

FRIDAY, JAN. 1, 1904.

Holiday.

Trip through the Subway as recounted in the following clipping from the New York Sun of date Jan. 2, 1904.

FIRST TRIP IN THE SUBWAY.

M'CLELLAN, NOT LOW, MAKES IT BY HANDCAR TO HARLEM.

Some Misere About Carrying Out the Ex-Mayor's Intention of "Opening" Tunnel as Well as Bridge—Stations Packed to See the Mayor Go By.

Mayor McClellan, with Contractor John B. McDonald and a number of friends and city officials, rode through the subway yesterday afternoon, from the City Hall to Manhattan street in Harlem. They were drawn by handcars worked by Italian laborers. They were not accompanied by Ex-Mayor Seth Low, who had left office some two hours before.

It became known several days ago that Mr. McDonald and the officials of the subway Construction Company had made arrangements for a first trip through the long tunnel on New Year's Day. According to the story told yesterday, Mr. Low, when it was announced, at once expressed his willingness to go along. Early yesterday the retiring Mayor announced that he had declined the invitation.

There were twenty-four in the party which left the City Hall station at a little after 2 o'clock yesterday afternoon. Besides Mr. McDonald, it comprised Mayor McClellan, Comptroller Grout, President Orr of the Rapid Transit Commission, John H. Starin, Senator Patrick H. McCarren, Walter G. Oakman, Chief Engineer William Barclay Parsons and his son, Charles Stewart Smith, Morton F. Plant, President F. T. Underwood of the Erie Railroad, Miles M. O'Brien, John T. Pierce, Walter Luttjen, T. F. Miller, S. L. F. Deyo, chief engineer of the Rapid Transit Constant Company, George W. Young, Assistant Corporation Counsel Henry Fong, Alfred Skitt of the Manhattan Elevated Railway, P. F. Murphy and Andrew Freedman.

Young Mr. Parsons took the place that had been reserved for Gen. Howard Carroll, who was unable to be there. Everybody else who was invited was present.

The party was carried on three flat cars which Mr. McDonald had built for the occasion. He gave the order for the construction of these cars, it was understood, on the day after Mayor McClellan was elected. On each car were two long seats made like park benches. Each car was towed by a hand car, which was propelled by the brawn of eight or nine cheerful sons of Italy.

The trip took an hour and a half. Between stations there was a certain monotony about the prospect. There were the long, apparently unending rows of straight iron supports between the four tracks; the dull gray cement walls, the dull gray ceiling, and the heavy rails be-

neath, almost buried in broken stone ballast, laid under and above the wooden sleepers. But the runs between stations seemed very short. The whole experience was new. It was with a start of surprise that the travellers heard at the end of the journey that they had been so long on the way.

Except for the lack of the final coat of white paint, and for the absence of ballast on some stretches of track, the tunnel is very nearly in the condition to-day that it will be in when it is finished. There are incandescent lamps on every twelfth pole, or at intervals of about fifty feet, which make the track plain for blocks ahead, although they would not furnish a good reading light for one who carried a newspaper into the subway. The subway cars, of course, will be so well lighted that it will not matter to the passengers in them whether the tunnel itself is dark.

The stations brought exclamations of delight from everybody in the party. Nearly all of them are near enough to completion to make the architectural beauty of their design evident. The white enamelled brick walls of every station are trimmed with variously colored enamelled brick in varied designs. The street name or number of each station is repeated again and again along the walls.

"First aid to the jag," explained Engineer Parsons. "If the passenger's eyes are so blurred that he cannot read the first sign or the second or the seventh, then at least the color of the brick trimmings will tell him whether he is near home or not."

The Bleeker street station is practically finished. It was as spick and span as a model dairy, and as rich in dignified decorations as a restored Roman bath. An involuntary cheer went up from Mr. McDonald's guests as the three cars rolled up to the platforms.

At nearly every station the watchmen on duty had allowed a few persons to come down from the street into the tunnel to see the new Mayor go by. At several of the stations Contractor McDonald had given orders that the public generally should be admitted.

These were crowded. But at every station, whether it was big or small, there was crowd enough to cheer as the cars rumbled into the gray light and on into the darkness again. Workmen waved their hats and yelled, "Happy New Year for the Mayor," and the Mayor saluted with a cheerful smile and a lifting of his hat.

Few stretches of more than a hundred feet were not patrolled by workmen with lanterns. Each one of them cheered in turn. Their cheers were always answered, not only by the salutes of the pioneers, but by the cheerful laborers at the hand-car levers, who managed to keep up their work and wave their hats at the same time, with many Italianized howls of "Happa da New Year."

The first variation of the rectangular form of the tunnel was at the reach under the Fourth avenue surface car subway from Thirty-third street to Forty-second street. Here there were no supporting posts and the tunnel was simply a semicircular arch. The electric lights had not been installed here, and great flare lamps showed the work to the visitors.

At Forty-second street, though none of the party knew it at the time, there was experienced an object lesson in one of the greatest practical advantages which an underground road has over other methods of transportation. There was a "three alarm fire" in the Murray Hill Hotel, right over the heads of the passengers, at the time they went through. Not one of them knew it. The engineers and city officials all commented afterward on what this signified to a city whose transportation lines are often tied up for half an hour at a time by the necessary interference of the firemen with their apparatus, and whose fire losses have often been increased thousands of dollars by the interference of the elevated railroads and surface cars with the fire engines.

At the Columbus Circle station a stop was made long enough for the passengers to alight and rest their cramped legs. Mayor McClellan incautiously wandered into the great crowd gathered in the station and had to hold an impromptu reception.

Assistant Engineer Brandels, who had charge of the motive power, called the Italian handcar workers together during the rest and told them that any who were tired might quit and give up their work to substitutes.

"No, no," answered one, as spokesman for all: "we pulla da Mayor McClell! No, no! We have no da coat; we stop now, we catcha da cold!"

They bent to the handles again and worked like beavers all the way to 128th street. The more they had of it the more they seemed to enjoy their job, and they yelled cheerful Italian gibes at one another from car to car whenever the procession passed.

"Do you wonder," asked the Hon. Andy Freedman, admiringly, "that they're all getting rich?"

In the Eighty-sixth street station, Sub-

Contractor Bradley had a most eloquent brass band, which knew "Hail to the Chief!" and knew it thoroughly. He had also decorated the subway with a hundred feet or more with American flags. After the tune had been played through some three times, Mr. McDonald, who was in boyish spirits, looked over Mr. McClellan's shoulder to Chief Engineer Parsons and shouted:

"Very nice of Bradley to pay you this compliment, Parsons. But don't let it affect your estimates on his work!"

The procession moved on before Mr. Parsons could make a rejoinder.

It had not been so very cold up to the time the party reached the upper Broadway route. Here there are frequent ventilating wells, and these let down plentiful draughts of crisply cold air. The visitors, not protected, as the regular passengers will be, in electrically warmed cars, turned up their overcoat collars. When the cars ran out upon the viaduct at 122d street it was colder still. At Madison street (120th street) the cars were turned back to 122d street, and the party went to Claremont to lunch, after finishing the first continuous trip through the main line of the subway that has ever been made by anybody.

The trip over the East Side line, from Ninety-sixth street over Lenox avenue, was abandoned because the party had been late in starting.

The luncheon was informal and merry. At the start Mr. McDonald introduced all of the party to the Mayor. John H. Starin, in turning to speak to ex-Park Commissioner McMillan, who had taken Mr. Orr's place at Eighty-sixth street, tipped a glassful of mixed cheer over Mr. McDonald's shoulder. He began to apologize profusely, but Mr. McDonald wouldn't have it. "Really," he said with every appearance of sincerity, "you can throw a bucket of it on me. I don't much care what happens to me to-day."

The Hon. John Coddigan of the Hoffman House had provided every member of the party with a box of sandwiches the City Hall. He said he never expected to see anybody alive again (with a broad wink at his friend the boss contractor), but he was determined that they shouldn't starve. The Claremont lunch would have reassured Mr. Coddigan.

Just before the flet was brought on, Mr. McDonald motioned to Mr. Grout, who sat at the Mayor's left, and then nodded significantly in the Mayor's direction. Mr. Grout rose.

"Let us drink to the health of John B. McDonald," he said, to Mr. McDonald's evident embarrassment. "He has done a work greater than any one man has ever done for this city. He has done it well. We wish him a long life and one always as successful in all he undertakes as what we have seen to-day."

Mr. McDonald, nudged Charles Stewart Smith, who rose and said:

"Let us rise and drink to the health of our new Mayor. A happy New Year to him and all success to him and his administration."

"That," said Mr. McDonald, "is what I wanted Mr. Grout to say. He is not well disciplined."

The healths of August Belmont, of Chief Engineer Parsons and of Alexander E. Orr also were drunk.

"Mr. McDonald," said Mr. Freedman, fishing a ten dollar gold piece out of his pocket, "I want to pay my fare, the first fare for the first ride over the subway."

Mr. McDonald took the coin and stowed it away in his waistcoat.

"Andy," said he, "if you ever expect to get that back you're doomed to an awful disappointment. I'm going to have it made into a memento of a most memorable occasion."

Mr. Freedman joined in the roar of joy that followed.

"We all want to thank you," said Mr. Skitt to the contractor, "for having given us an opportunity to appreciate this great work."

"Pshaw!" laughed Engineer Parsons, "there's no citizen so poor that he cannot appreciate it much more comfortably a few months from now—for five cents."

After the cigars had circulated Mayor McClellan leaned forward in his place at the end of the table opposite Mr. McDonald and addressed him with great earnestness.

"Mr. McDonald," he said, "I desire to thank you individually for a most pleasant and interesting afternoon and for this opportunity of seeing this great undertaking farther, in the name of the city and on behalf of the city, on this New Year's Day. I wish you all health, prosperity and happiness and I express the hope that as time goes on, the debt the city owes you may ever increase."

Comptroller Grout was on his feet in an instant. "I concur with the Mayor," said he, "except in his last wish. Let us all hope that the debt may not increase, but may decrease."

"It was the moral debt," Mr. Plant explained amid laughter, "not the material debt the Mayor meant."

"Then," said Mr. Grout, with mock sternness, "the Mayor must speak more specifically hereafter."

And presently, with a few more laughs, and another handshake all around for the Mayor and Mr. McDonald, the "Subway party" was over.

SATURDAY, JANUARY 2, 1904.

H o l i d a y.

MONDAY, JANUARY 4, 1904.

Routine.

Temperature to-day at 9:40, 1 and 5:15 o'clock, 3, 5 and 5 degrees respectively. Weather, clear.

TUESDAY, JANUARY 5, 1904.

Routine.

Temperature to-day at 9:30, 1 and 5:20 o'clock, 2, below zero, 5 above and 11 above, respectively. Weather, clear.

WEDNESDAY, JANUARY 6, 1904.

Routine. Meeting of Committee on Plans in afternoon.

Temperature to-day at 9:20, 1 and 5 o'clock, 9, 20 and 25 degrees respectively. Weather, clear.

THURSDAY, JANUARY 7, 1904.

Routine.

Rapid Transit meeting in afternoon.

Temperature to-day at 9:30, 1 and 5:25 o'clock, 26, 29 and 30 degrees respectively. Weather/ generally cloudy.

FRIDAY, JANUARY 8, 1904.

Routine.

Instructed Craven to construct a boardwalk at 42d St. and Broadway.

Temperature to-day at 9:20, 1 and 5:20 o'clock, 34, 32 and 35 degrees respectfully. Weather, in afternoon light snow.

SATURDAY, JANUARY 9, 1904.

With Bishop, Rives, Ward and H. de B. P. went through the subway on a hand car, from City Hall to Lenox Avenue and 112th Street.

Temperature to-day at 9:25 and 1 o'clock, 30 and 34 degrees respectively. Weather, cloudy in morning, clear in afternoon.

MONDAY, JANUARY 11, 1904.

Saw Belmont, who said that they had decided to accept my suggestion for a line down Fifth Avenue.

Temperature to-day at 9:30, 1:10 and 5:30 o'clock, 28, 31 and 30 degrees respectively. Weather, clear.

TUESDAY, JANUARY 12, 1904.

Routine.

Examined the work from Canal Street to City Hall.

Temperature to-day at 9:20, 1 and 5:40 o'clock, 29, 35 and 38 degrees respectively. Weather, clear.

WEDNESDAY, JANUARY 13, 1904.

Routine.

Temperature to-day at 9:25, 1 and 5:30 o'clock, 40, 43 and 41 degrees respectively. Weather, raining.

THURSDAY, JANUARY 14, 1904.

Routine.

Conference with Deyo, and suggested the concreting of the inside of Bulb-Angle Columns.

Temperature to-day at 9:30, 1:15 and 5:30 o'clock, 33, 33 and 32 degrees respectively. Weather, clear.

FRIDAY, JANUARY 15, 1904.

Examined the work in making the borings for locating the foundations of Trinity spire- inch and a quarter pipe being driven horizontally through the sheeting. The pipe was fitted at the end with a steel point, worked satisfactorily, the pipe being easily driven by a wooden sledge.

Temperature to-day at 9:30, 12:15 and 5 o'clock, 25, 25 and 28 degrees respectively. Weather, clear.

SATURDAY, JANUARY 16, 1904.

Inspection of the subway from 42d St. to City Hall. At 42d St. gave orders to put the safety strips on the sidewalk at four light intervals instead of three.

Temperature to-day at 9:20 and 1:40 o'clock, 27 and 41 degrees respectively. Weather, clear.

MONDAY, JANUARY 18, 1904.

Routine.

Temperature to-day at 9:30, 1 and 5:40 o'clock, 11, 17 and 18 degrees respectively. Weather, clear.

Inspection tour of subway, per following TIMES Sentinel

of January 20 :

FINANCIERS MARVEL
AT SUBWAY'S WONDERSHandcar Trip by Millionaire Guests
of August Belmont.

WORKMAN HAS NARROW ESCAPE

Falls in Front of a Car and Passen-
gers Jump Out to Aid Him—Tunnel
Pronounced Perfect.

Seldom has there gathered in this city such a notable group of financiers as the company invited by August Belmont to take a handcar trip through the Rapid Transit Subway yesterday afternoon. Clad in the heaviest fur-lined overcoats, shivering in a temperature not far above zero, but nevertheless with every appearance of enjoying the revelations of New York's new tunnel railroad, the score of millionaires spent more than two hours traveling their slow journey from City Hall Park to Manhattan Valley. At the end there was a luncheon at Claremont, followed by some informal congratulatory talking.

Hardly a Wall Street interest of any magnitude that was not represented by Mr. Belmont's guests, the financiers, railroad Presidents and bankers and Directors of other leading enterprises. Altogether they represented interests controlling at least \$4,000,000,000. Their personal wealth, conservatively estimated, may be placed at \$300,000,000 or more. But there was nothing of formality about the meeting. It was like a holiday jaunt from start to finish, with only the severe cold and one slight accident to mar its pleasure.

FELL IN FRONT OF THE CAR.

The single mishap occurred as the second of the five handcars was nearing the Columbus Circle station, almost directly beneath the Columbus Statue. At this point a group of Italian laborers had been at work. As the front car approached they jumped out of the way, but one of them lost his balance and fell in front of the wheels. There was a terrified cry from his companions, and the six men at the car's lever raised their machinery as rapidly as possible.

When the car came to a standstill the passengers, led by George J. Gould, sprang out to the rescue. Dropping to his knees, while the other passengers crowded to his aid, Mr. Gould saw the workman apparently held prostrate beneath one of the front wheels, and it looked for the moment as if his leg had been crushed. As Mr. Gould reached forward to drag him out the man uttered a weak cry.

There were a few moments of suspense, but finally it was discovered that the man was unhurt, save for a scratch on his leg. The wheel had stopped turning just in time to avoid crushing him, although it had gone far enough to pin down his leg on the rail. As he rose and pulled himself together the passengers, much relieved, returned to their seats, and the journey was continued.

Whatever the serious "significance" of the trip might have been, neither Mr. Belmont nor his friends explained it. Wall Street had things all its own way. There was talk of impending consolidations of traction interests and gigantic tunnel deals and other things. Out of it all one fact was beyond doubt—the representatives of four billion dollars were vastly pleased with the tunnel. All of them said so in terms of extravagant praise. When some one mentioned the credit that was due Mr. Belmont for undertaking a risk at which other financiers had balked for twenty-five years, there were salvos of applause.

Not long after 2 o'clock, the hour set for starting, the guests, had assembled in the loop station under City Hall Park. Beside the curving platform flooded with the rays of many electric lights were drawn up ten handcars, coupled so as to make five pairs. On the first car, which carried six Italians, worked the propelling lever. On the second car were two wooden seats, each accommodating four passengers. After the financiers had taken their seats, each one having learned his place from a card he received on entering the tunnel, the Rapid Transit Commission's official photographer took a flashlight picture, and then Mr. Belmont gave the signal to go ahead. The party was composed as follows:

FIRST CAR.

In charge of August Belmont, President of the Interborough Rapid Transit Company.
Jacob H. Schiff, of the banking firm of Kuhn, Loeb & Co.
W. Alexander, President of the Equitable Life Assurance Society.
Robert Bacon, of the United States Steel Corporation, formerly of P. M. Morgan & Co.
A. J. Cassatt, President of the Pennsylvania Railroad.
James Hazen Hyde, Vice President of the Equitable Life Assurance Society.
Frederic Cronin, Treasurer of the Mutual Life Insurance Company.

SECOND CAR.

In charge of John B. McDonald, contractor of the Rapid Transit Subway.
Valentine P. Snyder, President of the Bank of Commerce.
W. H. McIntyre, Vice President of the Equitable Life Assurance Society.
George J. Gould, President of the Wabash and other railroads.
Alfred Skiff, Vice President of the Manhattan Railway Company.
James Henry Smith.
Cornelius Vanderbilt, Director of the Interborough Rapid Transit Company.
John D. Rockefeller, Jr.

THIRD CAR.

In charge of Perry Belmont, Director of the Interborough Rapid Transit Company.
Charles M. Jacobs, consulting engineer of the Pennsylvania Railroad.
Robert H. McCurdy of the Mutual Life Insurance Company.
Andrew Friedman, Director of the Interborough Rapid Transit Company.
Clarence H. Muckey, President of the Postal Telegraph Company.
William Barclay Parsons, chief engineer of the Rapid Transit Commission.
James Speyer of the banking firm of Speyer & Co.
George W. Wickersham of the law firm of Strong & Cadwalader.

FOURTH CAR.

In charge of Samuel Rea, Vice President of the Pennsylvania Railroad.
George W. Young, President of the United States Mortgage and Trust Company.
Alvin W. Krehz, Vice President of the Mercantile Trust Company.
De Lancey Nicol of the law firm of Nicol, Amatt & Lindsay.
Tillot Grosvenor.
F. S. O'Rourke, President of the O'Rourke Construction Company.
J. F. Curtis, Chief Engineer of the subway.

FIFTH CAR.

Filled with officials of the Interborough Company and newspaper men.
Since the trial trip of Jan. 1 there had been much progress along the line. First it was seen that the contractors were making good headway with the Brooklyn Bridge Station, and most of the openings to the street had been covered over. Along Elm Street, in the neighborhood of the Criminal Courts Building, the walls and roof were still only half completed, but hundreds of men were busy putting them into shape. At Spring Street the station, finished in white and dark blue, had progressed until the tile walls showed the signs "Spring" at every panel, while

skilled workmen were beginning to adorn the cornice around the ceiling with fancy "Ss."

It was at Fourteenth Street, where probably more advance was evident than anywhere else, that the first stop was made, and all the visitors united in admiring the olive green and white finishings, set off here and there by green eagles on the breasts of which the figure "14" stood out in gilt.

Up Fourth Avenue, past the stations at Twenty-third and Twenty-eighth Streets, the handcars passed rapidly until they reached the deep tunnel under Park Avenue, from eight to fifteen feet beneath the Metropolitan tunnel for Madison Avenue cars. All along the line groups of laborers swung their lanterns to show that the way was clear, and a separate lever car preceded the passenger vehicles about 100 yards, making sure there was no impediment on the track.

After passing through the deep section under Park Avenue the cars rattled slowly around the curve into Forty-second Street, passing underneath the new Hotel Hamilton, and into the station located approximately under the south end of Vanderbilt Avenue. Here, again, it was to be seen that the tracks were being laid by themselves. A fortnight ago it could hardly tell it was to be a station. Now the walls were finished and half the subway stairways led up toward the street surface.

THE STOP AT THE CIRCLE.

Turning into Broadway, the curve taking them through the basement of the new Times Building, the cars proceeded to the Columbus Circle Station at Sixtieth Street. Here there was a stop of ten minutes, and the passengers stretched their legs and beat their hands against their bodies to get warm. Then they looked around the station, chatted about the spacious waiting rooms, admired the good light that came down through the paving glass above, and listened to the tunnel officials tell how their part of the work there had been done. "All aboard," shouted Mr. Belmont, at last.

The passengers climbed in again. The Italians spat on their hands in readiness for another long pull. Those on the front car did not seem to understand "whether everything was all right."

"Talk to 'em in Italian, Mr. Belmont," suggested Mr. Belmont.
"All aboard!" cried Mr. Belmont, and the lever men grinned their appreciation. Then the Circle car made its first trip with little interruption to the Hundred and Twenty-fifth Street, where the tunnel opened a special station and the cars came from underground to the ten-block viaduct that traverses Manhattan Valley. Out on this viaduct—and the temperature threatened to drop 10 degrees in the open—the procession ran along to the elevated station over Madison Street. As the train passed the visitors a chance to admire the view across the Hudson and over the roofs of all uptown to the city beyond. The fair view of the tunnel opening and all hands alighted. "Would you like to cross the viaduct and go into the city?" asked Mr. Belmont. "How high?" asked Mr. Belmont, who looked as though he were half frozen.

"It's very nice," said Mr. Bacon, shivering. "But don't you think we had better find a fire somewhere?"

There was an approving vote—almost a shout. Mr. Belmont seemed relieved. The official photographer jumped to the front.

"Rose up there on that pile of lumber," he shouted, gently pushing John D. Rockefeller, Jr., toward the designated place, as that young gentleman seemed about to flee in the other direction. The financiers obeyed with alacrity. "Let's get through with it in a hurry," they cried. The picture was taken with a few laborers in the background of the four-billion-dollar group. A few minutes later the guests had boarded carriages and buses that were waiting to take them to Claremont.

Mr. Gould and Mr. Rockefeller, who had an engagement down town, deserted the party here and went off in a big automobile. Mr. Cassatt departed in another. Jacob H. Schiff and James H. Hyde, although they went to Claremont and stayed through the cocktail introduction on the glass-covered front veranda, had to leave before the luncheon, but all the others sat down to a long and handsomely decorated table arranged for them in that side of the porch overlooking the Hudson.

The handcar passengers, when asked what they thought of the subway, were enthusiastic. These were the expressions of some of them:

JOHN D. ROCKEFELLER, Jr.—I had no idea what a great success I was to see. The ventilation and lighting facilities were specially remarkable. I believe the tunnel road will be very popular.

GEORGE J. GOULD—Well, it's the greatest railroad I ever saw. It's wonderful.

JACOB H. SCHIFF—I was amazed at the perfection of the construction. I'm sure it will be a great success.

CLARENCE H. MACKAY—It was far beyond my expectations, which is saying a great deal, for I was prepared to see a great work.

A. J. CASSATT—Marvelous! It is most practical in every way.

FREDERIC CROMWELL—It is simply magnificent.

JAMES H. HYDE—Most interesting trip. I had no idea of the tunnel's wonders.

W. H. MCINTYRE—The public is to be congratulated as well as the builders. The tunnel is an assured success.

JAMES HENRY SMITH—Had no idea it was an undertaking of such magnitude, nor how perfectly it was constructed.

CHARLES M. JACOBS—It is a success beyond question.

ROBERT H. McCURDY—I can't find a flaw.

JAMES SPEYER—The greatest boon to transit in New York. It can't fail.

PERRY BELMONT—It was wonderful beyond expectation.

CORNELIUS VANDERBILT—Of course I think the tunnel is a wonder. Who wouldn't, after seeing it?

ROBERT BACON—You can't praise it too much.

JOHN F. O'ROURKE—Its construction is perfection. The ventilation, in my opinion, and the lighting are going to be all that could be desired. From what I know of the plans for safety devices, I believe serious accidents will be out of the range of possibility.

August Belmont, who has taken many trips through his company's tunnel before, was all smiles as the others congratulated him. He said it was useless for him to say what he thought, as within a few months the public would have a chance to render judgment on the job.

WEDNESDAY, JANUARY 20, 1904.

Took Wm. A. Read, John Crosby Brown, John Pine and J.S. Fearon through the subway from Columbus Circle to City Hall. Discussed with Brown and Read--and also Wickersham yesterday--the small number of men at work.

In the afternoon went over the Power House with American Society members.

Temperature to-day at 9:30, 1:30 and 5:15 o'clock, 22, 25 and 29 degrees respectively. Weather, morning cloudy, afternoon rain and hail.

THURSDAY, JANUARY 21, 1904.

Absent (Springfield).

Temperature to-day at 9:30, 1 and 5:15 o'clock, 37, 53 and 37 degrees respectively. Weather, lt. rain, and cloudy after 1 o'clock.

FRIDAY, JANUARY 22, 1904.

Went over the work in detail from Wall St. to Brooklyn Bridge with Carr, Value, Lawrence and Elliott.

Temperature to-day at 9:40, 1:45 and 5:50 o'clock, 41, 45 and 51 degrees respectively. Weather, sleet, and rain in afternoon.

SATURDAY, JANUARY 23, 1904.

Routine.

Temperature to-day at 9:30 and 1 o'clock, 55 and 48 degrees respectively. Weather, cloudy.

MONDAY, JANUARY 25, 1904.

Routine.

Temperature to-day at 9:30, 1 and 5:15 o'clock, 17, 20 and 22 degrees respectively. Weather, clear.

TUESDAY, JANUARY 26, 1904.

Routine.

Temperature to-day at 9:25, 1:55 and 5:40 o'clock, 32, 34 and 35 degrees respectively. Weather, clear in morning, snow and rain in afternoon.

WEDNESDAY, JANUARY 27, 1904.

Routine.

Temperature to-day at 9:40, 12:30 and 5:05 o'clock, 20, 20 and 20 degrees respectively. Weather, clear.

THURSDAY, JANUARY 28, 1904.

Went over the work on Craven's Division from 66th St. north. Decided that, at 104th Street, piers should be built between the columns and the vertical face of rock.

Temperature to-day at 9:30, 1 and 5:20 o'clock, 23, 24 and 27 degrees respectively. Weather, clear.

FRIDAY, JANUARY 29, 1904.

Routine.

Examined with Carr the work at Worth Street, and decided to omit one stairway on each side, making the remaining stairway double.

Temperature to-day at 9:30, 1 and 6 o'clock, 23, 25 and 25 degrees respectively. Weather, snowing.

SATURDAY, JANUARY 30, 1904.

Routine.

General conference with all the Division Engineers and Deyo with regard to the forms for the final estimates.

Temperature to-day at 9:30 and 1 o'clock, 30 and 37 degrees respectively. Weather, clear.

MONDAY, FEBRUARY 1, 1904.

Routine.

Representatives of the Fuller Company called in regard to changing plans for the station connection at 23d St., stating that the change would cost \$12,000. Asked them to submit the details of this estimate.

Temperature to-day at 9:30, 1 and 5 o'clock, 24, 27 and 23 degrees respectively. Weather, clear.

TUESDAY, FEBRUARY 2, 1904.

Met St. John Clarke at 23d St. and examined the proposed steel changes and station connection. Found it not true as stated by the Fuller people, that the vault lights would have to be changed. Also found their steel work very rough.

Walked through the subway to 14th Street.

Temperature to-day at 9:30, 1 and 5:20 o'clock, 9, 30 and 30 degrees respectively. Weather, clear.

WEDNESDAY, FEBRUARY 3, 1904.

Took General Greene through the subway from 86th St. to City Hall. Also visited the Power House.

Examined in the afternoon before the Park Avenue Commission.

Temperature to-day at 9:30, 1 and 6 o'clock, 15, 20 and 21 degrees respectively. Weather, clear.

THURSDAY, FEBRUARY 4, 1904.

Routine.

Pegram called in regard to the stairway at 149th St. Explained to him that the Commission had to pay for the easement of light and air; that if he would consent to a superimposed stairway, I would see Mr. Morris and endeavor to get him to consent to both forms of construction. If he insisted on both stairways, then the Subway Construction Company would have to assume the full responsibility and cost.

Temperature to-day at 9:30, 1 and 5:30 o'clock, 15, 16 and 19 degrees respectively. Weather, clear.

FRIDAY, FEBRUARY 5, 1904.

Took a party through the subway from 42d St. south.

W. H. Russell called. Discussed with him the connection between the building at 23d Street and the station.

In the afternoon went through the Brooklyn work in Joralemon Street with Lawrence.

Temperature to-day at 9:30, 1 and 5:10 o'clock, 24, 28 and 32 degrees respectively. Weather, clear.

SATURDAY, FEBRUARY 6, 1904.

Routine.

~~---Conferred with Gibbs in regard to Metropolitan routes---~~

Temperature to-day at 9:30 and 1:30 o'clock, 37 and 43 degrees respectively. Weather, cloudy.

MONDAY, JANUARY 8, 1904.

Routine.

Conferred with Gibbs in regard to Metropolitan routes.

Temperature to-day at 9:30, 1 and 5:30 o'clock, 24, 23 and 20 degrees respectively. Weather, clear.

TUESDAY, JANUARY 9, 1904.

Routine.

Temperature to-day at 9:20, 1 and 5:15 o'clock, 8, 13 and 19 degrees respectively. Weather, clear.

WEDNESDAY, FEBRUARY 10, 1904.

Took the Supreme Court Commission, with Counsel, through the subway from Grand Central Station to City Hall. Hearing of the Commission in the afternoon.

Temperature to-day at 9:25, 12:15 and 5 o'clock, 8, 17 and 25 degrees respectively. Weather, clear.

THURSDAY, FEBRUARY 11, 1904.

Rapid Transit meeting.

Tyndale Palmer of Union Terminal Company called and asked me to bring their scheme to the attention of Belmont. Declined.

Temperature to-day at 9:30, 12:40 and 5:30 o'clock, 11, 20 and 27 degrees respectively. Weather, clear.

FRIDAY, FEBRUARY 12, 1904.

Holiday (Lincoln's Birthday)

SATURDAY, FEBRUARY 13, 1904.

Extra holiday.

MONDAY, FEBRUARY 15, 1904.

Routine.

Mr. Binning of the Union Railway called with reference to the protection of their trolley wires on Westchester Avenue. Referred him to Klapp.

Examined the work at Battery Park with Ridgway.

Temperature to-day at 9:25, 12:40 and 5:30 o'clock, 25, 26 and 26 degrees respectively. Weather, clear.

TUESDAY, FEBRUARY 16, 1904.

Went through the Central Park Tunnel and accepted the smoothing down by Farrell. Also went through Lenox Avenue to 125th St. Examined the Interborough card with George Gibbs, both wood and steel, at 98th St.

Conference with the Mayor, Best and Nichols in the afternoon in regard to terminals, Williamsburg Bridge.

Temperature to-day at 9:30, 1 and 5:20 o'clock, 1, 5 and 9 degrees respectively. Weather, clear.

WEDNESDAY, FEBRUARY 17, 1904.

Routine.

Park Avenue hearing in the afternoon.

Temperature to-day at 9:30, 1:05 and 5:40 o'clock, 7, 15 and 16 degrees respectively. Weather, clear.

THURSDAY, FEBRUARY 18, 1904.

Conference with Mr. Orr in regard to the Delancey Street suggestion of the Mayor, and also in regard to the general progress of the work. Conference with Winter on Delancey St., who said that he approved of the same.

Temperature to-day at 9:20, 1 and 5:10 o'clock, 11, 21 and 25 degrees respectively. Weather, clear.

FRIDAY, FEBRUARY 19, 1904.

Routine.

Examined the work under Broadway with Starrett. Starrett said that he was in communication with Deyo in regard to paying for their share of the cost for Kingsbridge bridge.

Temperature to-day at 9:25, 1:35 and 5:40 o'clock, 29, 27 and 26 degrees respectively. Weather, cloudy.

SATURDAY, FEBRUARY 20, 1904.

Routine.

Temperature to-day at 9:30 and 1 o'clock, 20 and 27 degrees respectively. Weather, clear.

MONDAY, FEBRUARY 22, 1904.

Holiday.

TUESDAY, FEBRUARY 23, 1904.

Had a conference with Mr. Winter in regard to a connection between the Interborough Company and the Brooklyn Rapid Transit Company in Flatbush Avenue. He said that he desired to think it over.

Temperature to-day at 9:15, 1 and 5:35 o'clock, 35, 49 and 44 degrees respectively. Weather, clear.

WEDNESDAY, FEBRUARY 24, 1904.

Conference with Stillwell in regard to covering of the third rail and the running of locomotives through the subway for construction purposes.

Temperature to-day at 9:20, 1 and 5:10 o'clock, 39, 43 and 39 degrees respectively. Weather, clear.

THURSDAY, FEBRUARY 25, 1904.

Routine.

Conference with Mr. Cravath.

Rapid Transit meeting in the afternoon.

Temperature to-day at 9:20, 2:15 and 5:40 o'clock, 13, 17 and 13 degrees respectively. Weather, clear.

FRIDAY, FEBRUARY 26, 1904.

Absent in Southboro.

Temperature to-day at 9:20, 1 and 5:10 o'clock, 17, 23 and 29 degrees respectively. Weather, clear.

SATURDAY, FEBRUARY 27, 1904.

Absent in Southboro.

Temperature to-day at 9:30 and 12:30 o'clock, 29 and 27 degrees respectively. Weather, clear.

MONDAY, FEBRUARY 29, 1904.

Examination with Stillwell and Hutchinson of the proposed method of covering the third rail. The program most favored by Stillwell was a wooden covering that could be used as a foot walk. Afterwards had a conference with Hutchinson who agreed with me that, if possible, all wood work should be eliminated.

Temperature to-day at 9:30, 1:15 and 5:50 o'clock, 42, 42 and 41 degrees respectively. Weather cloudy, raining in evening.

TUESDAY, MARCH 1, 1904.

Hutchinson and I exchanged plans for a concrete foot walk, Hutchinson agreeing that the design of mine with the cross Ts was the better.

Temperature to-day at 9:30, 1 and 5:30 o'clock, 37, 37 and 37 degrees respectively. Weather, sleet morning, afterwards cloudy.

WEDNESDAY, MARCH 2, 1904.

Hearing before Park Avenue Commission.

Meeting of Committee on Plans discussing Bridge connections.

Temperature to-day at 9:20, 1:30 and 5:05 o'clock, 41, 40 and 40 degrees respectively. Weather, clear.

THURSDAY, MARCH 3, 1904.

Routine.

Temperature to-day at 9:30, 1 and 5:45 o'clock, 45, 47 and 48 degrees respectively. Weather, heavy fog till evening, with light rains.

FRIDAY, MARCH 4, 1904.

Went through the subway from Columbus Circle to the City Hall.

Temperature to-day at 9:15, 1 and 5:30 o'clock, 20, 23 and 23 degrees respectively. Weather, clear.

SATURDAY, MARCH 5, 1904.

In morning, routine.

In afternoon, went through the East River Tunnel and Brooklyn work with Rice and Lawrence.

Temperature to-day at 9:20, 1:30 o'clock, 22 and 30 degrees respectively. Weather, clear.

MONDAY, MARCH 7, 1904.

Routine.

Temperature to-day at 9:30, 1 and 5:10 o'clock, 47, 45 and 48 degrees respectively. Weather, clear.

TUESDAY, MARCH 8, 1904.

Routine.

In Morning examined the station at 23d Street.

Temperature to-day at 9:25, 1 and 4:30 o'clock, 47, 48 and 47 degrees respectively. Weather, clear.

WEDNESDAY, MARCH 9, 1904.

Routine. Went through the subway from 42d St. to City Hall.

Temperature to-day at 9:40, 1 and 6 o'clock, 47, 35 and 30 degrees respectively. Weather, clear.

THURSDAY, MARCH 10, 1904.

Hearing in the morning by the Park Avenue Commission.

Rapid Transit meeting in the afternoon.

Temperature to-day at 9:15, 1 and 5 o'clock, 26, 32 and 37 degrees respectively. Weather, clear.

FRIDAY, MARCH 11, 1904.

Meeting of the Park Avenue Commission in the morning.

Temperature to day at 9:30, 1:55 and 5:30 o'clock, 37, 34 and 30 degrees respectively. Weather, rainy and cloudy.

SATURDAY, MARCH 12, 1904.

Meeting at the Mayor's Office with the Mayor, Comptroller, Nichols of Bridge Department, Mr. Orr, Winter, Rice and self, in consideration of the Brooklyn Bridge connection.

Mr. Orr suggested the building of a loop through Manhattan connecting the bridges with special equipment to be run.

In the afternoon had a conference with Winter in regard to the subway connection between the bridges. He stated that he was opposed to a subway for through trains because his equipment was not adapted for it, and was opposed to a subway for special equipment as involving a transfer at Brooklyn ends. He was in favor of an elevated line connecting the bridges for through traffic, or if that is not passed authorize an elevated line from the Williamsburg Bridge to the Bowery on Delancey Street.

Temperature to-day at 9:30 and 1:35 o'clock, 29 and 33 degrees respectively. Weather, clear.

SUNDAY, MARCH 13, 1904.

Walked over Section 4, and from 60th St. to 104th Street.

MONDAY, MARCH 14, 1904.

Conference with Rives with regard to the general conduct of the work.

Conference with Skitt, urging upon him to make arrangements for the Putnam Division rather than a street elevated line from Broadway to Yonkers.

Temperature to-day at 9:15, 1 and 5:30 o'clock, 34, 37 and 33 degrees respectively. Weather, clear.

TUESDAY, MARCH 15, 1904.

Routine.

Messrs. Fisher and Pounder, representing the Flatbush District, called to suggest the building of the terminals beneath Ocean Avenue.

Temperature to-day at 9:10, 1 and 5:20 o'clock, 32, 39 and 38 degrees respectively. Weather, clear.

WEDNESDAY, MARCH 16, 1904.

Examined the station at 28th Street with Turner. Told him to have the dark painting at the base of the columns carried to a height of at least 5 feet.

Hearing of the Park Avenue Commission at 2 o'clock.

Temperature to-day at 9:30, 1 and 5:30 o'clock, 33, 44 and 31 degrees respectively. Weather, clear.

THURSDAY, MARCH 17, 1904.

Completion of examination in Park Avenue hearing.

General conference of Division Engineers in afternoon, at which Deyo was present. Discussed the circular in regard to the final estimates.

Temperature to-day at 9:30, 12:50 and 5:30 o'clock, 27, 33 and 43 degrees respectively. Weather, clear.

FRIDAY, MARCH 18, 1904.

Notified by Bryan over the telephone that the Ocean Avenue Terminal Yard would be satisfactory.

Meeting of the Rapid Transit Commission; La Farge's new lettering for the tablets having been adopted.

Conference with Rives and Boardman after the meeting, Boardman stating that Mr. Orr had spoken to him about a fear that we were encroaching on Joralemon Street unnecessarily. Explained to Boardman and Rives we were following the contract drawings; showed them the difference between the contract drawings and the general plan. Both said that the work was legitimate.

Temperature to-day at 9:30, 1 and 5:40 o'clock, 38, 39 and 43 degrees respectively. Weather, rain and snow in morning, clear in afternoon.

SATURDAY, MARCH 19, 1904.

In the afternoon went to 157th Street, and with Deyo, Hunt, Rice and others walked through the Fort George Tunnel from 157th Street to Fort George. Called attention of Deyo, Hunt and Rice to the fact that the excavation for the big station arches should not be carried far beyond the permanent construction.

Temperature to-day at 9:25 and 1:40 o'clock, 41 and 48 degrees respectively. Weather, clear.

MONDAY, MARCH 21, 1904.

Routine in morning. Went to Washington on 4:55 train.

Temperature to-day at 9:20, 1:10 and 5:25 o'clock, 41, 45 and 43 degrees respectively. Weather, clear.

TUESDAY, MARCH 22, 1904.

Absent in Washington.

Temperature to-day at 9:25, 1:15 and 5:20 o'clock, 43, 42 and 47 degrees respectively. Weather, raining.

WEDNESDAY, MARCH 23, 1904.

Absent in Washington.

Temperature to-day at 9:20, 1 and 5:20 o'clock, 52, 53 and 53 degrees respectively. Weather, clear.

THURSDAY, MARCH 24, 1904.

Routine.

Rapid Transit meeting in the afternoon.

Temperature to-day at 9:10, 2:15 and 6:05 o'clock, 47, 58 and 49 degrees respectively. Weather, clear.

FRIDAY, MARCH 25, 1904.

Examined the stations at 42d and 23d Street- otherwise routine.

Temperature to-day at 9:20, 1 and 5:30 o'clock, 57, 60 and 60 degrees respectively. Weather, cloudy.

SATURDAY, MARCH 26, 1904.

Examined the work on lower Broadway in front of St. Paul's and Trinity. Gave Rice and Carr special instructions to give the Trinity work their special attention. Subsequently examined the air pipes and signal wires with Rice and Gibbs, Gibbs promising to have the pipes removed where passing through stations.

Temperature to-day at 9:30 and 1:40 o'clock, 65 and 58 degrees respectively. Weather, clear.

MONDAY, MARCH 28, 1904.

Routine all day.

Temperature to-day at 9:15, 1 and 5:30 o'clock, 33, 37 and 36 degrees respectively. Weather, clear.

TUESDAY, MARCH 29, 1904.

Sailed for Panama.

Temperature to-day at 9:30, 1:15 and 5 o'clock, 31, 37 and 38 degrees respectively. Weather, clear.

April 20, 1904.

Returned from Panama and remained until Tuesday, April 26th, when I sailed for England.

August 22nd 1904.

Returned from England and remained as Chief Engineer of the Commission until December 31, 1904, when I resigned. Between August 22nd and that date this diary was not kept up.