CRESCEUS IN BALTIMORE.

The Trotter to Try to Break His Own Record.

Characteristics of the Wonderful Horse—Views of His Owner and His Driver—Some Incidents While He Was Doing Road Work.

BALTIMORE, Oct. 1.—Cresceus, record 2:02¼, the greatest trotting horse known to the world, is now at Pimlico racecourse. George H. Ketcham, owner and driver of the famous trotter, is at the Hotel Rennert. The horse arrived Saturday, and Mr. Ketcham came to Baltimore Sunday night.

Mr. Ketcham said to a reporter:

"You may say that I surely expect to break the record on Thursday. I am delighted with this rain that has fallen, for every important record broken has been after a rain. Nancy Hanks made her 2:08¾ at Cleveland, though it had been raining up to the day of the race, and the knowing ones prophesied that the figure would be broken from that fact. The same result happened at Cleveland, when Cresceus went in 2:02¾. Rain is always welcome to me, as it clears the atmosphere, keeps down the dust, and makes the track elastic; it holds and does not cup, and if Pimlico is in good shape we shall make a new mark. The horse was never better.

"In some quarters it has been said that Cresceus has reached his limit. Well, let me say right here that he is not at his limit, and I expect to prove it while in Baltimore. I shall drive for it. The time is getting short, and if the new figure is not established here I shall have only two more 'goes' for it—at Lexington and Columbus.

"I did not break the record at Belmont Park because it is not a record-breaking track. I did not expect to go better than 2:05.

"Cresceus is better now than he was then and the weather is also more favorable. He wants hot weather—the hotter the better. He needed such a race as I gave him in Boston to make him good, and he will show you that he is in great shape. I judge the horse is no beauty. You would hardly give $4 for him if you saw him hooked up. He is a peculiar beast. No, I never allow anyone but myself to drive him in a race. My man gives him slow work, but nothing fast. Cresceus is one of those smart horses—he knows his trainer and will loaf on him. He has taken a violent dislike to his running mate and hates the sight of him. He has apparently found out that the runner is not the real thing, and he shows annoyance when the animal comes near him. It is very different when he has a strange horse to go up against. Then there is no loafing. He is all animation and courage.

"I purchased his sire from Mr. Speir, and his reason for selling was that Robert McGregor did not sire trotting colts. The first colt he sired after he became my property was this Cresceus. Mr. Speir invested the purchase money in Directum, 2:05½, then the greatest stallion in the world. The product of Mr. Speir's discarded stallion has taken the record away from him. This shows the uncertainty of breeding. I have always pinned my faith upon Cresceus, and believed he would be a world-beater.

"I drive him in what is known as two-minute harness, with a blind bridle, and a Kimball-Jackson check. The sulky weighs 28 pounds, and I drive at 174. The performance of Cresceus does not look to be so wonderful until you put it into arithmetic. For instance, he goes 43 25-100 feet every second, he strides 21.06 feet. To go that distance he has to make two strides every second, while he himself is only between 10 and 11 feet long. What we are working for is to get him to make two more strides to the mile, and if we can do this we shall go a mile in 2.01."

Cresceus traveled from Philadelphia to Arlington in a special car. Misses Estelle and Leonora Andrews had just put the finishing touches of black and yellow bunting on the decorations of the spacious box stall when the great trotter appeared to make it his lodging. With him came several bales of California hay, which cost $70 per ton. It is his favorite grass. He was led into his stall by his faithful attendant, Edward Mitchell. Then there was a downpour of rain. It was his introduction to Pimlico and proverbial Pimlico weather. The horse is in the charge of Trainer Tim Murnen.

Besides Cresceus there was Mike the Tramp, a running horse which Murnen drives to a road cart when Cresceus is working to beat his own great record.

On Sunday Murnen started early to give Cresceus a little road work. He did not know the local roads, but was advised how to start. Then he had an experience. He jogged the horse about four miles and found people along the route waiting to see the champion. He did not know the route he was driving, but found, as have all others, that the roads are bad. While in the country, on a lonesome road, he was astonished to hear a colored man yell, "Here comes Cresceus."

A moment later, he said, a woman put her head out of a window of a big farmhouse and said something to the colored man. The man then ran to him and said: "Missus says please don't go by the gate—which he was holding open—but just drive the horse in on the lawn for a minute." Mr. Murnen could not refuse the request and drove the horse into the farm. The lady was there and begged to be allowed to caress the horse, which she did. She said: "I know there will be thousands to see him go at Pimlico, and I have bought our tickets and we will have seats if we have to go before breakfast."

Murnen's amazement grew as he continued on his way. The people all along the route recognized his pet, and yet he had given no intimation that he would give the horse road work Sunday. From early morning until dark streams of visitors were at Pimlico, and all were anxious to get a look at Cresceus. Trainer Murnen said:

"We think this Pimlico track is a fast and safe one and we are anxious that Cresceus should lower his mark. With a good day and good track we believe he is right to do it, and for that reason I want to take extra care of him and keep him as quiet as possible."

In consequence of this he had a portiere of blankets in front of the horse's stall and only a few persons were permitted to see the racer.

When Attendant Mitchell opened the curtains there stood Cresceus in the middle of a large and dimly lighted box stall. Over him hung the Maryland colors. Around the sides of the stall were fine wool blankets, a few boots, a halter, a bridle, and a looking glass. The horse stood facing the visitors as if transfixed. A window was opened before he could be plainly seen.

To the novice Cresceus not in action may be a homely horse; to a horseman he is all horse, and this impression is not rubbed out after a critical look at him. He has a good head, with an eye that shows intelligence. He looks at a person who is criticising him in a way that makes the man feel as if the horse were studying him, and would like to have the power of speech to tell his impressions.

To add to this, he drops his ears to the side of his head and suddenly cocks one, and then both, as though he was absorbing every word said. Aside from this, he is sphinxlike and shows no movement.

Mr. Murnen had to go into the stall and gently turn him around, so that visitors could see his body. The horse has a short neck, but he carries his head out straight when in motion, and has never shown any indication of choking. When he turns for a start he takes a good strong hold of the bit. When he gets on his stride, which he usually does in less than an eighth of a mile, he just takes sufficient hold to permit his driver to steady him.

Cresceus is a horse of characteristics. Many people wonder where he got his name and think it an error not to have called him Crocsus or even Precious. His owner did a little thinking before he named him. Roman history tells of a famous charioteer who was a close friend of Caesar. He was called Cresceus and was the king of charioteers. It was after this Cresceus that Mr. Ketcham named the king of trotters.

That Cresceus is the king is beyond dispute. He is not kinglike in appearance, but is ungainly looking, even as kings have been. At times he is clumsy in slow motion. He is big in height, stout in body, and by no means attractive in appearance, except to a practical horseman. He has an attractive head, but not a beautiful one. To look at the animal when he is not in motion is like looking at the back of a canvas which bears a great painting. To see Cresceus the race horse he must be seen in fast motion. Then all preconceived impressions give place to the one of admiration.

Cresceus is sixteen hands high, is a dingy lemon sorrel in color and weighs nearly 1,100 pounds. He is muscular all over where he should be muscular, but is not extra big in bone. His development in the hindquarters is extraordinary and a look at his quarters tells whence comes his great speed power. He is equally well built in the chest and in the barrel generally. He is not lacking in development in any particular.

In disposition the great trotter is very gentle, and has an unlimited amount of gameness. Every part of him seems to be so evenly fitted that there is a perfect lack of friction when he races, and he will race at the word and at his best. His gait is so perfect that he hardly knows what it is to make a break from a true line trot. He carries his head low when he is at full speed. He has no great knee action, but lands his feet on the track firmly. He never gets excited, and looks to be an easy horse to drive.

He comes from a strain of horses which were noted on both sides for their temper, but he seems to have inherited the speed and none of the bad qualities of his ancestors. Cresceus is simply an equine wonder. He is to quit the racetrack after this season and be relegated to the stud.

As has been stated, the champion has a record of 2:02¼, and at Pimlico on Thursday he will try to reduce this. He will be accompanied in his race against time by the running horse Mike the Tramp. Mike will be hitched to a cart. He can pull it a mile faster than two minutes. He will be driven by Mr. Murnen, who carries a stop-watch in his hand and advises Mr. Ketcham, who drives Cresceus, just how fast each eighth of a mile is being trotted.

Mr. Murnen says he will keep the runner a part of a length behind Cresceus, as the horse goes faster when he hears another horse coming near him. As Cresceus does all that his mighty speed permits him to do, it is seldom necessary to have the runner lead him.

Mike the Tramp is an individual whose ancestry has not been thoroughly traced. He formerly worked with Star Pointer, the world's champion pacer. The only other animals besides Cresceus and his running mate in the Ketcham outfit are two dogs. One is a Boston terrier called Cresceus and the other is a fox terrier puppy called Carrie Nation. The dog Cresceus is gentle, but the pup was named because of her inclination to smash things. The four animals live in harmony.

Of one of these dogs Mr. Ketcham said: "Cresceus has found a friend in the Boston terrier which I recently purchased. Heretofore the horse would not allow a dog to come into his stall. Now the terrier and stallion are fast friends. His fondness for the dog may be due to the fact that both dog and horse are about the same color."

Attendant Mitchell, who sleeps in the stall with Cresceus, says the horse will at times chase the dog Cresceus in play, but is always careful not to hurt him.

Cresceus is by the great horse Robert McGregor. His dam was Mabel, by Howard's Mambrino. She was the dam of Nightingale, 2:19¾; Miss Mary, 2:24, and Sadie Haskell, 2:24. Cresceus' second dam was by Allie West, he by Almont. Cresceus now has sixteen colts. The oldest is three years old. One of these, a stud out of a mare by Jay Bird, was worked this season by Mr. Murnen a mile in 2:24¾.

After his trial here Cresceus goes to Lexington, Ky., where he races October 9, October 11 he races at Toledo, Ohio, his home. Then he goes to Minneapolis, Omaha, Kansas City, Salt Lake City, and on out to the California coast. At the end of the season he is to go into the stud.

Mr. Ketcham was born in Toledo in 1860. He is a civil engineer. He entered the horse market about twelve years ago, when he established the Ketcham farm for breeding horses. His first venture was in buying car horses for a Philadelphia company. He was asked last night how he felt when driving a fast mile. "I cannot describe the sensation," he said, "that comes to a man driving a horse at a 2.05 clip. There is a great difference between driving at a 1.10 gait and a 2.05 gait. You do not have time to think about sensations. You have your horse on his 'tiptoes' all the time, and your mind is absorbed in the horse. I rarely use the whip. Fillies and gelding take the whip, but stallions always trot better without it."

Mr. Ketcham strikes an observer as a man who might be a merchant or a banker rather than the driver of the fastest trotting horse in the world, though with such a horse there is no reason why he should not be a banker. He is not tall, his face is round and smoothly shaven and his manner is courteous and refined.

TOO COLD TO PLAY BALL.

The Department League Brings the Season to a Close.

The farewell game of the season, in the Department League, was played on Thursday at the National Ball Park, between the Census and the Interior Department nine, resulting in a victory for the former aggregation by a score of 19 to 1. At a meeting of the board of managers in charge of the league, held last night at the Metropolitan Hotel, it was decided to close the season, the weather being regarded as too cold to play baseball.

Games were scheduled to be played up to and including October 13, but they have been canceled.

If the weather permits there will be a double-header exhibition game at the American League Park one day this week between the Government Printing Office and the Interior Department teams, and between the Census Office and the Bureau of Engraving teams. The Interior team has played a tie game with the Printers, and the Census team has been defeated three times by the Bureau nine.

The following is the standing of the clubs as given by President Lamar:

	Won.	Lost.	Per Cent.
Census	16	2	.889
Bureau	7	5	.583
G. P. O.	5	7	.417
P. O. D.	5	7	.417
Treasury	4	6	.400
Interior	3	12	.200

Half and Half.

The dyspeptic may well be represented pictorially as being half masculine and half feminine, and combining the least desirable characteristics of either sex. He has all the stubbornness of the man with the peevish irritability of a sick woman. He's not pleasant company at home or abroad.

Dr. Pierce's Golden Medical Discovery cures dyspepsia and other diseases of the stomach and associated organs of digestion and nutrition. It renews physical health which carries with it cheerfulness of temper, and makes life a pleasure instead of a penance.

The "Discovery" purifies the blood by eliminating the corrupt and poisonous accumulations from which disease is bred. It increases the activity of the blood-making glands, so increasing the supply of pure rich blood, which gives life to every organ of the body. It gives new life and new strength.

"Your 'Golden Medical Discovery' has performed a wonderful cure," writes Mr. M. H. House, of Charleston, Franklin Co., Ark. "I had the worst case of dyspepsia, the doctors say, that they ever saw. After trying seven doctors and everything I could hear of, with no benefit, I tried Dr. Pierce's Golden Medical Discovery and now I am cured."

Accept no substitute for "Golden Medical Discovery." There is nothing "just as good" for diseases of the stomach, blood and lungs.

The Common Sense Medical Adviser, 1008 large pages in paper covers, is sent *free* on receipt of 21 one-cent stamps to pay expense of mailing *only*. Address Dr. R. V. Pierce, Buffalo, N. Y.

ABANDONMENT OF SOILS.

Reasons Assigned for Failure to Cultivate Lands.

The Department of Agriculture Issues a Bulletin Containing Part of the Testimony of Prof. Whitney Before the Industrial Commission.

The Department of Agriculture has just issued a bulletin, treating of the exhaustion and abandonment of soils. The report is compiled from the testimony of Prof. Milton Whitney, Chief of the Division of Soils, before the Industrial Commission.

The abandonment of soils is attributed to exhaustion, development of new areas, attempts to grow crops unsuited to particular soils, scarcity of water, unfavorable climatic conditions, flooding and inundation by storms and tides, labor and expense of maintaining proper physical conditions, social conditions and transportation conditions.

In speaking of the cause of the deterioration and abandonment of lands in Maryland and Virginia, Prof. Whitney says:

"The exhaustion of the soils, of which we have heard so much in Maryland, Virginia, and the Southern States, is due, unquestionably, to improper and injudicious methods of cultivation and cropping. It is also due to the decrease in value of farm crops, due in turn to the cheaper production in the West and to the reduced cost of transportation, and to the increase and development of special industries in other localities—for example, in the production of the White Burley tobacco in Ohio, which yields more per acre, is grown at a less cost per pound, and can be sold at a cheaper price than the Maryland leaf, and has largely taken the place of the Maryland leaf in the foreign markets, particularly in the French and Belgian markets. Furthermore, the changes in the social conditions due to the civil war and the mortgages which are still outstanding against the lands have been a contributing cause to the abandonment or to the deterioration of many of these areas. It has been found possible in many portions of Maryland, with the prevailing crops and methods of cultivation, to obtain a fair interest on the labor and expense of cultivation, but it has been impossible to obtain a living from the land if at the same time the interest on mortgages, which have been running since the war, has had to be met. And I know of once prosperous communities in southern Maryland where they could still be successful, where they could produce sufficient to maintain families without stint and with a fair degree of comfort, but where nearly all the farms are mortgaged as an inheritance of thirty years ago, and it is impossible to support the families and to pay off the mortgages at the same time. Areas now are being abandoned from that cause throughout Maryland and the South.

"One of the most important causes of deterioration, however, and I think I should put this first of all, is the method and system of agriculture that prevails throughout these States. The division of soils made a careful survey with soil maps of two of the counties of southern Maryland this year—St. Mary county and Calvert county—and of Lancaster county, Pa., and the study of the conditions which have prevailed and the methods particularly which have been used in these two areas has been a matter of considerable interest to me. In the first place, I would state that the soils of southern Maryland are in no way exhausted in the sense that that term is generally used—that is, a chemical analysis shows that they have sufficient plant food for innumerable crops and that there is apparently no lack of plant food in the soil. Unquestionably the soil has been abused, the methods of cultivation and of cropping have been injudiciously selected, and the soils are not now as productive as they should be. There is one area in particular of a certain soil with a heavy subsoil in St. Mary county, probably about 40 per cent of the area of the county, that is, in my opinion, as valuable in its way, and in much the same way, as the limestone soil of Pennsylvania. This soil in St. Mary county sells for from $1 to $3 per acre in forest, as it usually is, or for about $10 per acre when it is under cultivation, while the soils in Lancaster county sell now at from $125 to $150 an acre.

"But on the soil in St. Mary county there have been several good farms that have been kept up. The Maryland farmer grows on soils in good condition from fifteen to twenty bushels of wheat; he grows clover; he grows tobacco, and he gets from 6 to 10 cents a pound for the tobacco. The Pennsylvania farmer grows from twenty-five to thirty-five bushels of wheat; he grows clover and grass, as in Maryland, under good treatment; and he grows tobacco, from which he gets from 6 to 10 cents a pound also. He gets the same price, but a larger yield. It is heavier tobacco. Now, from consideration of the crops that are obtained from this southern Maryland area, and of the staple crops and of the yields and values obtained from the soils of Lancaster county, Pa., it seems to me evident that the soils of southern Maryland ought to have a relatively higher value; and the reason why they have not is largely, in my opinion, because of the social conditions and the methods of farming. If you go into the home of a Lancaster county farmer and sit down to dinner with him he has an abundance of food in great variety. Everything, the chances are, has been grown upon his own farm. The meat has been raised by himself, the vegetables have been grown in his garden or in his fields, the preserves, or whatever they may have for their dessert, have been made by their families from the products of their garden. Even the sugar, the chances are, has been produced on the place, and actually nothing but the tea, coffee, salt, and pepper has been purchased that goes to make up the family meal. The families as a rule are large. They have a good many children. The boys and girls are all brought up to work on the farm.

"It is the rarest thing that any of them leave the community or leave the farm. They stay there and they marry. It is a common thing for them to settle on a portion of the farm or on some neighboring farm. The farms are small, and labor is all done by the owner and his family. The girls are all brought up to look after the house. There is no expense for servants. They have their garden anad their fruit. They put up their preserves and their apple butter, and such things for their winter use. We find that very few products are sold from Lancaster county; very few things are sent out of the county except tobacco and stock. And they not only feed up all their corn and hay that they grow to the stock, but they import it often from other States and from other counties, so that they can raise more stock and make more beef and mutton. Most of the products of the farm, including the wheat, which is ground up for flour in adjoining mills, are used on the farm or manufactured there into some sort of product that is sold or is used up in the district. There are manufactures and industries which require to be kept up in the large city of Lancaster and many smaller towns, in which there is a ready market for everything that is produced in the county, and the interesting thing is that this supply and demand is nearly equal, so that very little is sent out of the county and very little is brought in. The result is that it is a happy and contented and prosperous community. The lands have been handed down from generation to generation for ages and people seldom think of leaving the place. They are a contented and happy and prosperous people.

"In Maryland* the methods are altogether different. In the first place, the Maryland farm is seldom worked by the man who owns it. There is for some reason an unfortunate prejudice which prevails in many localities, at any rate in Maryland, for a man who actually goes into the field and works his land. He usually has an overseer, a man who is paid to look after and direct his interests instead of doing this himself. Frequently he has not even so much control over his interests, and lets his land out to a tenant farmer who farms it in his own way, by his own methods, and for a portion of the crop, and occasionally for a money consideration. The crops grown are the ordinary staple crops of general agriculture. They have corn, wheat, and tobacco. The competition from the West and the low prices of wheat and corn make them scarcely profitable. The competition with the Ohio tobacco and the general specialization which has taken place in the tobacco industry, and the necessity of producing something that is peculiarly adapted to a certain market or to a certain demand, has lowered the price of the Maryland tobacco. Now, after the Maryland farmer has raised these three things he has done, as he thinks, the best he can and he has nothing further to consider for his development. The corn is fed mainly to his work stock, and it all goes to that and his own labor. The wheat is sold and sent off the farm in exchange for flour, which he buys at a considerable increase in cost over what it would have cost him if he could have had it ground in his own neighborhood. The tobacco, of course, is sold and goes out in exchange for productions of all kinds for himself and his family. He buys his meat, he buys his groceries, and he frequently buys the vegetables that he should have raised in his garden.

"There is no comparison with the conditions in a prosperous community like Lancaster county and the improvident methods that prevail in some of our Maryland counties and Virginia communities. There is no comparison whatever in the economical methods that are employed, and it seems to me that one of the most important contributing causes to the abandonment and impoverishment of the lands in Maryland and Virginia and of many of the Southern States is due to this one fact, that they do not use the same thrifty methods that have marked the success in Lancaster county and in many other counties of the Northern States."

When weary and brain fatigued, seek and find relief in Royal Headache Tablets. 4 doses 10c.

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Paine's Celery Compound the National Remedy.

Endorsed by Leaders in Every Walk of Life.

Present Wonderful Demand the Result of Merit.

House of Representatives,
Jefferson City, Mo., Sept. 2, 1901.
Wells & Richardson Co.

Gentlemen:—Paine's celery compound is the great national family remedy. I can cheerfully recommend it. Very truly yours, EDWARD McKENNY.

Since the day when the great surgeon and practitioner, Prof. Edward E. Phelps, M. D., LL. D., announced the discovery of the formula of Paine's celery compound and first prescribed it with invariable success in cases of nervous prostration, insomnia, indigestion, rheumatism, and other diseases that have their origin in a

HON. EDWARD McKENNY.

disordered nervous system—the demand for this one remedy has gone on steadily increasing, until today throughout every civilized country, more bottles of the remedy are prescribed by physicians and used by those who are sick, than of probably all other prepared remedies combined.

The formula of Paine's celery compound—which Prof. Phelps freely gave to the medical profession—ranks in importance in the medical world with the anti-toxins and anesthetics.

Its discovery marks a new era in the practice of medicine, as the discovery of ether marked a new era in the practice of surgery.

The above unsolicited testimonial from the Hon. Edward McKenny is one of thousands which might be published.

In calling for Paine's celery compound, be sure that no quack medicine of patented name is palmed off on you in its stead.

If there's a hint of Catarrh Taint apply Dr. Agnew's Catarrhal Powder without delay. It will save you suffering, heal you quickly whether you have been a slave one month or fifty years. It relieves cold in the head and catarrhal headaches in ten minutes. The Hon. David Mills, Minister of Justice for the Dominion of Canada, endorses it. Sold by F. S. Williams, Ninth and F Streets; Edmonds & Williams, Third Street and Pennsylvania Avenue.—2.

RAPID TRANSIT IN GOTHAM.

The Subway Contractor Makes a Remarkable Prediction.

From the New York City Hall to Harlem in Fifteen Minutes—What Has Been Done on the Great Tunnel—Enormous Sums Expended.

NEW YORK, Oct. 1.—The rapid transit subway is one-fourth finished. Within twenty-four months, if the present rate of progress keeps up, the great underground line will be in operation. During the summer months, with double forces of laborers on all sections, marvelous strides were made. The question of construction has ceased to be the main consideration with those at the head of the great enterprise. Most of the hard work in digging has been accomplished, so that the problem now to be solved is that of operation.

For the purpose of finding out what methods are used in foreign capitals for handling large crowds on underground lines August Belmont, who is at the head of the Rapid Transit Construction Company; John B. McDonald, William Barclay Parsons, Chief Engineer of the Rapid Transit Commission, with several assistant engineers, will leave this week for London.

As to what work has been done and his plans for operation Contractor John B. McDonald made this statement yesterday:

"The construction of the rapid-transit railroad is making satisfactory progress, and there is no reason to doubt the completion of the work within the time fixed by the contract. Work is now under way at almost every point of the line, the only exception being the viaduct work on the west side north of Fort George. Some of the sections are well in advance, while on others, on account of delay in installing plant, change in plans, difficulties of construction, etc., the work is not so forward.

"The site for the powerhouse has been selected, and this building will be one of the largest, if not the largest, powerhouse in the world. In it will be installed eight engines of from 7,500 to 11,000 horsepower and forty-eight 1,200 horsepower boilers. These engines and boilers have been contracted for, and plans are now well under way for the construction of the powerhouse, which will not only contain one of the largest power plants in the world, but will be so constructed as to be an ornament to the city. Meanwhile the electrical equipment of the road has not been neglected, and this all-important work will soon be actually under way, so that the equipping of the road will proceed simultaneously with its construction.

"Seven thousand men are at work day and night, and every effort is being made by the sub-contractors to push the work and to conduct it in such a way as to subject the public to the least possible amount of discomfort. Of course, in a project of such magnitude, covering a strip twenty-one miles in length, and running through some of the busiest and most crowded thoroughfares of the city, it is impossible to avoid annoyance to those living, doing business, or traveling along the route. It should be said, however, that the work has been greatly aided not only by the friendly attitude of the people, but also by the hearty cooperation of all the city officials having charge of departments affected by the rapid transit construction and by the earnest and active support of the Rapid Transit Commission.

"The people of New York may be assured that rapid transit has long ago passed the stage of doubt. It is already well in sight, and will be a reality within the time set for the running of trains from City Hall to Kingsbridge and to Bronx Park, and the people may realize that 'From the City Hall to Harlem in fifteen minutes' is at hand."

Contractor McDonald did not care to venture an exact prediction as to what time the subway will be ready for traffic. It is known, however, that both Mr. McDonald and Chief Engineer Parsons believe that the tunnel will be in a completed condition about Christmas time, 1903. Mr. McDonald plans to make the completed subway a holiday gift to the people of New York year after next.

He has already spent nearly $8,000,000.

An inspection of the whole length of the rapid transit route by a reporter showed that of the 220 blocks along the main line work is in progress on more than 200. Very little has been done yet along the elevated sections of the line on the east side and Bronx branches, but the steel work is on the ground and the job of construction can be speedily accomplished. The work most advanced is that in charge of the Degnon-McLean Company, extending from the city hall to Great Jones Street. The tunnel is practically completed, as far as the digging is concerned, save for the cross streets in this section.

At Spring Street there is a completed stretch of several blocks. The earth has been filled in again and street traffic resumed. The loop in the City Hall Park has been almost completed, and save for the laying of tracks the stretch directly in front of the City Hall is ready for the running of subway trains. The section contracted for by William Bradley, from Sixtieth Street to One Hundred and Fourth Street, is the next advanced. Contractor Bradley has completed a subway station which, except for the staircases and other minor additions, is in shape to be occupied. This is situated at the point where the most difficult feats in engineering were encountered.

The tunnel to be done under the tunnel already extending from Thirty-third to Forty-second Street has been blasted out almost to Thirty-eighth Street. Contractor John H. Shaler, who had this job, was faced with the proposition of taking his whole line through solid rock.

The work of the eastern section of the Bronx line, so long delayed, has now commenced with a push that convinces those who were once kicking at the dilatory tactics of Mr. McDonald that they will have rapid transit as quickly as anyone else. Only the preliminaries have been arranged for the tunnel under the Harlem River. The delay in getting to work upon this feature was caused by a factional fight among the residents of the locality affected as to whether a bridge or a tunnel was the best plan. John C. Rodgers, who has the tunnel under the river to dig, is the contractor who constructed the Harlem River Bridge. He has agreed to have the tunnel ready within contract time.

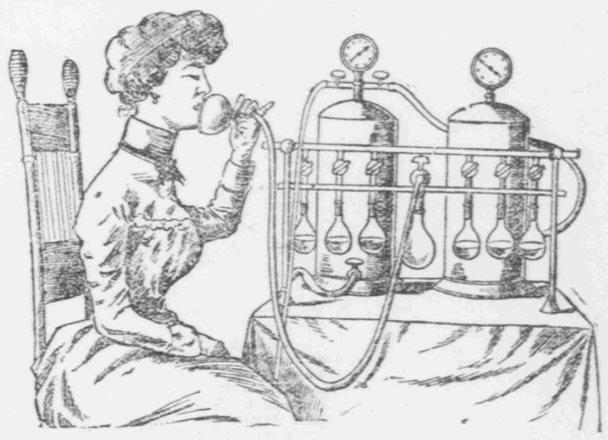
Alexander E. Orr, President of the Rapid Transit Commission, said yesterday:

"During the week with Mr. Parsons and others I made a complete inspection of the tunnel route from A to Z. I was greatly pleased with the progress Mr. McDonald has made and believe that we will have rapid transit sooner than was expected. The work as now seen meets in every way our plans for what should have been done at this stage of the work.

"There is a great deal more work accomplished than is apparent to one who makes a casual examination of the tunnel. What has pleased me is the little interruption to street traffic that has come because of our work. Mr. McDonald and those assisting him have accomplished admirable results."

Dr. Patterson's Opinion of Dr. Shade's Treatment.

Dr. J. B. Patterson, 243 Del. ave. n. e., says: "In my opinion, Dr. N. B. Shade of this city stands at the head of the medical profession as a specialist. I was cured of pulmonary tuberculosis by his chloridum discovery for consumption seven years ago. My lungs are still free from disease. Sept. 14, 1901."



Dr. Shade's Oily Vapor and Chloridum Discovery

For Consumption, Throat, Lung, Asthma, and Catarrhal Diseases, Reaches the Diseased Parts By Inhalation.

See reference below of persons of persons cured, 2, 4, and 8 years ago. You can interview them, as they live in Washington.

Dr. Shade also has the latest improvements in electricity, and in conjunction with his electric remedies cures the most obstinate and complicated diseases. No matter what your trouble may be, consult Dr. Shade free of charge—30 years' practice. He will examine you and give you a trial treatment and show you how he reaches the most complicated diseases. The treatment is pleasant and refreshing.

To establish diagnosis, Dr. Shade makes an x-ray examination for his willing patients.

References: Dr. J. B. Patterson, 243 Delaware ave., cured of tubercular consumption; Capt. Barnes, 942 25th st. nw.; Mrs. Zoller, 892 H st. nw.; W. T. Crump, esq., 1324 9th st. nw.; W. P. Lees, A. M., 802 H st., nw.; Henry H. Drew, cured of brain and nervous trouble, 1423 Corcoran st. nw.; W. Sanford Brown, esq., 1711 Pa. ave., cured of lung, throat, and catarrh trouble; Mrs. Bertie Hughes, 466 7th st. sw., cured of consumption of the lungs and catarrh; Mrs. D. E. Graves, 1716 22d st. nw., cured of asthma and lung trouble; Miss Mary E. McKim, 504 B st. se., cured of pulmonary consumption and catarrh.

Special attention given to complicated cases, catarrh, lung, kidney, Bright's disease, brain and nervous diseases, and all diseases of the human body. Hours 9 to 6; Sunday, 10 to 1 p. m. Corner of 12th and G.

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