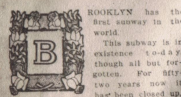


BROOKLYN HAS THE OLDEST SUBWAY IN THE WORLD



It Was Begun in 1836 Under Atlantic Avenue and Runs From South Ferry to Boerum Place, Being Part of the Route of the Brooklyn and Jamaica Railroad--Trains Actually Passed Through It, Preceded by a Man on Horseback--Later Used by Smugglers and Thieves.



BROOKLYN has the oldest subway in the world. This subway is in existence today, though all but forgotten. For fifty years it has been closed up, after seven years spent in building it and a life of active years of use. It is a life of active years of use. It is a life of active years of use.

No one knows anything definite about it today, except that it is there. A long series of attempts made to get into it, several days ago, completely failed, so far as can be told now the only way to enter it is by a private way, through the street, through the roof of the brick arch, or else, by the same method, out through the walls of the tunnel. Yet there are probably twenty secret entrances. These entrances were as many twenty years ago, and even less.

This was a part of the original plan of the first railroad enterprise on Long Island, and it is, in addition to the history and romance of the "tunnel," the long hole under ground, the most important history and many a curious story.

Only One Record of It.
A few years ago, a contemporary newspaper, that was three centuries of a century, has its time, and some of the things that are now and some of the things that are now and some of the things that are now.

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Two stories, occupied as a double store. Quiet, quiet, and quiet. It looks like a quiet place. It looks like a quiet place. It looks like a quiet place. It looks like a quiet place. It looks like a quiet place.

A Blind Distiller in Its Depths.
There is at least one case in Brooklyn's criminal annals where a very successful "blind distiller" was operated in its depths, a pipe connecting the operations underground with a barroom in an Atlantic avenue store. These moonshiners were finally caught, but not until they had made a great deal of very profitable business. Probably they had a good many predecessors and successors. It is certain that along Atlantic avenue, where the old-timers still frequent over deep brown, cooling surfaces, many a story of tunnel life and days is told.

Not the least of these concerns the enormous fact that have found their dark shadows a long time ago. One great story, so they say, was "telling for the town with banks of cheese." There was, however, too, these things being waged with some, many a moonshiner actually making his home in the tunnel.

That there are dark pages in the tunnel's history is not to be denied. Unfortunately this history is all uncertain. It is a collection of legends that have been carried down the years by word of mouth, none of which are likely to be regarded as reliable. In general, the stories agree. They differ in details and in popular forms, of course.

It is known that the tunnel has been gunnery, and that, having been seen, it has been seen. The impression prevails to-day that it would be a good deal safer to go down into the darkness again. It is true the old-timers, the old whistlers and their like may have been somewhat reckless, but they were not reckless. They were not reckless. They were not reckless. They were not reckless. They were not reckless.

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and created intense financial excitement. The Brooklyn and Jamaica Railroad, whose name has been lost sight of in the eighty years that have gone since those days, were among the original in the field. They saw, for Long Island, big commercial possibilities in the new transportation, and, in 1832, got a franchise through up to Albany for a "steam railroad" to run over the line of the present Atlantic avenue, from the East River front, at what is South Ferry now, to the village of Jamaica.

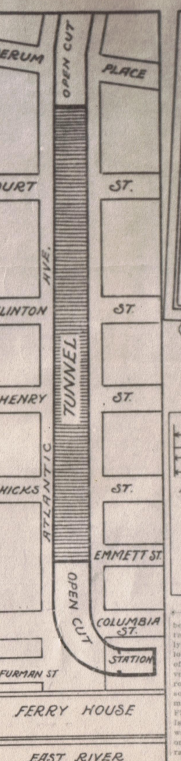
Old Station Still Standing Atlantic Avenue.
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The Brooklyn and Jamaica Railroad. The Brooklyn and Jamaica Railroad. The Brooklyn and Jamaica Railroad. The Brooklyn and Jamaica Railroad. The Brooklyn and Jamaica Railroad.

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ENGINEERING PLAN OF TUNNEL MADE BY CITY IN 1836, SHOWING DIMENSIONS.

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Tunis G. Bergen's Recollections.
"Yes, I remember the old Atlantic tunnel very well," said Tunis G. Bergen to the writer only a few days ago. "I recall it because the first railroad trip I ever took was made in it. It was a treat. One thing I do recollect very clearly is that the windows of the cars had bars running across them, about four inches apart. This was so that passengers could not, by any possibility, stick their heads out and meet with accidents."

Another memory of the old Atlantic tunnel was a curious one. As late as 1880, when the new tunnel was opened, it preceded by a man on horseback. The new railroad did not seem to have been started immediately. It was not until four years later that construction was begun on the tunnel. Meantime, in 1836, the Long Island Railroad had secured a charter. According to its act of incorporation it had the right to build from Greenport to a point on the water's edge in the village of Brooklyn, and also a point on the water's edge in the village of Williamsburg. The charter actually provided for absorbing the Brooklyn and Jamaica. That never came to pass. Rather the reverse took place. For the latter road never came of these years at least, managed to dominate the Long Island.

The Long Island Railroad commenced operations by leasing the Brooklyn and Jamaica. For a term of forty years, at \$25,000 per annum. In 1836 the Long Island Railroad purchased the line from Jamaica to Little Neck. Railroad there was so much in its infancy that the yearly \$25,000 paid to the Brooklyn and Jamaica became a very great burden. During the forty years of the lease the Brooklyn and Jamaica, but the Long Island kept on with its lease.

When the old subway actually went into operation is a question about which there is still debate. The best evidence on the subject is that it was not completed for train service until 1845. From that time the operation seems to have gone on steadily until 1853. Then an accident occurred, probably it had been several years before, against any steam trains on Atlantic avenue, and particularly in the tunnel.

Order the Tunnel Closed.
The steam train was not conclusively closed, but the tunnel was closed. The tunnel was closed. The tunnel was closed. The tunnel was closed. The tunnel was closed. The tunnel was closed. The tunnel was closed. The tunnel was closed. The tunnel was closed. The tunnel was closed.

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to Flatbush avenue, by steam power, subject to such rules as to rate of speed and points where the steam engine might be used. The city of Brooklyn might from time to time prohibit the use of steam power. To whom, now, does the old subway belong? Is the old brick arch beneath the street, hidden for fifty years, the property of the city in virtue of the \$25,000 paid the old railroad for forty years? This is an interesting question to raise. Mr. Bell, when asked as to this, answered two questions. "I cannot give you an opinion."

After 1853, when the new Atlantic avenue tunnel was opened, the old subway was abandoned. The city of Brooklyn might from time to time prohibit the use of steam power. To whom, now, does the old subway belong? Is the old brick arch beneath the street, hidden for fifty years, the property of the city in virtue of the \$25,000 paid the old railroad for forty years? This is an interesting question to raise. Mr. Bell, when asked as to this, answered two questions. "I cannot give you an opinion."

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