

freight depots of the twenty-five trunk railroads which centre in Chicago. All of the stations are within a section less than two miles square, and the enormous freight traffic of the city has caused congestion in the streets. The tunnels will relieve this, as they are expected to take as a single step nearly all of the four million tons of coal burned annually within the "loop"—the elevated railway marking the centre of the business district.

The system of handling the freight will be simple. Shafts are being constructed from the tunnels directly into the freight houses of the railways, and the tunnel cars will be lifted on elevators to the sides of the freight cars ready to be unloaded. When the underground car is filled it will be dropped again into the tunnel, ready to be unloaded at the warehouse of the consignee or placed in the Tunnel Company's storage quarters to await his orders.

Nearly every large business house in downtown Chicago will have shaft connections with the tunnel system, elevators like those at the freight depots carrying the cars into the stores or storage houses. As the tunnel cars will accommodate any object that can be passed through the door of any railway freight car, there hardly is anything which the Tunnel Company cannot transport to the merchants.

The installation of this system will remove thousands of waggons from the downtown streets, keep them cleaner, and make the handling of freight much cheaper than it is at present. Chicago is the only city in the world to employ an extensive system of this kind, and the effect of its successful operation will be incalculable. There is little doubt that New York, with its subway for the transportation of passengers, will follow with its tunnels for the hauling of freight, and other crowded cities cannot but profit from the change from old to modern methods.

A feature of the tunnel system is the great distributing station at the river and Taylor Street. The Tunnel Company a few months ago purchased for nearly \$2,000,000 seven large warehouses for use as its terminals. All freight not immediately desired by the consignee, and

all of which must be re-routed, will be shipped to this centre. All the trunk lines of the tunnel meet here, and the cars can be elevated to the tops of the seven-story building and unloaded there. Merchants buying in large quantities save great sums, and fall, summer, winter, and spring stocks often begin to arrive months before they are placed on sale. The larger merchants have their own warehouses for the storage of these goods, and shafts will extend to their warehouses. The smaller dealers, however, generally are deterred from purchasing in advance because they lack room in which to place their stock. Under the new system this may be stored in the Tunnel Company's houses and taken out in small lots, just as the retailer desires it.

The ultimate intention is to extend the tunnels into the manufacturing districts, and far away from the business section.

The pneumatic system was used in the excavating. Airlocks were placed just inside the several shafts and air under pressure was admitted into the portion where the men were working. The shafts were made larger than the dimensions of the finished tubes, allowing a space of nearly two feet at the sides. Iron ribs were placed at short intervals along the inside, and within these were built walls of wood. In the space between the inner and outer walls, cement, stone, and gravel were poured, making a solid mass that would uphold all weights in the roadways above.

Nine hundred tram-cars were used in removing the dirt, which was taken out at the rate of more than four hundred running feet a day. The cars were hoisted up the shafts to the elevated houses a few feet above the street, and from these the dirt and stone fell into waggons beneath. The dirt then was hauled to the lake front, where it was used in increasing the size of a city park. Later the method was changed by having a tunnel extended directly to the lake front, removing the necessity of teams for hauling the filling. At another end of the system the cars were run out upon scows and the clay taken down the river. It is estimated that more than 4,950,000 cubic feet of dirt have been excavated.

O Word of God, thou precious seed,
I take thee now into my heart;
O spring thou up in speech and deed,
And good to other lives impart.

Speak thou so lovingly to men,
Of the dear, dying Christ and Lord,
That my heart's fruit to seed again
Shall turn, and each work have its word.