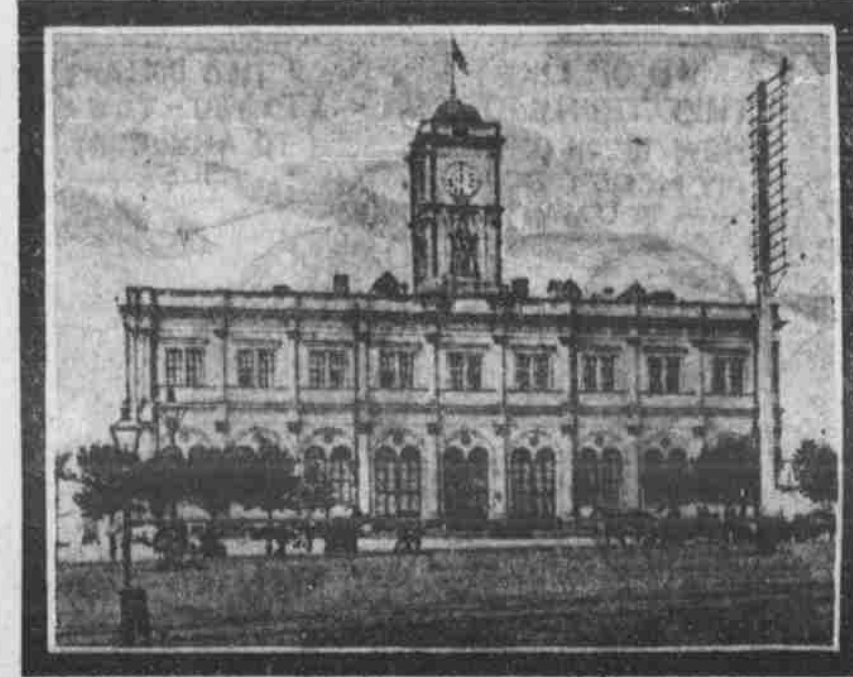


# From Herald Square to Paris by Rail

## Projected Behring Strait Tunnel Would Make a Trunk Line Across Three Continents.



Proposed Railway Route between New York and Paris via Behring Strait Tunnel.



St. Nicholas Railway Station, Moscow

THE Arabian Nights dream of travelling by train from New York to Paris, via Alaska and Behring Straits, seems about to be realized.

Among the wonders of the Paris Exhibition of 1904 was a railway trip through Siberia. Passengers took passage in real Pullman cars, heard bells ringing and whistles blowing, and as they said goodby to friends the imperishable express rolled away. Through towns and cities, through long stretches of country, they went up into a wilderness of ice and snow, and then across the wilds of Siberia. It all seemed like magic, yet was simple enough.

With a panorama moving at high speed, on either side the country seemed flying by the car windows and the illusion was perfect. But no one imagined it foreshadowed a coming reality soon to be a commercial success.

A St. Petersburg cablegram from M. Loloq de Lobel, professor of the trans-Siberian-Alaskan railway, to William Hamman Black, his New York counsel, the other day, said the Tsar had signed a ukase authorizing the Imperial Russian and the Russian Railroad Commissioners and the making of a survey by the route proposed for the Inter-Continental road from Irkutsk to East Cape, by Behring Sea. This link, connecting with lines already finished there and lines to be built here, will make an unbroken route of steel rail from Herald square to Paris.

M. de Lobel first interested Parisian capital in his plan a few years ago, and a survey was made at a cost of half a million of dollars of a strip sixteen miles wide, from Irkutsk, in the trans-Siberian road to Behring Sea, a distance of 4,800 miles—the line following the richest agricultural and mineral regions in Russia. The company asked for a grant of this strip as a bonus from the Tsar to aid in building the great railway. Now that the concession has been signed, nothing remains but to push on the work.

It is an interesting fact that while M. de Lobel was proposing a ferry or bridge across Behring Straits, there are two islands between them, which will greatly aid in hastening the tunnel work, because it will give the engineers places in mid-channel to stake shafts below the level of the sea, from which the excavators can work both ways toward the men digging from the shore ends of the tunnel.

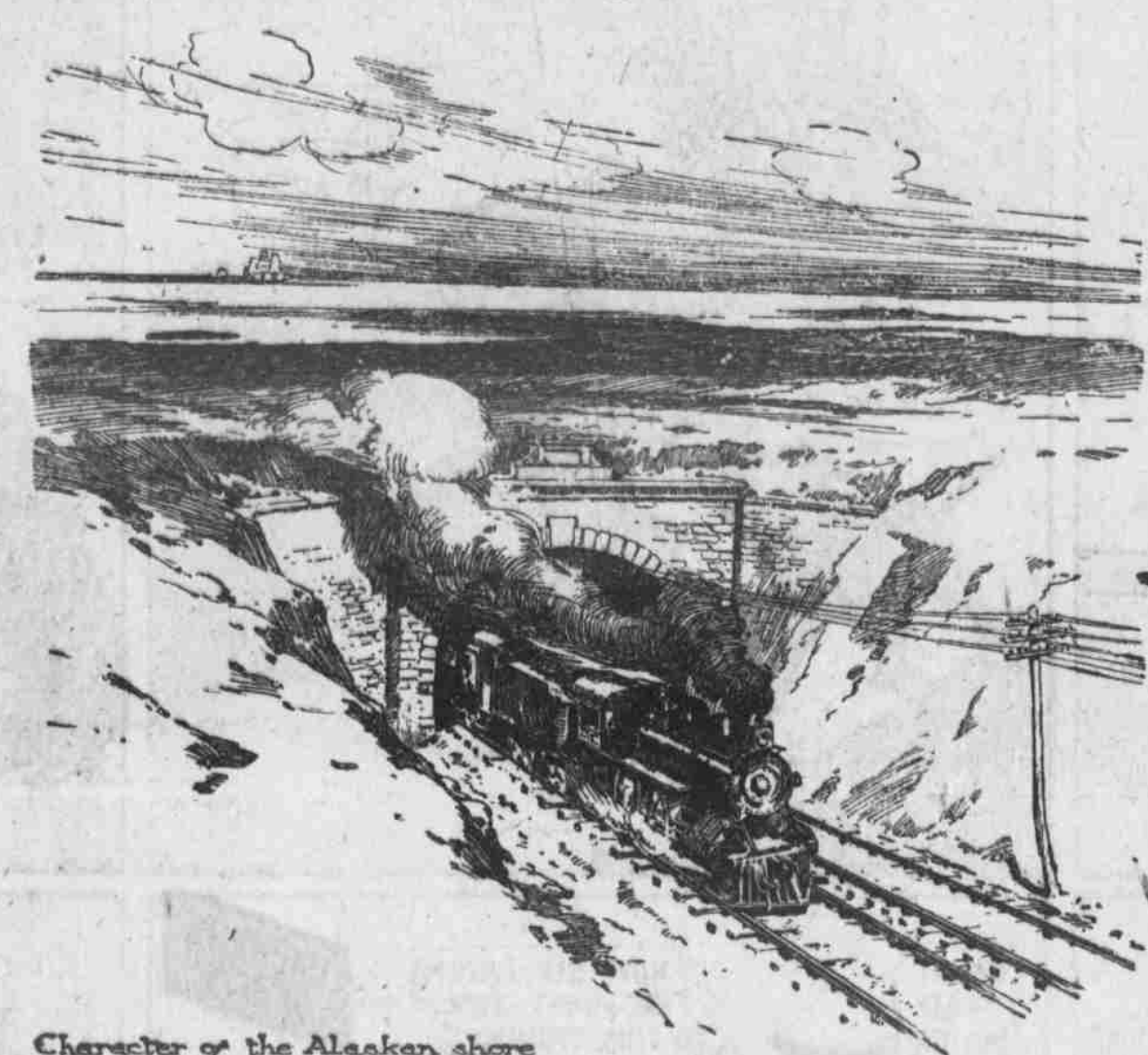
When M. de Lobel was in New York last summer he formed an advisory committee composed of Alfred Craven, deputy chief engineer of the Rapid Transit Commission; Edward Bond, Albany chairman of the Advisory Board of Canal Consulting Engineers of the State; Elmer J. Corball, a member of that Board and a consulting engineer of the West Shore road; Dr. John A. L. Woodall, Kansas City, bridge engineer; and J. L. Harrington, chief engineer of the Montreal Locomotive and Machine Company. Mr. Black, recently the commissioner of accounts of the city, is the Wall Street attorney for M. de Lobel's great enterprise.

In the Waldorf Hotel the other day Mr. Black said that the great problem had been neither the tunnel nor the raising of money to build lines through Alaska, but to get the Tsar to officially authorize the building of the four thousand mile link of new railway through Siberia. This was what kept things at a standstill so long.

Now that the ukase has been signed there would be no difficulty in raising money to construct lines through Alaska and Siberia, as well as the great tunnel under Behring Straits.

It is believed that these thousands of miles of railway, including the tunnel link, can be finished and trains running in from four to five years—ten years less time than it took to build the first Brooklyn bridge.

At the last words said by M. de Lobel when he stood on the deck of a French steamer about sailing for France was that it will be possible within a few years to enter a Pullman train in New York and go straight through to Paris by the way of Behring Straits without leaving New York to Paris Island by the Hudson Railroad, or to Kruger's by the Long Island River, or to New Brunswick by the Pennsylvania. The amount of excavating required to build the New York subway would more than put a double track under Behring Straits, with enough space to store stings, depot buildings and living accommodations for the officials and



Character of the Alaskan shore where trains will emerge from under Behring Strait

employees along the submarine line. As the bottom of the Strait is of granite, there will be no danger of rock slides or the roof caving in.

**Gold in Vast Quantities.**

Then there are other things to be considered. Some mining engineers say there is enough gold under Behring Sea, which the tunnel would crosscut, to pay for building the road. If men not engineers can dig fortunes out of the soil almost anywhere in Alaska, and especially along the sea coast around Nome, which is not far comparatively from the Straits, it would seem reasonable to expect the engineers to find rich veins of gold, silver and perhaps platinum, if not copper and other valuable metals. Almost anything that the imagination may fancy has been predicted by experts in the Northwest.

The great Northern Pacific railway, both in the United States and Canada, have made fortunes for their companies and for the settlers.

M. de Lobel says further: "Between the Siberian and Alaskan coasts lie the Diomed Islands. There are two of them, and the tunnel will divide the Straits into two sections of nearly equal length. Here we can erect works necessary during construction as well as a navigable waterway. The tunnel will be about thirty-eight miles in length, and this, with the 3,800 miles of railroad which we propose constructing in Siberia

banks, connecting at a point about one hundred miles south of Dawson City with the Grand Trunk Pacific, which is planning an extension to that point.

"The Russian government approves our plan, and our contract to strip sixteen miles wide the entire length of the road in Siberia, means about 40,000,000 acres of good land. To complete the road will require about \$200,000,000. I have assurances from men high in finance in Russia, France, England and the United States that they will give us \$200,000,000 if necessary to make the enterprise succeed. It is estimated that the fare to Paris would be just about what it now is by transatlantic steamer and the trip would take from forty to fifty days.

It is safe to say that such a journey would give a man the experience of his life. Think of it. The New York man bound for Paris would step aboard the train in Herald Square, roll through the magnificent States to Chicago and Duluth, thence onward through the great mountain ranges of the Rockies, through canyons and great rivers to Alaska, where the scenery stands on end and a man gasps for joy as he realizes the boundless wealth of the country, the vastness of the mountain slopes and the stupendousness of the glaciers which are showing millions of gold and silver into the ocean every time the earth trembles under the weight of wealth. Thence up the coast, the views of the great ocean, and the countless islands dotting the sea shore will keep a man's nerves thrilling until he reaches Nome, where every back yard is full of fish and gold. There the traveler dives under Behring Straits where all things movable plough their way southward and you can hear icebergs and whales scratching the roof of the big tunnel as the train glides on its way into the vastness of Siberia.

According to all accounts, that land of the exile is really a rich country, wonderful for wheat and other possibilities in forest, under the Arctic Sea and amid arctic splendors of the North.

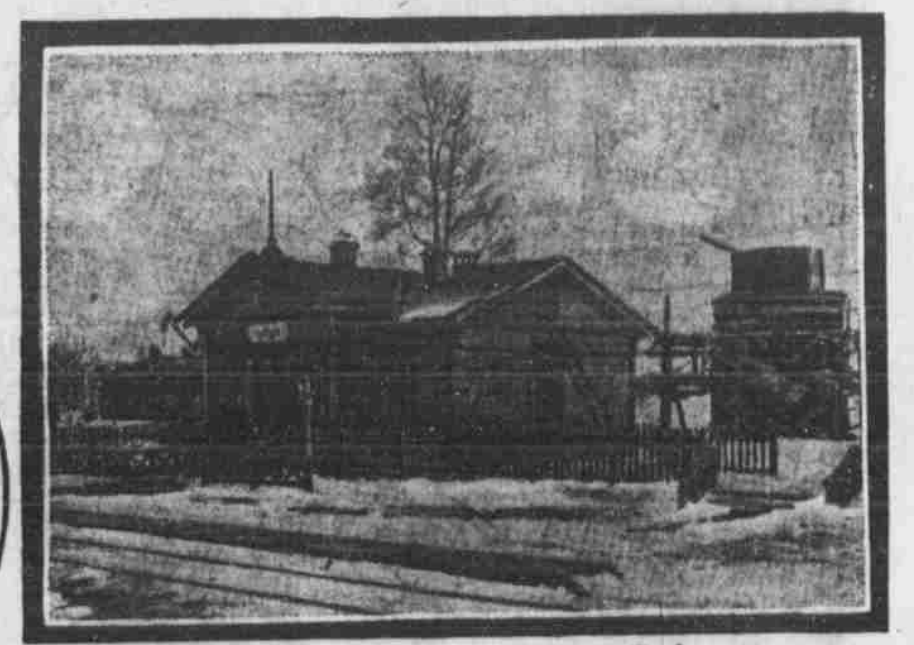
**Capital Available.**

Yet all this is but a link in the world encircling railway system which capitalists are projecting. Read this from Mr. A. H. Ford in the Independent. He says:—"From Cape Horn to the Cape of Good Hope by rail is the latest project of our plants of finance who have control of limitless capital.

"This round the world trunk line, which is already more than half completed, is to be some 25,000 miles in length. Beginning at the tip of the South American continent, it is surveyed to follow the crest of the Andes, winding up through the Isthmus of Panama into Central America, then across Mexico, the United States, and Canada into Alaska, under Behring Straits and across arctic Siberia and torrid Central Asia to the Holy Land and Egypt, where it is to connect with the Rhodes trans-African railway now in course of construction from Cairo to Cape Town, a distance in all equal to the circumference of the globe, and the building of but 10,000 miles of additional railway remains to fill in the gaps and complete this most remarkable project of modern times.

"Half a billion dollars, a sum Congress appropriated every winter, will complete the Cape Horn to Cape of Good Hope railway, which is little more than the amount already expended on the construction of the Trans-Siberian Railway. This sum has already been subscribed, if the projectors of the great world unting scheme are to be credited.

"The plan of a round the world railway is the joint idea of an American, an Englishman and a Frenchman. Andrew Carnegie has offered to finance the New York to Buenos Ayres project, having subscribed \$50,000 for the preliminary survey, and M. Loloq de Lobel has had a survey made of the New York to Paris air line, that when built, will serve to connect the Cecil Rhodes 'Cairo to Cape Town' with the



Station on the Trans-Siberian Railway

agriculture, with mines punctuating the miles during the long journey to Paris.

Thus the traveler proceeds on the other side of the world, turning awfully down the slopes of Russia, along Napoleon's great line of march, through Poland, Austria, into France and at last reaching Paris, the imperial city, the money and the thousands of miles journey through mountains and

### Skilled National Guardsmen.

NEW YORK business men interested in the military sends to the Herald a suggestion for meeting the emergency of running trains, telegraphs and other public enterprises in case of great accidents, riots and the like.

He would have a regiment of skilled workmen enlisted under the National Guard of the State and given courses of instruction in training schools, making them expert engine drivers, machinists, electricians, telegraph and railroad operators of all kinds—brakemen, conductors, switchmen and train dispatchers. This he holds, would enable the authorities to assist in keeping the transportation of mails and passengers moving and at the same time would protect property and the public generally. To quote:—"When for any cause the company operating any railway or trolley line carrying the United States mail or passengers, or telegraph or telephone line conducting the business of distributing general news and banking and commercial messages within the limits of the State of New York, shall be unable to operate its service without maximum danger to life and property or to the detriment of general business, owing to any cause arising from its inability to command the services of skilled operators, the authorities may send the operating portions of such line and place its articles in control until such times as the companies' differences with its operatives may be adjusted sufficiently to be declared normal."

The company thus falling to safely transport passengers and mail matter shall

### Costly Typographical Errors.

ENORMOUS sums of money are frequently expended by various governments to rectify errors, often apparently trivial, in government printing.

The United States, some years ago, destroyed 4,000,000 telegraph forms owing to the misspelling of a single word.

In 1882 several hundred thousand greenbacks were cancelled before issue owing to the same cause. An employe was convicted for attempting to steal some of these worthless notes, with the intention of selling them to collectors.

The Austrian government is so intolerant of mistakes that it cancels documents, not only on the ground of serious mistakes of misspelling, but even as the result of a misshapen letter. The use of a small, instead of a capital, "B" in the word "bureau" led a short time ago to the destruction of 25,000 forms issued to the various post offices.

In 1890 an Austrian designer of bank notes signed his name in tiny letters at the foot of a drawing. The engraver copied the name, and, before the mistake was discovered, 10,000 notes were printed, all of which had to be burned.

A symbolical figure on another Austrian note was maliciously given a beard which could be seen if the note was held at a certain angle in the light.

Before the union of Italy, more than one hundred were secretly made to turn official papers and notes to propagandist uses. A Customs House regulation form was so spaced by the compositor that the initial words in every line, if read consecutively,

### Costly Typographical Errors.

were a declaration against the Papal claim to govern Rome.

In another case the spacing of words in certain bank notes were so arranged that by drawing a pencil line in a particular way, a rude outline of the arms of Savoy resulted. These notes, of course, never saw the light, the device being too obvious to escape detection.

In 1901 a Spanish engraver was heard boasting that he had "signed his name" on every one of ten thousand bank notes just about to be issued. When called up and asked for an explanation he declared that he had been joking. But an examination of the notes showed that certain letters in one line were raised a microscopic distance above those next to them. These raised letters spelled the engraver's name. One hundred and fifty pounds was the price paid by the authorities for their engraver's joke.

The Kaiser's persistent interference in all matters of art has cost the Fatherland heavy losses in cancelled printed matter. One of his first acts as sovereign was to show his subordinates how the imperial arms should be printed. After many thousand forms and documents had been impressed with these arms an antiquary of high authority proved to His Majesty that the new design was not only wrong, but also humiliating to himself. Fifteen hundred pounds worth of papers were promptly reduced to ashes.

In another case the Kaiser "sub-edited" the German money order form in such a way that the public could not make head

Japan has at least a newspaper in which the same type is used as in our journals. It is called the *Yokohama*.