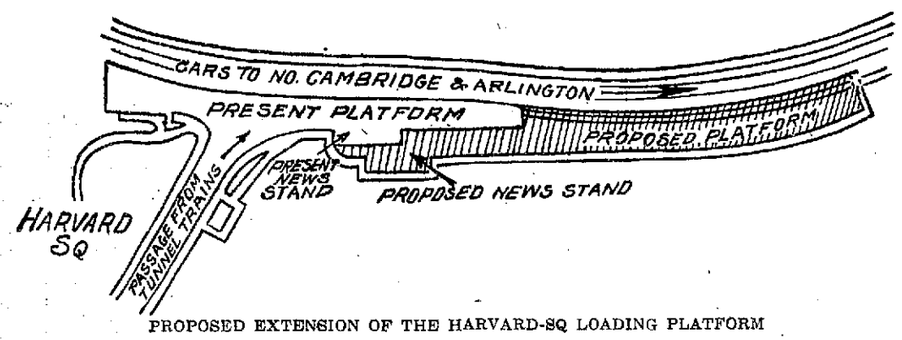
THREE NEW SUBWAYS PLANNED

Meanwhile the L Will Double Platforms at Harvard Sq and Also Run Trains From Lechmere Sq to Allston



PROPOSED EXTENSION OF THE HARVARD-SQ LOADING PLATFORM

Future development of the Elevated is likely to include two or three new subways.

Official and railway traffic experts are now working out plans, not for immediate changes, but for "the more or less distant future."

They predict that some day Boston will need three new rapid transit lines, whether through subways or some other device.

One of these would shoot out from Boston proper toward the heart of Dorchester, a radial between the present Dorchester Tunnel and the Forest Hills Elevated line.

Another would point toward Somerville from the Viaduct line and Lechmere sq, forming a radial midway between the Cambridge Tunnel and the Sullivan sq-Everett "L."

A third would aim toward Brookline, carrying the traffic now handled over Huntington av.

Built Wrong in the First Place

These facts were learned by a Globe reporter during an interview with Manager Edward Dana of the Elevated Railway last week.

Mr Dana was explaining the changes to be made in the Harvard-sq Subway station to relieve congestion there—changes which the Public Utilities Commission was authorized to make by a Legislative enactment last month.

The proposal is to enlarge the loading platform which serves the Arlington, North Cambridge and Huron av people, doubling its capacity. The reporter asked whether this were not a hand-to-mouth solution of a problem which might again present itself as more traffic gravitates toward the Harvard Tunnel.

"Well," he replied, "as I have said more than once, the Harvard-sq terminal was built wrong in the first place. The ideal arrangement, presumably, would have been a loop system, one loop serving Watertown, Belmont and Waverley and the other Arlington, North Cambridge and Huron av. That would be all right if there was a balance of traffic between the two loops.

"As a matter of fact, there is no balance in the situation there now. There is no special congestion problem on the Watertown-Waverley side. The majority of the traffic runs through the Arlington-North Cambridge route. What you're going to do about it depends upon your conception of the traffic situation there in the future. In our opinion, the Harvard-sq Subway will always be the Harvard-sq Subway. I mean, that it should never be continued beyond that point."

Might Use Railroad Tracks

He referred to a large wall map of the Elevated system and traced the flow of traffic through the Cambridge tube to Harvard sq and then, with an abrupt elbow turn, down Massachusetts av toward Arlington.

Mr Dana shoots his transportation theories with such rapid-fire action and staccato emphasis that you are not always sure whether you caught him exactly right. But here goes, on our memory and his responsibility, as O. Henry wrote.

"Now see how far those Arlington people have to go out of their way to get home," said he. "The normal flow of that northerly traffic would be by a more direct route. Probably some day it will have to be handled through Lechmere sq on a straight-line route.

"The end of the viaduct which now serves Clarendon Hill and East Cambridge will have to be connected up with a further rapid-transit line, either by a new subway or else by connecting it with the Boston & Maine tracks and running out through Porter sq or in that general direction. That's a problem that looks well into the future, and one whose solution cannot be clearly predicted, but our engineers are now working it out.

"Connecting the viaduct line with the railroad tracks might solve the problem in the same way that it was planned to connect the Dorchester Tunnel lines with the railroad tracks of the New Haven's Shawmut Branch. There is a proposition that we believe should have gone through, but it appears to have been put over, for this year at least.

More Than They Can Handle

"The situation there is not dissimilar to the Cambridge one, as far as the question of congestion is involved. The Shawmut Branch is a natural route for the flow of traffic running to and from Andrews sq. It seems to be the only thing to do to take care of the volume.

"The Ufford plan, proposed by Charles Ufford, is that the electric lines should be connected up with the Midland Division of the New Haven, running out through Dudley st, Blue Hill av, etc, and returning via the Shawmut Branch. That idea is impractical in respect to the general transportation problem, because you will be encouraging a development of population in that area to such an extent that some day you will not be able to handle the business.

"To find out how much you can handle, you do not want to study the territory itself. You must look back to Washington st. At the Washington station we can handle just so many people in a given time. You can run just so many five-car trains through that tunnel. There is no sense in going out through Andrew sq and gathering in thousands of people whom you can't possibly take care of when you get to Washington st.

"Transportation through that other section of Dorchester will probably have to be taken care of by another subway, running radially between the Dudley-st Elevated and the present Dorchester tunnel. Our engineers are working on that problem, too. Then, of course, some day there must be another subway in the direction now served by Huntington-av surface lines."

Twice as Much Room

Mr Dana returned to the Harvard-sq subway problem and explained the proposed changes in detail. At present the loading platform for the Arlington and North Cambridge cars is 250 ft in length, has a maximum capacity of five cars at a time and covers an area of 4000 sq ft.

Under the plans now being considered by the Public Utilities Commission, the platform area will be exactly doubled. The space will be extended in the direction of North Cambridge 150 ft and further excavations will be made to make the platform much deeper, giving 8000 sq ft surface and a capacity for eight cars to be loaded at the same time.

The end of the platform will have a 2 percent up-grade, from which the cars will make an abrupt, steep climb to the street.

Mr Dana gave the Globe figures indicating the immense volume of traffic handled through this platform in the direction of Huron av, North Cambridge and Arlington Center and Heights. In the rush hour (between 5 and 6 p m) 6000 people pass through it. They are served by an average of 104 cars, or 64 units (40 of the cars dragging trailers) or nearly 60 people to the car.

These plans were worked out nearly two years ago by engineers of the Public Utilities Commission, the Boston Transit Commission and the "L." Under the statute passed by the Legislature this year, the work is placed in the hands of the Public Utilities Commission. In the opinion of manager Dana it cannot be completed before next year.

Relieving Park-St Crowd

The Harvard-sq project is only one of two plans to relieve subway congestion that are immediately contemplated by the "L." The other is the Lechmere-sq to Harvard-av scheme, which has already been announced through plans filed with the Public Utilities Commission by the Elevated trustees.

The Lechmere-sq transfer station, at the Cambridge end of the viaduct, will soon be ready. The "L" wishes also to erect a platform between Harvard av and Linden st, Allston, as a transfer station for passengers going toward Lake st or toward Watertown on the Brighton line. Between Lechmere sq and Harvard av it is planned to operate two and three-car trains through the old subway via North Station, Haymarket, Park, Boylston and Kenmore sts.

Considerable opposition to this plan has already been expressed. Mr Dana discussed it with the Globe reporter in its relation to the general traffic congestion situation. The plan is chiefly designed to relieve the turmoil in the Park-st Subway station.

Mr Dana's idea is that it will be possible to handle the crowds better, with less crowding and rushing, and to move them faster between these points. Where a long line of single cars slows up traffic, the same number of cars in three-car units or trains can move much more rapidly because of the decreased danger of collision.

Moreover, during rush hours the flow of the single cars or cars with trailers is irregular, due to the long routes covered; at times many cars come in together, causing a jam in the subway; at other times there are breaks without any cars.

The three-car trains, operated every four minutes at normal times and every two minutes in rush hours, will pick up the crowds with regularity and largely eliminate the jams.

Tried Out in July

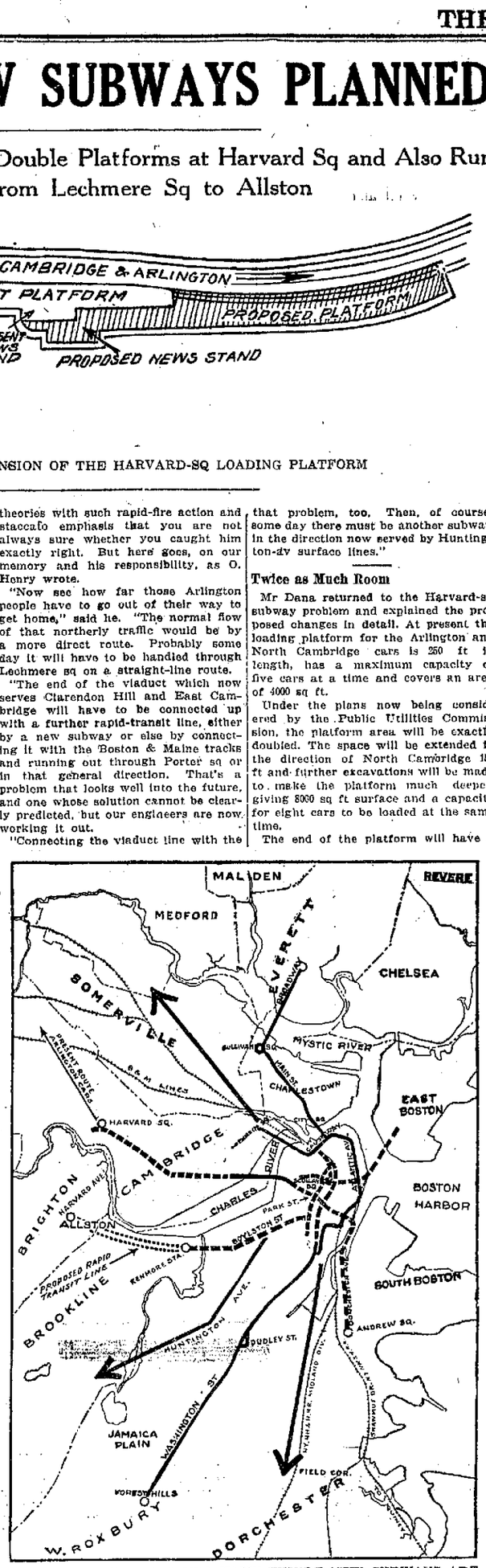
Mr Dana enumerated a number of advantages that will result from this project if it is developed. He says that service over the entire route from Harvard av to East Cambridge will be increased practically one-fourth.

The through connection between all Subway stations on a single line is expected to reduce congestion caused by transfer at Park st, and should relieve the Scollay-sq-Park-st jamming. Loading will be more uniform because of the regular service, which can be maintained because all the track will be through subway, elevated or reserved spaces.

Even in bad weather, snowstorms and other things causing street delays will not interrupt the regularity of the subway service, he points out, while the connecting surface cars operated into Lechmere sq and Harvard av, because of the shorter routes they have to travel, will come and go more regularly.

Boston will soon have an opportunity to try this system out in part, for early in July, probably July 3, trains will begin to run from Lechmere sq on this system, traveling to a dead end at the old subway entrance between Fremont st and Shawmut av.

Should the complete plan be worked out, these trains, instead of going under Boylston st to the old Pleasant-st stop, would take the crossover between Park and Boylston sts and run through the Boylston-st tube to Kenmore st.



THE LINES WITH ARROWS SHOW WHERE NEW SUBWAYS ARE PLANNED

BOTTOMLY, IN PRISON AS SWINDLER, ONCE ASPIRED TO PREMIERSHIP

Wanted to Hang Kaiser, Knocked Everything American, Both in House of Commons and in His Paper "John Bull," Brought to Justice at Last

LONDON—Horatio Bottomley, the most picturesque crook to be jailed in old England in the last half-century, is now serving a sentence of seven years' penal servitude for the greatest of all the swindles which he perpetrated in his strange career.

Bottomley's last venture, the one that finally landed him in jail, was a gigantic war bonds swindle. There were three angles to it. There was the War Stock Combination, the Victory Bond Club and the Thrift Prize Bond. In all, Bottomley managed to collect more than $4,000,000 of his countrymen's money. He is supposed to have paid back all but about $700,000.

In his defense during the trial he said that, if proved guilty, he would be one of the most despicable creatures ever born of woman. Bottomley was convicted and there are thousands of Britons who believe he gave about the best definition of himself that has yet been recorded.

Believed He Was Really Honest

To obtain such a huge amount of money it was necessary that Bottomley should have had a great hold in his country—and he did, despite the many times he narrowly escaped imprisonment; despite his being declared a bankrupt in 1912, and despite many shady financial ventures with which he was connected in the last quarter of a century.

Bottomley not only had the "gift of gab," but he had the ability to hypnotize himself into the belief that he was really honest.

He thundered his honesty for years in the columns of "John Bull," the weekly which he founded, of which he was for a long time editor. No one was ever permitted to forget who Horatio Bottomley was — particularly what Bottomley thought himself to be. The word "modesty" meant nothing to Horatio.

He is now 62 years old, still a member of Parliament until his appeal is decided, and sending out a word from his prison retreat that he is not downhearted, and that all the prison officials regard him with awe.

Learned Law by Shorthand

Horatio W. Bottomley was born March 23, 1860.

At the age of 14 he entered a solicitor's office in London, though he says his family had aspirations for him to become an artist. And "artist" Bottomley did become, but not with his paint brush! Bottomley found that one of the partners in this first law firm suffered from alcoholism and was not as particular as he might have been about the truth.

He became a salesman for Paris novelties, too, but again sought employment in a law office. At 20 he married and became semi-official shorthand writer attached to the courts.

It was this legal training that Bottomley got that eventually made him one of the best, if not the best lay lawyer in the country, and gave him the confidence to sail as near the line as possible in the many shady financial enterprises with which he was identified in the last 20 years or more.

From the law courts Bottomley went into London's financial world, and up to 1911 had been identified with 45 different companies, some of which have been described since as financial bubbles, and which involved millions of dollars.

Afoul of the Law

In the liquidation of the Hansard Publishing Company, capitalized at $5,000,000, Bottomley was prosecuted and narrowly escaped conviction; and again he just escaped the noose of the law in the prosecution in connection with the Joint Stock Trust and Finance Corporation in 1909.

Bottomley began to feel that no ice was too thin for him to skate on. He always put forward the plea that his motives were beyond suspicion.

Many a board of directors in these enterprises have at different times been ready to rend him when he entered the hall to take the place of chairman of the meeting. And always Bottomley of the huge head, the plausible tongue, came away invested with additional authority to look after the "rights" of the stockholders.

Bottomley had Parliamentary aspirations during these hectic days and was the first time unsuccessful. But later he got in.

Then he came afoul of the law once more. He was prosecuted by Sir John Simon, one of the astutest men at the bar, and Bottomley was declared a bankrupt and had to retire from Parliament.

War Gave Him Chance

When the World War was let loose in 1914 Bottomley was editor, and owner of "John Bull," and he played patriotism for all it was worth. He looked upon himself as the typical John Bull; he enunciated the "pull together, boys," policy, and he even accepted invitations to deliver patriotic speeches at so much per.

He always had an anti-American slant. He had a fundamental belief that Yankees were the real dollar chasers. America's neutrality, according to Horatio, was a calculated policy to "scoop the pool" while old England and the rest of Europe weltered in blood Uncle Sam, in the eyes of Bottomley, was, if anything, pro-German.

He lampooned President Wilson. Nothing could have been of greater benefit to him at this time than the "too proud to fight" enunciation. But the pride was, so Bottomley thought, dictated by a love of dollars.

When the blockade controversy with England became acute the Government was embarrassed by his weekly fulminations against America, particularly as Bottomley had come to have an enormous influence with the men in the trenches, who looked upon him as their champion, and Bottomley used his position for all it was worth.

He was for hanging the Kaiser early in the war. He was for collecting an indemnity from Germany of $10,000,000,000, saying she had staked everything and lost, and the loser should pay.

To the Last Man—but Himself

The Government did not want to take him seriously at first, but when it was finally realized that he had such influ-

HORATIO BOTTOMLEY

once with the troops and with the men all the line in the Grand Fleet it was found necessary to send him to the front, and later to Scapa Flow, to preach "sticking it" until the German had been conquered and peace made in Berlin.

No one knows how much Bottomley was paid for these patriotic efforts, but it has been said since the war that he got considerable sums for some of these speeches. At patriotic rallies in England he was paid $1000 or more for some of these soap-box orations.

And all the time Bottomley was saying how necessary it was for every mother's son in old Britain to put his back into fighting the enemy and putting in every spare penny to prosecute the war to a successful conclusion.

When America did come into the war Bottomley had to lay off his critical attitude toward Uncle Sam. It must have been a severe blow. He even went to the length of patting Uncle Sam on the back as a good sport and a hefty fighter.

But it was only a reprieve for Uncle Sam. Bottomley did not like the 14 Points. They were like 14 thorns in his side. He was all for fighting the German until the last Englishman was dead—that is, until all but Horatio had to pay the supreme price.

For himself, Horatio's acquaintance with gunpowder was very restricted. According to his own statements in his recent trial he was on several occasions "almost under gunfire."

Attacked Lady Astor

The Versailles Conference gave him another inning in which to criticise America and President Wilson for being too lenient with the Germans. And when, later, some American General said that America's weight had finally turned the scales in the Allies' favor, old Bottomley saw red. He had London plastered with huge posters advertising his paper, "John Bull," and bearing the words, "America Insults Our Dead."

Of course Horatio was all this time whipping into shape the great war bonds swindle which has finally landed him behind the bars. He took occasion after Lady Astor entered Parliament to once more vent his spleen against America and things American.

He was now the champion of the proposed new divorce law and Lady Astor was opposed to it. He wanted to know why, if Lady Astor could divorce her first husband, she should oppose relaxing the divorce laws of England to make divorce here much easier.

His attacks on her were so gross that he was excoriated for it. Eventually Bottomley found such a frost in the House of Commons that he desisted from these personal attacks.

Long Under Suspicion

As it now transpires, the Government was early on the job sizing up Bottomley's war bond schemes. They were suspicious about the manner in which he bought two London newspapers. Where had the money come from? As proved in the trial, it came from the gullible poor, who had invested their life's saving in Bottomley's lotteries.

And Horatio? Why, he was running a racing stable, was a high roller in the West End and drinking his five bottles of champagne daily with a gang of sycophants hanging on to defend him whenever necessary and applauding him as one of the greatest of all Englishmen.

They had the nerve shortly after the war to throw Bottomley's hat into the Premiership ring. Bottomley really believed, too, that he had all the potentialities of a Premier, and he got certain politicians in the House of Commons to join his "independent party" banner, and even helped to elect others on an independent ticket.

The Crown, all during this time, was ferreting around for the evidence that finally caused his arrest and conviction; but not until one of the most dramatic episodes in Bottomley's whole career occurred. That was his break with Reuben Bigland, best known on the racetrack as "Telephone Jack," the man who is now appealing to the people of England to give him a few sheckles to recompense him for the money he expended in bringing down the pompous crook.

Couldn't Face the Music

The weekly Truth, despite all Bottomley's threats, was going strong for an investigation of these war bond lotteries and clubs. Suddenly one day the Strand was freely sprinkled with hawkers selling a pamphlet, "Downfall of Horatio Bottomley," issued by Bigland. At first, the ordinary Briton went on his way with a smile on his face, wondering when Horatio Bottomley would take up the cudgels in his own defense. But day after day the pamphlets were sold and the hawkers shouted, "Downfall of Horatio Bottomley! Bottomley, the crook!"

Bottomley sued Bigland for criminal libel. Bottomley's action resulted in bringing him into conflict with one of the most brilliant younger barristers in this country, A. S. Comyns Carr. Bottomley was forced into admissions which later played a large part in the basis of the summons issued against him by the Director of Public Prosecutions.

Bigland had been a friend of Bottomley's over a period of years. But the pamphlet showing up Horatio's past indicated that there was a deadly feud between the two. Bigland was calling his erstwhile compatriot the greatest humbug in the country and showing up the alleged swindle of the public in his war bond clubs. Bigland had no doubts that Bottomley's downfall was at hand.

When the case had reached its climax Bottomley's counsel asked for a suspension and the verdict went to Bigland by default. This was the first intimation that the trustful followers of Bottomley had that their idol was now on the slide. He could not face the music. What did it portend?

Jury's Quick Verdict

At Shrewsbury, at a later date, Bigland was once more the defendant, charged by Bottomley with inciting three persons to extort money from him during the Wrekin campaign, when Bottomley was seeking election to Parliament. The jury, after two minutes' deliberation, and without leaving the box, gave a verdict in favor of Bigland. Early in the trial Bigland declared, "with shame and sorrow," that he had been "a willing party to a fraud with Mr Bottomley."

Bigland charged Bottomley with having connived with him to have a man named Greeny make a slanderous attack on Bottomley so that Bottomley could take action in court against Greeny. Greeny, according to arrangement with Bottomley, was to put up only a nominal defense, so that Bottomley would get the verdict and thereby head off attacks on his personal character. Bigland testified that Greeny got so sore during the trial that it was very difficult to keep his mouth shut.

It was further asserted by Bigland that Bottomley so arranged his war stock combination that one man in Liverpool, a friend of Bottomley's, was to win first prize; a soldier in the trenches the second, and a nominee of Bigland's the third. (Bigland claimed that in this way Bottomley hoped to write off a debt he owed Bigland.)

Justice Darling, in summing up, made the following comment on Bottomley's failure to take the stand to answer the Bigland charges:

"The man who could have contradicted Bigland on 100 points has used every kind of artifice to keep himself out of the witness box."

Beginning of the End

It was only four days after Bigland got his verdict that the public prosecutor, ignoring a letter from Bottomley saying that he could produce all the documents necessary to controvert Bigland's charges, issued a summons in which Bottomley was charged with having converted to his own use £5000, part of the Victory Bond Club, on Sept 16, 1919. But Bottomley then resigned his editorship of "John Bull."

It was the beginning of the end. The short-legged, pigeon-toed "statesman," the man who enjoyed nothing more than to be cheered as he entered the arena before a prize fight, the friend of the "bookies," owner of a racing stable, 18-carat crook, was definitely on the slide.

There is no question that Bottomley was in a queer state of mind during the critical days of the war. He preached "victory," not a victory consummated on the Rhine, but at Berlin. Of course, Bottomley must have had his doubts about such a possibility; but it was good for the circulation of his magazines. He wanted to hang the Kaiser; he wanted to hang everything German, because that was a popular electioneering stunt pandered to even by Lloyd George himself.

Bottomley finally was whisked away from the Old Bailey in a taxicab for Wormwood Scrubs. During the war he always held out hopes by announcing "Great News Next Week." There came a time when the greatest piece of news of his whole career was the announcement that the prison doors had closed behind him and England had denounced the arch rogue of half a century.

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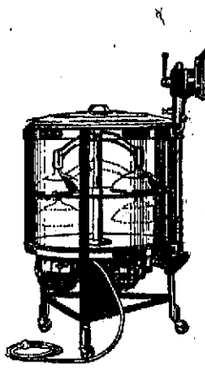

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Horse of Margaret of Anjou Shod by One of His Ancestors, English Blacksmith Claims

(Special Correspondence of the Globe.)

MANCHESTER, Eng.—The Asshetons, in direct descent, have held land at Downham, Lancashire, during the reigns of 17 sovereigns of England. The present lord of the manor of Downham, compared with whom many Dukes, Earls and Marquises are mere parvenus, as far as pedigree is concerned, is Ralph Cockayne Assheton, who has been high sheriff of Lancashire and is a deputy lieutenant and an Alderman for the County of Lancaster.

But the long record of this family is equalled by others in an humbler sphere of life.

William Purkis, groundsman at University College School, is a direct descendant of Purkis, the charcoal burner who picked up William Rufus' body in the New Forest and took it in his cart to Winchester. Other descendants of Purkis still inhabit the New Forest district, and until two generations ago one of them owned a small plot which had come down to him in the male line from Norman days. The groundsman Purkis claims that up to recent times his family had in its keeping a genuine spoke of the wheel of the cart which took the King's body to Winchester.

"It was kept in a glass case," he told an interview, "until one night, when my grandfather, in a fit of temper, threw the spoke in the fire. The burning of the spoke caused a great stir, and next Sunday the parson preached a sermon on it."

Not long ago there died at Gattonside, in Roxburghshire, a farmer named Thomas Boston, whose ancestor settled there in the time of Robert Bruce. He went to Bannockburn as a harpist in the train of Edward II, to celebrate in song the victory which the English King anticipated; instead, he fell into the hands of Bruce, who spared his life on condition that he compose a ballad in Scotland's honor. Boston fulfilled the condition so satisfactorily that he got in return the grant of Gattonside.

An inn at Lamberhurst, in Kent, has been held by the same family for over four centuries, and a blacksmith at Muckelstone, Shropshire, claims that his forge has been in the family at least 500 years and that one of his ancestors shod Margaret of Anjou's horse in 1460.

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