

IMMIGRANT CHILDREN ON THE ROOF PLAYGROUND AT ELLIS ISLAND.

**GAINS AT ELLIS ISLAND.***Place for Immigrant Children to Play to Their Hearts' Content.*

[FROM THE TRIBUNE BUREAU.]

Washington, Aug. 25.—There is, perhaps, no branch of the government service where greater improvements have been effected in the administration of President Roosevelt than in the immigration service, although so quiet have been the methods pursued and so unostentatious the direction of the service that comparatively few persons are aware of the improvements accomplished.

To speak of Ellis Island is almost to include the whole immigration service, so far as the landing of immigrants is concerned, for at that point close to 75 per cent of the newcomers to the United States are inspected and pass muster. Last year, out of a total of 875,046 immigrants admitted to this country, 631,885 landed at Ellis Island. Without going into tiresome details regarding the improvements in the administration of this important function of the government, it may be said that never before were the laws so conscientiously and thoroughly enforced and yet never before was the comfort of the immigrants so carefully considered or their welfare so effectively provided for.

It was little more than two years ago that Frank P. Sargent was appointed Commissioner General of Immigration, and only a few months before that Commissioner Williams was placed in full charge of the Ellis Island station. In the interim the entire appearance of the island has changed, and many inexpensive, but not the less effective, devices have been installed, all of which make for the comfort and the health of the future citizens of the United States.

When Commissioner Williams took charge of the station Ellis Island presented a most unattractive appearance. There were ample and excellent buildings, it is true, but utility only had been considered, and orderliness and attractiveness, now so noticeable, were conspicuous only by their absence. Mr. Williams, with the hearty encouragement and co-operation of the Commissioner General, has worked wonderful changes, and to-day the exterior of the station is as attractive as a well kept country place, while the interior is characterized by a cleanliness and neatness formerly believed impossible of attainment.

To Commissioner General Sargent belongs the credit of one of the latest and most attractive features introduced on the island—the children's playground. Thousands of children are domiciled at Ellis Island for weeks, sometimes for months at a time. Arriving after a week or more of confinement in the fetid atmosphere of the steerage, they are usually pale and listless, and when, as often occurs, their parents are necessarily detained for some time in the station hospital, their lot is not a happy one, or, rather, it formerly was not. Moved by pity for these little ones, Commissioner Sargent sought a remedy for their condition. The grounds did not furnish an appropriate place for a playground, but diligent examination revealed an ideal place on the large, flat roof of the main building. There, by the erection of awnings and the raising of the parapet, the children could play to their hearts' content. There they could enjoy the sea breezes of New-York Harbor, precisely the sort of tonic needed after their passage. There they could run and romp and laugh and shout without disturbing any one or doing injury to themselves or their surroundings. Commissioner Sargent's suggestion was joyfully received by Commissioner Williams, and the result is an amply equipped play place, where the future young Americans recover from the effects of their voyage and learn their first lessons in liberty.

One of the long needed improvements recently provided for by Congress at Commissioner Sargent's earnest solicitation is the new ferryboat, which went into commission on July 1, taking the place of the old Carlisle, and Mr. Sargent hopes before long to get a new "boarding boat" to take the place of the Chamberlain, now in use. A new dining room has been recently added at the station. It is constructed on the most approved plans, with tiled floors and every appurtenance which can conduce to conven-

ience and cleanliness, and in many instances minor improvements have been installed, all making for hygienic conditions.

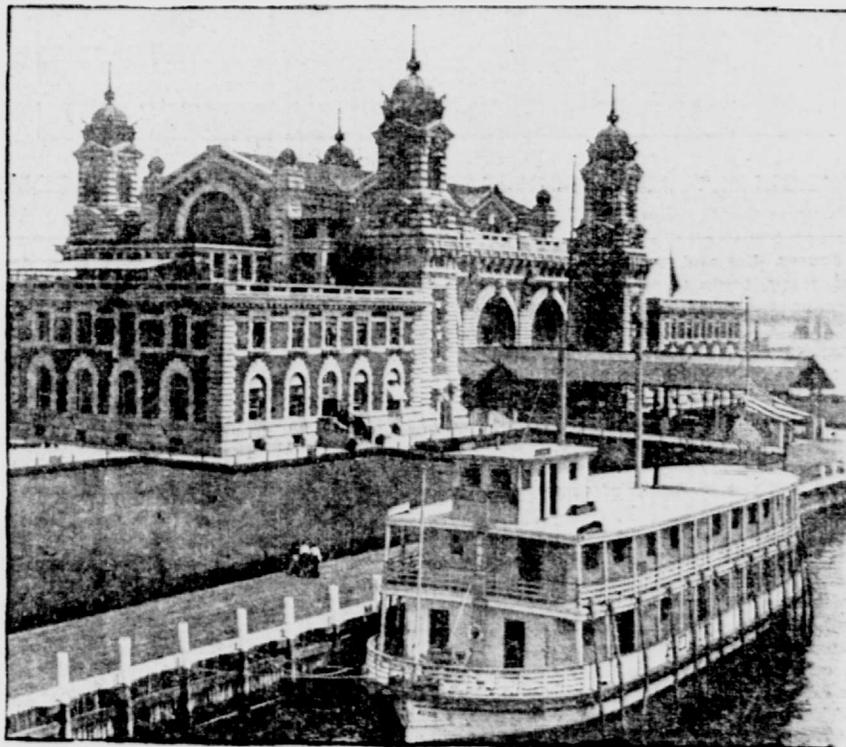
**ON AND OFF—AND ON AGAIN.**

General Frederick D. Grant, who has recently been assigned to the command of the Depart-

The former valet of a friend of mine has a good answer to it.

"This valet, an excellent servant, worked for my friend two months. Then he said that he was going to leave.

"Why are you going, James?" my friend said kindly.



IMMIGRANT BUILDINGS ON ELLIS ISLAND.

Children's playground is on the top of the left wing.

ment of the East, is noted for the equanimity of his temper.

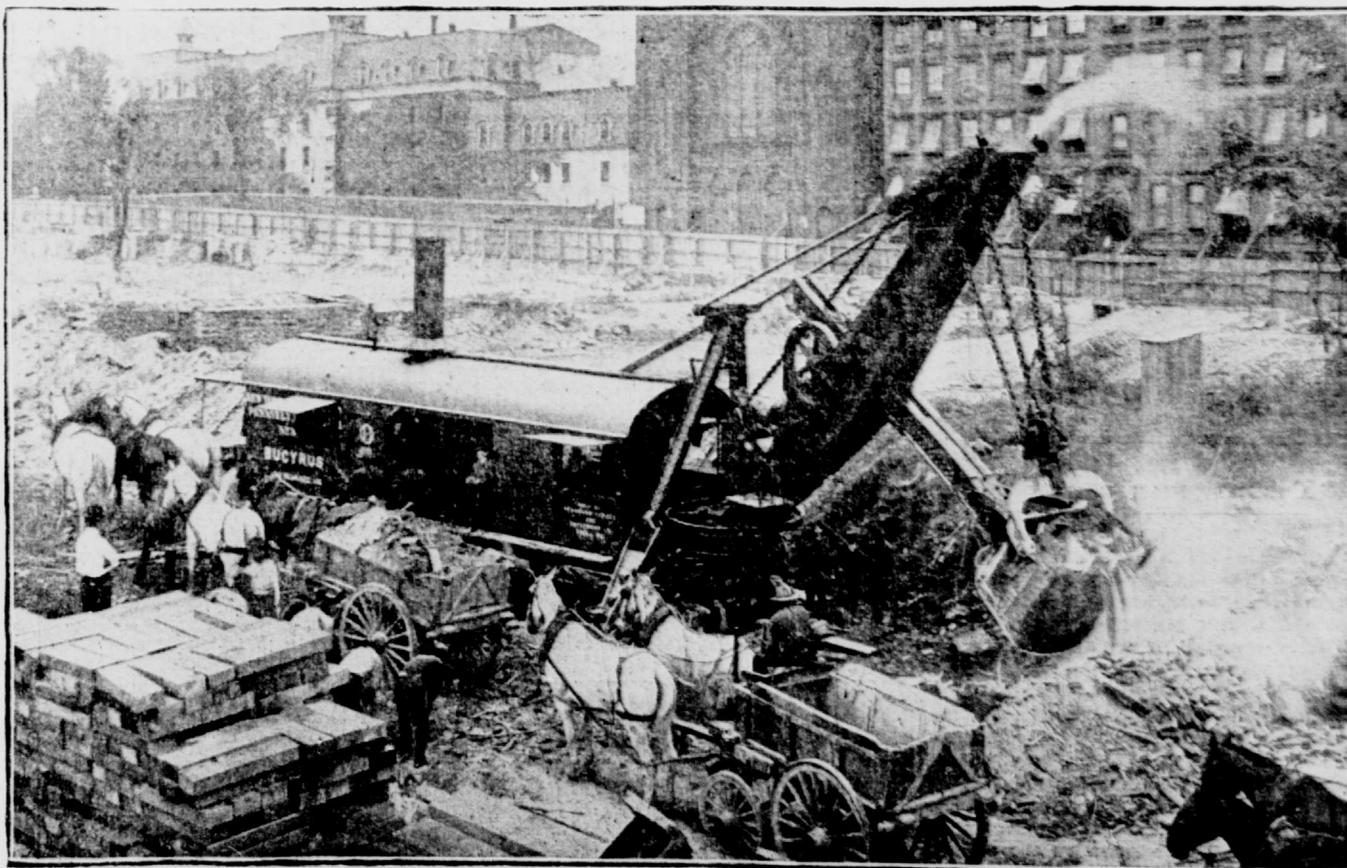
General Grant believes in self-command. Concerning hasty tempers, he said one day:

"The plea of the quick tempered is that if they are soon angered they are soon pleased again. There is an answer to this plea, though.

"Well, sir, to be frank," James answered, "you are too quick tempered."

"Pooh, pooh, James," said my friend. "What if I am a bit quick tempered? My anger is no sooner on than it is off."

"True, sir," said James, respectfully; "but it is no sooner off than it is on again."



STEAM SHOVEL THAT DOES THE WORK OF TWELVE HUNDRED MEN.

It is excavating the site for the new station of the Pennsylvania Railroad on Manhattan Island, and Mr. Devery almost weeps as he watches it.

**MAKES DEVERY MOURN.***Steam Shovel Does the Work of Several Hundred Men.*

If it will take six great steam shovels and eight thousand men twenty-two months to excavate the site of the proposed Pennsylvania Railroad terminal in this city, how many men would be required to perform the gigantic task in the same length of time were no steam shovels used?

That looks, on the face of things, like a purely mathematical problem, but the stir it has occasioned in the ranks of the Manhattan Democracy indicates that it is also a considerable political problem. The trouble all came about because John J. Murphy, president of the New-York Contracting and Trucking Company, which has the big contract, is a brother of Charles F. Murphy, the leader of Tammany Hall. Among those aware of this circumstance is William S. Devery, ex-Chief of Police, whose heart is nearly beaten to a pulp throbbing for the interests of the workingman.

"Would any man or any concern with the best interests of the workingman at heart employ steam shovels on a job like that, and take the bread and butter from the mouths of poor laborers?" asks Devery.

Nor is Devery alone in the position he takes. Other Democratic politicians entertain similar and fully as strong views on the subject, and lose no chance to demonstrate to the laboring man that if Tammany Hall were really their friend, the big shovels would be sent away and only manual labor be used in the work.

But the contractors in charge of the Pennsylvania terminal job are wasting no sympathy over the laboring man. They are working the two big steam shovels they have on hand to the full capacity and anxiously awaiting the arrival of four more, for they realize that to fulfil the letter of the contract within the fixed time limit of twenty-two months there must be some hustling done.

The enormity of the task of excavating for the new railroad station can hardly be appreciated by the mind not accustomed to dealing with engineering problems. Those persons with good imaginations who can picture to themselves a huge block of earth standing sixteen hundred feet high, four hundred feet wide and fifty-five feet thick have a fairly good idea of the way the soil being taken out of the new depot site would look if reared on one end.

There is absolutely nothing in this city to serve as a comparison with such a "slab" of earth. The Flatiron Building, a convenient standard of measurement nowadays, dwarfs into insignificance beside it. There need be no dispute over the towers on the Park Row Building when comparing it with this big piece of ground. Allowing the total height of that structure to be 382 feet from the ground to the top of the towers, and accepting the building as the highest in the city, four such buildings might be piled one above the other and they would still fall seventy-two feet short of the height of the pile of earth.

The contract is said to be the largest of its kind ever undertaken in this country. Work was begun under it on July 11. It includes provision, not only for the removal of 1,500,000 cubic yards of earth and 700,000 cubic yards of rock, but also for the construction of 50,000 yards of concrete wall.

The contractors laugh over the arguments advanced against the use of the big steam shovels. Without them they would be several years at the job, they say. It is estimated by them that one shovel does the work of twelve hundred men.