

THE PROPOSED NEW UNION RAILWAY DEPOT.

(Drawn from the Engineers' Plans, as Submitted to Congress.)



Description of the Imposing Structure Planned by the Pennsylvania and the Baltimore and Ohio Railroads as a Union Station for the Capital--The Depot Will Cost About Six Millions, and With Its Approaches About Fifteen Millions, and Will Be the Most Magnificent of Its Kind in the World.

A fitting gateway for the nation's Capital City, through which for all time shall ebb and flow the tides of the world's pilgrims to the national Mecca, a fitting beginning for the new Washington, dreamed of by the Park Commission as the grandest city of the world--it was for such a building, a great union railway station for every track that enters the Capital, that Architect Burnham, representing two of the greatest railway systems in the world, and the Park Commission planned, and thought, and studied, during months, in this country and Europe. Who that examines the plans shall say that success has not been secured? A vast Roman pile, whose vestibule is 50 feet high and 289 feet broad, whose three central entrance arches are each 60 feet high and 44 feet broad, a building of white marble and granite of a total width of 760 feet and a depth over all of 1,100 feet, of an extreme height of 135 feet, a structure to dwarf any at the Capital, to cost \$5,000,000, to be perfectly, sumptuously fitted throughout--this is the idea, and the designs are waiting only for the authorization of Congress, which now seems sure to be given. Perhaps it will be a reality in two years, for great railway corporations build with magic quickness, juggling with hundreds of tons of steel and stone, laying foundations deep, and erecting monumental walls, and roofing all, while still the Government would be consulting with contractors and finishing plans.

PLANS AT THE CAPITOL.

Exhibited to the Senate District Committee and Others Interested. Architect Burnham, of the Pennsylvania Railway, Saturday brought to Washington and exhibited to the Senate District Committee his plans and drawings for the new union station. There were a hundred or more drawings, ranging all the way from the first rough pencil sketches of ideas for columns and arches and statues and roofs to the finished water color paintings. Accompanying them were many ground plans and cross sections and street and plaza plans and tunnel plans, exhibiting almost every detail of the building and its surroundings as they will be when completed. Mr. Burnham went over the plans with Senator McMillan and others of the District Committee, and later explained them to many prominent Washington people. With this beginning before it the Senate District Committee will complete its work on the union station bill now nearly

ready for presentation to the Senate. A few details as to the location of the great tunnel for the lines from the south of Washington are yet undecided on, but practically it may be said that the committee is through with its work. Senator McMillan expresses the belief that Congress will pass the bill without much delay.

A GREAT CLASSIC PILE.

Architecture of the New Depot of the Roman Style. And now as to the character of the great building. "Architecture is frozen music." This entrance gateway to the District is the prelude to the wonderful symphony some time to be written in stone, "The Capital of the Republic." The style of the architecture will be Roman. The stupendous arches in the center of the front of the building, and the decoration above them, statues five times life size, eagles surmounting corners of the roof of the gigantic vestibule, all find their prototypes in the world-known old Roman architecture. But the proudest Roman ruler in all the seven centuries that Roman architecture ruled the world as Roman arms did built no such gigantic building to increase his glory as this will be. No arches ever built compare with them. The imposing arches of the Washington Postoffice Building will look like porticoes when compared with them. Two four-story buildings of the usual width might be hoisted intact through each of the three. They are eleven times the height of the ordinary man. Four steam railway tracks at their usual distance apart might pass through each. What may be called the vestibule of the building extends outward in front of the main walls, and in the center of the structure. It is in this vestibule that the arches form the main entrances to the station. This portion of the structure is 253 feet front, 90 feet deep, and 50 feet high. Into it will drive the carriages of passengers, and it may be used for great concourses of people on foot also, in times of military and civic functions. At each side of the three central arches will be lesser entrances for pedestrians. Back of this vestibule comes the main building, extending over all 760 feet wide. In its center, directly behind the vestibule, will be the main waiting room, 245 by 125 feet in size, or a little smaller than the court of the Pension Office. Its height to the apex of its glass and iron roof will be 125 feet. To the left of the waiting room, as one enters it from the front, are the ticket and baggage offices. To the right is another waiting room. Beyond these on either side are other

entrances to the building. On the left and at the extreme west of the front passengers with baggage will drive into the building, and thence to the baggage and ticket offices. On the extreme east of the front will be a State entrance for the President of the United States, or visitors to the Capital City to whom it is desired to show especial respect. Behind all these rooms, and extending the entire width of the structure, is a lobby eighty feet wide. Then comes the fence, which divides the main portion of the structure from the trains arriving and departing. On the other side of the fence is a space of forty feet to the ends of the tracks. The character of the interior finishing of the building will be, it is promised, the finest of any railway station in the world. Twenty-eight tracks will come under the rear of the building parallel to each other. Six will be those from the tunnel at a depression of twenty-two feet, and the remainder will be on grade. Into the station will come trains from every direction. It will be as if stretching out from it were fifty-six great steel ropes, binding the Capital City to this spot, and holding the States together indissolubly with this as their common center.

IMMENSE COST OF THE DEPOT

Expenses to Be Divided Between Railroads and the Government. Such is the plan for the union station and the gateway to the National Capital. Its cost will be great to the railways and to the District, but the railway companies will bear by far the greater portion of the burden. The entire cost of building, terminal facilities, elimination of grade crossings, tunnel, and real estate will be at least \$12,000,000 to \$14,000,000 to the railways. The building will cost \$5,000,000. The elimination of grade crossings on all the lines will cost \$5,000,000. The purchase of all real estate must be added to this. From this total sum should be subtracted \$3,000,000, which will probably be about the sum to be paid the railways by the District and the General Government as their portion of the cost of the elimination of the grade crossings. The District and the United States Government will share equally the cost of rectifying the street levels in the vicinity of the station and the opening of new streets. The first cost of this work will be not much more than \$1,000,000, it is said. The total cost to the city and the General Government will be something like \$1,000,000, or \$2,000,000 each. As an offset to this, partially, there will be released to the General Government the portion of the Mall now occupied by the Pennsylvania Railway and smaller portions of public reservations in the southern part of the city. The railways are not to receive their pay for changing track levels until the work is entirely completed, so that the \$3,000,000 for this purpose will not have to be appropriated for several years. The sharing of the cost of the elimination of grade crossings between the railways and the District and General Government is entirely in accord with the precedents in other parts of the country. Many of the States have laws on the subject, fixing the exact proportion to be borne by the different parties to the contract. In Massachusetts, for instance, the railways pay half and the State and municipality each one-fourth of the total cost. This is the plan adopted by the Senate District Committee in accordance with the suggestion of the District Commissioners. The original railway bills provided that

the Baltimore and Ohio should be paid \$1,500,000, and that the Pennsylvania should be donated the land occupied by it on the Mall as an equivalent of this sum. The only change from this plan is that as the Pennsylvania will now give up its holdings on the Mall it will give the sum of \$1,500,000 the same as the Baltimore and Ohio. A question has arisen as to how the Pennsylvania shall be paid this sum. One suggestion is that the District and the United States shall share equally in the expense. Another is that as the Government is to receive back from the railway its Mall ground it should pay the entire sum. It is argued against this latter plan that it would be manifestly unfair to the United States, because the ground was originally all donated by it. If now the Government should pay the entire sum the District would be at practically no expense for the elimination of grade crossings on the Pennsylvania Railway. No decision has been reached by the Senate committee as yet on this point.

TEXT OF PROPOSED LAW.

To Be Enacted by Congress Authorizing the Union Depot. Following are the title and the preamble to the law which it is proposed Congress shall enact. They recite the general plan: "To effect relinquishment and surrender by the Baltimore and Potomac Railroad Company of its right to use and occupy a portion of the Mall for a passenger station and terminals in the city of Washington, D. C., to be used in common by the Baltimore and Ohio Railroad Company and the Baltimore and Potomac Railroad Company, and for other purposes. "Whereas, pursuant to a resolution of the Senate of the United States, adopted March 8, 1901, plans have been prepared for the uniform improvement of Government parks and spaces in the District of Columbia, and said plans, as has been represented to the Baltimore and Potomac Railroad Company, will be seriously interfered with by the use and occupation by the Baltimore and Potomac Railroad Company of the portion of the Mall granted to it for a new passenger station site by the act relating to it, approved February 12, 1901, heretofore referred to; and "Whereas said Baltimore and Potomac Railroad Company, at the suggestion of the experts who have prepared the plans for the improvement of the park system of the District of Columbia, and in aid of the plan of improvement recommended, has, in conjunction with the Baltimore and Ohio Railroad Company, considered the practicability of a single terminal passenger station, with such facilities, terminal tracks, and connecting railroads as will adequately accommodate the passenger traffic of both the Baltimore and Ohio Railroad Company and the Baltimore and Potomac Railroad Company, fronting on a circle, or plaza, to be laid out at the intersection of Massachusetts and Delaware Avenues, and said Baltimore and Potomac Railroad Company has indicated its willingness to occupy and use in common with said Baltimore and Ohio Railroad Company a single terminal passenger station, to provide a new line of railroad, as hereinafter specified, for its passenger traffic in connection therewith, and to abandon and relinquish the portion now vested in it to occupy a portion of the Mall for a passenger station and connecting tracks, upon the terms and conditions hereinafter specified." The provisions of the bill may be stated as follows, all technicalities being eliminated: The union station will front on Massachusetts Avenue, facing the Capitol, the view of the Capitol down Delaware Ave-

nue being unobstructed as one leaves the station. The ground to be occupied by the station will extend on Massachusetts Avenue 350 feet on each side of Delaware Avenue. With this width it will extend back 1,100 feet. The section to be occupied by the terminal tracks outside of the building will extend along Delaware Avenue, 700 feet wide at first and then gradually tapering until L Street is reached, where the width will have diminished to that of the main tracks of the railways. The plaza in front of the station will be 1,200 feet wide and 600 feet deep, as large as the plaza in front of the Capitol. The bill provides that the station building "shall cost not less than \$3,000,000 and shall be monumental in character." The railways and the District Commissioners are each empowered to acquire all the land necessary for the carrying out of the project. A large section in Eekington, already owned by the railway largely, is designated for the freight yards and warehouses of the railways. It is provided that practically no freight shall be hauled into the city. All grade crossings are to be eliminated throughout the city and no street hereafter opened by the Commissioners shall be on grade. It is provided that the entire plan for the union station and for the elimination of grade crossings shall be completed within five years from the passage of the act. The street in the section of the city near the union station will be elevated quite materially. The elevation will extend east as far as North Capitol Street and the Government Printing Office. The Baltimore and Potomac Railroad is empowered to construct its railway from a point on the present line near the crossing of Second Street southwest at the elevation provided in the law already passed, providing for the elimination of grade crossings, thence curving toward the north over Virginia Avenue, crossing over First Street southwest at Delaware Avenue at a point about forty feet above grade, thence curving to the northeast, crossing over Canal Street and South Capitol Street, and thence into a tunnel under the intersection of D Street with New Jersey Avenue and along under New Jersey Avenue to and B Streets to the intersection of First Street, thence along First Street north to D or E Street northeast, thence curving to the eastward, and crossing under the Massachusetts Avenue plaza and the site of the proposed station to form a connection with the tracks of the Baltimore and Ohio in the station. These tracks from the south will come into the station twenty-two feet below the grade of the other tracks and the ground level of the station. The tracks of the Baltimore and Ohio and Pennsylvania Railways to the north will run from the station on Delaware Avenue elevated above the streets to Florida Avenue, across Florida Avenue on a "plate girder" or masonry bridge, thence northwardly and curving to the east to New York Avenue, thence in a general northwesterly direction to the Washington branch of the Baltimore and Ohio Railway. The southern lines, which pass through the tunnel into the station, are to continue from that point on an upgrade until they reach the level of the northern lines, but on the same streets as the present tracks. The Pennsylvania line from Baltimore will swing west and join the Baltimore and Ohio main line outside and to the northeast of the city, instead of coming into the city over the present route east of the Eastern Branch to the Pennsylvania station. The Pennsylvania line will be abolished and the ground occupied by it in the Mall will be given back to the Government, from which it was obtained. The present Baltimore and Ohio station at the corner of New Jersey Avenue and C Street northwest will be abolished also, and Delaware Avenue will be opened from Massachusetts Avenue south to the Capitol, thus making access between the eastern and western portions of the city much easier.

AN ATTEMPT AT BURGLARY.

A Mysterious Hand With an Umbrella Frightens a Young Woman. A report was made to Police Headquarters yesterday that a mysterious attempt at robbery occurred at the Sherman Flats, Fifteenth and L Streets, about 10:30 o'clock Saturday night. A young woman who occupies room 105 on the ground floor of the flats raised a window to admit the air, and then began to doze to retire. She had taken off several valuable rings and other jewelry and laid them on a stand within a few feet of the window. She turned down the gas and was about to lie down, when she was almost frightened out of her wits to see a hand grasp the inside of the sill of the open window. The intruder had evidently seized the sill to pull himself into the room, but a scream scared him off. She says the hand was white and held the handle of an umbrella. WATTERSON'S TROUBLES. Complaints of Many Blunders Made by the Typos. "I haven't anything to say," remarked Henry Watterson, of the "Louisville Courier-Journal," to a would-be interviewer, who accosted him in the lobby of a Washington hotel where he was recently staying. "When I have anything to say," went on the facile oracle of the Democratic party, who finds great joy in his close view of the disunion of the Republican party, "I write it; then I put it in my pocket. After a while I take it out, read it, and write it again. "Once more I put it away. Then I write it again, and send it down to the printer and have it put in type. When I get the proof I run over it closely and write it again, and again it goes to the printer. They send it to me again in the revised proof. "Then I make the last corrections and send it down again. And then," said Mr. Watterson, with a heavy sigh, "the confounded printer gets it wrong."

AMERICA'S CHESS VICTORY.

Match Won by Four and a Half to Three and a Half. NEW YORK, March 15.—After two days of hard and eventful fighting, in which the scales turned now in favor of one and then again in favor of the other party, the American chess players vanquished their British opponents last night, this being the seventh of the international series of matches for the Newman cup. The victory was by the old game only, and the Americans came very near being doomed to disappointment, as at the time to stop play there were still three games upon which the contending parties could not agree as to the results. Finally the secretary of the Brooklyn club cabled to London that Hodges and Howell had surely won positions in hand and that Newman's game ought to be drawn, and requested the British officials to come to a settlement. After waiting anxiously for a few minutes the answer came that Great Britain would accept the terms of Brooklyn, and heartily congratulated the Americans upon their brilliant victory, as America had won four and one-half games and Great Britain three and one-half.

DIVORCE PROBLEM REMAINS IN A TANGLE

Court May Await Action on Amendments.

Bill to Change Present Law Now Pending Before Congress--Fear of Complications.

From what has recently been learned relative to the status of the local divorce laws, it is probable the question will not be taken up for consideration for some time. The decision to delay action by the courts, it is understood, is made in order to await legislative action on the many amendments to the law now pending before Congress. If upon consideration of the matter by the courts it should be determined that divorce can only be granted for the single ground set out in the code, and the pending amendment allowing divorce on the grounds of desertion, drunkenness, and several others, should be adopted, matters would be terribly complicated. Many Suits Pending. Hundreds of suits for divorce now pending in the local courts will have been thrown out at the cost of great expense and loss of time to the litigants. If they still desired to prosecute their causes of action they would be compelled to begin anew. This would work a great injustice in a large number of instances, and for this cause the local courts will in all probability not take any final action in the pending suits, where the ground of divorce is other than that mentioned in the Bible until Congressional action has been had in the premises. Under these circumstances it is probable that the Washington Bar Association will take steps to have the matter taken up for consideration in Congress at an early date as possible. A BUSY WORKER. Coffee Touches Up Different Spots. Frequently coffee sets up rheumatism when it is not busy with some other part of the body. A St. Joe, Mo., man, P. V. Wise, says: "About two years ago my knees began to stiffen, and my feet and legs swell, so that I was scarcely able to walk, and then only with the greatest difficulty, for I was in constant pain. I consulted Dr. Barnes, one of the most prominent physicians here, and he diagnosed the case and equipped, 'Do you drink coffee?' 'Yes,' you must quit using it at once,' he replied. I did so, and commenced drinking Postum in its place. The swelling in my feet and ankles and the rheumatic pains subsided quickly, and during the past eighteen months I have enjoyed most excellent health, and although I have passed the sixty-eighth mile post, I have never enjoyed life better. Good health brings heaven to us here, I know of many cases where wonderful cures of stomach and heart trouble have been made by simply throwing away coffee and using Postum."