### A GREAT MONUMENT.

WHAT IT WAY, IS NOW AND IS TO BE The Ristory of What Will Be the Highest Structure Ever stated by

Man's Hand. Washington Correspondent of the Tribune. Probably few persons outside of Washington realize that the time has come to speak respectfully of the Washington monument. That unsightly column—as it was for so many years-which used to stand like a big stone stump between the Ionic portico of the treasury and the broad glittering shallows of the Potomac, has within the past two years risen into a stately obelisk, whose marble sides gleam in the sun-a simple and imposing shaft, which will one day be majestic. The paragraphers, who are still joking about it, are behind the age. It is now higher than any of the Egyptian pyramids except that of Cheops and its companion pyramid, King Shafra's; and when it is completed it will be more than 100 feet higher than either of these, and will be not only the highest known structure in the world, but, so it is said, the highest structure which is known to have been ever raised by the hand of man. The great spire of the Strasburg cathedral runs up to the heighth of 468 feet; the height of the tower of the cathedral at Cologne is put at 511 feet; St. Peter's from the pavement to the base of the lantern is 448 feet, and the Milan cathedral is 355 feet to the very top of the statue of the Madonna. The Washington friends and neighbor of the descendants of the monument is now 340 feet above the floor of the shaft. When completed, as it will be 555 feet high, or more than forty feet higher than the very tip of the slender pinnacles at Cologne. The comparison is an awkward one, perhaps, but it has its uses nevertheless—a plain shaft is not to be compared, architecturally with a co be compared, architecturally, with a ca thedral or pyramid; but it is of some interest to remember that while the tower of the Cologne cathedral will probably taper into the air with a very small diame ter, the Washington monument at 500 feet, or almost exactly the same height, will show a width of thirty-five feet on each of its four faces. At the base each of these sides has a width of fifty-five feet, showing that the tapering of the column is very gradual. As one stands near the foot and looks up, the column seems like who buys a bit of stone for a few dollars a great tower of rock growing out of the earth and reaching the sky. Work is to begin for this season on Monday, and by accomplices. December the monument will probably be about 430 feet high. The engineering feat by which a new

and enlarged foundation was inserted under a structure 150 feet high and weighing 71,500,00 pounds, as the monument was when work was begun in 1878, is one which can only be adequately described the Colonal Cosesy the engineer in charge by Colonel Casey, the engineer in charge, and he says that, though often urged to do so, he shall not write a line upon the sub ject until the monument is completed. Perhaps it will make the story more intelligible to go back a little. The plan of a monument to Washington in the city bearing his name was, as many will remember, formally approved by Congress in a resolution passed less than a fortnight after his death, and which requested that his family permit his body to be deposited under it. The modument was to be erected by the United States, but nothing was done In 1833 an association of leading citizens here was formed, which, having collected enough money by private subscription to begin work, secured the site from Congress in 1848 and laid the corner stone of July 4 on that year. In the eight years follow ing the shaft was carried to the heighth of 156 feet, where work was suspended for lack of funds, and no stone was laid on the shaft from that time until August 8, 1880, an interval of twenty four years, during which the slavery agitation, the civil war, and the convulsions growing out of it, united to distract the public mind from a work peculiarly national and suggestive of peace and unity. But one of the great reasons why the flow of little subscriptions from all over the laud was stopped, was the belief, which became general, that the foundation was not strong enough. When Mr. Corcoran, Dr. John B. Blake, and other citizens here, succeeded in inducing Congress to undertake the completion, which it did by a resolution in the Centennial year constituting a joint commission, it was found that this belief was correct. The monument. which, as already stated, showed a breadth of 55 feet on each side of its faces at the base line, rested upon a foundation only 80 feet square and 23 feet deep, and poorly constructed at that. Below this was the ground, of rather a yielding nature. If they had gone on heaping stone upon the monument, the result would simply have been that the weight would have driven it downward like a punch. It would probably have seitled unevenly; and we should have had a either a new leaning tower of Pisa, or perhaps no tower at all, which would have furnished either way a fine paragraph for the newspaper correspondents, but would not probably have been of much benefit to any other class in the community.

Obviously the foundation needed to be strengthened, and Colonel Casey addressed himself to a task which a good many eugineers would have preferred not to undertake. Going down below the foundation already built, he dug from under it all around a core of earth 44 feet square, directly under the foundation and monument; and the 71,500,600 pounds of weight stood on this pillar of earth. The new excavation was of a depth of 13 feet, and made a cellar under the foundation 126 feet square. This was filled with solid masonry, except where the core of earth stood, which was not removed. Then the sides of the old foundation above were torn down for a considerable distance under the walls of the shaft, rebuilt of better materials, and spread out further over the new base below, thus distributing the pressure over a much larger area. So, instead of a foundation only 80 feet square, that is, extending only 121 feet beyond each of the four faces, there is now a foundation 126 feet square, extending 35 feet beyond each face, and running 13 feet deeper. A good many engineers have come at different times to visit the monument and inspect this interesting work. One of them looked at it a long time without saying anything. Then he remarked quietly, "Well, that's easy enough to do, but I don't know one engi neer in a thousand who would want to The result proves how well the work has been done. Since the laying of stone was renewed 28,355 tons of stone have been added to the pile, and the settlement of the shaft due to this load has been just one and a quarter inches. The settlement is so even that the greatest variation in the sinking of the four corners is a difference of four-one-hundredths of an inch beween the southwest and northeast corners. The other two have settled exactly alike, even to the hundredth part of an inch. The total pressure now borne by the bed of foundation is 74,871, tons or 92 per cent. of the who'e pressure that will be placed upon it. The line at which the work rested in 1856, can plainly be seen, the old portion of the monument being darker and more weather beaten than the new. The slow rate at which contractors are able to deliver the marble regulates the progress of the monument. The money which Congress has already appropriated about \$800,000 in all, will suffice to complete the shaft and pyramidion, as it is called, the pyramid which is to top the shaft at the height of 500 feet, and rise

for 55 feet, part of it being of glass in order to light the deep well of the monu-When the work has been completed the

question of the descration of the base will need to be considered. The original and absurd idea of surrounding it with steps, emblematic figures, statutes, etc., rising to the hight of 100 feet, has been abandoned, as it would destroy the effect of the obelisk. Whatever plan may be decided upon, it seems safe to predict that it will be one consistent with the grand simpli city of the monument, which is its chief merit. The way in which this general idea can be helped is for the joint commission of which Mr. Corcoran is chair-man, to exclude from the monument a good many of the stones that have been sent to be incorporated in it. There is a been there for twenty or thirty years.

big shed in the shadow of the monument full of these stones, many of which have Many of these are tasteful and appropriate —stones presented by foreign gov-ernments—a handsome new one coming from Brazil—states of the Union, towns and villages, societies, Sunday schools, etc., etc One broad slab is inscribed in Chinese; another in Greek; another in German; one is from the sultan of Tur-key, with a Turkish inscription; one from the governor and commune of the islands of the Paros and Naxos in the Grecian archipelago; another from the Cherokee nation; another is inscribed simply: "From Braddock's Field," which sends the mind back to the scene where the young officer of twenty-three moved about so calmly among the whistling bullets that it was said he really "seemed such offerings have their meaning and should have an honorable place in the his business, which is plainly the case with a number of the stones, they ought to be rejected. A conceited militia company ought not to be allowed to inscribe its roll on the walls of the monument, nor should a newspaper nor a locomotive works be permitted to advertise its business there, any more than a soap maker or a patent medicine man. The man who should carve his name into the marble surface of the pile would be considered a vandal. It is difficult to see why the man

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kOBERT D. BROWN,

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| F.M. | A.M. | A.M. | P.M. | P.M. |
| C:20 | 10:20 | Columbia | 8:20 | 5:25 |
| C:35 | 10:33 | Washington. | 8:09 | 5:25 |
| Cresswell | 8:02 | 5:25 |
| Cres

READING & COLUMBIA R. R. ARRANGEMENT OF PASSENGER TRAINS

MONDAY, NOVEMBER 13rs, 1882. NORTHWARD. | Columbia | ARRIVE. | 7:25 | 12:00 | 6:10 | ... |
| ARRIVE. | P.M. |
| Columbia. | 9:40 | 2:10 | 8:25 | ... |
| Lancaster. | 9:30 | 2:10 | 8:15 | 5:15 |
| Lancaster. | 9:40 | 8:25 | 5:25 |
| Quarryville | 9:40 | 9:55 | 6:30 |
| Trains connect at Reading with trains to and from Philadelphia, Pottsville, Harrisburg, Allentown and New York, via Bound Brook

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Sunday.

Frederick Accommodation, west, connecting at Lancaster with Fast Line, west, at 1:40, will run through to Frederick. Harrisburg Accommodation...... Lancaster Accommonation leaves 2.36
Columbia Accommonation 1 4:14
Taso
Harrisburg Express 5:40
Western Express 9:05
Pacific Express 11:20
1:15

Harrisburg Express, west, at 5:40 p. m., has direct connections (without change of ears) to Columbia and York.

Fast Line, west, on Sunday, when flaggest, will stop at Downing town, Contesville, Parkeyburg, Mount Joy, Elizabethtown and Siddle-town. Day Express, Fast Line, News Express, Mail Train, No. I, Western Express and Pacific Ex-press run daily.

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