

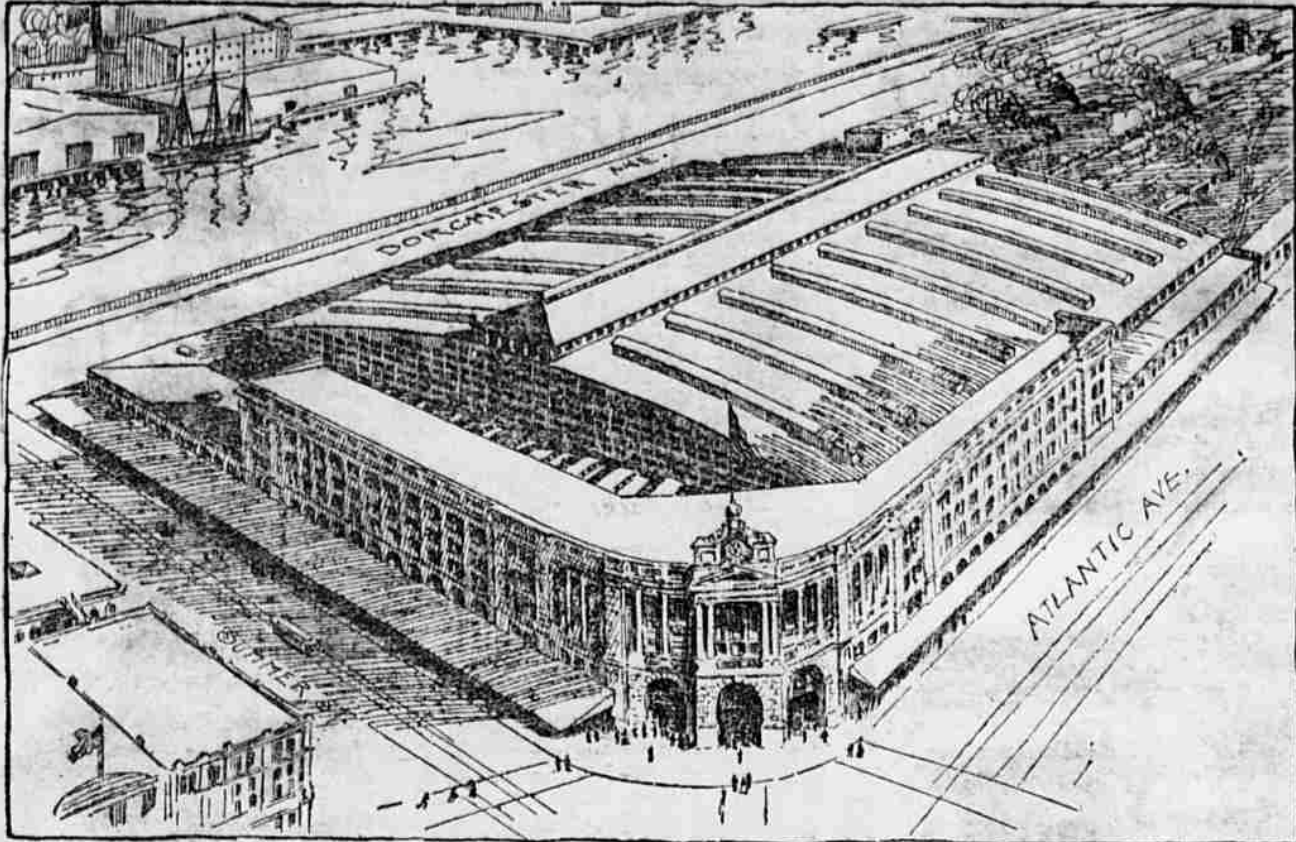
BOSTON'S MAMMOTH DEPOT

Pronounced the Largest and Best Equipped Station in the World.

TWO SEPARATE FLOORS FOR TRAINS

Electrically Operated Loop Tracks with Platforms Capable of Holding 25,000 Passengers—An Engineering Wonder.

The new terminal railway station in Boston, Mass., which is nearing completion, possesses several remarkable features. It is the largest railway depot in the world. The plan of its construction is unique—nothing like it has been seen before. It is the first depot to be equipped with facilities for operating trains by electricity, the tracks in one section of it actually having a third rail laid between them, all ready for the long-promised transition from steam to electric current.



VIEW OF THE LARGEST RAILWAY STATION IN THE WORLD.

great structure, there had to be demolished 210 buildings, sheltering during business hours of the day nearly 4,000 persons, enough to found a small town. More than half the railroads which run into and out of Boston will use this depot. It will divide the patronage of the city with the northern depot, which is situated on the easterly side of the city.

Problems of Construction. The housing of all these roads in one station involved problems which do not enter into the construction of single stations. The rights and privileges of any one road must not be interfered with by the others.

Placing the trains on two floors, at once accomplished the purpose of separating the local from the through traffic. The arrangement of the tracks for the express trains, which run in on the second floor, differs little from that of an ordinary station.

Monster Platforms. The loop tracks are sunk a foot below asphalt platforms, which are capable of holding 25,000 passengers at one time. The steps of the cars are quite on a level with the platform.

Maps of Cuba at The Bee office—Omaha-Council Bluffs, S. South Omaha. Cut a coupon from page 2. Address Cuban map depot.

yards the same company is using several electric engines, and is said to contemplate equipping the entire road with third rail conductors. At least, this station will be quite ready whenever the road is so equipped.

The way out of the basement for the trains is through a two-track trench, or cut, lying on the left side of the main tracks. The basement itself is not entirely below the sidewalk. In fact, it is depressed so that the same number of steps lead down the suburban trains as lead up to the express trains on the floor above.

A WOMAN IN THE COMMONS

Successful Invasion of the Popular Branch of Parliament.

PLAYS ON THE TYPEWRITER KEYBOARD

Hobnobbed with Lords and Exchanges Smiles with Commons—Her Experiences with Men of State.

In the staid old House of Commons until a comparatively recent date was considered at all times an intruder. This is the reason why the fact that today on the south side of St. Stephen's hall in the group of English Parliament buildings a very young woman typewriter has been given a desk, salary and assistant is the cause of no little wonder among the few to whom the knowledge has come.

The lady's name is Miss May H. Ashworth, and she is not only more widely known than any other of the vast army of females who so deftly manipulate the "universal keyboard," but she holds the speed record—two triumphs of a character that seldom falls to the lot of woman. Miss Ashworth believes that there are not half a dozen members of either the House of Commons or the House of Lords whom she does not know to speak to.

Members of Commons but this is not adhered to, and the services of Miss Ashworth and her corps of assistants are available by many members of the House of Lords, and occasionally one of the cabinet finds them very useful.

Impressive Higness. As a mere architectural achievement the Boston terminal station impresses one most vividly by its immensity. Its business is like that of the main building of some great exposition. It is a small world under ten acres of roof. Its train shed is seven times bigger than St. Paul's cathedral, and twice as big as the London and Northern; so big, in fact, that the great St. Louis depot might be built up in the middle of it and yet leave respectable breathing room on all sides.

As one walks through the depot its working details are thrust so rapidly upon one's understanding that the result is almost confusion. One notices first of all the steam plant for supplying the coolers in the cars, a filtering plant for supplying cool, clear water all over the station; a refrigerating plant for keeping fresh the provisions in the kitchens of the several large restaurants; steam plant for warming the passenger cars while they are standing unattached to a locomotive in the station in cold weather; a compressed air plant for testing the Westinghouse brakes before the trains leave the shed; an electric lighting and power plant for illuminating the building; the main making plant for supplying the coolers in the cars, a filtering plant for supplying cool, clear water all over the station; a refrigerating plant for keeping fresh the provisions in the kitchens of the several large restaurants; steam plant for warming the passenger cars while they are standing unattached to a locomotive in the station in cold weather; a compressed air plant for testing the Westinghouse brakes before the trains leave the shed; an electric lighting and power plant for illuminating the building; the main making plant for supplying the coolers in the cars, a filtering plant for supplying cool, clear water all over the station; a refrigerating plant for keeping fresh the provisions in the kitchens of the several large restaurants; steam plant for warming the passenger cars while they are standing unattached to a locomotive in the station in cold weather; a compressed air plant for testing the Westinghouse brakes before the trains leave the shed; an electric lighting and power plant for illuminating the building; the main making plant for supplying the coolers in the cars, a filtering plant for supplying cool, clear water all over the station; a refrigerating plant for keeping fresh the provisions in the kitchens of the several large restaurants; steam plant for warming the passenger cars while they are standing unattached to a locomotive in the station in cold weather; a compressed air plant for testing the Westinghouse brakes before the trains leave the shed; an electric lighting and power plant for illuminating the building; the main making plant for supplying the coolers in the cars, a filtering plant for supplying cool, clear water all over the station; a refrigerating plant for keeping fresh the provisions in the kitchens of the several large restaurants; steam plant for warming the passenger cars while they are standing unattached to a ladies' department of the New Hygiene Institute.

Specialists. Guarantee to cure speedily and radically all NERVOUS, CHRONIC AND PRIVATE diseases of men and women.

BEHIND THE SCENES IN HAVANA

The Captain General and Staff at a Luncheon.

THE MULE OF JUNEAU

Disgusted with Alaska Diet, He Committed Suicide.

When Governor Brady of Alaska was before the conference on that bill, relates the St. Louis Republic Representative Lacey poked fun at him about the Alaska legacy. Senator Carter of Montana, one of the conferees, added a just vest's mule of Juneau, when, to the surprise of conferees, Governor Brady proceeded to a serious and official statement.

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