

congestion and the lax administration of laws.

"We are daily facing a peril which looms above and overshadows our past two experiences. It is apparent that we have not been taught the lesson that congestion is criminal."

Deuther blames the present situation on the real estate men, who, with the newspapers, have conspired to increase the property values in the loop to the detriment of the rest of the city. He told how Mayor Busse stated that "the mayor who puts a subway over on the people of Chicago will be the most hated man in the history of the city."

"Mayor Busse knew what he was talking about. He realized that the present state of affairs could not last," continued Deuther. "Already many business firms are moving their offices out of the loop. Some of the new office buildings are half vacant, but that does not lower the rents. The United States government realizes the situation. They will build the new postoffice on the West Side. The city hall and county building have already been found to be too small for the needs of the city and county. They will be the next to move. The Federal building will be next.

"This clay and water will make the subway unsafe. This 'mush' moves. If the subway were not built on caissons it would assume the appearance of a snake. Why, when they were digging down to bed rock for the caissons of the Steger and Conway buildings they were obliged to freeze the water with ammonia apparatus before blasting. When they blasted the shock could be felt from one building to the other, and they were blocks apart.

"Didn't the Chicago rive break into the tunnels of the Illinois Tunnel Co. two years ago and frighten the loop property owners out of their wits? Hundreds of big buildings were imperiled them. What would it be with a subway?"

"Chicago does not need a subway,"

said Alderman Eugene Block, former chairman of the transportation committee. "Our committee found that the transportation facilities could be increased 25 per cent with the expenditure of a little money by the street car company. I was fighting to get them to do this. That is why I am now chairman of the small parks commission.

"The present committee is not forcing this issue. I was removed because I would not work in harmony with the street car company. It has been my contention that the only way to work in harmony with a public service corporation is to get an ax and chop them down until you are big enough to fight them. It would be against the interests of the future Chicago to build a subway at this time."

SIX DIE WHEN N. Y. SUBWAY CAVES IN; HUNDREDS HURT

New York, Sept. 22.—200 persons were dropped 30 feet into a great gap in 7th av. today when the new subway under construction caved in for an entire block between 23d and 24th sts., carrying down a crowded 7th av. surface car, which was flattened out like a mushroom.

Six were killed and upward of 200 injured. Collapse of street followed dynamite blast touched off in new subway under course of construction.

Big brewery truck went down in crash. Many persons were hurled from sidewalks, tumbling into great trench and every-one who was in the street itself was engulfed.

The street car was jammed with persons enroute to work. Perhaps half the passengers were women.

A Second Cave In

South of 23d street another slight cave-in occurred as the crowd surged in about the scene. None injured.

Perhaps mother didn't raise her boy to be a soldier—but what's father saying about it?