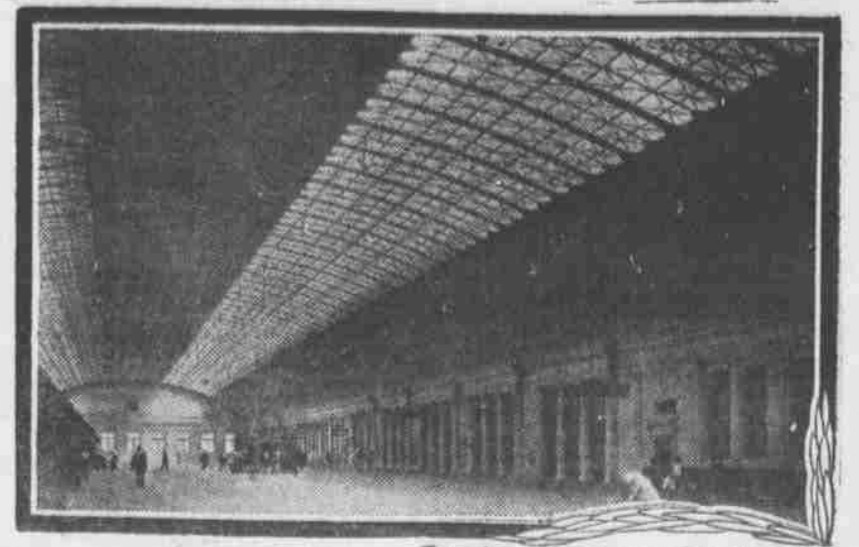
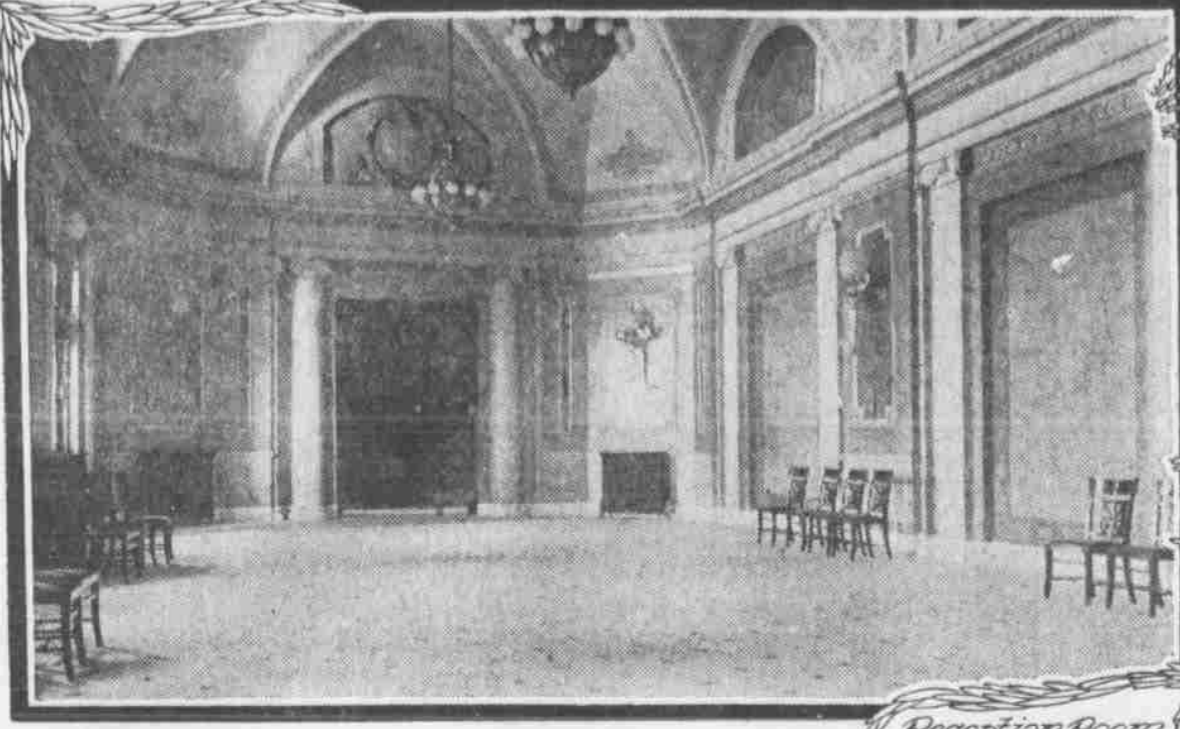


THE PRESIDENT'S STATION

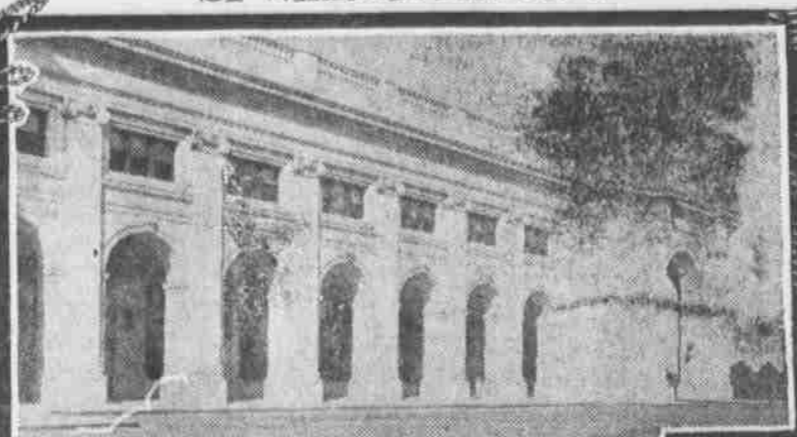
By WALDON FAWCETT



Largest Room in the World



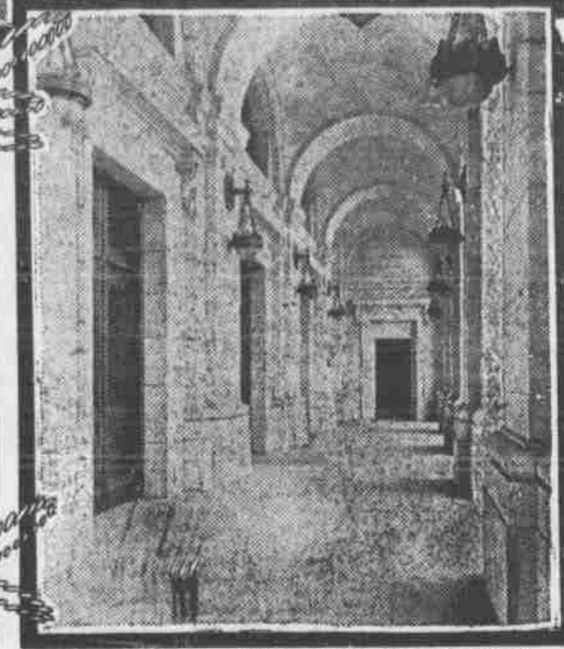
Reception Room



The "President's Wing"



Main Entrance to the President's Apartment



Portico of the "State Suite"

When the newly elected president of the United States arrives in Washington next March to assume the reins of government he will enjoy one experience not vouchsafed to any of his predecessors in office upon a like occasion. This novelty in the inauguration program will be the formal reception of the incoming chief magistrate in the special apartments provided and set apart for the exclusive use of the president in the new Union railway station at Washington. This magnificent edifice which, after several years of work, has been brought to a state of completion during the closing months of 1905, has many distinctive features which distinguish it architecturally and otherwise, from all other public buildings in the world, but perhaps its first claim to public attention arises from its dignity as the "Presidential Station."

This nickname has been applied to the new edifice at Washington by reason of the fact for the first time there have been provided in a structure of this kind special apartments for the use of the president of the United States when setting out upon or returning from a journey. No other ruler of a republic has ever had such an institution provided gratuitously and entirely on the initiative of the railroad company, and indeed, no foreign sovereign has been enabled to enjoy similar apartments of like luxury and convenience.

It was the definite aim of the architects to make the "State Suite" at the new railroad terminal at the American capital as different as possible from the royal apartments in European railway stations and at the same time have it in keeping with the dignity of the United States as the greatest railroad country on the globe. For instance, the new railway rendezvous of the American president is in marked contrast to the royal apartments provided for the use of the British sovereign at the Windsor station in London, and which apartments may be cited as representative of European ideals on the subject.

At the London station referred to the private waiting rooms for royalty are found in a one-story house of marble and iron, with ornamental doors and windows, set down on the main platform of the station and thus possessing an individuality of its own, instead of being an integral part of the main station as is the suite recently completed at Washington. To continue this comparison a step farther it may be noted that the edifice provided for the benefit of the British royalty at the London station contains three separate rooms, all beautifully furnished and ornamented with ferns, flowers, costly hangings and art objects. There is a reception room, a dainty boudoir and a lavatory—all the embodiment of luxury. In short, the whole effect of the trio of rooms is that of a suite in a palatial private home—an extension to the railway terminals of the comforts and conveniences to which the occupant has been accustomed in his private residence.

In direct contrast to this in architecture and appointments is the first state suite to be provided in an American railroad station. Instead of providing a group of small and cozy connecting rooms, the American architects have created a series of apartments that constitute, from an artistic standpoint, the crowning feature of the most beautiful railroad station ever constructed. The presidential suite may almost be said to be monumental in character, and the aim has plainly been to make it one of the "show places" of a tourist mecca.

Notwithstanding the fact that the state suite in Washington's new railroad station—the largest and costliest railway terminal in the world—is manifestly designed to be ornamental, as well as useful, the special apartments will supply facilities, the need of which has frequently been felt in the past. Conditions at Uncle Sam's seat of government are in no sense parallel to those in the leading European capitals, where ruling sovereigns are constantly exchanging visits with one another, and where the arrivals and departures of royalty attract great crowds. Nevertheless, there do arrive in Washington, from time to time, distinguished visitors, bound for the White House, who must be given an official welcome of formal character.

On the other hand, the President of the United States, if he is to keep in touch with all sections of this enormous country, must be an extensive traveler while in office. It is likewise the custom for the chief executive to spend most of each summer away from Washington, and to go to his place of legal residence to vote at each election. All these comings and goings have of late years been invested with more or less ceremonial features. Time was when only the president's closest personal friends went to the railway station to see him off on a journey, or to welcome him home, but of late years it has been the practice for all the members of the Cabinet and numerous other prominent governmental officials to be on hand on such occasions. Obviously such assemblages require special facilities. The new station provides these, and will do away with the unpleasant necessity of utilizing the president's private car or special train for such a purpose.

The special apartments where the president will henceforth hold his informal receptions and make his preparations for travel in comfort, occupy the eastern end of the vast pile of marble and granite, extending the full width of the building. At the southeast corner of the structure is the main entrance to the suite, consisting of an arched carriage portal of simple but imposing architecture. The function of this portion of the building is indicated only by the sculptured representation over the doorway of the seal of the United States, surrounded by flags. Entrance to the presidential suite is also possible on the east front where several doors open from the State Suite to a corridor or portico spacious enough to permit half a dozen carriages to be drawn up before it.

Passing through the main entrance above mentioned the visitor finds himself in a dimly lighted vestibule which communicates with the main reception room which is the dominant feature of the presidential suite. From this reception room also open most of the doors that permit egress to the east front. On either side of the vestibule is an ante room designed primarily to afford seclusion should any of the members of the presidential party desire it. Opening from one of these small rooms is a beautifully appointed lavatory.

The large reception room is rendered doubly impressive by the high ceiling which is at a height nearly equivalent to two stories. This reception room is calculated to make presidential visitors feel at home, for it is almost as large as the historic East Room of the White House and is in its general dimensions very suggestive of that salon. The floor is mosaic and the woodwork is mahogany in conformity with the furniture in the apartment, which is likewise of that rich red and highly polished wood. The fresco ornamentation and other decorations of the reception rooms are very elaborate in character and present blue and gold as the predominating tints of the color scheme. The figure of the American Eagle with the shield and the Stars and Stripes have been worked into the decorative scheme as significant of the character of the apartment. The row of large windows opening to the east afford ample illumination for the State Suite by day, and at night both concealed and exposed electric globes flood the apartment with soft light. In the reception room are three handsome chandeliers suspended from the ceiling while on the side walls are eight ornamental brackets of correspondingly massive design.

The presidential suite communicates through a vestibule at the north end, direct with the train shed and concourse—this latter having dimensions of 754 by 130 feet and being the largest room under one roof in the world—so large, indeed, that it is claimed that it could accommodate the entire

standing army of the United States. Thirty-three tracks converge at this point, but special trains for the use of the president will always be switched to the track at the eastern end of the yard adjacent to the State Suite and necessitating but a short walk from cars to carriages. The arrangements in connection with the president's section of this \$20,000,000 station will greatly facilitate the work of the United States Secret Service operatives and the police detailed to handle the crowds that assemble to see the president when he sets out upon or returns from a railroad journey. The plan of the station is such that a presidential party can entrain or arrive and take carriages for the White House without at any point coming in contact with the general public. This will prove especially beneficial at inauguration time when the station, vast as it is, will probably have its capacity taxed by the immense crowds that journey to Washington to witness the formal launching of a new administration.

WALDON FAWCETT.

NEW YORK'S UNDERGROUND TUBES IN 1910.

The awarding of a \$5,000,000 electrical contract to the Westinghouse Company for the electrification of the new Pennsylvania tubes which have been pierced under the East River alongside of New York city is another big step in the final completion of what is to eventually be a hundred million dollar job.

Much has been written of the more spectacular tunnel driving under the muddy waters of the East River, but little has been told of the various outside undertakings which have been just as necessary to the completion of the work and which will cost just as much if not a great deal more money.

Little has been said of the vast outside undertaking, yet a 20-mile journey aside from the under-river tunnels is needed to go over the new work of construction in connection with the proposed new terminals of the Pennsylvania Railroad in New York city.

Out in Long Island City great hills have been demolished and carted away to fill in deep gullies and oozing marshes have been driven thick with piles and filled in with concrete to make the proper firmness of the roadbed, which is destined to sustain the hundreds of tracks for the proposed terminal train yard, which will hold when completed enough cars to make up a train five miles long.

The new terminal station will be at Thirty-third street and Seventh avenue, and the trains will go through rock-hewn tunnels out under the river bed, where concrete walls hold back the mud bottom of the East River. The trains will come again to daylight near the Hackensack meadows, away beyond the Bergen Heights.

The terminal station on Seventh avenue, should be completed about Christmas, 1909. The exterior walls are up, but the interior decorations and other construction is enormous in amount and very costly. The great Sunnyside yards, being built on Long Island, is the true operative heart of the entire proposition. There is a proposed train service of 1,000 trains a day, 400 to New Jersey and 600 to Long Island. Such a service can hardly be conceived by any but a railroad expert. To carry out the proposition would mean an advance in transportation achievement almost miraculous.

NEW TUBERCULOSIS SERUM IMPORTANT.

The French Academy of Science has reported on the marvelous new tuberculosis serum discovered by Professor Lannelongue, of Paris, and those savants declare that it marks a most important step onward in the medical battle against the great white plague.

For three years the doctor has been administering this serum and many wonderful curative effects are authoritatively stated to have resulted from its use. Professor Lannelongue experimented principally with tubercular animals, treating them with his spe-

cial serum. These results were so remarkably successful that he decided to experiment on human beings diseased with the tubercular bacilli.

The serum which Dr. Lannelongue has discovered was taken from a donkey or a horse. Drs. Archard and Gaillard collaborated with Lannelongue. All the experiments made on human beings were made with serum taken from donkeys. The results obtained both by the discoverer of the serum and the famous physicians who have made use of the serum have been remarkably successful.

The physicians assert that in case of primary tuberculosis the cures have been nearly total and that in secondary cases nine out of ten treated have so far improved marvelously and that in conjunction with proper methods of living along the regular lines for consumptives in out-of-door camps, a big percentage of the cases in the third or advanced stage can be arrested. In such cases a return to average strength and health is out of the question and of course the patients owing to low vitality often die of complications of diseases. The use of the serum is being considered by a number

of tuberculosis specialists in the United States.

LEAVE BRANDY OUT OF PUDDING

THIS COOK COUNTY W. C. T. U. ADVICE TO PREPARERS OF CHRISTMAS FEASTS.

CHICAGO, December 4. — Housewives and providers of the coming Christmas feasts may help the temperance cause along by following a few suggestions given today by one of the speakers at the "self-denial prayer-day" meeting of the Cook County W. C. T. U., which was held in Willard hall at noon. Mrs. James S. Shaw of Blue Island was the principal speaker on the subject of the society's war with the saloons.

"You mothers can all help in the fight against the saloons," she said.

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Need FILLING and GRADING before the Winter Rains set in. We are ready to supply the Earth and Grade for you at Reasonable Prices.

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Soap, water and a brush are all that is needed to keep the outside of an Ostermoor Mattress sweet and clean. The inside never needs attention. Costs nothing for repairs. An occasional "outing" in the sun keeps it fresh and new, because it is built (not stuffed) of elastic, fibrous Ostermoor sheets. It cannot sag, lump nor pack like hair.

Make sure you get the genuine Ostermoor. Note the label put there to protect you against worthless imitations.

FOR SALE BY
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(east-day dishes often give the first taste of strong drink to the young.

"Don't feed your babies patent medicines, either. Don't let your children eat candy which contains brandy or wine and teach them to tell you where it can be obtained so that we can make war on the dealers."

Mrs. Shaw, who is one of the local leaders in the movement against the saloons, spoke enthusiastically of the battle being made by the W. C. T. U.

"There never was a time when the people were so wrought up over the question," she said. "They are daily enlisting in our army and the prospects are bright for our cause. There will come a time in the near future when Chicago itself will be dry. Think of what a triumph that will be."

Eat And Be Merry

Our finely cooked meals are of the best in the city. Clean and neat are our tables and fixings. Private rooms that are cool and commodious.

The Boston Restaurant
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EUCHERED FIGS, PRESERVED CHERRIES, INDIA RELISH,
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AND ALL OTHER 57 VARIETIES.

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Fine Wines and Liquors

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KAUPAKALUA WINE—Made in Maui. A Very Superior Wine of RAREST Bouquet and Flavor.

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