SUBWAY TRAVEL ON.

Continued from first page.

it will be only the first of many more which must ultimately result in giving us an almost perfect system of interborough communication. When that day arrives borough boundaries will be remembered only for administrative purposes, and New-Yorkers, forgetting from what part of the city they came and only conscious of the fact that they are the sons of the mightiest metropolis the world has ever seen, will be actuated by a common hope and united in a common destiny.

The Mayor then spoke of men who deserved praise for their part in making the subway possible, and ended with the expression already given over his name. There was an outburst of applause when he called on William Barclay Parsons, saying:

"I ask you, the chief engineer of the Rapid Transit Commission, to state to me and to the public if the work is complete and if the rapid transit is ready to be operated."

Mr. Parsons waited for the applause to subside, said he had the honor and pleasure to announce that the rapid transit railroad was in condition for operation from the City Hall to One-hundred-and-forty-fifth-st. on the West Side branch, bowed, and returned to his seat. His brevity apparently disappointed a large part of the audience.

MR. ORR'S ADDRESS.

Alexander E. Orr, president of the Rapid Transit Commission, was introduced by the Mayor, and read a long address, which was listened to with interest. He created sudden and apparently unexpected applause when he came to mention John B. McDonald as a contractor "who had the courage of his convictions," and it was noticed that August Belmont joined heartily in the handclapping. A minute later there was applause when the name of August Belmont was mentioned, and Mr. McDonald returned the compliment. Mr. Orr said in part:

Viewed from the standpoint of to-day, it is a singular fact that only a little more than four years ago subway construction under municipal ownership was regarded with suspicion and distrust by those largely identified with local and national passenger transportation, and, as far as I have been able to discover, with the single notable exception referred to above, by the prominent financiers of that period. If it had rested with the men controlling these great interests, I think I am justified in saying that municipal rapid transit would yet remain an unsolved problem. It is, therefore, with a feeling somewhat akin to gratitude that the commission makes record of the fact that on January 15, 1900, John B. McDonald, neither a railroad man nor a financier, but a contractor identified with large undertakings, after making a careful study of the situation, had the courage of his convictions and made an acceptable tender for the franchise contract and lease which the commission was empowered to grant.

Immediately after the contract was awarded, August Belmont became associated with Mr. McDonald, and organized the Rapid Transit Subway Construction Company, by whom the subway has been built. That the work has been rapidly, admirably and willingly performed is certified to by our engineer corps, and when public inspection is made evidences of refinement, comfort and safety will be observed which are not to be found anywhere in like structures. I am not in the confidence of Messrs. McDonald and Belmont as to the present or prospective financial outcome of their undertaking, but I am sure I express the hope of the members of the commission and of every New-York citizen that their courage and enterprise may reap a generous reward.

It is more than an ordinary pleasure to be able to certify to a service having been admirably and successfully rendered. This is the certificate of approbation the commission on this happy occasion tenders to its chief engineer, William Barclay Parsons. Mr. Parsons was elected to his prominent position the day the commission organized, and at decided personal sacrifice has remained its chief engineer ever since. The members of the commission realized at this outset—that I may call the gravity of the confidence reposed in them by the Rapid Transit act, and it is a very great pleasure to them to testify in this public manner how promptly Mr. Parsons's engineering skill and energy helped to lighten that responsibility. The commission is responsible for the subway route. They were controlled in a measure by the amount of money at their disposition and by the previous findings of the Appellate Division of the Supreme Court, but the merit of the plan of construction and its supervision from beginning to end is Mr. Parsons's alone.

I never returned from any of my visits to the subway during the progress of the work without being more and more impressed with the magnitude of the engineering difficulties presented and the magnificent manner in which they were being overcome. As long as this subway is made to render service to the people of New-York, the Chamber of Commerce, Abram S. Hewitt, John B. McDonald, August Belmont and William Barclay Parsons should be held in remembrance as household words.

It is also a pleasure to express our appreciation of the support and encouragement we continually received from the local press, and especially in the early days, when it was so much needed. It proved an incentive to earnest and determined action on our part, and for it all we return very grateful thanks.

And now, Mr. Mayor, on behalf of the commission, I beg to give you official notice that it is our judgment the subway may be safely opened for passenger traffic from the City Hall station to the station on the western division at One-hundred-and-forty-fifth-st., and, further, that it is expected, in a very few weeks, the eastern division will be ready for operation as far as the station at Lenox-ave. and One-hundred-and-forty-fifth-st. It is too early yet to estimate when the subway will be completed to its northern terminal points, although the commission is satisfied Mr. McDonald and the Rapid Transit Subway Construction Company are doing all in their power, in the face of very adverse circumstances, toward this desirable end.

I may also add for general information that we fully expect the portion of the Brooklyn division situated between the City Hall Park and the South Ferry will be ready for operation some time during the coming summer. It is already well progressed, without having seriously interfered with the street traffic of lower Broadway.

Mr. Orr was followed by John H. Starin, a member of the first Rapid Transit Commission and of the later commissions, who read a long address, in which he gave a history of the movement for rapid transit covering a period of about fifteen years.

SPEECH BY JOHN B. McDONALD.

"The Chair has the honor to introduce John B. McDonald," said the Mayor, and there was no longer any room for doubt as to whom a large part of the assemblage desired to praise for the subway. The applause lasted nearly three minutes, and then, when silence was restored, Mr. McDonald provoked a laugh by declaring: "I assure you, this was not in the contract, ladies and gentlemen."

Then Mr. McDonald pulled a manuscript from his pocket, adjusted his spectacles, and read his prepared speech in part as follows:

The discussion and final building of the subway have been coincident with an evolution in public affairs in New-York as marked as this great work. The city has grown from a population of 1,500,000 to 3,500,000, the buildings from six to thirty stories, and, commercially, the city of New-York now stands in the front rank in the world.

When the final work of preparation had been concluded and the Rapid Transit Commission had formulated their specifications, prepared their plans and advertised for proposals, my work began. It would be rank conceit to say that I did not approach this great undertaking with many misgivings as to my ability to accomplish the task, but I believed it practicable, necessary to the city, and after careful study determined to become a bidder for the work.

To the chief engineer of the Rapid Transit Commission and his associates, who are responsible for the plans upon which this great work has been constructed, and to whose skill have been added tact and good judgment in an unusual degree, there are due the highest praise and commendation.

To the members of the Rapid Transit Commission I owe and tender my most profound thanks. I have found them uniformly fair in their dealings, broad in their views and faithful to a public trust of great magnitude, passing unscathed through the critical inspection of the great public without, so far as I know, one unfavorable comment. Of few public men can this be said.

Mr. McDonald had not proceeded far with his speech when the clock struck 2, and from outside could be heard the tooting of some whistles. The noise was not great enough to cause any interruption in the speech, and, in fact, the request of the Mayor that there should be a general celebration in the city by the blowing of whistles and ringing of bells did not meet with so loud a response as had been expected. Along the river fronts and in Harlem the whistles of many factories were blown at 2 o'clock, but few bells were heard anywhere.

AUGUST BELMONT SPEAKS.

After Mr. McDonald closed his speech with praise of the dwellers in the city for their patience shown in the building of the subway, the Mayor called on August Belmont, president of the Interborough Rapid Transit Company, who had a warm greeting. Mr. Belmont said, in part:

If any especial credit is due to my associates and myself, it is that the financial end, committed to our care, required the exercise of a kind of courage not frequently demanded for investment. It was a new and untried venture. No one had yet been willing to assume the risk in order to enjoy the possible resulting benefits and profits. The dangers attending the undertaking were clear and unmistakable, nor was the outcome guaranteed by any experience upon which it was possible to rely. It was essential before a decision to go forward could be reached to eliminate as far as possible all apparent elements of probable failure.

It is my judgment that the claim is not extravagant that the plan for and the execution of this work have set an example which can fitly serve as an object lesson and a standard for similar quasi-municipal projects.

At a time when there are so many ill-digested and ill-considered plans under discussion having for their object not only municipal ownership, but municipal operation of transportation lines, the State of New-York has reached the true solution of this problem—that municipal participation is justified to the extent of furnishing credit for the construction of such a work, but should stop short of the operation of the property when constructed. To private interests should be committed the risks and the burden, as well as the profit, of constructing, equipping and operating the road, the latter not being within the governmental functions or other legitimate province of municipality.

Now that the work has been completed, and the subway, or, rather, this splendid arcade, is formally opened, although not a passenger for hire has yet been carried upon its tracks, being entirely assured of the success of this enterprise, we have in contemplation plans for still further adding to the rapid transit facilities of the system of elevated and subway lines now united.

SUBWAY IS DECLARED OPEN.

Archbishop Farley, by the Mayor's request, pronounced the benediction, and then the Mayor said:

"Now I, as Mayor, in the name of the people, declare the subway open."

There was applause, and Mr. Belmont, carrying a mahogany case, walked to the rostrum. Presenting the case to the Mayor, he said:

"I hand you this controller, Mr. Mayor, with the request that you put in operation this great road, and start it on its course of success, and, I hope, of safety."

The case contained a silver controller, on which were suitable inscriptions, and almost as soon as the Mayor had accepted it, it was taken to the first car of the waiting train at the City Hall station and set in place for use. There was a wait of a minute, while a photograph of the scene was taken, and then the meeting was adjourned and everybody in the chamber started for the train.

The police lines protected the procession headed by the Mayor, but the first train was so crowded that one-fourth of the people in it were obliged to stand, and the Mayor himself was obliged to hang on to a strap part of the trip, politely refusing to let some older men give up their seats to him.

While General Manager Hedley, of the Interborough Company, was instructing the Mayor how to handle the controller in the motorman's box, the Mayor was asked if he really meant to run the train, and he replied with apparent confidence: "Oh, yes; I know how to run a motor car."

"Are you a member of the union?" was asked.

"Well, now, I hadn't thought of that," he said, with a smile, "but I hope I shall not cause a strike."

MAYOR STARTS THE FIRST TRAIN.

With Mr. Hedley beside him, the Mayor started the first train at 2:30, and it was followed by a second train two and a half minutes later. The Mayor ran the initial train slowly at first, going around the loop to the Brooklyn Bridge station, where it was on the local track. After the station was passed the signals ahead showed that the train was to be switched to the express track, and as the train was gathering headway rapidly, Mr. Hedley asked the Mayor to slow up a little. The Mayor moved the controller too far, hitting the emergency brake valve and bringing the train to a sudden stop.

There was a little laughter in the train and some of the distinguished "deadheads" said they thought the Mayor motorman must have hit something. Mr. Hedley soon had the train going on the express track, and the Mayor resumed his hold on the controller. Fourteenth-st. was reached in the slow time of nine minutes from City Hall, but as the Mayor gained confidence, after getting beyond the curves at Union Square, he sent the train along at higher speed. He was going so fast as the train neared the curve at Forty-second-st. that Mr. Hedley got nervous and said: "A little slower, please, Mr. Mayor."

The Mayor slowed the train at the curves in good form, and when the train was in Broadway he increased the speed again so that for the stretch between Fiftieth-st. and Ninety-sixth-st. the train was going at the rate of thirty miles an hour. The run to Ninety-sixth-st., without any stops at stations, was made in about seventeen minutes.

GREETING FOR MAYOR'S TRAIN.

When the train was crossing the viaduct over Manhattanville cheers from people in the streets and the tooting of whistles from several factories could be heard, and the whistle of the train responded. The running time of the train to One-hundred-and-forty-fifth-st. was twenty-five minutes. The Mayor resigned the position of motorman before the train reached One-hundred-and-forty-fifth-st.

On the return trip the train made several stops at stations. The Mayor took hold of a strap and talked with other persons in the first car. He rode all the way back to the City Hall.

"The trip and the whole enterprise have been an absolute and a magnificent success," he said. "I enjoyed the experience of running the train immensely. As a sport it compares favorably with running an automobile. You know I'm an expert at that. The sensation in starting is almost identical. There is also the additional sensation of leaving the light and running at full speed into the dark. The freedom from the responsibility of the steering wheel is a little embarrassing. When we hit the Forty-second-st. curve at a high rate of speed, I felt myself almost instinctively groping for the steering wheel. It has certainly been a glorious day."

SUBWAY ADVERTISEMENTS.

Many persons on the Mayor's train were loud in praise of the subway, speaking of its perfect signal system, and declaring that there never should be an accident on such a perfect and naturally safe road. Their expressed admiration of the stations along the line was dulled somewhat when they noticed that flaring advertisements in francs had been placed against the walls in several of the stations. There was a general expression of regret at sight of the flaming advertisements, many saying that the beauty of the stations would be destroyed.

"I have just noticed them," said the Mayor, when he was asked about the signs. "I don't know what their legal status may be."

"From the artistic point of view, what is your opinion?"

"They look very bad," said the Mayor, shaking his head.

Several of the road officials were asked about the advertising signs in the subway. One of them said:

"Under the contract we have the right to the advertising signs in the subway. We have made them as attractive as possible, with gilt frames, and they will be placed all through the subway on every station. I believe they will be placed along the buff brickwork at the bottom of the walls."

The following estimate of the running time of the local trains in the subway was made public last evening:

	Min.	Sec.
Brooklyn Bridge to Worth-st.	—	55
Worth-st. to Spring-st.	—	54
Spring-st. to Bleecker-st.	—	51
Bleecker-st. to Astor Place	1	14
Astor Place to Fourteenth-st.	—	47
Fourteenth-st. to Eighteenth-st.	—	45
Eighteenth-st. to Twenty-third-st.	—	46
Twenty-third-st. to Twenty-eighth-st.	—	44
Twenty-eighth-st. to Thirty-third-st.	—	45
Thirty-third-st. to Grand Central	1	80
Grand Central to Forty-second-st. and Broadway.	1	45
Forty-second-st. to Fiftieth-st.	1	10
Fiftieth-st. to Columbus Circle	1	42
Columbus Circle to Sixty-sixth-st.	1	06
Sixty-sixth-st. to Seventy-second-st.	1	03
Seventy-second-st. to Seventy-ninth-st.	1	09
Seventy-ninth-st. to Eighty-sixth-st.	1	07
Eighty-sixth-st. to Ninety-first-st.	—	50
Ninety-first-st. to Ninety-sixth-st.	—	50
Ninety-sixth-st. to One-hundred-and-third-st.	1	33
One-hundred-and-third-st. to One-hundred-and-tenth-st.	1	24
One-hundred-and-tenth-st. to One-hundred-and-sixteenth-st.	1	00
One-hundred-and-sixteenth-st. to Manhattan-st.	1	30
Manhattan-st. to One-hundred-and-thirty-seventh-st.	—	58
One-hundred-and-thirty-seventh-st. to One-hundred-and-Forty-fifth-st.	1	24
Actual running time	27	42
Aggregate time of station stops	5	35
Actual time consumed on trip	33	17

SEEING THE SUBWAY.

Nearly All the Passengers Rode for the Experience.

New-York played with its new toy, the subway, last night, with characteristic energy and spirit, and found it as much fun as going to the show, seeing the Bowery or "doing" Chinatown. When the rush did not occupy the large force of policemen distributed about the stations, the men in blue were not idle. They answered innumerable questions and delivered speeches on the magnitude and utility of subway construction.

Fully 75 per cent of those who rode on the subway last night were out for the experience. Many of them went into the trains with a guilty, self-conscious look on their faces, for the New-Yorker does not like to admit that he is curious about anything. Once seated, however, they gazed out of the windows brazenly, and did not attempt to stifle their exclamations of wonder.

Those who got on at the bridge generally rode right through to the terminal at One-hundred-and-forty-fifth-st. and Broadway.

There were several subway parties. A crowd of young people would seize one end of a car and occupy all the seats. They sang songs and played pranks on one another with a spirit that bothered grouchy passengers and made the guards look into their books of instruction. As there was no express rule against making merry on the opening night, the young people were

Most of the superlative adjectives in the dictionary were applied to the subway by women passengers, but the most popular verdict was "Simply perfectly grand!" Some of them complained that there were no mirrors in the panels between the cross seats. Later on they will discover that the steel cars, which are used as the last cars on express trains, fairly gleam with mirrors, and on them the feminine rush will be centred.

Fully as many people entered the subway stations and peered at the passing trains from behind the railings as paid their fare and enjoyed a first ride.

At the Grand Central Station the police had a considerable crowd to keep in check when the hour for public opening came. Lines were formed from entrances on both sides of the street. Half a dozen men and a few women who were anxious to be the first to purchase tickets were the only persons who objected to being put in line. The first ticket sold from this station went to little Miss Parsons, the daughter of William Barclay Parsons, but as this was sold a few minutes before 7 o'clock the crowd in waiting ruled it out. As there were two ticket agents and as their windows opened at the same second, the honor of purchasing the first ticket had to be divided.

TICKETS MAY BE INTERCHANGEABLE.

At no remote date, it was learned yesterday, it is entirely probable that elevated and subway tickets will be interchangeable—that is to say, an elevated ticket will be honored on the underground, and conversely. This is made feasible by the identification of both roads in the same management. In view of recent arrests of forgers of elevated tickets, it is unlikely that the innovation will be made until the "green" subway ticket choppers shall be better able to recognize genuine elevated tickets at a glance. Except for the difference in color and the words "Subway Division," which are on the underground tickets, both are virtually identical in size, marking and general lettering.

LIFE INSURANCE AND WHAT IT MEANS.

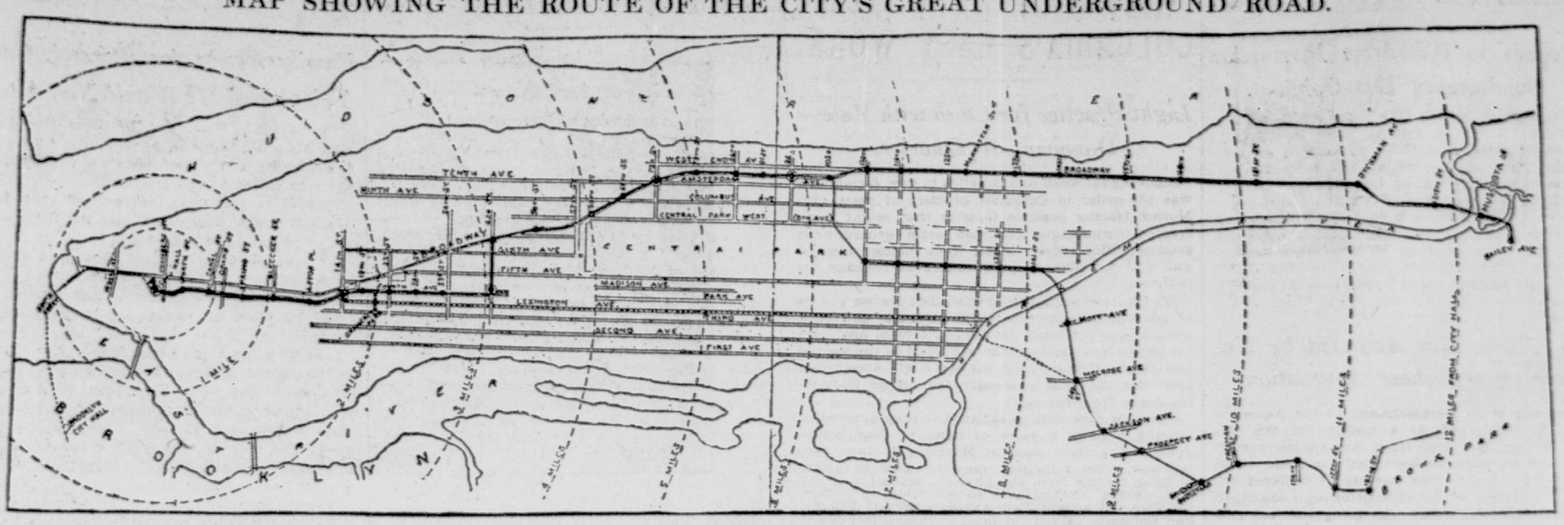
Life insurance is now the business of thousands and tens of thousands of men. Those best informed think that it is still in its infancy. What it offers as a business is ably set forth in "CAREERS FOR THE COMING MEN," by Senator John F. Dryden, president of the Prudential Insurance Company of America.

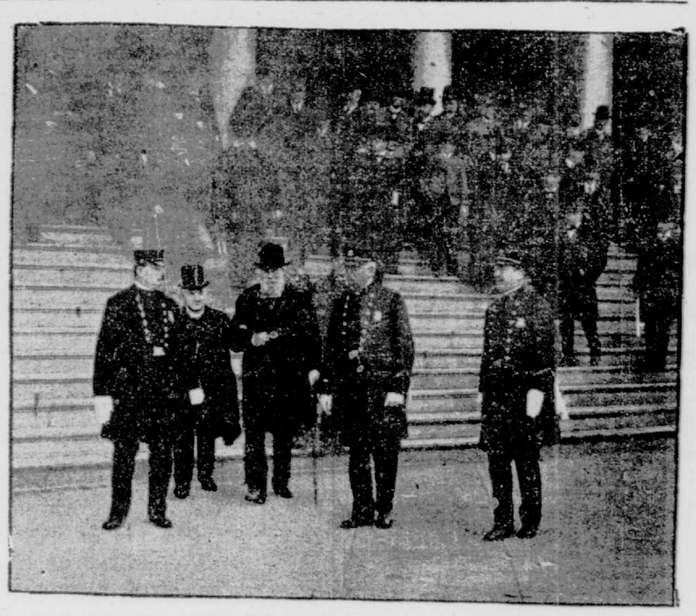
Telephones

show the way the business goes. A firm without adequate telephone service is soon out of active business.

NEW YORK TELEPHONE CO.
15 Dey Street

MAP SHOWING THE ROUTE OF THE CITY'S GREAT UNDERGROUND ROAD.





ALEXANDER E. ORR AND ARCHBISHOP FARLEY LEADING THE OFFICIAL PROCESSION FROM CITY HALL TO THE SUBWAY STATION.

RUN OF FIRST EXPRESS

Passengers Time It—Seventeen Minutes to Ninety-sixth-st.

While spectacular interest centred perhaps in the first subway fare paying train run from the City Hall loop to One-hundred-and-forty-fifth-st. and Broadway on the stroke of 7 o'clock, the interest of the most farsighted passengers, with the slogan of "Harlem in fifteen minutes!" ringing in their ears, focussed beyond a doubt in the time made by the first express train. It may not have been Harlem in fifteen minutes, for the East Side section is not yet complete. It was "Ninety-sixth-st. in seventeen minutes," however, and under most trying and unusual conditions.

Packed with expectant humanity to the very last foothold on the rearmost platform, the express left Brooklyn Bridge at exactly 7:07 p. m. Every man, woman and child on the train had a personal interest in the time made by the train, for it would decide once and for all the rival time saving advantages of the subway over the elevated road, and would mark little short of a milestone in the daily calendar of their future lives.

No sooner had the passengers, jammed in like cattle in a box car, left Brooklyn Bridge behind them, than every man and woman who owned a watch jerked it from his and her pocket, and, pencil and paper in hand, stood ready to time the train. Sneak thieves, had they been so minded, might have reaped a golden harvest on that trip, for such a display of timepieces, from the lordly gold "Jurgensen movement" chronometer to the humble dollar watch, has never before been made in any public vehicle.

Many a dignified old man so far forgot himself in his excitement as to give vent to a low, long drawn whistle as the train reached Fourteenth-st. In four minutes, the Grand Central Station in eight minutes, Seventy-second-st. in fourteen minutes, and Ninety-sixth-st. in "yes," "no"; "yes," "no"; "yes"—"can he believe it?—seventeen minutes!"

After Ninety-sixth-st. the express, like all others, ran as a local, the entire trip, however, from the Brooklyn Bridge to One-hundred-and-forty-fifth-st., according to the reporter's timing, taking only thirty-three minutes.

The time table indicated was as follows:

Brooklyn Bridge	7:07
Fourteenth-st.	7:11
Grand Central	7:16
Seventy-second-st.	7:21
Ninety-sixth-st.	7:25
One-hundred-and-third-st.	7:27½
One-hundred-and-tenth-st. (Central Parkway)	7:29½
One-hundred-and-sixteenth-st.	7:31
Manhattan-st.	7:34
One-hundred-and-thirty-seventh-st.	7:38
One-hundred-and-forty-fifth-st.	7:40

In common fairness it should be borne in mind that the passenger list was largely made up of those who delayed the train at nearly every stop by indecision and that just before One-hundred-and-thirty-seventh-st. was reached there was a delay of at least a minute.

TOTAL CARRIED, 150,000.

Average of 25,000 an Hour—Capacity 600,000 a Day.

Upward of one hundred and fifty thousand passengers carried and not a single casuality!

This is the proud record of the subway yesterday and of those responsible for its management on the opening day.

Frank T. Hedley, the general manager, announced last night that the Interborough company had carried in the subway yesterday an average of twenty-five thousand persons an hour. In the five hours between 7 p. m., the opening hour, and midnight, he estimated, so he told a Tribune reporter late last night, that one hundred and twenty-five thousand persons had been transported.

There were forty-five trains in continual operation, of which eighteen were used in the express service on a six-minute headway. Each train was made up of five cars, and was crowded with passengers on the entire trip from the City Hall or Brooklyn Bridge to the One-hundred-and-forty-fifth-st. station. In every train a large number was forced to stand.

"The railroad speaks for itself," Mr. Hedley said. "Personally, I am very much pleased. I want to give my thanks to the employes of the subway for their magnificent work to-day. It does not always depend on the officials to make a success of the opening of a new road, but in the greatest measure it depends on the earnestness and determination of the men to do their work well.

"I have actively been engaged in directing the operations of the opening of the road to-day, and I did not note any changes that would benefit the road or the public. The railroad has filled every expectation of the company.

"The traffic was very heavy to-night. This was no doubt due largely to the novelty of the occasion, but we did not have the least difficulty in handling the crowds, who in themselves were good natured and very patient at the few delays that could not be avoided in the intervals between trains. One of the heaviest crowds to handle was at the Twenty-third-st. station, where at the opening hour a long line had to be cared for; but we were able to do it in an hour."

There were some delays; it was not possible to start such a tremendous undertaking without some little hitches. Again, we were somewhat hampered by having to depend in the main on "green" men, or men who were strange to this work.

Only one accident was reported to me. That caused a delay of over ten minutes. A southbound express train was delayed at the Fourteenth-st. station by the bursting of an air hose. This accident caused some little crowding at the Brooklyn Bridge station, the platform at that time being filled with people, but three express trains came in one after another and completely cleaned up the crowd.

Mr. Hedley said that with the present equipment the road could handle 600,000 people a day in the subway. He said that it will be possible in a few weeks to double the rolling stock, and that with increased transportation facilities the subway will be able to handle one million people a day, provided that they were distributed through at an average of 50,000 an hour.

As to whether or not the opening of the subway would relieve the crush on the elevated and surface systems in the rush hours, Mr. Hedley said that he did not care to prophesy, as it had been found that the more travelling facilities furnished the more passengers.

It was officially announced by Mr. Hedley that the express schedule had been maintained from City Hall to Ninety-sixth-st. during the night.

EFFECT ON REAL ESTATE.

Brokers Tell of Value to Hitherto Remote Sections.

In speaking about the probable effect the subway would have on real estate, John N. Golding, real estate broker, said:

It means the beginning of an era in real estate in greater New-York unprecedented in the history of the city. To the section of the city known as the business portion, and especially to the financial district, to-day means much. It will enable a certain class of people who for years have been making their headquarters in and about Forty-second-st. to go to their bankers' or brokers' offices in six or seven minutes, where it now takes a half hour. Men will come downtown more readily and with greater comfort than heretofore.

To the west side of the city, which twenty years ago was, as is the upper portion of New-York, almost absolutely without improvements, it will bring from the surrounding outlying districts people who prefer to live in this section on account of their ability to get homes within their means.

It means to property north of One-hundred-and-twenty-fifth-st., to the Washington Heights section and the Dyckman tract, from Two-hundred-and-third-st. to Kingsbridge, what the elevated railroad meant to Forty-second-st. twenty years ago.

To the section commonly known as The Bronx it will be almost impossible for one, no matter how visionary, clearly to define its benefit. We have witnessed in the last few weeks the operation of some of the shrewdest real estate experts in the section known as the Washington Heights and Dyckman tracts and The Bronx, and the purchasing of vacant lots unequalled in our history. Hundreds and hundreds of lots have been bought and resold north and south of the Harlem River. Westchester village to-day is as near to City Hall, with the subway in operation, as was, we might say, One-hundred-and-twenty-fifth-st. ten years ago.

The development of Washington Heights and The Bronx needed only this inspiration. It has been a common expression among men familiar with realty that it was almost impossible for a person of moderate means and those people whose means permit them to occupy apartments ranging from $25 to $50 a month to find in any convenient location a proper home.

We have heard of flats being built in The Bronx and being immediately taken up. We have now in front of us an unlimited area where the great, increasing population of greater New-York can be well taken care of.

Hanging in my office is an old print of "The New-York Mirror," with a cut of New-York from Bedlow's Island, dated April 15, 1837, and the ending paragraph reads as follows:

"Two hundred years hence. O Prophecy! We cannot bear to listen to thee. We only dare to hope that we may live to see the year 2,000 and that our lots on One-hundredth-st. may then be worth principal and interest."

Herbert A. Sherman, another real estate broker, said:

The effect of the subway on the districts it has made available for building purposes will be similar to the effect of the elevated roads on the section north of Fifty-ninth-st., where practically a new city has sprung up. It cannot fail to result in a great increase in values and a consequent increase in revenue to the city. It will also give people a chance to live in light and airy apartments and in detached houses.

If the subway management should be capable of looking ahead a few years, and running the trains so that passengers will have a comfortable ride, instead of hanging on to straps, it will serve its own interests and those of the public. If an immediate return is considered more important than the welfare of the road and of the people in the long run, then, of course, it will fail to give all the benefit which might otherwise be received from it.

Let us hope that New-York will not soon be called upon to struggle with the problem of the subway crush.

THE SUBWAY'S POWERFUL ENGINES.

Nine of Them, from Milwaukee, to Generate Electricity for Driving Trains.

[BY TELEGRAPH TO THE TRIBUNE.]

Milwaukee, Oct. 27.—An interesting fact about the New-York subway is that the colossal engines which furnish the power for generating the electricity required in driving the trains were designed by Edwin Reynolds, who also designed the Allis-Chalmers "Big Reliable" engine, which won the grand prize, the highest honor, at the St. Louis Exposition, and who is so well known as an engineer. Many years ago he was the right hand man of George Corliss, the father of modern engine design, the builder of the Corliss engine which attracted such interest at the Centennial Exhibition in Philadelphia in 1876. This Centennial engine is still in daily operation at the Pullman works in Chicago. Watt, Corliss and Reynolds are the great designers in the hundred years of steam engineering. James Watt gave the steam engine to the world, but it remained practically as he had left it until Corliss brought to it his remarkable improvements. But to Edwin Reynolds, Corliss's collaborator and successor, is due no less credit for the progress which has made engine design and construction an exact and mighty science. Mr. Reynolds, still vigorous at an advanced age, is daily at the works of the Allis-Chalmers Company, in Milwaukee, an organization of which he is consulting engineer, and which has grown famous during his long service. He designed the nine engines for the subway. Each is capable of twelve thousand-horsepower, each towers forty feet above the floor of the powerhouse and weighs 1,500,000 pounds, and each required a train of fifty cars to transport it from Milwaukee. Engine building is conducted on a scale of much magnitude at the Allis-Chalmers works, where the erection shop alone is 600 feet in length and 80 feet in height, thus enabling numbers of big machines to be erected at one time and completely fitted before they are shipped in parts. These engines New-Yorkers will find exceptionally powerful and perfect.

RUSH HOUR CROWDS NO SMALLER.

The opening of the subway made apparently little difference in the evening rush hour. Hurrying people thronged the streets leading to the elevated stations as usual, while the number of "standees" in street cars was not lessened in the least. Toward 7 p. m., the hour at which the subway was thrown open to the general public, there appeared to be a slight difference, throngs congregating round the subway stations in readiness for the first trains.

LOVING CUP TO BELMONT.

PRESENTED AT DINNER.

McAdoo Tells of Utilizing Subway for Police Reserves.

In token of the successful opening of the subway, the directors of the Interborough company gave a dinner for August Belmont, its president, last night at Sherry's. As a mark of their appreciation of his part in the great work they presented to him a silver loving cup, at least two feet high. It had three large handles. The only inscription was the initials "A. B." in script.

The speeches were a mutual exchange of compliments among Mr. Belmont, Mr. McDonald, Mr. Parsons, the Rapid Transit Commission and the city officials. Police Commissioner McAdoo said that the subway would be of great importance in the development of police efficiency, as it would enable the department to transfer large bodies of men to important points with great speed.

Forming a diameter to the circle of the table was a miniature cross-section of the subway, reaching to the level of the table, in flowers. Just where Mr. Belmont sat was a reproduction of the Seventy-second-st. station—platforms, stairways, tracks and ticket booths being faithfully copied.

Walter G. Oakman acted as toastmaster. Mr. Belmont sat at his right and Mayor McClellan at his left. Among the other guests were President Mellen, of the New-York, New-Haven and Hartford Railroad; President Neuman, of the New-York Central; Samuel Rea, a vice-president of the Pennsylvania Railroad; President Alexander E. Orr and William Barclay Parsons and John H. Starin, of the Rapid Transit Commission; John B. McDonald, Cornelius Vanderbilt, Jacob H. Schiff, Vice-President Bryan of the Interborough; Joseph H. Auerbach, Charles Stewart Smith, Morris K. Jesup, Congressman Timothy D. Sullivan, Senator P. H. McCarren, Thomas F. Ryan, Julien T. Davies, De Lancey Nicoll, James H. Hyde, Borough Presidents Ahearn, Haffen and Cassidy and ex-Mayor R. A. Van Wyck.

Mr. Oakman, in welcoming the guests, said:

Without detracting in the slightest degree from the credit due to so many others—from the Rapid Transit Commissioners, who have so ably fulfilled their most difficult task; from the modest chief engineer, who has been the keynote of the whole symphony and upon whose plans the whole edifice has been builded; or from the contractor, who courageously undertook the contract—it is but fair to say that the present outcome in its entirety is due to the president of the company.

At the end of his speech he gave to Mr. Belmont the loving cup. In response Mr. Belmont said:

This afternoon I touched in a few words on the question of the capitalization of this company. When I stated that there was no excessive capitalization, I meant what I said, that every dollar that was put into the company is now represented by property or construction about to be finished. The extension to Brooklyn is being built practically with the money of the company. So that there has been no watering, as it is commonly called, of the stock; and the city can congratulate itself to-day upon having an enterprise, which, if it succeeds, succeeds entirely on its merits, and will have the full benefit of every dollar that has been put into it.

The construction down Broadway has not been touched upon by any one in connection with the completion of Mr. Parsons's work, and I would like to say that the plan by which an underground road has been constructed in the city of New-York without the disturbance of the surface is the result of his suggestions, and, while that kind of construction is more expensive, had the present road been built under those conditions it would probably have cost a good deal more, and possibly would not have been undertaken at all. But the citizens of New-York, thanks to Mr. Parsons's ingenuity, will never be obliged to submit to the discomforts which they experienced during the constructive period covering the last three or four years.

None of us would have been able to proceed without Mr. Shepard and Mr. Rives and Mr. Wickersham, who advised them. I know that without Mr. Wickersham and Mr. Nicoll and Mr. Davies we would have been entirely at sea. I never knew a day that we were not obliged to act under their guidance, and I wish to say that we do not realize as we should how much we owe to the lawyers of New-York.

Mayor McClellan thought that additional routes should be laid out, and wanted to keep a small part of the city's borrowing power for that purpose. He referred jokingly to the report that he had run down a man on the trial trip, then continued:

As Mr. Belmont has hinted, this is not by any manner of means the last road that will be built. As most of you probably know, our borrowing capacity is limited. We have, if I remember rightly, a debt margin of $105,000,000—it may be $110,000,000. Of that something like $60,000,000 is already, so to speak, pledged for undertakings that have been begun, leaving a margin of about $40,000,000. Now, I believe that the normal increase in valuations will take care of the issues of corporate stock which are necessary for the ordinary needs of the city, and that the margin of $40,000,000, more or less, should be kept intact for the two crying needs of New-York—an additional supply of water first and, second, additional rapid transit. And I trust that every gentleman here to-night will help me and aid me in carrying out that policy, because I think that with the aid of a most competent commission, and with the aid of Mr. Belmont and the aid of Mr. McDonald, contractor of contractors, additional routes may be laid out and undertaken with a margin that we have to-day at our disposal.

Alexander E. Orr spoke for the Rapid Transit Commission. He said:

I remember some time after the Rapid Transit Commission was so fortunate as to let the contract to Mr. McDonald, and Mr. Belmont took it up from the standpoint of the financiering obligation, that some persons in high position, after it was understood that the enterprise was going to be a success, charged the Rapid Transit Commission with having given a great asset belonging to the city to a favored few. The persons making that statement had forgotten evidently that we advertised what we had to sell for six weeks in a number of the city papers, and, instead of our having given a great asset to a favored few, I looked upon it—and I believe that each member of the Rapid Transit Commission so looked upon it—that, instead of our favoring the gentlemen who undertook this great enterprise, they certainly favored and made successful the efforts of the Rapid Transit Commission.

William Barclay Parsons, chief engineer of the subway, told of a debt which the city and the Rapid Transit Commission owed to Mr. Belmont.

Commissioner McAdoo, in referring to the advantages of the subway to his department, said:

It is quite likely that a connection between the new Headquarters building and the tunnel can be readily made, so that considerable bodies of men, if it were deemed wise, could be held in reserve at Headquarters and transferred quickly through the tunnel and its converging points into all parts of the city where they are needed. How far it will affect congested spots and the present mode of transit it will be hard to say. Up to this time patronage has kept pace with the increase of facilities in the matter of transit, and this is quite likely to be still the rule. There will, however, undoubtedly be some shifting of populous centres. In this movement the vicious will go with the virtuous, the crooked with the straight, and it will be the duty of the police in the future, as in the past, to protect the good and lawabiding from the evil and lawless. The police will have to adjust themselves to the changed conditions in the warfare that must constantly be waged against crime and vice.

George L. Rives, ex-Corporation Counsel, and DeLancy Nicoll also spoke.

WHEN THE ELEVATED ROAD WAS NEW

Trial Train Ran from Trinity Church to Central Park in 11 1-4 Minutes in 1878.

The elevated road, at that time "rapid transit" for New-Yorkers, was opened on June 4, 1878. The principal reason for throwing it open then was to accustom the horses of the street railways underneath to the noise, but when the people found that the "Gilbert road" was actually running cars on the rails in the air, they thronged the stations, and it was decided to let them ride free all day. Many hundreds of the curious tried the new contrivance, and found it not so bad as they had feared.

At 5 p. m. a special train of two cars, with President Foster, Colonel Pelton, Secretary Cowing, the directors of the road, and Mr. Katle, the engineer, made an official inspection of the road. The train ran from Trinity Church to Central Park in eleven and one-quarter minutes. Returning, making all stops, it took about twenty-five minutes. Trains were run regularly the next day, at about six minutes headway. The fare was 10 cents. Half fare trains were run from 5:30 to 7:30 p. m. The trains were not run after 8:30 p. m. for the first week. Half fare trains were run in the morning also after the first week.

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