

# FIRST TRAIN RUNS IN LOOP SUBWAY

**Just a Demonstration, Which  
Proves the Line Will Be in  
Service by Aug. 1.**

## GOOD LIGHT AND FREE AIR

**Automatic Stops to Make Accidents  
Scarcely Possible — Wooden  
Cars at the Start.**

The first passenger train was run yesterday afternoon through the Loop Subway, from just north of Chambers Street, under the Municipal Building, to the Delancey Street station. It was only an experimental train to give ocular demonstration of the progress that has been made, but it was proof that in all probability the Broadway, Brooklyn, trains of the B. R. T. system would be running to City Hall Park by about August 1.

Chairman McCall, Commissioner Williams, Travis H. Whitney, Secretary of the Public Service Commission, and Robert Ridgway, engineer in charge of construction, were in the party, which gathered in the rotunda of the Municipal Building, which is still in the hands of the contractors, and they descended a broad flight of steps to the Subway mezzanine. This extends under the building and will give ample space for the crowds which will use the station to move about. At present it will be reached only from the northern side and will have three entrances, one at Centre and Lafayette Streets, another at Centre and Park Streets, and the third still further to the east, in Park Street.

The cars used yesterday were two of the ordinary wooden ones of the B. R. T. When the operation is begun it will be necessary for a time to rely on this type, as it is not yet definitely settled what kind of cars should be installed permanently. The B. R. T. wants to order steel cars considerably larger than those now used by the Interborough. It prefers a car 76 feet long by 10 wide instead of the Interborough cars, 51 feet long by 8½ feet wide. The larger size would give more seating room and would increase still more the standing capacity, but there are difficulties with regard to the operation of the bigger type over some points of the system, and the engineers are uncertain whether these difficulties can be overcome.

As it is, the loop subway gives the idea of considerably more space than the old Interborough line. Its roominess is made evident at the sharp curve from under Centre Street into Delancey Street. There the engineers, in laying out the temporary line, have found it unnecessary to make nearly as wide a curve as the structure itself permitted. Then space has been provided along the side walls for "benches," wide enough for persons to walk along single file with ease.

This bench is on the same level as the platform, so that in case of an accident the passengers could step from the trains on to it without going down to the tracks, and it leads here and there to stairways built outside the main structure, and to make emergency exits to the street above. Still further to take from the loop the objections incidental to underground travel, a specially large number of lights have been let into the roof, and in many places the electric lights which will be strung along it will be supplemented by daylight coming in from above.

Unlike the present Interborough, each of the four tracks of the loop line will be separated from the next by a concrete wall. In the case of the wall between the two uptown and the two downtown tracks, only a few apertures have been left, through which trackmen may step when a train is approaching. The wall between the two uptown tracks and the wall between the two downtown tracks, however, has been broken from top to bottom by openings at frequent intervals for the same safety purposes. By the erection of these walls, it is hoped that a flow of air may be set up by the trains themselves, which will draw in from above sufficient air to keep the atmosphere in the loop always cool and fresh.

Between Chambers and Delancey Streets there will be two steps, at Canal Street and at the Bowery. Just below Canal Street the two tracks from the Manhattan Bridge will eventually come into the loop line. At present, however, the connection with the Manhattan Bridge has not been completed by the Bridge Department, so that it will be some time yet before the Fourth Avenue, Brooklyn, trains come through to Chambers Street. At the Bowery it has been necessary to go pretty deep in order to leave space overhead for a possible subway under Third Avenue and the Bowery. So escalators have been provided to serve the public.

Near the Delancey end of the loop line everything except the permanent rails and the signaling system is already in place, and almost the only thing that betrays that the construction is not over is the remains of the thin wall, which was broken through between the Delancey Street Station, constructed by the Bridge Department, and in use for months, and the new line built by the Public Service Commission.

The automatic "trips," which the present Subway uses for its express trains, will be placed on the loop local tracks as well, and by the time they will be made practically impossible.

## SUFFRAGISTS OUT FOR A STIR

**Celebrate To-day for Illinois and  
Parade with a Wagon of 1776.**

At 12 M. to-day, Western time, one and one-half million women become voters in Illinois and a little later the victory of the Western women will be celebrated by the New York women belonging to the Woman Suffrage Party. With an automobile decorated with Illinois banners they will make a tour of the shopping districts here and hold a series of street meetings urging the people to "awaken and bring the East up to the standard of the West."

Leaflets will be distributed telling the history of the Illinois victory and urging the New York men and women to co-operate for work in this State.

One thousand seven hundred and seventy-six will be alongside 1913 in vehicles this afternoon when the old wagon that is to be presented to the New York State Suffrage Association at 2 P. M. is taken out on its first suffrage parade at 2:30. The wagon was made by Ebenezer Conklin somewhere down on Long Island in the historic year of 1776. It is presented to the State Association by the Remsens of Brooklyn and will be received by the State Association by Miss Harriet May Mills, the President, and will then start out to tour the streets of this city with a number of automobiles. The veteran of 1776 will see its first active service down on Long Island in charge of Mrs. Wilmer Kearns within a few days.

## CRIS POLICE FRAME-UP.

**Russell Stinson Says He Had Cart-  
ridges, but No Revolver.**

Refusing to take advantage of a plea of guilty and get off with a sentence of one year in the penitentiary, Russell Stinson, 25 years old, of 303 Lafayette Avenue, Brooklyn, stood trial yesterday on an indictment charging him with carrying a revolver, was convicted and sentenced to seven years in Sing Sing. Before his trial he was offered the chance of pleading guilty to the indictment as a first offender. He was indicted as a second offender.

Stinson said he was the victim of a frame-up by the police. He admitted that when he was arrested he had cartridges in his pocket, but he denied he had a revolver.