

RAY MEMORIAL LIBRARY.

The Scheme of Mural Decoration a Striking Feature.

Something unusual in the way of a memorial has just been completed at Franklin, Mass., and presented to the town. It is the Ray Memorial Library, erected by Mrs. Lydia R. Pierce and Mrs. Annie R. Thayer to the memory of their father, Joseph Gordon Ray, and their mother, Mrs. Emily Rockwood Ray. Mr. Ray was a wealthy manufacturer of Franklin, who left a fortune of several millions when he

from the brush of T. Juglaris, which represent the hours of the day.

In what is to be known as the children's room there will be more paintings by T. Juglaris, who was unable to finish his work before the dedication of the library.

HE BEARS A BIG LOAD.

But Hedley Knows His Business from the Ground Up.

With the opening of the subway on October 27, Frank L. Hedley will have assumed a responsibility more grave perhaps than that borne

the opening of the subway next Thursday, the man who must stand as sponsor for the road in the eyes of the public is not one of them. Of all the men in the big clerical force in the company's office on the twenty-third floor of the Park Row Building, or among the employes in the actual working of the new underground road, there are few, if any, as cool and collected as the general manager.

A friend of his says one of Mr. Hedley's mottoes is, "Never get rattled." During the last few weeks he has certainly had plenty of opportunity to live up to this motto, for the mass of business details referred to his office and to him personally, in connection with the opening of the subway, has been appalling. Mr. Hedley has

tude of 11,660 feet, the highest point yet reached by any standard gauge railroad in the world.

From where the track is seen entering the tunnel which pierces the continental divide to the trestle above the tunnel where the work train stands, the distance by rail is one mile. The train is 168 feet above the portal of the tunnel, and has travelled a mile since it left the mouth of the tunnel.

The Moffat road is built on a new plan, that of following the ridges of the frontal mountains of the main range to the summit, instead of traversing the beds of water courses, as has been the practice of engineers on lines now in operation. The road is now completed into Middle Park, seventy-seven miles from Denver, the present terminal being Arrow Head station.

AN ARIZONA PRISON.

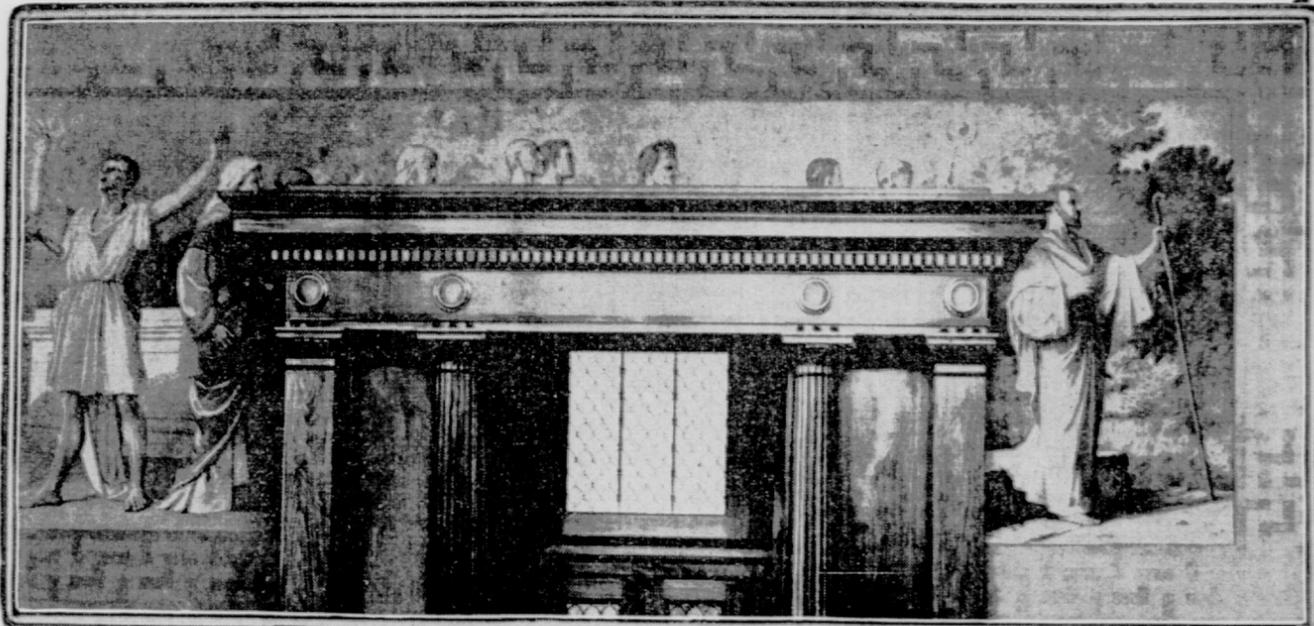
Made by Blowing Hole in Wall of Rock with Dynamite.

Out in Arizona they don't stop to put up a big pile of brick or stone and mortar when they want to build a prison, but just take a lot of dynamite and blow a hole in one of the mountains which may be handy to the town where the lockup is needed. The people are so accustomed to using dynamite in getting out the gold and other minerals in this part of the West that they can calculate to an ounce how much is needed to blow out a cell or a corridor. After the interior is excavated two or three men with crowbars and sledges make the few windows and the passageway through which the prisoners are taken. Just a foot or so is sufficient for a window, and it costs more to set the iron bars in the wall than it does to cut the hole through. So the windows, if they can be called such, are not much more than peepholes.

This is the sort of lockup which the Sheriff at Clifton, Ariz., provides for the guests whom he may have from time to time. It is just a hole

SECTION OF MURAL DECORATION OF THE RAY MEMORIAL BUILDING.

It shows the beginning of a Greek festival procession, the high priest leading.



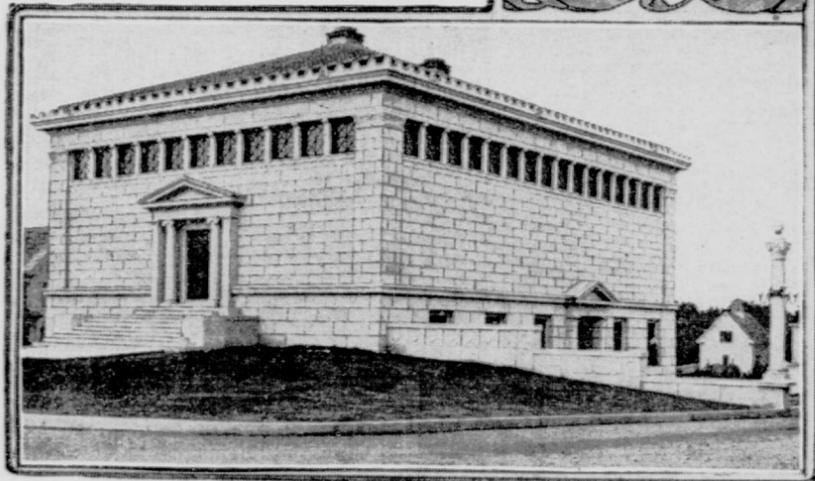
died, some six years ago, and both his daughters, natives of the town, live close by the new memorial in the main street. Besides the building itself, with its mural decorations, a trust fund of \$250,000 has been established by the givers for its maintenance. Thus the town has the use of the building without a cent of cost as long as it endures.

The building itself contains, besides the free library, reading rooms and a spacious lecture hall, a memorial hall, or corridor. The design is that of an ancient Greek building, and every



"MORNING HOURS."

Another portion of the mural decoration of the Ray Memorial Building.



THE RAY MEMORIAL BUILDING AT FRANKLIN, MASS.
Gift of children of Joseph Gordon Ray to that town.

detail of its construction, both inside and out, adheres closely to the best Greek art in line and ornament.

Tommaso Juglaris, an artist from Turin, Italy, has spent five years in work on the mural paintings. H. H. Gallison is the master mind of the whole structure. His assistants included not only Tommaso Juglaris, who painted the Greek festival scenes of the frieze, but Rank & Skinner, the architects. Gallison himself painted some of the canvases on the walls.

The scheme of a great part of the decoration is to show a Greek festival day. The room containing this frieze runs the full length of the building, and is two stories high, lighted from above. The wainscoting, Greek in design, is all mahogany. The frieze is bordered with olive green. The fireplace bears a bass-relief bronze design. Even the furniture of the room is from special designs, and the Greek seats on the sides add to the effect. A Greek egg and dart border decorates the heavy bronze doors on the inside leading to this room.

On each side of the entrance of the inner front is a large frame, containing the portrait of one of the givers, and at the right end of the hall is another large frame, to contain the portraits of Mr. and Mrs. Ray.

In the delivery room are four large panels by H. H. Gallison, depicting the desert under varying conditions of light. The walls are crowned on three sides by elaborate panels,

by any other one man in the city of New-York. As the general manager of the Interborough Rapid Transit Company and the responsible head of the subway system, Mr. Hedley will be looked to by the hundreds of thousands of persons who will use the subway cars for the protection of life and limb as they go scooting back and forth beneath the surface of Manhattan on either business or pleasure.

"I wouldn't take that man's position for twice his salary," declared an able railroad man recently. "My hair would turn white over night at the bare thought of my responsibilities. Think of it! Think of the hundreds of thousands who will use that subway system daily! If everything goes right nothing too good can be said of Mr. Hedley, but if there is an accident, a considerable loss of life, then what? Mr. Hedley's salary is \$25,000 a year, but I don't want his position at twice that figure. Of course, he doesn't own the road. He may not be financially responsible for loss of life or limb in the subway, but it is under his management that the road must run, and the fact that he daily holds the lives of hundreds of thousands practically in his hand would be enough to unnerve most men."

Whether a majority of men would feel this way in Mr. Hedley's position is an open question. The cares of the office do not seem to weigh heavily upon Mr. Hedley. If there are any of the officials of the Rapid Transit Company spending anxious moments over the pub-

been at his desk early and late, directing what shall be done in this or that section of the subway, dictating letters, scolding delinquent contractors, and from time to time has by personal inspection satisfied himself that the new road will be in perfect running order on the 27th.

All this preparation for the opening of the subway has been hard work, but Mr. Hedley's friends say that he and hard work are by no means strangers. They declare that he owes his present position to faithful attention to duty.

Mr. Hedley was born in Maidstone, Kent, England, in 1861, and soon after coming to this country, in 1881, entered the employ of the Erie Railroad in the Jersey City machine shops, at \$2.40 a day. Since then his rise has been rapid. In 1882, still at the same wages, he went to work in the shops of the New-York Central Railroad. That same year he entered the employ of the Manhattan elevated road at \$2.60 a day. In 1889 he was appointed master mechanic of the Kings County Elevated Road in Brooklyn.

In 1890 Mr. Hedley entered the employ of Charles T. Yerkes as general superintendent of his Chicago street railway system. He continued in that position until 1893.

Returning to New-York, he entered the employ of the Interborough Rapid Transit Company as general superintendent in January, 1903. On September 30, of the current year, the office of general superintendent was abolished, and Mr. Hedley was made general manager of the Interborough Rapid Transit Company's lines at a salary of \$25,000 a year. He therefore certainly knows his business from the ground up.

ON TOP OF THE ROCKIES.

Highest Standard Gauge Railroad in the World.

The illustration opposite shows vividly the accomplishment of one of the many great engineering problems encountered in the construction of the Denver, Northwestern and Pacific Railroad. This line, popularly known as the "Moffat Road," is being built to connect Denver with Salt Lake City, and when completed will be the shortest route between those points. The illustration shows where the line crosses the backbone of the continent at an alti-

in the mountain, which at this place is several thousand feet high. When the railroad was built through Clifton it was necessary to make a deep cut, and the rocky wall is almost perpendicular. After tunnelling into it the prison makers blasted out two cells, one of which is used for the desperate characters—men sentenced to death or for long terms. The other, nearest the entrance, is for the cowboys, miners and others who may get on a little spree and try to "snoot up" the town. As they generally come to their senses when they are sober, they are kept by themselves, and it is not necessary to mix them up with the worst prisoners.

When they made the prison at Clifton the town fathers decided that some sort of a portico ought to be provided, so the town mason got a contract to build a lean-to of adobe. This is roofed with corrugated iron, and is entered by a heavy wooden door. It is not considered a part of the prison, however, merely being used for the Sheriff's office.

It is not necessary to maintain a guard, and the Sheriff can go out and "round up" cattle or perform his other duties without worrying himself over a possible jail break. It is only necessary to feed the prisoners, and this can be done by shoving the food under the door at the entrance, as it is raised about four inches from the ground. Then the prisoners help themselves.

FOR THE CUCKOO.

The aggressive man finished his story and regarded us with such a superior air that we trotted out the little anecdote about the cuckoo clock.

"Yes, sir," we concluded, "just as he shouted upstairs that it was 12 o'clock, the cuckoo clock cuckooed three times, and the man didn't have to do a thing but stand there on the stairs and cuckoo nine more to make twelve."

We laughed uproariously and congratulated ourselves that the traveller was effectually squelched.

"Well, go on," said he, with some impatience.

"On where?" we asked.

"On with the story," he replied.

"Why, man," we expostulated, "that is the story. Don't you see? Just as he shouted upstairs—"

"Oh, rats!" said the man. "Next morning, when the man was going to work, his wife said: 'Tom, don't forget to bring home a seidlitz powder.' 'What for?' asked Thomas. 'Why, for our cuckoo,' said his wife. 'I noticed that he had the hiccupps last night when he struck twelve.'—(Short Stories.)