

PAYNE THE MAJORITY LEADER

Was Surprised to Find 33 Beet Sugar Republicans in the House.

A SQUAD OF RECALCITRANTS

They Refused to Yield to the Party Whip in Hands of the Speaker, Payne, Dalzell and Grosvenor.

Probably no congressional incident of recent history was so surprising to the republican leaders of the house as the vote of last Saturday in the house of representatives.

BEET SUGAR A HOME PRODUCT

was the rock upon which the great party of protection split. The beet sugar men had convinced the 33 republicans that Payne's proposition would injure that industry and these men split away from their leaders to save the home industry.

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New York Subway

(Continued from Fifth Page.)

sinking of shafts 100 feet down in solid rock, to erecting high bridges and elevated structures.

The most interesting experience the explorer of the subway can have is to go down the One Hundred and Eighty-first street shaft and walk up one of the headings, now each several hundred feet long. It is like going into a mine. The heavy elevators sink slowly out of the daylight, first into a dim haze, and then into the thick smoke made by the blastings and by the miners' lamps which the workmen carry.

"Twenty-six feet high here all along—two tracks. Look out for this mule stable." "Come here, Jenny," he called out to a moving shape in the darkness ahead. "There are six of these animals down here and most of them haven't seen daylight for a year. Right above us," pointing upward through the gloom, "there used to be a big boulder. When it fell it caught two men under it. That's the only accident we've had up here."

The mules, the little dump car tracks, the drills at the ends of the headings, the Elasts and the cavernous gloom throughout remind one of nothing so much as a huge mine. For two miles the work in this section is carried on by boring. On the surface no sign of an excavation is to be seen save at the shafts, but next to the Hoosic tunnel, this piece of the New York subway will be the largest piece of single tube boring in this country.

These scenes are not familiar to many New Yorkers because they are so far up Manhattan. There has just been completed, however, another section in which the same kind of work was carried on. When the contractor for the section which runs under a corner of Central park undertook this piece of work his task was that of boring a tunnel through the solid rock without disturbing the surface of the park. There were many nearby buildings and every unusually large blast was a menace to the neighborhood. Still the contractor accomplished his difficult task without a mishap.

In marked contrast to the scenes of mining life, with its accompaniment of trembling from the blasts and its procession of oily, muddy drillers of the rocks, are the bridge builders, the toilers in the air, far above ground. The face of the solid rock at One Hundred and Ninety-fifth street will soon have a huge mouth, for here the subway transforms itself from a tunnel to an elevated structure. Thence one mile of bridge is to be built up to the end of this branch at Two Hundred and Fifteenth street.

Over on the other side of Harlem another extraordinary operation is going on. The Bronx division has to dip under the river, and this section has not been done in the regular subriver manner. A wooden structure, half the width of the river long, into whose cross-section an archway of the subway would fit, is built and floated from one bank. Then this structure is weighted and sunk, and the pressure of the water above and around it makes it airtight. The river bottom is then dug out under the framework, the dirt and rock being placed on top of the structure to hold it down.

Most Expensive Mile.

It is the ordinary surface cutting which may be seen by everybody, and this, because it is the simplest kind of work connected with the subway, is the least interesting. The crowds, however, never seem to lose their curiosity. A network of timbers, supports, gas, water and sewer pipes is practically all that is visible. Through convenient openings huge buckets are lowered to be loaded with rock or dirt, raised again and run along the cable way until they are dumped into the waiting cars. Great chains lock together the timber supports of the street car tracks. Pillars of steel and wood hold up the street surface. And thousands of people pass over these yawning holes daily without a thought of danger, despite the accidents that have happened. The work is carried on with the greatest margin of safety. No sooner is the smoke of a blast cleared away than timber supports are driven into place. Wherever an open trench is dug the side drifts are safeguarded as much as possible. Indeed, the wonder is that the work of excavation can go on at all in the tangle of steel and timbers which are used to maintain the surface.

The most expensive mile of the subway extends from Thirty-second street under the street railway tunnel to Forty-second

street; thence around a curve to Broadway, and around another curve to Long Acre square.

The construction of these two curves alone is a most serious undertaking, because it is necessary to pass under buildings in order to get space for the turns. At both of these corners, however, the Rapid Transit commission has purchased property which the excavations might have injured, and it is understood that a big hotel will be located over the stations at each of these turns.

Within the limits of this mile have occurred the most disastrous accidents of the subway. The dynamite explosion came first, wrecking two hotels and several houses; then, two blocks below, followed the cave-in of three houses. The Rapid Transit commission has recently purchased this property in order to save itself from costly damage suits. It is said that up to date \$5,000,000 have been spent by the commission in making similar purchases of damaged property.

Naturally enough in such an upheaval as this there has been, and is still, much litigation to be feared. Herein came another development, the official photographer. It is the duty of this gentleman to make photographic records at stated intervals over the entire line. It was the good fortune of the writer to make trips over portions of the subway with this official.

Subway's Official Photographer.

"Do you see the long crack down the side of that building?" he inquired. We were standing in an excavation sixty feet below the surface of the street and the bare wall of a building towered 150 feet above. "Suppose the owners claimed that the excavations here had caused that crack. I would go over my photographs taken here before the work was begun at all and I would show a picture of that building with the same crack in it. I have taken hundreds of pictures just as a matter of record to show how buildings, streets, sidewalks, etc., looked before we began work and how these have been affected by the excavating. You would be surprised at the number of damage claims which we can stop in just this way."

A year from next fall, when trains begin to run in at least a part of the subway, New Yorkers will begin to appreciate the genius and energy which has been devoted to this great enterprise. Not only New Yorkers, but all Americans as well may be proud of the men who have carried the project from its first inception to within sight of its final completion. To William Barclay Parsons, the chief engineer of the Rapid Transit commission, more credit is due than to any other single man. It was Mr. Parsons' pet plan for years before the legislature of the state passed an act by which the work could be taken up. It has been the indefatigable labor of Mr. Parsons and his corps of engineers which has made possible the formation of plans for every detail now being carried out successfully.

During the months preceding the letting of the contracts Mr. Parsons' offices were the busiest rooms in New York. Every street car line, every support for elevated structure, building, sub-cellar, every water sewer or gas pipe, together with house connections, every conduit was located; indeed, the character of the rock or soil in the path of the proposed subway was determined. Before the first pick was struck into the ground Mr. Parsons knew that six and a half miles of sewage pipes alone had to be moved; he knew where lines of water and gas service would have to be changed entirely; he knew one place where it would be necessary to shift several blocks of street car line in order to carry on blasting successfully under it. When one stops to think of the engineering problems which were encountered it is all the more surprising that the work has gone on so successfully thus far. At the present time nearly \$1,000,000 a month are being expended.

It is not at all unlikely that another line of subway will be tunneled under the east side of Manhattan. The Brooklyn division is already assured, as is the Pennsylvania tunnel from Jersey City to Long Island. Before long New York may be known justly as the city of tunnels.

Naming the Child

Baltimore American: Now, necessarily, when the new girl baby arrived there was much discussion among the members of the family as to what her name should be.

"We will call her 'Geraldina,'" said the fond mother.

"Why not 'Esmeralda?'" asked the first grandmother. "I saw that name in a story once and always wanted to try it on a baby."

"Oh," murmured the second grandmother, "that would never do. Let us call her 'Fanchon.'"

"But don't you think 'Eltana' is a pretty name, and so odd, too?" put in one of the aunts.

"Excuse me, ladies," ventured the poor father, who sat near by, "but you seem to forget that we are trying to find a name for a human being and not for a 5-cent cigar."

His Worst Action

Chicago Tribune: Avery Baddan—What was the meanest thing you ever done?

Goodman Gongrog—The thing I've always hated myself most for was getting mad at a barkeep once and throwin' a glass of beer in his face. It didn't hurt 'im any and it wasted the beer.

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