THE PITTSBURG DISPATCH, TUESDAY, JANUARY 20 ,
(The nitanatich 1.

| shall seek rapid transit in any other form practiced in New York. <br> Yet the evidence is convincing that the |  |
| :---: | :---: |
|  |  |
|  |  |
| don |  |
| fogs ${ }^{\text {its atmosphere was aetaally superior to }}$ tothat of the streets, while |  |
|  |  |
|  |  |
| road would avoid the incumbrance of the streets and darkening of the atmosphere |  |
|  |  |
| which is inevitable with elevated rondk It woild wholly do a aray with the elogking |  |
|  |  |
|  |  |
|  |  |
| When ailf factors raeestimated. The improvedappliances fortuneling have made markod |  |
| reduction in in its cost, as illustrated by the St,Clair river tunel, as also on a maller seale |  |
| bra semer tunnel reenaty completed in thiscity. If the firt cost alone is taken itto coor |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
| andand hayig water, gas and eleetfrein connection withit are eosidered, the |  |
|  |  |
|  |  |
| some time or other, the entire structure of an elevated road must be replaced, to avoid |  |
| ane menthe most wholesese calasitities while of theunderround road the onlyreplacement |  |
|  |  |
|  |  |
|  |  |
| riority to the elevated one. As this will be the case until those Western adventurers |  |
|  |  |
| get their airships to flying, ambitious cities will do well to give the faet its full weight. |  |
| a bonanza for the promoters. |  |
| Cane more the demand of the Niearagua |  |
|  |  |
|  |  |

