NEAR DEATH IN DEEP PIT

CAVEIN IN NEW MUNICIPAL BUILDING EXCAVATION.

Sheathing Gives Way and for a Time It Looks as If the Elevated Might Tumble—No One Badly Hurt—Firemen Aid Rescue While Police Check Crowds

A section of the sheathing supporting the east wall of the great pit which is being dug on the site of the new municipal building gave way shortly after 8 o'clock yesterday morning and for a scary minute or two it looked as though the Third avenue elevated structure and a part of Park row would slide into the hole. Traffic on the elevated and surface lines was stopped for a time and police reserves from several precincts roped off the danger zone.

Three workmen were caught in the avalanche of sand and timbers, and one of them, James McAllen of 216 East Sixty-seventh street and Cork, Ireland, is praising the saints for an almost miraculous escape. McAllen was in charge of a gang which was working on a berm or step near the bottom of the pit preparing to put in sheathing lower down to protect the work of deepening the excavation at that point. Whether or not they bungled the job nobody can tell, but in the opinion of Frank Bradley, president of the Bradley Construction Company, which has charge of the work, and F. W. Perry, the supervising engineer from the Bridge Department, the trouble was caused by the cussedness of sand, which the engineers say is about as dependable in its action as water.

Whatever the cause, a section of the sheathing about 30 feet wide bulged suddenly inward above the heads of the timber gang, letting down tons of earth and sending the supporting timbers flying. The cavein carried the earth away from the bases of two of the pillars supporting the elevated structure, but these rest on concrete foundations going down below water level and they remained firm.

McAllen yelled to his gang and jumped back, but he was bowled over by a flying plank and buried under a mass of sand and timbers. Bernard Leonard of 347 East Sixty-first street, and John Hogan of 245 East 110th street, both also from Cork, were knocked down and half buried. Frank Curran, who was working beside the others, was hutted by a timber which, without hurting him, rolled him out of danger. For some time he was supposed to have been buried, and he took part in the work of searching for his own body without knowing it.

The roar of the cavein caught the ear of Policeman Schellp of the Bridge squad and he at once sent a policeman to halt the elevated and surface trains while he telephoned for his captain and the reserves. Capt. Bourke when he arrived sent in a still alarm to the quarters of Truck 1 on Duane street, and asked Police Headquarters to send more men.

While the police saw to the safety of things at the surface the firemen climbed down into the excavation and joined the laborers in the fight to rescue the men who had been caught. Hogan and Leonard were only partly buried and were dug out without trouble. Each was cut and bruised, but after having their hurts dressed by Dr. Ryan, who is employed by the Foundation Company, which is sinking the caissons, they reported for work again. Frank Bradley thought they needed a rest and sent them home for two days.

McAllen's predicament was more serious. He was completely buried under the sand and timbers, and the only thing that saved him was that several big timbers had formed a kind of bridge above his head which kept the sand off. Other timbers lay across and on either side of his body without pressing heavily enough to crush him, and when the rescuers got to work they found that McAllen was conscious and able to talk. The plucky Irishman realized that at any moment the diggers might loosen the sand so that the timbers would crush him, but he kept cool, and after asking that Father Curry of St. James's church be called to administer the last rites he began himself to direct the work of rescue.

The workmen paused and uncovered when the priest climbed to the sand pile and bent over the timbers by McAllen's head. Then under the imprisoned man's orders they began very carefully to take the earth out, almost a handful at a time, from alongside his body. It took more than two hours to free McAllen from the sand which the timbers pressed against him. When he was finally pulled out it was found that beyond a black eye he was unhurt as far as the doctors could see, but his legs had become numbed and he was taken to the Hudson Street Hospital to be massaged and to rest up a bit.

Meanwhile the Interborough's engineers had looked things over on the surface and had decided that the elevated road was in no danger. Traffic was at once resumed on the northbound track, and later on both tracks. At 11 o'clock the surface lines resumed service, but the police kept all vehicles off the section of Park row opposite the cavein and made pedestrians stick to the east side of the street. This was done largely to facilitate the work of repairing the break in the fence around the excavation and of the plank flooring of the roadway, which had sunk away at the edge of the slide.

Engineer Perry after looking the break over decided that the sliding earth had found its own level and that there was no further danger at the point where the break occurred. When this was ascertained the water, which had been shut off from the section on the east side of the excavation, was turned on again. The cavein did not affect the water mains.

Some of the men in charge of the excavating work had a theory that the pressure which broke the sheathing had come from one of the elevated railroad pillars which was recently thrown slightly out of position by lateral pressure on the concrete column upon which it rests. At that time iron girders were laid on the ground at the foot of the pillar and wooden horses were used to take the weight from the concrete base to the girders. Engineer Perry explained that this was done because a knee brace on the pillar had shown signs of distress, but that after the concrete foundation pillar had been braced the weight was allowed to settle back upon the original foundation, which would stand if all of the earth around it were to slip away. In Mr. Perry's opinion the elevated structure is perfectly safe and the concrete foundations taking up the vibration caused by the trains prevent the possibility of a landslide starting from this cause.

Frank Bradley when asked what the chances were for more trouble along the sides of the excavation said that all that engineering skill can do is being done to prevent just such accidents, but that men working with sand never know just what will happen.

Protest of Lackawanna Commuters.

MONTCLAIR, N. J., June 3.—In a protest to the Interstate Commerce Commission in reference to the proposed increase of fares on the Lackawanna railroad Montclair commuters have asked that the company be required to make a rate of fare from inland points to Hoboken instead of New York. The Lackawanna now issues a ticket that is good for transportation over the Hudson River by ferry only. It is asserted by the protesting commuters that 50 per cent. of the passengers who arrive over the road go to New York via the Hudson tunnels and that as many use the tubes in returning. The Pennsylvania road's tickets are good for either the tubes or ferry.

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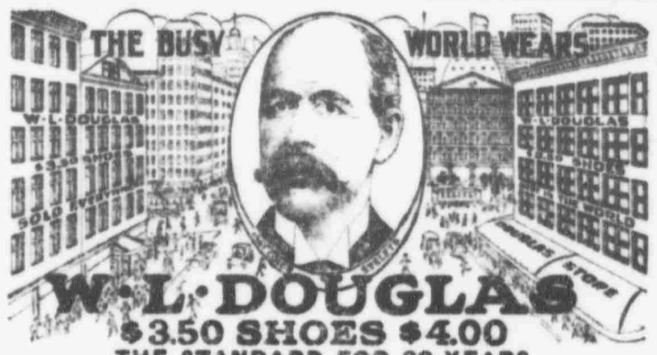

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An illustrated Summer Book with map of the Catskills and list of hotels and boarding houses will be sent free on receipt of 8 cents postage.

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EXCURSIONS.

EXCURSIONS

Lake Hopatcong, $1.00 EVERY SUNDAY. Leave W. 23d St. 8:50; Liberty St. 9:00 A. M. VIA NEW JERSEY CENTRAL. HARD COAL. NO SMOKE. COMFORT.

SUNDAY EXCURSION UP THE SOUND

Str. "Sagamore" leaves New Pier 8, E. R. (near Hanover Sq. "L" sta.), for Sea Cliff and Glenwood every Sunday, 9:30; 31st St., E. R., 9:50 A. M. Returning due N. Y. 5:30 P. M. EXCURSION 50c. TICKETS.

NORTH BEACH

FREE FIREWORKS THURSDAYS. Boats East 99th and 134th Streets. Queensboro Bridge Trolley Direct.

COUNTRY BOARD WANTED.

BOARD wanted by married couple (Americans) at Sea Gate, N. Y.; private family preferred. Please send full particulars to SANFORD, Box 113 Sun office, N. Y.

PIANOS AND ORGANS.

STEINWAY—WEBER PIANOS TO RENT, month or season, town or country, at reduced prices. **WM. A. POND & CO.** 18 West 37th St., N. Y.

BOARDERS WANTED.

271 W. 60TH ST.—Large and small front rooms; excellent board.

IRON STEAMBOAT CO. CONEY ISLAND

ALL TICKETS INCLUDE ADMISSION TO DREAMLAND.

Greatest Amusement Enterprise in the World. Leave West 129th St., N. R., 9:00, 9:45, 10:30 A. M.; 12:15, 1:00, 2:00, 2:45, 3:30, 4:15, 5:00, 5:45, 6:40 P. M.

Leave Pier 1, N. R., 9:45, 10:30, 11:15 A. M.; 1:00, 1:45, 2:45, 3:30, 4:15, 5:00, 6:00, 6:40, 9:30 P. M.

Leave Iron Pier, Coney Island, 10:55 A. M.; 12:25, 1:25, 2:10, 2:50, 3:35, *4:55, 5:20, 6:10, 8:28, 9:25, 10:40 P. M.

Returning from Coney Island trip marked * does not go to 129th Street, N. R.

Round Trip Tickets: From 129th St. 50c.; From Pier 1, N. R. 40c.

STEAMER TAURUS makes trips EVERY DAY to FISHING BANKS. Leave West 129th St., N. R., 7:30 A. M. Pier (new) No. 1, N. R. Bait and tackle on board. Fare: Gentlemen, 75c.; Ladies, 50c.; Children, 25c.

SPECIAL TRIP TO WEST POINT AND NEWBURGH

allowing 2½ hours at West Point. SUNDAY, JUNE 12. Steamer "GRAND REPUBLIC" leaves Pier 1, North River, 9:30 A. M. (foot 129th St., 10:30 A. M.). Yonkers, 11:00 A. M. ROUND TRIP, 75c.; Yonkers, 50c. Steamer is limited to one half its capacity.

NEW ENGLAND NAVIGATION CO.

BOSTON AND POINTS IN NEW ENGLAND. LONG ISLAND SOUND ROUTES.

FALL RIVER LINE Via Newport and Fall River. Lv. Pier 19, N. R., foot Warren St., week days and Sundays 5:30 P. M. Strs. COMMONWEALTH and PRISCILLA. Orchestra on each.

NORWICH LINE Via New London. Lv. Pier 40, N. R., ft. Clarkson St., week days, 5:00 P. M. Pier 70, E. R., ft. E. 22d St., 6:30 P. M. Strs. CITY OF LOWELL and CHESTER W. CHAPIN.

NEW BEDFORD LINE for New Bedford, Woods Hole, Marthas Vineyard, Nantucket, Mattapoisett, Marion and Cape Cod Points. Leave Pier 40, North River, foot of Clarkson Street, week days only at 6:00 P. M. Steamers MAINE and NEW HAMPSHIRE.

NEW HAVEN LINE For New Haven, Hartford, Springfield and North. Week days only. Leave Pier 25 E. R., 2:45 P. M., foot East 22d St., 3:00 P. M. (Steamer RICHARD PECK).

Tickets, staterooms and information at City Ticket Office, 171 Broadway, near Cortlandt St. Telephone 5121 Cortlandt. Also at N. Y. Transfer and Tourist Offices and at Piers.

HUDSON RIVER NIGHT LINES

Modern—Safe—Reliable.

PEOPLES LINE TO ALBANY

STR. ADIRONDACK or C. W. MORSE—Pier 32, N. R., foot Canal st., 6 P. M., W. 129th st., 6:30 P. M. daily (Sunday included). From Albany daily (Sunday included), 8 P. M. ORCHESTRA.

CITIZENS LINE TO TROY

New Strs. TROJAN or RENSSELAER, pier 48, N. R., ft. West 10th st., 6 P. M. daily (Saturdays excepted). From Troy daily (Saturdays excepted), 7:30 P. M. Sunday steamer touches at Albany.

Excellent cuisine and service. Direct rail connection at Albany and Troy for points North, East and West; horses and automobiles carried at reasonable rates.

SANDY HOOK ROUTE FOR NORTH JERSEY COAST RESORTS. New Jersey Central.

Long Branch, Asbury Park, Ocean Grove, etc. Leave N. Y., Pier 21, N. R., ft. of W. 23d St., week days 8:55 a.m., 12:30, 3:15, 4:15, 7:45 p.m. Sunday 9:00 a.m., 1:00, 7:45 p.m.

Leave N. Y., Pier 16, N. R., ft. of Cedar St., week days, 10:20 a.m., 1:00, 3:45, 4:45, 8:10 p.m. Sunday 10:00 a.m., 1:30, 8:10 p.m.

The High Grade Sails $1

New York Harbor Round Trip. New York to Atlantic Highlands. Passengers can make round trip on steamers leaving W. 42d St. week days at 9:15 a.m., 12:30 and 3:15 p.m. Sund. 9:30 and 1:00 p.m. Cedar St., week days, 10:30 a.m., 1:00 and 3:45 p.m. Sund. 10 a.m. and 1:30 p.m.

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The Most Charming Short Sea Trip on the Atlantic Coast. STEAMSHIPS NORTH LAND & NORTH STAR TO PORTLAND, MAINE. Sailings Tuesday, Thursday and Saturday 4 P. M. from Pier 20, East River, N. Y. For full information and booklet apply to MAINE S. S. CO., 290 B'way, N. Y.

HUDSON RIVER BY DAYLIGHT

DAY LINE STEAMERS, DAILY, except Sunday, leave Brooklyn, Fulton St. (by Annex), 8; Desbrosses St., 8:40; W. 42d St., 9; W. 129th St., 9:20 A. M. Landing at