous heroes, in whatever field they may have performed their exploits, will be perpetuated by means of durable memorials.

This wonderful structure, the Hall of Fame, is the outcome of an unconditional gift to the University of the City of New York in March, 1900, for the purpose of commemorating the achievements of those eminent in the arts of peace as well as in those of war, the author, the inventor and the scientist, to rank equally with the warrior and the statesman.

The gift was originally $100,000, but no limit was set upon expenditure, and that sum has probably been doubled in providing the structure now crowning beautiful University heights. The name of the donor was withheld, but it has been universally assumed that it is Miss Helen Gould, already so well known through her generous and judicious benefactions.

The structure, now completed, awaiting only the dedicatory ceremonies, is in the form of an extensive colonnade, connecting the Hall of Languages with the Hall of Philosophy. It is 500 feet in length, in the form of a semicircle, 170 feet above the Harlem river, with a glorious view of the Hudson and the Palisades.

It is to the great gain of architecture in the United States that the Hispano-Moresque type, with its tiled roofs, extensive "patios," or inclosed courts, and picturesque corridors, has been extensively introduced. The columned corridor, which is a prominent feature in the old conventual structures of Europe, has been adapted with happy effect. And when, as in this instance, added to this most charming architectural adjunct, there is a superlatively beautiful view outspread from the colonnade it becomes the most effective feature that could be chosen to enhance the beauty of the grounds and adjacent buildings.

It must have been a mind of more than ordinary caliber that conceived both the idea of the Hall of Fame and the mode of perpetuating and embodying it in the most suitable and effective manner.

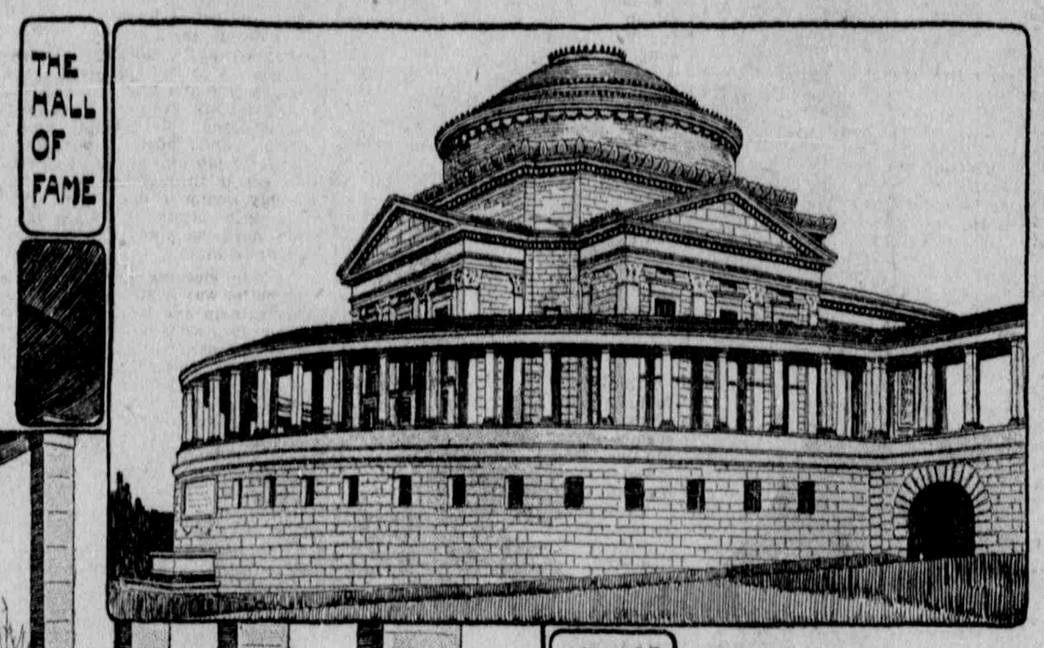
The conditions of this munificent gift are set forth in fitly chosen words, as follows: "The exclusive use of this colonnade is to serve as 'the Hall of Fame for great Americans.' One hundred and fifty panels, each about two by eight feet, will be provided for inscriptions. Fifty of these will be inscribed in 1900, provided 50 names shall be approved by the two bodies of judges named below. At the close of every five years thereafter five additional panels will be inscribed, so that the entire number shall be completed by A. D. 2000. The statue, bust or portrait of any person whose name is inscribed may have a place either in the Hall of Fame or in the museum adjoining.

"The following rules are to be observed for inscriptions: The university will invite nominations until May 1 (1900) from the public in general of names to be inscribed, to be addressed by mail to the chancellor of the University of New York City. Every name that is seconded by any member of the college senate will be submitted to 100 or more persons throughout the country who may be approved by the senate, as professors or writers of American history or especially interested in the same. No name will be inscribed unless approved by a majority of the answers received from this body of judges before Oct. 1 of the year of election.

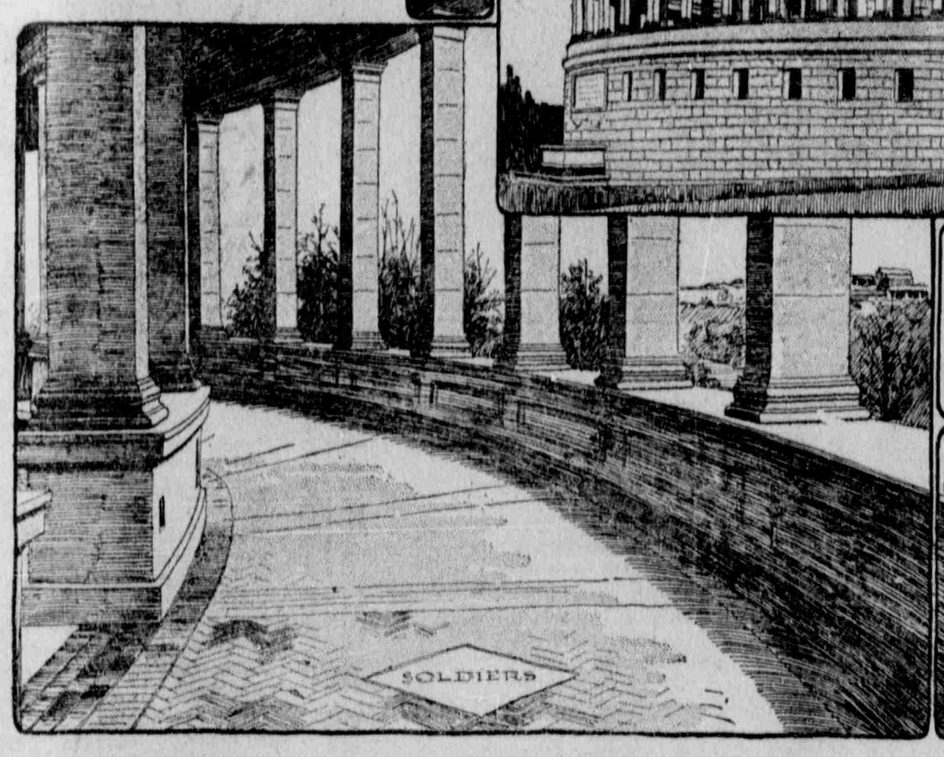
"Further, each name must be finally approved by a two-thirds vote of the 13 regular members of the New York university senate, who are the chancellor, with the dean and senior professors of each of the six schools, and by a majority of the honorary members voting, the latter being each the president or the representative of one of the theological faculties in or near New York city.

"No name may be inscribed except of a person born in what is now the territory of the United States and of a person who has been dead at least ten years. In the first 50 names must be included one or more representatives of a majority of the following 15 classes of citizens: Authors and editors, business men, educators, inventors, missionaries and explorers, philanthropists and reformers, preachers and theologians, scientists, engineers and architects, lawyers and judges, musicians, painters and sculptors, physicians and surgeons, rulers and statesmen, soldiers and sailors; distinguished men and women outside the above classes. Should these restrictions leave vacant panels in any year the senate may fill the same the ensuing year, following the same rules."

The scheme has stood the test of more than a year of criticism, and it is doubtful if it could be essentially improved, which fact speaks volumes for the mind or minds that conceived it. In accordance with the provisions of the gift, a committee of college presidents, authors, editors and learned men generally was selected to vote for those whose names should be considered worthy to be inscribed on these tablets of fame. In October of last year the collective decision was rendered. Fifty-one votes were necessary for a final choice, but when they were counted it was found that only 29 native born Americans had been adjudged worthy of the high distinction of having their names emblazoned on bronze tablets where they are to remain forever.



THE HALL OF FAME



HALL OF FAME FROM THE INTERIOR, LOOKING SOUTH.

It was intended that 50 names should be voted for and inscribed on those tablets the first year and five additional names every five years thereafter until the year 2000, when it was believed the total 150 inscriptions would be completed. This is allowing for a really great American to be born every year, which, in the light of past events, is somewhat above the average, it is believed. In case of failure to select the desired half hundred names, another balloting is to take place in 1902, when it is hoped the gap will be filled. As it stands now, there are still 21 names to be supplied in order to bring the list up to the requisite number.

The 29 favorites were as follows: George Washington, with 97 votes; Abraham Lincoln 96, Daniel Webster 96, Benjamin Franklin 94, Ulysses S. Grant 92, John Marshall 91, Thomas Jefferson 90, Ralph Waldo Emerson 87, Henry W. Longfellow 85, Robert Fulton 85, Washington Irving 83, Jonathan Edwards 81, Samuel F. B. Morse 80, David G. Farragut 79, Henry Clay 74, Nathaniel Hawthorne 73, George Peabody 72, Robert E. Lee 69, Peter Cooper 69, Eli Whitney 67, John J. Audubon 67, Horace Mann 67, Henry Ward Beecher 66, James Kent 65, Joseph Story 64, John Adams 61, William E. Channing 58, Gilbert Stuart 52, Asa Gray 51.

The remaining 21 names will be balloted for in 1902 under the same rules that governed this contest, the same men, if they are living, being the judges, and all names which received as many as ten votes previously being again eligible.

The great University of New York city, of which the Hall of Fame is an appurtenance, has had a remarkable growth and almost phenomenal success. Chartered in 1831, it was opened in 1832, the first building erected in Washington square. It was replaced in 1894 by a fine structure on the original site, which yields a good income in rentals and is also partly occupied by the graduate department and by the school of pedagogy, the first university school of its kind in the country. The chief university buildings, which at present are on Twenty-sixth street, New York city, opposite Bellevue hospital, afford accommodations for 20 professors and about 550 students. The present value of the university properties approximates $2,000,000, and fine buildings on the commanding hill between Morris Heights and Fordham Heights, above the Harlem river, were begun about six years ago. Here the great university will have opportunities for expansion that its cramped quarters in the city proper do not afford, and here is being evolved a scheme commensurate with an educational institution bearing the name of the largest city on this continent.

The new site is a beautiful one, the fine structures already erected being conspicuous from every point of the compass, and, while they are environed by scenes of almost sylvan beauty, yet the academic buildings are within about 20 minutes' ride by elevated trains of the heart of New York city.

As about 10,000 invitations have been sent out and 30 educational and patriotic organizations invited to participate, the extensive grounds of the university will be crowded on the occasion of the dedication—Memorial day. The exercises will take place on the west lawn, near the Hall of Fame walk, where seating arrangements for 3,000 people have been made. The colonnades will be decorated with flowers and the busts with laurel wreaths or palm branches.

The ceremonies will begin at 3 o'clock and will include an oration by Senator Chauncey M. Depew, music by a military band, the singing of patriotic songs and a procession, which will enter the colonnade at the "statesmen's corner" and leave it at the southern end, or "authors' corner," after which the Hall of Fame will be formally declared open to the world.

ROGER P. BARNUM.

AN APOLOGY WHICH DID NOT APOLOGIZE.

A curate, says rumor, has furnished another example of the pseudo apology at his own expense. Having preached a very clever sermon on a Sunday, he called upon a certain colonel on Monday especially to ask his opinion.

"How did I like the sermon?" said the colonel. "Very much indeed. It's one of my favorites."

"One of your favorites?" stammered the curate, slightly puzzled. "I do not understand."

The colonel regarded him with a twinkle in his eye. "Of course, I won't say a word," he said, "but I know very well that you stole it and also where you stole it from."

"I apologize. You did not steal it."

"Sir," said the curate, and he spoke from out the whirlwind of his righteous indignation, "I am not in the habit, sir, of stealing my sermons. I fear you are laboring under a mistake, and—er—forgetting yourself, sir. I must ask you to apologize." The colonel was silent a moment. Then he said:

"It may be that I have made a mistake. Wait a moment. I will make sure."

Going to his bookcase, he took down a massive tome of sermons—a new and almost forgotten work. He turned to a certain page, and an apologetic humble look came upon his face as he glanced up at the curate.

"I beg your padon," he said. "I apologize. You did not steal it after all, for I find it is still here. My mistake, sir; my mistake!"

AN ARTIFICIAL MAN.

A German surgeon has in his service an old military man who has neither arms nor legs, and half of his nose was carried away by a shell in the war of 1870. The old man wears a metallic mask and has preserved his sight.

The surgeon has made an interesting calculation of the cost of an artificial man. He estimates as follows:

A pair of arms, $90; or, with hands articulated, about $180; a pair of legs articulated, $150; a false nose in metal, from $80 to $100; a pair of ears fitted with artificial eardrums and resonators, $130. A complete set of teeth, with palate in platinum, from $40 to $95, and for a good pair of eyes about $30 would be paid.

This makes the cost of restoring a battered veteran about $600.

TWO MACDONALD STORIES.

The father of Dr. Macdonald, the well known Scotch novelist, was a miller at Huntly, and during some corn law troubles got into ill odor with the townsfolk. The mob took it into their heads that Miller Macdonald was storing up corn to sell later on at famine prices and decided to burn him in effigy. When the bonfire was nearly ready and the angry folk were clamoring about it, the miller, who had a wooden leg, came stumping along.

"Here's a beast comin ower the hill."

"Yes, boys," said he, calmly surveying the effigy, which was lying ready to be placed on the pile, "yes boys, 'tis fairly guid—quite a likeness, in fact, barring one sma' fault. Ye have made the wrang leg the wooden ane!"

There was no withstanding this. Somebody laughed. Some one suggested that perhaps there was no great store of corn at the mill. Anyway, the effigy of Dr. Macdonald's father was not burned. One more of Dr. Macdonald's stories: In the remote districts of Strathbogie and Mar the shepherds' houses in those days were situated in lonely spots, some so far from any neighbors that the children in their early years saw no one but their own parents and brothers and sisters. In one case a boy had reached the age of 6 without having set eyes on a human being outside his own family. One day a shepherd from a neighboring valley came within sight of this small urchin, who scampered off home, screaming out: "Eh, mither, mither! Here's a beast comin ower the hill, an it's awfu' like my faither!"

THEFT ON THE HIGH SEAS.

A Scot wanted to ship to India.

"Are you an A. B.?" asked the skipper.

"I am," said Sandy. "I've ma papers in ma pocket."

"Oh, that's all right," said the skipper. "You look a likely chap. Go and put your name down."

Soon after an Irishman who overheard the conversation asked for a job.

"Where are your papers?" asked the skipper.

"Sure, I'm as good as any Scotsman."

"Let me see your papers, or I won't engage you."

The papers were found satisfactory, and the Irishman was engaged.

A few days later, when they were out at sea, the Scotsman was getting some water from over the side by the aid of a bucket at the end of a rope and was pulled into the sea by the back wash. As the vessel was making pretty good speed, the Irishman walked to the side, looked after him and, scratching his head, slowly walked off to the cabin and knocked at the door.

"Come in. Now, what do you want?"

"Well, sorr, do ye moind that Scotch fellow as ye took on widout a character?"

"Yes."

"Well, he's gone off wid one of yer buckets."

CHICAGO AS A SEAPORT CITY.

IT would seem that the United States, with its extensive coast line on the Atlantic and Pacific and its numerous harbors from Maine to Florida and from Washington to southern California, had already a sufficiency of seaports, but there are citizens of Chicago who seem to think otherwise and who have given evidence of their faith not only in their city, but in the future of this country, by building and launching several steamers for salt water service. The first vessel for this new venture was launched last December, and only four months later was steaming away for ocean ports from which it has always been believed Chicago was debarred by her situation as an inland city. On the 24th of April last the steamer Northwestern cleared from the port of Chicago for Liverpool, touching en route at Buffalo, Montreal, Sydney and Cape Breton. The first salt water steamer to be built and launched at Chicago, the Northwestern, also had the honor of initiating the lake, canal and ocean service between Chicago and all Europe.

The Northwestern was not, however, the first vessel to sail between Europe and Chicago, for the credit for that belongs, it is said, to some Norwegian sailors who nearly 40 years ago brought over a small sloop from Norway laden with fish, disposing of the cargo at a profit. It is fitting that the first voyage over this route should be made by Norse sailors, for, it will be recalled, the first voyage from Europe to America was performed by Norse navigators a thousand years ago. They have ever been hardy fellows, these Norsemen, daring unknown seas and storm bound coasts with reckless bravery. In fact, if tradition and history be true, they sometimes went beyond their legitimate profession as mariners and did a little buccaneering, ravaging coasts which were supposed to be safe from piratical incursions and carrying fire and sword wherever they went.

In 1892 a small steamer made the voyage from Bergen, Norway, to Chicago, having been chartered by Mr. O. A. Thorp, an importer resident in the lake city, but a Norwegian by birth. She brought fish and cod liver oil and returned to Norway with a cargo of flour and grain. To her belongs the honor of having first brought a cargo to Chicago by steam from any port in Europe and of having made the first round trip between these places. The time consumed by this steamer—the Wergeland—was 42 days from Bergen to Chicago, great delays and much expense being experienced in the St. Lawrence canals and in the necessary transshipment of a portion of her freight. Several other ventures of the kind were made by the enterprising importer Mr. Thorp, but the products of Norway being limited mainly to "Cape Cod turkey" and the oil expressed therefrom and Chicago's capacity for these useful products being in a measure limited the profits were not vast.

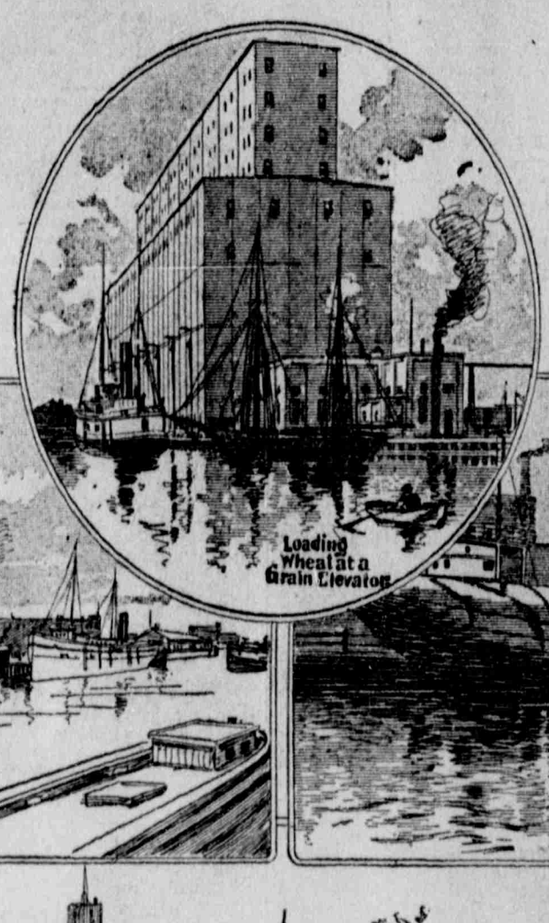
It may be regarded in the nature of a curious coincidence that about this time another argosy sailed from Spain for Chicago—the caravels sent over by the Spanish government to attend the Chicago exposition of 1893. Between Spain and the Norseland is divided the credit for that great achievement, the discovery of America, although a distance in time of nearly 500 years separates the voyages of Leif Ericson and Christopher Columbus. The Norseman led the way, but did not sufficiently promulgate his discoveries, while Columbus came after and reaped the rewards of his venture by immediately proclaiming what he had found and had expected to find by crossing the Atlantic in his search for a northwest passage to Asia.

At last the northwest passage has been found, but it lies several degrees to the southward of the supposed route so long sought by Sir John Franklin and other arctic voyagers. It does not lie within the power of Chicago to claim the merits of an original discovery, but to her enterprising merchants belongs the credit of exploiting a field which has always been assumed as closed to her by a location so far removed from the coast line of the United States.

At the time the Northwestern was launched three other steamers of her class were under construction to constitute the initial line projected for intercontinental traffic. These vessels are 260 feet in length, and with a capacity of about 3,000 tons. They are not large as ocean liners go, and by the side of such leviathans as the Oceanic and Deutschland would appear mere pygmies, but they are as large as the conditions governing this traffic will permit, being restricted by the size of the canals through which they must pass to reach the ocean. They are owned and will be operated by the Northwestern Steamship company and are scheduled to make regular trips between the head of navigation on Lake Michigan and European ports during the season, the trip each way being expected to consume 18 days. So the century finds Chicago ready to grasp fortune by the forelock and to assert her rights as a rival in the race for control of the vast carrying trade which centers at her port and is now conducted mainly through rail connections with Atlantic ports.

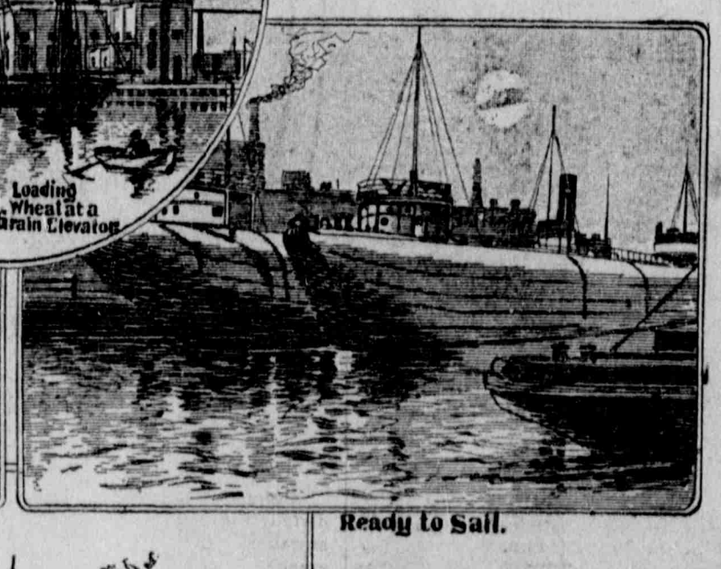
The vastness of this commerce need not be emphasized, for it is already granted. The only difficulties in the way are those of situation and environment, restrictions placed upon her by nature which will require herculean efforts on the part of her energetic citizens to overcome. That Chicago is ambitious goes without saying; that she has already overcome gigantic obstacles and forged to the front through the possession of a supreme capacity for farseeing enterprises will be readily allowed.

In this era of prosperity she finds herself forced to adopt extreme methods for moving the vast natural productions of the region of which she is the center and which are poured into her granaries, stock and lumber yards from every side. If even a comparatively small amount of this surplus can be moved by the employment of steam vessels to relieve the threatened congestion of traffic, something will have been done toward solving a difficult problem. By the co-operation of Canada she is able at last to initiate her ocean service, and without it she would, for some time to come at least, be bound hand and foot. Much is expected of her vast drainage canal, connecting Lake Michigan with the Father of Waters and the gulf of Mexico, but at present this route southwardly is not taken into consideration. The Atlantic can now be more directly reached through the great lakes and the series of canals inaugurated and constructed by the Canadian government. The great Welland canal alone has cost the Canadians nearly $28,000,000 and is more than 26 miles in length. Originally planned for small and light draft vessels, the Welland has been recently dredged to a depth of 14 feet. It has no less than 55 locks, but vessels not over 250 feet in length can go through them without material inconvenience, and the amount of freight annually passing that way has been given as a million tons.



Loading Wheat at a Grain Elevator

The Chicago River Near its Mouth



Ready to Sail.

In the City Proper.

The tonnage through the great Sault Ste. Marie canal, connecting Lakes Michigan and Huron, vastly exceeds this estimate, of course, and when completed, at a cost of nearly $5,000,000, this artificial waterway was navigable by vessels carrying 18 feet of water. The United States government built here a lock which was then the second largest in the world, and the annual tonnage is said to be greater than that which passes through the Suez canal.

It is difficult to believe that the total tonnage of Chicago exceeds that of New York, but the vessels employed in the carrying trade, while small, are exceedingly numerous. While the St. Lawrence river is navigable for ocean steamers as far as Montreal, yet there is at present uninterrupted navigation open only for vessels drawing less than 14 feet of water. This will cause a necessary transshipment of all cargoes in excess of 2,000 or 2,500 tons, which will materially add to the cost of transport and cause delay. The steamers are built with a carrying capacity of at least 3,500 tons, and it is expected that they will be able to pick up additional freights when deep water ports are reached. Again, the water in the canals sometimes varies in depth, so that a ship loaded to extreme capacity might run aground and be delayed.

It was only last year that the Canadian government announced that vessels not over 260 feet in length and drawing less than 14 feet could pass unobstructedly through the canals from the lakes to the ocean. Chicago has been quick to avail herself of the privilege of becoming an inland seaport, if the term may be allowed, and her experiment will be watched with interest on both sides of the Atlantic.

ELBERT O. WOODSON.

FRENCH AND THE PAINTER.

The following story about the celebrated General French, whose cavalry exploits have been so brilliant and successful during the Boer campaign, will be of interest:

The daughter of a portrait painter now in South Africa testifies that General French, the great cavalry leader, is the shyest man in the British army.

He is a heavy man, always looks half asleep, has a very red complexion, red mustache, thickset figure—the last personality in the world to help an artist as a sitter.

He promised to sit for the painter, although most characteristically he could not for the life of him think what he had done to be of sufficient interest for any one to want to sketch him.

At last, after a great deal of trouble, the painter got him to sit one morning just outside the club at Bloemfontein. That sitting was the shortest and most disjointed the painter has ever had.

The general sat bolt upright in a chair, reading his paper upside down through sheer nervousness, and if he left that chair once on one excuse or another he left it a hundred times, coming back looking more upset and nervous each time, until at last he never came back at all.

And the painter's only chance of sketching him was at a club during dinner.

THE ATLANTIC'S WEIGHT.

The average depth of the Atlantic is not quite three miles.

Its waters weigh 325,000,000,000,000,000 tons, and a tank to contain it would have each of its six sides 430 miles long. The figures of the other oceans are in the same startling proportions.

It would take all the sea water in the world about 2,000,000 years to flow over the Niagara falls. A tank to hold it would have to measure nearly 1,000 miles along each of its sides.

FROM FAR AND NEAR.

The number of emigrants who left Germany in 1900 was 23,309.

Lake Huron is almost exactly the size of Greece; Lake Superior, of Iceland.

Kangaroos can jump 11 feet in height against a deer's best record of 9 feet 6 inches.

Norway is the only country in the world whose banks hold more specie in their safes than they issue.

The oldest large bridge in Europe is that at Ratisbon, over the Danube. It was built in 1135 and is 994 feet in length.

The Kansas City council has abolished the dog catcher. Hereafter the city will deal with the dog owners instead of the dogs.

The largest sponge ever found came from the Mediterranean. It was about three feet across and ten feet in circumference.

Examination of the French census returns so far shows an astonishing diminution of population in many towns of the second and third class since 1896. Only seaport towns and Paris show material increases.

The desert of Sahara covers 2,500,000 square miles between the Atlantic ocean and the Nile valley. Crossing this waste on a camel's back, if any do so now, is no easy enterprise.

The gold dug from Australia and California since their mines were discovered would fill a room 40 feet long and 20 feet wide and 20 feet high, and it is a problem to tell what its wealth, counted in dollars, would be.

London is the most expensive port in the world. Ships which can discharge in three days at New York or Liverpool take 14 in London owing to lack of facilities.

A Woolwich (Me.) man has filled his icehouse with cakes which have floated down with a freshet. All the crew had to do was to watch for the fine, blue cakes and then float them into the dock and hoist them into the icehouse.

Ninety-one thousand readers visit the British Museum library yearly. It has 32 miles of shelves filled with books against 18 in the French Imperial library.

Three-quarters of the way round the globe will be the trip of the new line of steamships to be operated by the Northern Pacific Railroad company. The ships will sail from Tacoma to Liverpool by way of the Suez canal and the Mediterranean.

The order of St. Francis has supplied ten popes, that of St. Dominic four. The order of St. Benedict holds the record, with 43 popes and 40,000 bishops.