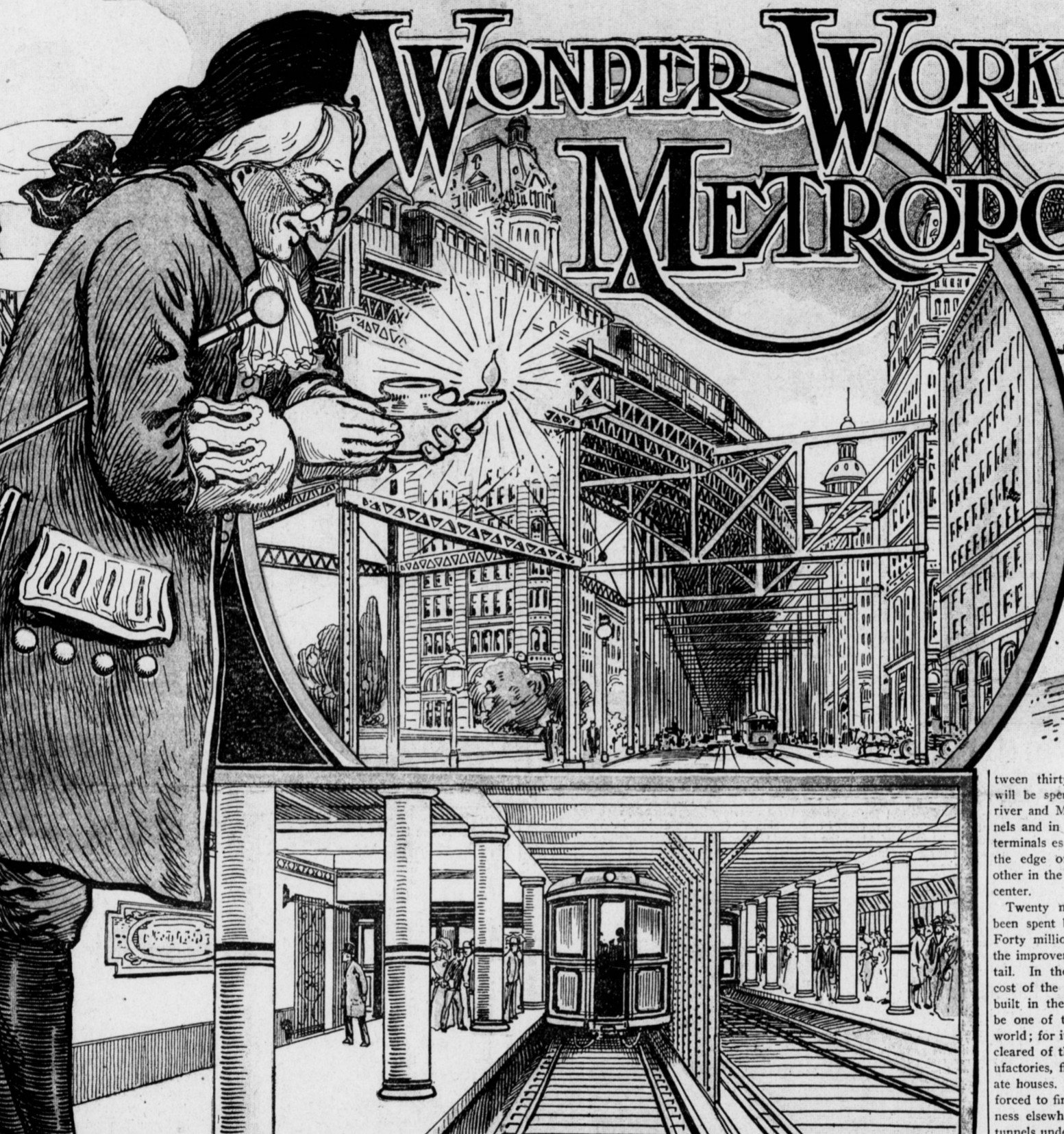
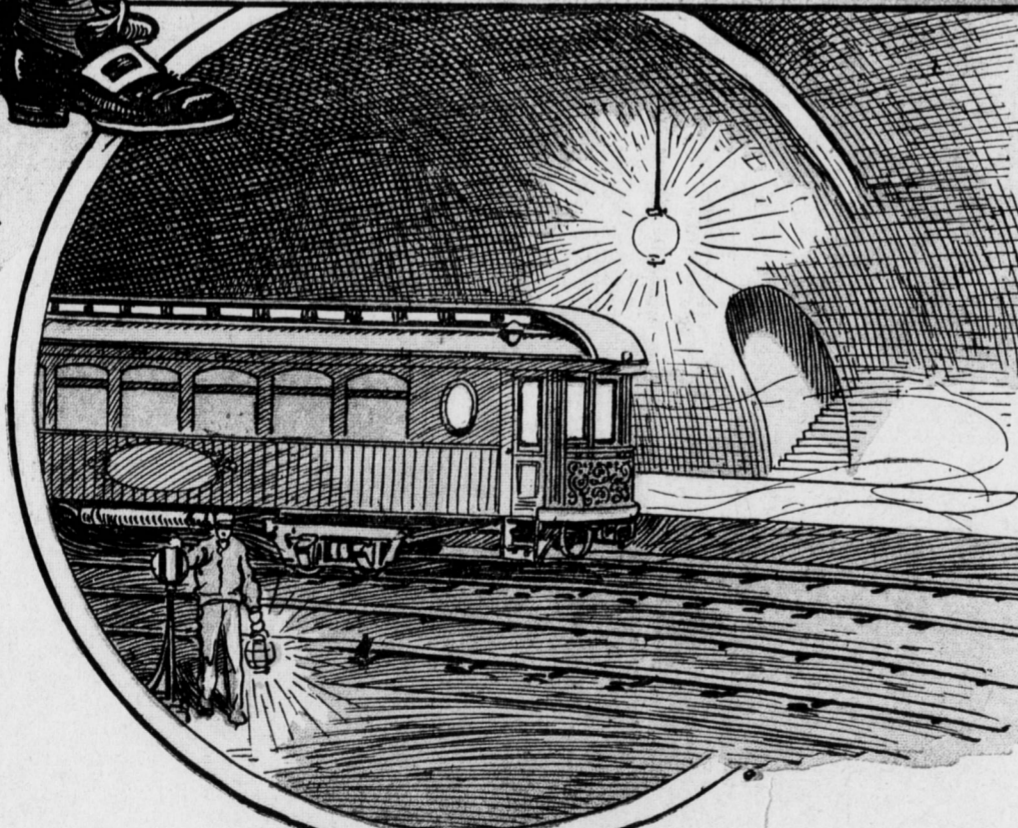
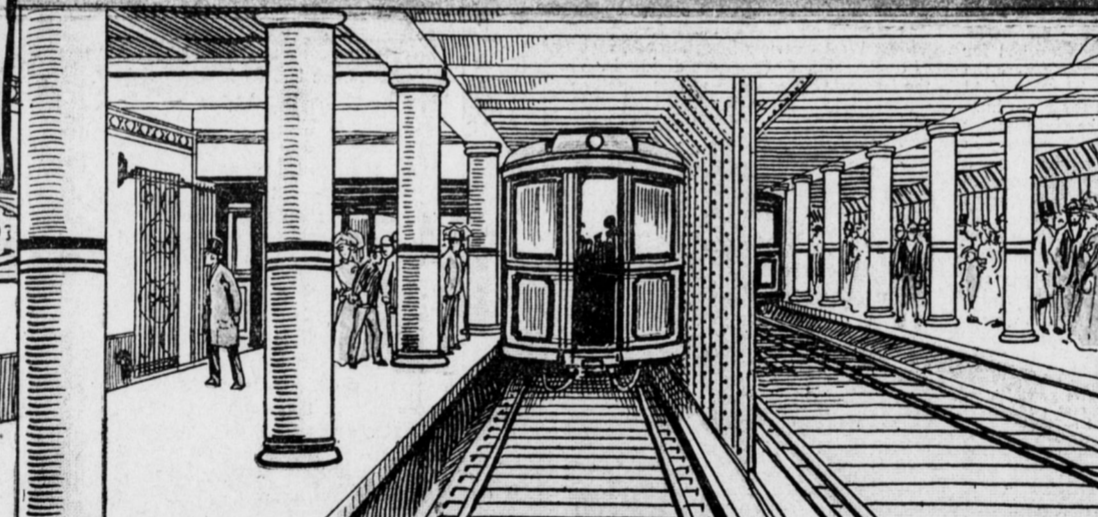


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WONDER WORKS OF THE METROPOLIS



FATHER KNICKERBOCKER GIVES ALADDIN'S LAMP A RUB

Behold the wonders that the twentieth century man is working in the metropolis of the New World!

Chief among them is the wonder of transportation. Certainly it is the chiefest from the "human interest" and the dramatic points of view.

Six tunnels under the Hudson river! Two, a pair, will give one of the country's greatest railroads direct entrance to the heart of Manhattan Island. The others, in pairs, will connect with the trolley systems of Jersey City, Newark, Hoboken, and a score or more of Jersey suburban towns, thus permitting thousands of commuters to get into New York without having recourse to the ferries that now crowd the North river to the danger limit.

And eight tunnels under the East river! Two will permit one to travel underground from the upper tip of Manhattan Island to the residential sections of Brooklyn. These tunnels form an extension of the subway, a wonder that is now a commonplace to the tens of thousands of New Yorkers who crowd into it and anathematize it morning and evening every working day of the year.

Four of these East river tunnels will let the great railroad out of New York and into the New England district by

means of a connecting bridge from Long Island to the city's islands in the Sound, and thence to the mainland. And the remaining two will be the Manhattan inlet of the united trolley systems of the eastern end of Long Island.

Six tunnels under the island itself; two to connect with the North and East river tunnels of the railroad! Two to connect with the North river trolley tunnels and carry the passengers from the western water front to the uptown shopping district of Thirty-third street. And from this pair of tunnels another pair will transfer passengers to a shopping district a mile further down town and somewhat to the east, and also connect with the present subway system.

A quarter of a billion dollars is the enormous sum that the city expects to spend in consummating its share of the wonder of transportation. This includes the fifty million dollars spent for the subway and the thirty millions for the East river and Brooklyn extensions. Be-

All these tunnels are actually under way. Two are completed, four more are nearly complete, and four nearly half bored.

Then the tunnels are to come in the near future—forty-five odd miles of them under Manhattan and Brooklyn, giving speedy access to every part of these boroughs and the Borough of the Bronx, just to the north of Manhattan Island and forming the only part of the greater city which is on mainland.

These, like the subway, will be built under municipal direction, and after a term of years will revert unconditionally, equipment and all, to the city. Plans for them are now ready, and before many months it is expected that the work of building the first of these interborough tunnels, which will probably be operated in conjunction with the subway, will be well under way.

Within the next ten years the tunnels under the island of Manhattan will form a veritable gridiron of electric train passage ways. And there will be at least two layers of tunnels in places. For example, at Thirty-fourth street and Fourth avenue, the railroad tunnels will run below the subway, and some of the rapid transit crosstown tunnels are being planned to be bored many feet beneath the subway and the projected tunnels that will have the same general direction, that is, run lengthwise of the island.

Twenty-five millions for the station, and a like sum will be spent for the station yard and electrification of the tracks for a distance of fifty miles out of New York. That is a wonder in itself, and the new station will be the first railroad station in the world not to know the coal locomotive, unless the railroad that is coming into Manhattan under the Hudson river gets its new improvements done first. Each railroad

tween thirty and forty million dollars will be spent in completing the North river and Manhattan Island trolley tunnels and in building the two skyscraper terminals essential to the system, one on the edge of the financial district, the other in the Thirty-third street shopping center.

Twenty million dollars has already been spent by the railroad in question. Forty millions more is expected to see the improvement through to the last detail. In these millions is included the cost of the great terminal station to be built in the heart of the city. It will be one of the largest terminals in the world; for its site thirty city blocks were cleared of the hotels, retail stores, manufacturing, flats, apartment houses, private houses. Thousands of persons were forced to find homes and places of business elsewhere in the city. The trolley tunnels under the East river will call for fifteen millions.

But this is not all of the wonder of transportation.

In order to bring its terminal facilities not only up to date, but, if possible, put them years ahead of the city, the railroad that now enjoys a monopoly of direct entrance into Manhattan is busy spending fifty millions on a mammoth station and for electrification of its lines within a fifty miles radius of the metropolis.

The concourse of this station will be the largest business room in the world. Its dimensions will be seven times those of the present lobby; it will be 470 feet long, 160 feet in width, and 150 feet from floor to peak of the great domed roof. Restaurant and toilet accommodations are to be increased five hundred fold, the ticket lobby seven fold, the cab stand capacity twelve fold. There will be two track levels, one for expresses, the other for suburban traffic, and hence two waiting-rooms, one above the other. The suburban level will be the lower.

Of course the new station yard will be two-decked. There will be sixty-five acres of tracks on the two levels, as against twenty-three acres in the present yards. Everything is being done on a scale that would have astounded the kings of transportation no more than a decade ago, to say nothing of the chaps who thought they were doing big things a quarter of a century ago.

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expects to be doing business, new style, in the last year of the present decade. And some time next year Harlemites will be shot under the East river, through the rapid transit tunnel, to the residential sections of Brooklyn. It will be a journey of about an hour's duration, whereas two are now required to make the trip.

There is still another item to the wonder of transportation. It is the bridges. Within the next eight years the world-famed Brooklyn bridge will have three sisters spanning the East river at varying distances to the north of it. One, the Williamsburg, a mightier monument to the bridge builder's skill than even the Brooklyn, has been open a year or so now. The suspended forty-five thousand tons of material, the shore piers, the approaches and the land necessary for the approaches, cost twenty millions. A like sum is to be spent on the Manhattan bridge, which is being erected only a few blocks away from the Brooklyn bridge; and the third bridge, which, by the way, will not be of the suspension type, an island giving foundation for the central piers, will take only four millions less.

Thus, to complete the wonder of transportation in New York an aggregate sum of four hundred and seventy-one million will be spent. And in this is not included the cost of freight yards that will break records for size and capacity, for the electrification of the railroad system on Long Island, and the three millions that the city has spent to secure between Manhattan and Staten islands the fastest ferry service in the world. Include the cost of these and the total overruns half a billion dollars.

Wonderful—all wonderful! Yet the greatest wonder in connection with this wonder of transportation is that men can be found who will day after day work doggedly, will push the under-river tunnels inch by inch to completion, all the time knowing that the tons of water and slime but a few feet, and often only a matter of inches above them, is liable to rush in on them at any moment. Yet here are the men by the hundreds. Men who bored the great Simplon tunnel under the Alps, men who have burrowed under Asia and Africa as well—the "sand hogs" of the universe—with nerves steeled alike against the dread "bends," the treacherous rivers, the daily accidents that frequently result in death and permanent injury to companions. To them the bigger share of the glory for the wonder of transportation—without them engineers, masters of transportation, kings of finance, would be impotent to carry out the plans that call for tunnels under river and city, here, there everywhere.

Behold, too, the wonder of the skyscraper!

The highest office building in the world is now the Park Row, proudly boasting of thirty-three stories. Work is now under way on the Singer building, which will tower some eleven stories above the Park Row. Dr. Parkhurst's old church is being torn down to make way for the last section of a famous life insurance company building. This section, according to present plans, will be a story or two closer to the dome of