



NEW YORK SUBWAY

THE GREAT TUNNEL OF NEW YORK RAPID TRANSIT CO.

OPENED WITH A HURRAH

Over 300,000 People Passed Through on the First Day—1,500 Policemen Took Care of Crowd.

(By Associated Press.)

New York, October 27.—Tonight at seven o'clock the longest tunnel in the world was opened in this city. The tunnel being the subway of the New York Rapid Transit Company. Immediately after the opening of the tunnel the people made a rush to get a chance to ride in it and it is estimated that over 300,000 people had ridden by midnight. Before the general opening of the subway a number of cars containing visitors were sent over the route for inspection. These cars were run until six o'clock when they were taken off and a minute inspection of every thing in connection was inspected by trusted employees of the road to see that no accident could happen when the cars carrying the general public were started running.

Over 1,500 policemen were needed to keep order at different stations when the ticket offices were opened this evening. Five hundred were used at the Central Park station alone and a good sized squad was present at the other stations.

The subway is one of the greatest transportation projects ever carried to completion and New Yorkers are now reaping the reward for four years of patient waiting. That the subway was built and built so thoroughly brings into view the man who was the center and head of the operations, John B. McDonald, to whose individual pluck and genius New York owes the successful completion of the work. When bids were called for the construction of the work only two were received, one of these two being that of Mr. McDonald who claimed that he could do the work for \$35,000,000, his bid being the lowest it was accepted. Every engineer of note in the United States was astonished at his bid and many of them claimed that it could not be done at that figure. But Mr. McDonald has shown them now that they were in error. Mr. McDonald was born in Ireland in 1844 and is now 60 years old. He came to this country when he was three years old and most of his young life was spent in the rocks of the Hudson River Railroad where he worked for 75 cents and \$1 a day.

The subway is the consummation of years of study of the transportation problem on Manhattan Island and marks the completion of the first stage of what will be the most comprehensive system of rapid transit in the world. Considering the peculiar difficulties faced by its builders, the subway stands unique as a feat.

Women as Well as Men Are Made Miserable by Kidney and Bladder Trouble.

Kidney trouble preys upon the mind, discourages and lessens ambition; beauty, vigor and cheerfulness soon disappear when the kidneys are out of order or diseased. Kidney trouble has become so prevalent that it is not uncommon for a child to be born afflicted with weak kidneys. If the child urinates too often, if the urine scalds the flesh, or if, when the child reaches an age when it should be able to control the passage, it is yet afflicted with bed-wetting, depend upon it, the cause of the difficulty is kidney trouble, and the first step should be towards the treatment of these important organs. This unpleasant trouble is due to a diseased condition of the kidneys and bladder and not to a fault as most people suppose.

Women as well as men are made miserable with kidney and bladder trouble, and both need the same great remedy.

The mild and the immediate effect of Swamp-Root is soon realized. It is sold by druggists, in fifty-cent and one-dollar size bottles. You may have a sample bottle by mail free, also a pamphlet telling all about Swamp-Root, including many of the thousands of testimonial letters received from sufferers cured. In writing Dr. Kilmer & Co., Binghamton, N. Y., be sure and mention this paper. Don't make any mistake, but remember the name, Swamp-Root, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.



Columbia The Uncolored Catsup

Has the natural red of the ripe tomato

Columbia Conserve Co., Indianapolis, Ind.

at first sight as being so entirely different from anything he expected to see that it takes a long while to get over the surprise and to realize what the surroundings actually are. The lighting effects are most tasteful and for once in a great, practically municipal undertaking beauty has been made an important element in the work.

Every station along the route has an entirely different color scheme in glazed tiles and marble, and in addition the walls wherever possible, to their name. The Astor station, for instance, is decorated with the beaver in mosaic—the Astor emblem, and at Columbus Circle, the decorations are caravels.

It will not be necessary for a passenger going up or down town to strain his ears so that he may understand what station the conductor is calling. He can look out of the window and see the color scheme of the station he is approaching and know at once where he is. But if this evidence fails him, an ingenious electrical arrangement, suspended from the roof of his car, lights up automatically on approaching the station and shows the name in electric bulbs.

There are not only dispatchers' offices, fully equipped at every station, but by a novel electrical system the moment an engineer of a running train takes his hand from his lever, for any purpose, or accidentally loses control, the air brakes are applied by automatic pressure and the train comes to a gentle stop. It is impossible for a train to swerve from the rails under any circumstances.

Express trains to Harlem will run at the rate of from forty to fifty miles an hour and cover the distance to the river in fifteen minutes. The entry of "Harlem in fifteen minutes," thought only a few years ago to be an idle dream, is now an accomplished fact. Local trains, stopping at the various stations, will make the run in thirty minutes.

Between One Hundred and Sixty-eighth street and the city hall there are facilities for running the express trains at even greater speed than fifty miles, if necessary. There is a fifth track at Forty-second street, one at Fourteenth street and a third at Spring street, so that cars can be switched off at these points. In addition the system has a loop at the city hall and a double loop at the Battery. The cables containing the electricity used for power are built in ducts into the side walls of the subway and run in from the opposite side to that provided for the lighting wires both systems being entirely separate in operation.

Many of the subway stations are finished in the most artistic manner. Rockwood pottery, Faience and marble are used in many tints and intricate designs. The glass roofs at the stations provide dazzling light, which is diffused from the glazed tiles. The platforms are built in the most substantial manner, to accommodate great crowds. From one end of the subway to the other the passage is nothing less than a great broad arcade, lit with much brilliancy and broken at short intervals by the ever-changing color schemes of the various stations.

The third-rail system will not be used throughout, the rail, however, being protected by a hood for its entire length, making accidental contact impossible. This is only one of the precautions that have been taken by the way of safety. On no railroad in the world has the chance of accident been reduced to such a minimum as in this subway.

The work as it now stands completed, covers a distance of twenty-four miles—thirteen and one-half miles each way. The total length of the subway proper, five and one-half miles of elevated viaducts and five miles of deep tunnels. The main stretch of track from city hall to One Hundred and Fourth street is 6.7 miles long and four-track all the way. Following onto this are a three-track system of 7.4 miles and a double track system of 9.6 miles making a total length of twenty-four miles. The entire track length is seventy miles. The portion of the subway which was opened to the public for traffic consists of the four track route as far north as West Ninety-sixth street.

Better Than Pills.

The question has been asked—In what way are Chamberlain's Stomach and Liver Tablets superior to the ordinary cathartics and liver pills? Our answer is—They are easier and more pleasant to take and their effect is so gentle and so agreeable that one hardly realizes that it is produced by a medicine. They not only move the bowels but improve the appetite and aid the digestion. For sale at 25 cents per bottle by A. G. Loken & Co., and W. H. Sudhoff, corner Fifth and Main streets.



Miss Rose Peterson, Secretary of the Parkdale Tennis Club, Chicago, from experience advises all young girls who have pains and sickness peculiar to their sex, to use Lydia E. Pinkham's Vegetable Compound.

How many beautiful young girls develop into worn, listless and hopeless women, simply because sufficient attention has not been paid to their physical development. No woman is exempt from physical weakness and periodic pain, and young girls just budding into womanhood should be carefully guided physically as well as morally.

If you know of any young lady who is sick, and needs motherly advice, ask her to write to Mrs. Pinkham at Lynn, Mass., who will give her advice free, from a source of knowledge which is unequalled in the country. Do not hesitate about stating details which one may not like to talk about, and which are essential for a full understanding of the case.

Miss Hannah E. Mershon, Collingswood, N. J., says:

"I thought I would write and tell you that, by following your kind advice, I feel like a new person. I was always thin and delicate, and so weak that I could hardly do anything. Menstruation was irregular.

"I tried a bottle of your Vegetable Compound and began to feel better right away. I continued its use, and am now well and strong, and menstruate regularly. I cannot say enough for what your medicine did for me."

How Mrs. Pinkham Helped Fannie Kumpf.

"DEAR MRS. PINKHAM:—I feel it is my duty to write and tell you of the benefit I have derived from your advice and the use of Lydia E. Pinkham's Vegetable Compound. The pains in my back and womb have all left me, and my menstrual trouble is corrected. I am very thankful for the good advice you gave me, and I shall recommend your medicine to all who suffer from female weakness."—MISS FANNIE KUMPF, 1922 Chester St., Little Rock, Ark. (Dec. 16, 1900.)

Lydia E. Pinkham's Vegetable Compound will cure any woman in the land who suffers from womb troubles, inflammation of the ovaries, kidney troubles, nervous excitability, nervous prostration, and all forms of woman's special ills.

\$5000 FORFEIT if we cannot forthwith produce the original letters and signatures of above testimonials, which will prove their absolute genuineness.

Lydia E. Pinkham Med. Co., Lynn, Mass.

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The nice weather won't last always—then, when the cold weather comes, they will be set to your feet.

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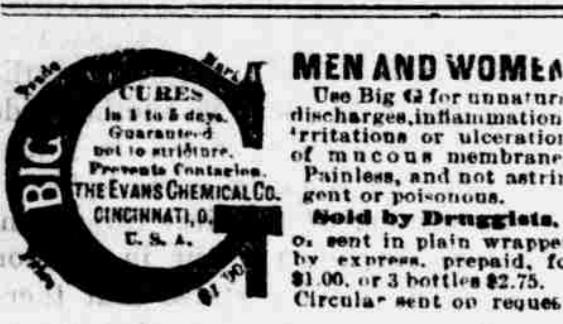
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DISEASES OF THE THROAT, LUNGS, KIDNEYS, LIVER AND BLADDER, RHEUMATISM, DYSPEPSIA, and all DISEASES OF THE BLOOD.
Spleen, for Liver Complaints, and for all Nervous Diseases, Female Diseases, Nephritis, Loss of Vitality from indigestions in youth or mature years, Piles, Fistula, Fissure and
RUPTURE POSITIVELY CURED AND GUARANTEED.
It will be to your interest to consult the Doctor if you are suffering from disease.
And if he cannot cure you he will tell you so at once.
Remember the time and place. Will return every four weeks.

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Easy and pleasant to use. Contains no injurious drugs.
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The new vaginal spray, best-seller.
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