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New York and Its \$400,000,000 Improvement Schemes

NLESS the signs and portents

seasons, New York has yet been ham- Pennsylvania's engineer in chief con- deck underground" and three or four pered by the very character of its en vironment. It is parrow, as measured ncross from the North to the East rive er, and its area is insufficient for the expansion of its commerce and the conquent demand for sites for office buildings, public structures and houses for residential purposes.

Recognizing the inadequacy of Manhattan's facilities for transit and terminal purposes, the endeavors of its public spirited citizens have been concentrated of late toward overcoming the natural disadvantages under which the city labors, as well as toward the upbuilding of a metropolis in keeping with the vast national growth of recent years. Gradually, link by link, the great chain has been forged that will eventually inclose Manhattan in a mesh of steel-rallways, tunnels, bridg-es-that will make for the absolute transformation of the city and will call for the expenditure of many millions. The strangest feature of this project is that it has not been worked out in its entirety by preconceived arrangement. but through independent corporations and forces, which are nevertheless harmoniously striving for the city's betterment. At the present writing, arrangements are being perfected for the expenditure in the near future of more than \$400,000,000 for improvements that will effect a revolution in transit facilltles as well as in the permanent architecture of the city. New York has long been known as the home of the modern skyscrapers, most of which, however have been erected in the lower or bustness portion of the city, nearer the Battery and harbor than the uptown residential district. There has been such a crowding of skyscrapers into this restricted area, in fact, that facetious writers and artists have frequently dealmost any day.

the first in importance is the scheme of the Pennsylvania Railroad company for connecting Manhattan and its environs with the rest of the country, from which it has been so long isolated by its inclosing waterways. This scheme was promulgated only a little more than a year ago, but is already well advanced in its conception and development, and promises to become an actuality within a few years. By this project the heart of New York city is reached through a double steel tubular tunnel beneath the waters of the Hudson river and by another tunnel beneath the East river connected with Long Island, New England and possibly transatiantic lines of steamers for England and Europe. The estimated outlay on this vast scheme is \$50 -000,000, which sum is to be spent upon the tunnel and its approaches practically in and around the city, and will add that much directly to Manhattan's en-richment. What it will mean indirectly Jersey" corporation, which will be used

The Pennsylvania project is as dar- (reason for believing that the city of New York, now the lar-gest municipality in the United will eventually become the most advanced engi-the plans of the most advanced engi-the plans of the most advanced engi-

States, will eventually become the most in the plans of the most advanced engi-populous and the finest in the world. The Hudson would the Hudson would between Thirty-first and Thirty-second 000,000 to \$80,000.000, including termi-lars invested as a consequence of the have been tunneled or bridged long streets, Seventh and Ninth avenues, nais, stations and external approaches, rallway extension vantages by reason of its unexampled since but for its great width and depth location between two rivers and with and the unstable nature of the river and hotel will have two of its stories beneath the street level as a "double" projected, one of which, the new East ment by which New York city is to be

Emerging from beneath the river, the to Brooklyn, two more tunnels are pro-ponnayivania twin tunnel will rise to jected to dive beneath the river be-tering the tunnels, an ever increasing extend the systems of each road, so by Mr. Carnerie, 39.00 or it tunnel, area will be added to the suburbs of that the Atlantic and Pacific will be the systems of each road, so it will be beneath the river be-

ments that will call for an outlay of and stations , not less than \$30,000,000 within the next five years and possibly within three has risen to the years from this date. Add this sum to ed her own resources what is involved in the Pennsylvania about \$100,000 nos river bridge to Williamsburg, is already | placed in direct communication with and the rapid transit subway, and we one-fourth the have \$120,600,000 for these three projects ever, for the exclusion alone without reference to the con- York alone that temporaneous improvement schemes.

The New York Central scheme is the whole country sha most recently announced of them all, greater or less extent having been worked out in accordance be a matter of nation with the latest surveys and with the cal pride that sole purpose in view of meeting in- United States creasing traffic demands in every par- prising vitality ticular. The management has now come future. Second only forward with a plan which fairly took lation and possessing the city fathers' breath away, so vast growth that no othe was it, so comprehensive, so farsesing can show, there is hard and complete. While possessing the New York will even largest and in effect the only railway of the world's cities in i station in New York city, the Central and concentrated purposes demoiishing this great build. provements as are ing in substance and creeting upon its cannol fall to attract site the very largest structure of its rich as well as the new kind in the United States. It is to be make New York their twenty-five stories in height, five of dence on account of its them underground, with not only suffi. art treasures, its fa cient accommodation for all the traffic ing every taste and its of the present and future (passenger traffic alone being estimated at 20,000,-000 persons a year), but above the rallway station proper a hotel and perhaps a large department store. By depressing its tracks within the city limits and by means of massive viaducts the large area at present given up to trackage will be made available for streets that are now closed to the public. All trainsare to be brought into the city by means of electric motors, thus precluding the use of steam save in emergencies, and all this is to be done without in any way interfering with the constant stream of traffic. There are to be no grade crossings within the the outside world without disturbing a city limits, and connection is to be single street or demolishing a single made with the Pennsylvania system

The new terminal station will cover year ago last December, Manhattan It- the blocks bounded by Forty-fourth self had taken hold with vigor upon and Forty-second streets north and the development of its means of in- | south and by Lexington and Madison ternal communication. The Manhattan avenues east and west. Taken in conrapid transit system, which is to nection with the building of the Penngive the city subway communication sylvania station, not far distant, and from the Battery to the Bronx, ranks | the changes wrought by the subway, the effect upon realty values in Manhattan's most interesting section cannot be exaggerated.

But these are not the only improvements going on by which Manhattan is to be transformed. Numerous struc tures, estimated to cost \$60,000,000, will be erected on private account. In all, during the next three to five years there will probably be expended in New York city proper for municipal and private improvements not less than

\$400,000,000. To go into these in detail would require too much space, but in may be mentioned that for improved dockage facilities alone it is estimated that \$20,000,000 will be spent, mainly along the North river, where the great is said, he complained to the ocean steamers lie; for the extension | saying that he could no lenter;

HEW JERSEY NEW FREIGHT DOCKS PENNSYLYANIA R.A BROOKLYN SOVERNORS ISLAND WHERE SUBWAY ING to meet CONNELTING WILL NEW YORK, WEW HAVEN STIALT 3-24-FREIGHT ROUTE

NEW ENTERPRISES THAT ARE MAKING

ceived something entirely novel in the way of tunneling in what he calls a "submerged bridge." Two immense steel tubes more than eighteen feet in diameter will be run across the Hudson or North river, resting in the shifting picted Manhattan as overweighted at sand and silt of the river bed, and its southern end and liable to tip up within these a bridgelike structure will be built, the whole of great strength Taking up in detail the various proj- and capable of carrying the heaviest ects for the betterment of New York. loads. But the river bed in which the tubes will be laid is vastly different from the bedrock, which alone is ca pable of supporting the enormous masses of steel, many thousands of tons in weight. In this connection comes in the submerged or "subter ranean tunnel bridge" principle, for while the tunnel will be pushed forward in short sections under air pres sure every 140 feet or so a calsson will be sunk to bedrock the interior of which will be filled with solid masonry or cement. Thus the bridge within the tubes, which will be thrust forward on the cantilever plan, will be actually supported upon massive plers built up on the living rock, and it is said that there need be no fears that such a structure will ever collapse through external pressure' or yield to the immense weight of the loaded trains that will constantly pass through it. There is already another tunnel in progress



above, extending over four city blocks | approaching completion and is to cost in all. The Long Island and the New \$20,000,000. The other two, making, with station from the east and the west in all. The Long Island and the New S20,000,000. The other two, making, with station from the east at time lacel of Riverside drive, the Grand boule-England extension of the system will be old Brooklyn bridge, four suspen-occupy the eastern portion of this sta-occupy the eastern portion of this sta-portion of this station from the east at the lamentable tunnel acci-dent of last year the Central has been will be concourse, etc., \$9,500,000 who came to stare at him is are planned to cost not less than \$22;belonging to the "New York and New be afforded between the cast and the book of the stand the bridges alone. By means of these con- of New York. It has at last arrived at and Jerome park reservoir \$12,000,000, grievance, but Tenayson to

THE GREATER NEW YORK EVEN GREATER.

structure not within the area of its and the subway through a special tunsurface operations. But before the nel from the Central station. Pennsylvania plan was promulgated, a next in the extent of its operations and the amount it will expend, a sum estimated at not less than \$36,500,000. The work has been pushed vigorously toward completion within the time specified in the contracts, and Manhattan will soon have her subway completed. Tegether with the Pennsylvania scheme, the total amount involved in this subterranean communication for the city reaches the respectable figure of a little under \$90,000,000.

But there is yet another great improvement involving a vast outlay, and that is the prospective installment by the New York Central railroad of its new electric service to connect with the great system of lines converging in its

postoffice, but on the ments have be

It will be noted that the ball outside parties, such as it

expended on the tune

tion. The poor are wealth accumulated iron filings are drawn for ful magnet. At all ovents few years the great city Son's paradise for the laborer neer and urtisan, and c working chasses will obtain portion of those hundred that will soon begin to for surpassing that of the fabl The wonderful growth o during the past few years n the last decade at the rat a per cent as against Le rease of 7 per cent and Pade suggests comparis YERF. other two of the world's gr of cities. Paris, with an area guare miles, has a populat .660,600; London, within the contains 4,536.000 pee tuding the area known with its 413,000 so there is a population of figure York, with less than half : Frenter London, or about ! an show a population of 34 ng into consideration its of increase, provided it can provided sufficient territory

o make its area equal to that York will pre the great cities of before the advent of the year quarter century from nor America's metropolis will pr rank every other city on the opulation, in wealth and ELBERT O. WOODS

HARDLY SO FORTUNATE

Lord Tennyson's well knownam to sightseers and their ways my o many an odd experience the Isle of Wight owing to th

by removing the barriers hitherto ex-listing between New York and the coun-listing between New York and the council be Manhattan, not being strong enough, on, in order to afford an outlet for the reached alarming proportions, will be only to that of the Pennsylvania proj- \$7,200,000, the new hall of records \$6,try at large it is hardly possible to clap a sentinel wherever rapid transit system of Manhaitan relieved. Also, through the extended ect. In fact, it is actually complemen- 250,000, and the great library, with its should not be troubled elaes" overestimate. It is said, for heavier traffic. Romance and Tragedy In the Lives of the Fairs

terest in the case will always center about the two people who met such an awful fate while pursuing a career of pleasure with every prospect before them of a happy existence.

Each had experienced vicissitudes, each had appeared prominently before the public in a varied role, but when the catastrophe happened the two had settled down to a quiet life, with the pursuit of happiness apparently their sole concern. As the wayward son of a inultimillionaire, with promise before him of a life of ease and plenty, Charles L. Falr had proved a bitter disappointment to his father, the late ex-senator, she had accumulated a fortune estimated at \$15,000,000 by the application of genius and energy to mining in Nevada and who was widely respected for his starling qualities. Having lost his eldest son, the affections of the failer were concentrated upon Charley Fair who, however, did not seem to understand the true import of their mutual obligations. He became dissipated and wasted "in riotous living" the hard earned fortune of the paternal Fair, or, at least, to the extent the latter allowed when he finally awoke to the son's evident inclination for low companions and a reckless style of living.

When finally, as the culmination of his spendthrift course, he became attached to and contracted an alliance with a woman whose reputation was not all his relatives might approve Charley Fair alienated his father's af fections and had little reason to expect | forgiveness or a share in the vast fortune the latter had accumulated. Upon that has never been explained, but that | him." And she was true to her pur-, their ill fated last journey and who | fortune to her without any reservation.

ed in an automobile accident in France last August, revives memories out for herself. At the age of eight of an interesting romance as well as a well as a be sought a residence with a substance with a substance with a substance of an interesting romance as well as a well as a be sought a residence with a substance of an interesting romance as well as a be sought a residence with a substance of an interesting romance as well as a be sought a residence with a substance of the liquor habit, to which if was feared as the liquor habit, to which if was feared as the liquor habit. This glimpse into the domestic restriction of the liquor habit, to which if was feared as the liquor habit. terrible tragedy. Whatever disposition uncle, whose death three years later he was hopelessly hound and from may be finally made of the combined forced her to throw herself upon the bad several times tried inefestates, variously estimated at from cold charity of the world. Her life for fectually to free himself, and asserted was maintained to the last is shown by tate, after her relatives were provided and wife were killed at the same mo- of Blackstone involved will have

plified by the fact that in the wills which so their evident intention will be frus-\$7,000,000 to \$10,000,000, the actual in- several years thereafter is a mystery that she was "going to make a man of the chauffeur who was with them on for, going to her husband, and his vast

•HE reopening of the question as to the final disposal of the fortunes left by the late Charles L. Fair and his wife, who were both kill-ed in an automobile accident in absorbed not less than \$2,000.00 at the \$15,000,000 the elder Fair left

death, it is safe to predict that h event of a long legal fight the da ment, yet the attorneys for Mrs. Nel- ey for conflagrations" son. Mrs. Fair's aged mother, and her

family declare that they have at least

eight witnesses who can assert to the In a busy portion of one of octo contrary; that, in fact, Mrs. Fair was alive a full half hour after her husband manufacturing towns stands 4 mill. Years ago hundreds use had ceased to breathe. There was but dreds of workpeople found em one witness to the accident besides the chauffeur (who can hardly be said to in it, yet to day it stands destant though well built and well simula have witnessed it at all, being so vitally concerned and so shaken up), and has been allowed to fall as this witness, Mme. Hourdet, is said to and of its thousands of video one remains unbroken Gent have declared that she was unable to decide the momentous question. After bare, the buildings look cristing hurrying to the scene, from which she of place in such a situation Take instinctively recoiled in affright, she of affairs was brought about 0 a says; "I then returned beside the bodies rel between two brothers, partsa and was looking at Mrs. Fair when I the business.

saw the gloved fingers of one hand slowly opening. I turned to her husband and found his foot moving, as though the leg was drawing up. This though they used to manage de frightened me, and I ran back to the concern. Each had his out da lodge, and when I returned with my the mills, and when one desired a husband the bodies were motionless municate with the other he di and never stirred again."

immediately after the event said: "I movements were alleged to have oc- hundreds of families were left rai curred life was quite extinct. They breadwinners out of work in were killed instantaneously, just like amount of misery was caused and a snall which is crushed beneath a cared the pariner who was he man's foot."

On the other hand, the Count Louis du Reste, who saw Mme. Hourdet immediately after the accident, says she positively asserted that "Mrs Fair was the one of the two unfortunate victims

who gave the last signs of life." If the contract into which Mrs. Nelson entered, by which she and her fampaltry consideration of \$125,000, should be declared null and void and the case reopened, there will certainly be a fat feast for the legal fraternity, not to speak of the people more many for the people more than the the question of the people of the people more than the the question of the people ily renounced all their claims for the ed in the collision. Should it be deter-mined that Mr. Fair died first, the heirs feast for the legal fraternity, not to of Mrs. Fair will have a chance at the speak of the people more or less related dead for a year. millions in which he was "seized" at to the deceased. It will be no "Barmethe time of his death, but if signs of life cide feast," for on the one side are the were discovered in him after his wife needy relatives of Mrs. Fair, who see

The quarrel arose out of peup ering. For many years the truth would not speak to one another, The physician who was summoned paper. The end was that the minimum thrown into chancery and the part ship dissolved, with the read

CHANNING A. BARTY

A COSTLY QUARREL

Yet when he died he left an exp fortune for ecclesiastical purpers "HIS MAJESTY" SIR WILF

LAURIER. To many Canadians Sir Wilfel rier, premier of the Dominion, only great man living. Some the a countryman arriving in the Quebec met an old friend and fa

"Dead!" exclatmed the comm "And who, then, rules in Eagast When it was explained to his the Prince of Wales had succeeded a

ALL THE WORLD AROUND.

he married, whose history from early other tics, Carrie Smith, or Maud Nel- tainly have nothing more to wish for numerous gifts to her mother and rela-

them perfect. Some exception, how-7,227. Of steamers there were 8,147. ever, has been taken by collectors to Leaving sailing vessels out of account,

added to the list taught at the Uni-versity of Chicago. English copies above the best folios owned in America. The cries of sea birds, especially sea In his photographic facsimile edition of the first folio of Shakespeare Sidney Lee estimates that 600 copies of the Lee estimates that 600 copies of the

MR. AND MRS. CHARLES L. FAIR.

and coast, and their cries warn boat- "Fanshawe," was sold in Boston re- under the new French act. It is under- mory, Mull. tollo were printed, of which 15% copies At the end of 1901 the number of sail- men that they are near land. Some cently for \$550.

which of the devoted pair was first kill-

MRS. HERMAN OELRICHS.

wished to do so.

stood that most of these bodies will

Japanese is the latest language to be his classification, which ranks several out of these \$,147 steamers about 6,947 on his car instead of the fumes of the fume place on the statehouse grounds by

A copy of Hawthorne's rarest book, de-Calais were recently ordered closed been killed by a gamekeeper at Tober-An adder twenty-six inches long has

In proportion to population more pata fine for shooting such birds. Lord Anglesey is credited with being prosecuted for accepting a fee to pray his message to the general court, ex- state. A recent complication showed pire.

As they were childless the knotty problem now confronts the lawyers as to

richs and Virginia, the wife of William K. Vanderbilt. As for Mr. and Mrs. It is and to whom a few millions in the second state of the second stat

youth goes to prove the trite saying, son, as she was sometimes known, be- in our association. He takes me with tives after she became wealthy and K. Vanderbilt. As for Mr. and Mrs. avarice and to whom a few millions rier:"



MRS. W. K. VANDERBILT, JR.

supported by an allowance from his mother's estate of \$1,000 a month and where she opened a fashionable board-greater, my gratification or my sur-Married in 1853, they a year or two Even more varied than her husband's ment, and, having been divorced from a could ask any more in a husband, for ure making amends for the past. Mrs. career had been the life of the woman former husband and being free to form he is as good as he can be, and I cer- Fair's generous nature is shown in the

eventually received his portion of the ing house, she came under the notice prise. Of course I did not expect too later came into the fortune left by Mr. whole, he never came to want, but was of that jovial young man about town, always able to maintain himself and Chatles L. Fair. The intimacy between not have been sorely disappointed if life maintained their attitude of dethe two ripened into a tender attach- he had made a slip or two. No one votion and tenderness, thus in a meas-

the death of the elder Fair, however, she joined a theatrical company and the son finally came into possession of eventually rose to fame as a star is vealed in a letter from Paris to a friend tual, that Mrs. Fair usually rose snughis share, amounting to several mil- well known. Her beauty and vivacity in San Francisco. "Charlie has not gled close up to her husband and at the Mons, and, as meanwhile he had been made her hosts of friends, and when touched a drop since we left home," she time of the accident had her arm

it is estimated by various well inform- the ploneer of the idea of a scented at the bedside of a sick person. He presses the hope that the equestrian that Tennessee was at the fod a

Twenty-five French monastic and next June conventual establishments in the Pas-

Some Chicago burglars used at test in order to take only re-from a house they had breas Twenty-four persons living to

deadly rivals in trade, have to a partnership in order to b cotton growing within the Bris

Tipperary, Ireland, are cent Liverpool and Manchester