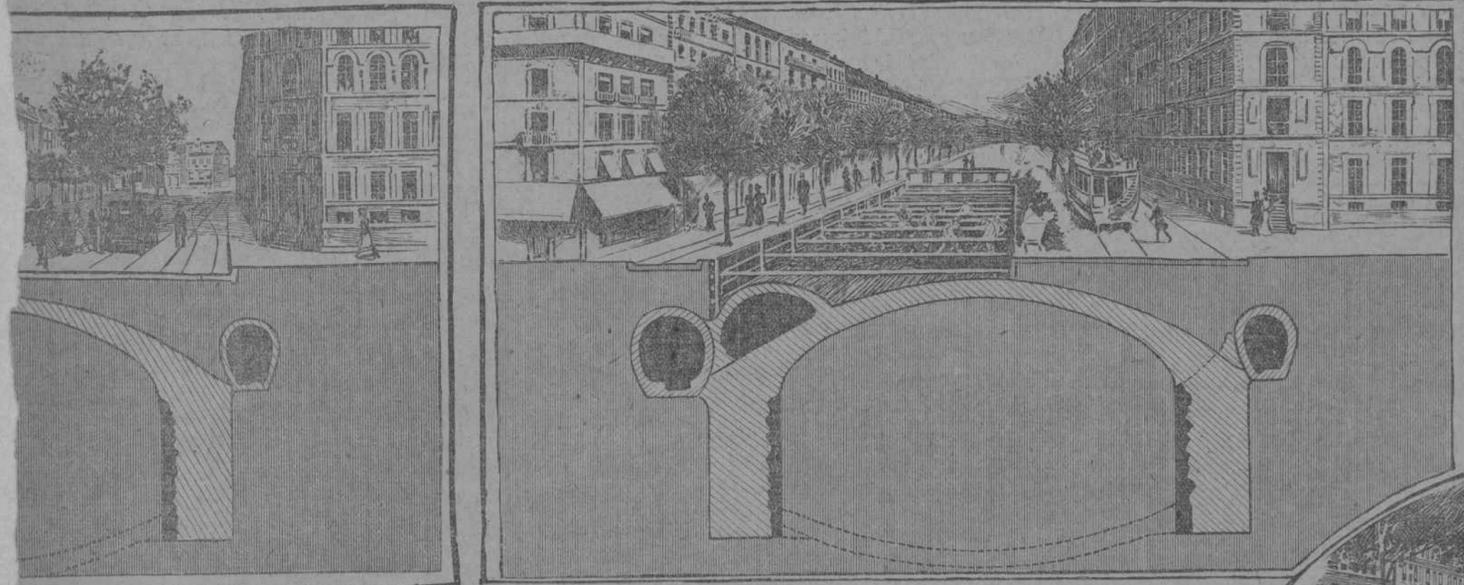


# RAPID TRANSIT ROAD WITHOUT DISTURBING STREET TRAFFIC.



...SITE SIDE F THE STREET, AND SHIFTING TRAFFIC BACK

...have it ready for traffic on the opening of the Seine Railway, is pushing its way into the station was at Doufert Rochebean place, a mile northward into the city along the main metropolitan tunnel near the Exposition with the tracks of the station of the East the city from the north will push their tracks the main metropolitan tunnel near the Exposition with the tracks of the station of the East about very naturally. Competition has made

4—COMPLETING TOP WALL OF TUNNEL ARCH. SEWER CONDUITS SHOWN ON EITHER SIDE.

...It necessary for each road to have its terminals as near the centre of the city as possible. The coming Exposition of 1900 has stimulated them to open up extensions in order to be able to land passengers as near the Exposition grounds as possible.

...The greatest work of all is what the city itself is doing in the building of the main underground line clear across the city to connect all these branches.

...What a tremendous work it is to burrow underneath a great city like Paris, even with the most skilful engineering methods, can hardly be understood.

...Standing at the Place de la Nation on the east the work is going on under the Boulevard Diderot. To make way for this improvement the old Masses prison has been raised. In its place is rising a station leading to the underground road. The debris of the old prison is being used to build the station and for the masonry walls of the tunnel.

...The subway makes a bold curve from the Boulevard Diderot to the Rue de Lyon, and proceeds toward that former place of infamy, the Bastille, where now a great stupa stands.

...The quays near here are being tunnelled and the subway which passes under the St. Martin Canal is to be prolonged. The opening up of the quay here and the extension of the tunnel upon the Rue St. Antoine has brought to light some vestiges of the old Bastille.

...Though the prison itself had been razed to the ground, its subterranean parts still remained untouched. Old dungeons were found: a staircase, and near it a gold earring and wedding ring. What tragedies might not these represent! These relics which the march of progress has turned up were carried to the Carnavalet Museum.

...A still more historic discovery was found in building the Metropolitan subway in the Rue St. Antoine. It was a finely dressed stone that marked the limits of the ancient castle that once stood there. This stone will be set in a niche in the tunnel and an inscription carved upon it to show its origin and age.

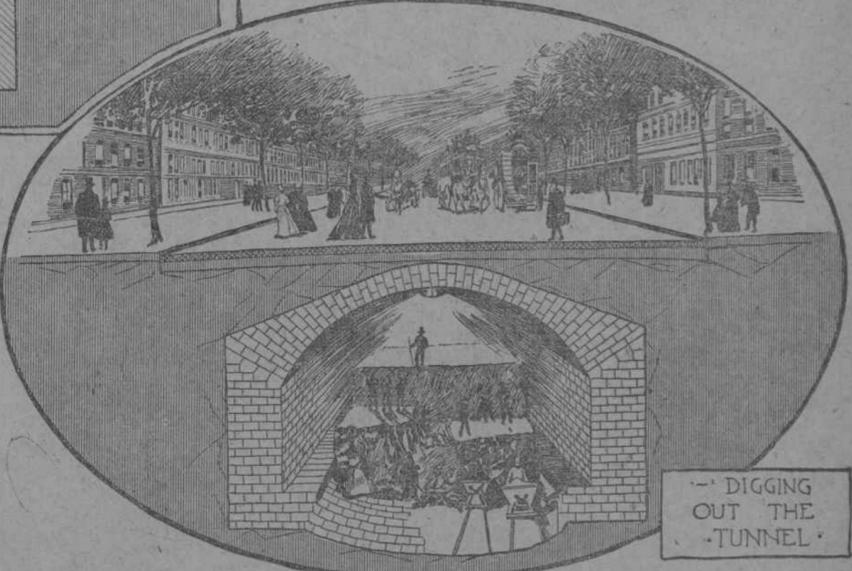
...The next point of interest on the Metropolitan line is at Place Lobau. This is where a subterranean gallery runs under the Seine. This puts the Hotel de Ville in communication with the Republican Guard barracks on one side and the Lobau annex on the other.

...One of the most difficult parts of the Metropolitan system to build is at Passy, on the western border of the city. This requires two long tunnels nearly a quarter of a mile each, bored through hills far below the level of the streets.

...These tunnels could not be built by the simple method described at first, by uncovering streets and building arches. They had to be done like mountain railroad tunnels, by setting gangs of men at either end, and boring toward the middle. Yet, so well was the work laid out that the sides of the two tunnels were only half an inch out of the way when the gangs of workmen came together in the middle.

...On April 4, 1898, the city of Paris authorized the borrowing of 165,000,000 francs, amounting to \$32,000,000. On this sum, comparatively small, this great metropolitan project was started.

...It was found necessary to increase the loan by 15,000,000 francs, or \$3,000,000, to cover the change of grade of tracks. This was needed to make all the city railroad systems of uniform grade.



## TEST HORSES ON EARTH.

...the World's Trotting Record for One Mile, of Minutes?

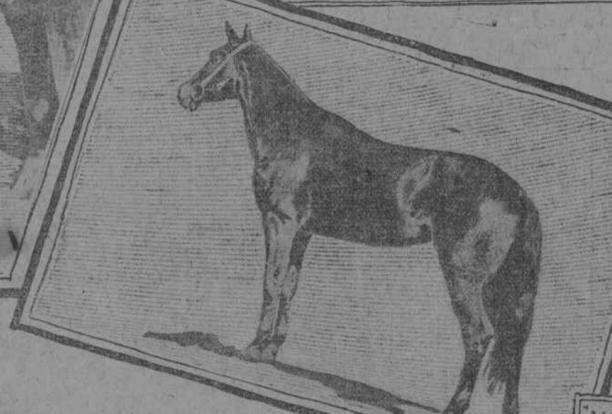


...In the proportion of three to one will eventually, in my judgment, produce the world's champion trotter. This little daughter of Meddler and Nancy Hanks is thus destined to create a revolution in breeding, and her career will be of the deepest interest, not only to all American horsemen, but to the patrons of the turf in England, where her sire was foaled, and the horsemen of the Continent. The interest in this experiment of mine is worldwide.

...It was largely with this object in view that I first purchased Nancy Hanks. She was the most perfect trotter that I ever saw—fit by breeding, action and temperament to be the grand-dam of a world's champion.

...The sire, Meddler, is the most perfect specimen of a thoroughbred I ever saw. For years I had been looking for a horse fit to match with my peerless "Nancy," and he is the one above all others I should have chosen. The foal is perfect in form and breeding, and is fortunately of the sex I had been hoping for to make my experiment a success.

...I have received congratulations from breeders all over the country on the birth of this filly, and this will serve in some respect to return thanks for their good wishes and kind words.



"NANCY HANKS" THE DAM.

...Hante, Ind., by covering the distance without a skip or a break in the time of 2:04. Since that time, seven years ago now, Alix has no-quarter of a second from that of the fastest trotting record of the now stands at 2:03 1/4. But there is a doubt in the minds of any who ever saw the mare perform herself, and trained for the Nancy Hanks could have defeated the lay rival, Alix, at any time or

7/290

...ent mare was bought by the mill-broeder of New England, Mr. J. Forbes, of Boston and Milton, in who is an ardent admirer of the hero of Manila. Although only a yearling, Admiral now almost tops fifteen hands, and should make a larger horse than even that period after the reign of

...Nancy's success with her first two colts led Mr. Forbes to conclude that the time had come when she should be put to the test. In 1895 she was bred long looked forward to excitement. At the and her first colt was the beautiful "Squire" Abingdon, of England, by Narion, now a three-year-old, Mr. W. H. Forbes, brother of the owner of the Grand Circuit meeting at of his stable, the celebrated stallion Med this summer, who has already dier, easily the best three-year-old of his

...shown marvellous flights of speed on the three-quarter mile track on Mr. Forbes's farm, and should make all the crack three-year-olds hustle to win from her this year. Though beautifully shaped, Narion is a little underbred.

...The next year Nancy was bred at Bingen, and her product this time was a smashing big bay colt, foaled in the Spring of 1898, and named Admiral Dewey by Mr. Forbes. Although only a yearling, Admiral now almost tops fifteen hands, and should make a larger horse than even that period after the reign of

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## TORPEDO THAT BLEW UP THE "MAINE."

...THE most interesting relics of the ill-fated battle ship Maine have just been placed on exhibition at the National Museum. One of them is the steering wheel of the vessel, or, more accurately speaking, about two-thirds of that instrument, much battered and with some of the spokes missing. Together with it are shown the binnacle and its stand, and also the compass of the ship.

...Likewise displayed are the silver soup tureen and two silver vegetable dishes, which were presented to the Maine by citizens of the State after which she was named. With these is a silver loving cup, with moose-horn handles, which was given to the vessel by natives of Maine residing in New Orleans.

...In another case, together with fragments of plates from the torpedo boat Winslow, perforated by Spanish projectiles, is exhibited a mine similar to that which destroyed the Maine. It was picked up in Guantanamo Bay, and came near blowing the tight little cruiser Marblehead to kingdom come, being only prevented from accomplishing that dread purpose by an instrumentation of barnacles which interfered with the working of its mechanism.

...Among other Maine relics shown with those mentioned are a 6-inch common steel shell and a 6-inch armor-piercing shell recovered from the wreck of the battle ship. Also a saucerful of black powder for the 6-pounders, and another saucerful of fine grain black powder for the 1-pounder guns.

...All of these things contributed to the National Museum as memorials of the unlucky vessel have been deposited by the Navy Department. One of the most interesting articles in the lot is a miniature ship's anchor, about ten inches long, manufactured at the Washington Navy Yard from sights and sight boxes recovered from the Maine.

...Among other curios displayed are various kinds of powders from the Oquendo, a shell recovered from the Gloucester and recovered from the Victoria, the after-coming tower compass of the torpedo boat Winslow, pierced by a shell, a plate from a partition of the United States battle ship Iowa, perforated by a shell from the Colon; pieces of cable cut by the United States, cruiser Wampatock, June 1, 1898, ten miles from Santa Cruz, Cuba; an electric fan from the battle ship Massachusetts, damaged by a Spanish shell; the piece of shell that knocked out the fan, and the binnacle and compass of the Spanish gunboat Sandoval, recovered by the Marblehead's divers.

...To make the exhibit complete the Navy Department has contributed a full set of powders of different kinds used in naval guns, as well as service shells of various sizes, common and armor-piercing, so as to compose a record of the kinds of ammunition employed by the Yankees during the war of 1898.

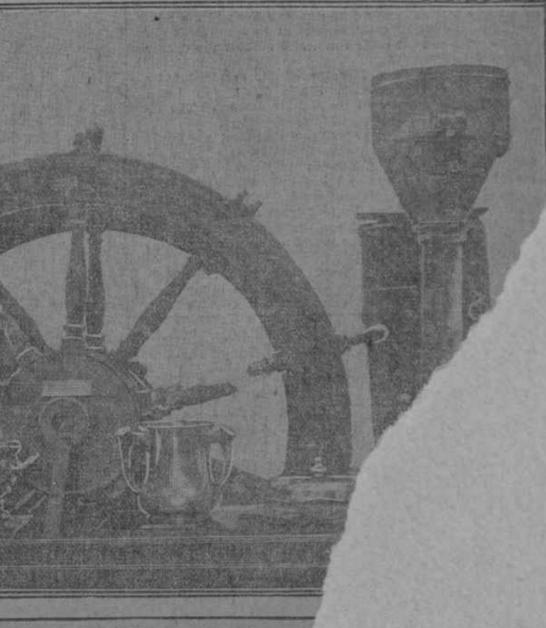
...substituted as a motive power when the Metropolitan system is fully put into operation.

...When all the main tunnels, cross lines and feeders of this great underground system are completed Paris will be honeycombed below the surface as is no other city in the world.

...Underground Paris is even now a wonder. Her sewers are so large and airy that men can walk through them for miles with ease. Or one can boat in boats on the slimy current running through them for hours till finally carried out into the River Seine.

...Then there is another underground feature of Paris that is famous—her catacombs. These were once used for burial. In some places the new Metropolitan lines are breaking through these gloomy old vaults. Many still remain, however, and will now form a contrast between the hideous old caverns of the past and the clean, bright as day tunnels of the present day.

...Underground Paris is adding to her marvels every day.



SPANISH TORPEDO, STEERING WHEEL AND BINNACLE