

NEW YORK, SUNDAY MORNING, JANUARY 17, 1909.

12TH AVENUE STATION
35TH ST - 6TH AV.

HUDSON TERMINAL BUILDINGS

TO OPEN THE DOWNTOWN TUNNELS TO JERSEY ON JUNE 1

A MIGHTY UNDERTAKING THAT WILL MAKE NEWARK A CITY OF 500,000 WITHIN 5 YEARS AND PLACE PRACTICALLY ALL NORTHERN NEW JERSEY WITHIN THE METROPOLITAN DISTRICT

MANHATTAN is like a mighty heart. In the morning it pulls toward it through innumerable arteries torrents of human atoms. At night its swift beating sends them hurrying out again to their homes across the three rivers. It will pump faster and freer after June 1 of this year. Two huge new arteries will be opened then. The two southern tunnels of the McAdoo system will be finished. The day of the slow or fogbound ferries will be nearly over.

Not only will the tubes under the Hudson from Cortlandt and Fulton streets, Manhattan, to the Jersey City passenger terminal of the Pennsylvania Railroad be opened for traffic then, but the underground tracks in Jersey that link the Lackawanna, the Erie and the Pennsylvania stations will be completed also. The work on the tunnel connecting the Hudson Terminal buildings in Church street with the Subway at Fulton street, and the extension of the Sixth Avenue line to Thirty-third street is being pushed night and day, and these also will be in operation before the end of the year. The branch from Ninth street and Sixth avenue to Astor place will be finished early in 1910. Simultaneously with the completion of the Pennsylvania's great passenger station in Manhattan, the Thirty-third street terminal building will be finished. There will be a passenger station that will extend for a block north and south under ground, and from Broadway to Sixth avenue. This subterranean passenger station will not be under the building or in private ground, but directly beneath—though far below—the mass of surface-tracks on the streets overhead.

When the Pennsylvania's big station is finished that road will run its trains via Harrison, N. J., and the Hudson Tunnel Company will begin running its electrical trains through to Newark, making that city 200,000 as easy of access from downtown Manhattan as uptown is now. The running time of trains from the Hudson terminal to Newark will be eight or ten minutes. This extension westward of the latter company's underground system, will run in Jersey City beneath Railroad avenue, the Pennsylvania trestle-work and the Harborside yards until it reaches an open cut about a mile from Jersey City. There the electrical trains will glide on to the tracks that the Pennsylvania is using at present for its passenger traffic and follow these to Newark. It will take at least two years more, however, for all this to be brought about. Mr. McAdoo says that he confidently believes Newark will be a city of 500,000 population within five years after the through train service is inaugurated.

Underneath the great Hudson Terminal buildings in Church street hundreds of workmen are busy setting into shape a railway passenger station that will cover about two acres of floor space and will be unique in many ways. It will be known as the "concourse." People entering the terminal buildings from Cortlandt or Fulton street now see broad archways on

either hand that are roughly closed with partitions of planks and plaster. These are the entrances to the concourse, which will be open for business next June. Through these four thirty-foot-wide entrances, down easy flights of stairs or by gently sloping passageways, the thousands of people who use the downtown Hudson tunnels will pass to and from their trains. Mr. McAdoo estimates that 200,000 people a day will use the downtown tunnels from the very first. This is not half their capacity, however, for 500,000 people a day can be handled without crowding. The only thing even remotely comparable to the Hudson Terminal concourse in all New York or the world is the Manhattan terminal of the Brooklyn Bridge. This concourse will be a little city by itself. Along its sides, in every available space, will be booths and shops where everything from drygoods to groceries will be sold. Every article that the shifting thousands of people will be likely to care to purchase can be had there day and night. Nothing of the kind has been seen in a railway station before anywhere in the world. This concourse will be not only a terminal of the tunnels, but a huge passenger station for all the New Jersey trunk lines as well. There will be great baggage rooms—for passengers on those roads when this work is finished will be able to check their trunks from Chicago or from anywhere direct to the Hudson Terminal station, twenty feet below the surface of the street in the heart of downtown Manhattan. Ticket offices of these railroads will be located there also.

Aside from their vast convenience to the long-distance travelers, the completion of the two downtown tunnels to Jersey City will mean an immeasurable addition in comfort and convenience and saving in time to those who do business in Manhattan and live in New Jersey within a fifty-mile radius. It will mean the rapid development especially of all that part of the State north of a line drawn from Asbury Park to Trenton. Land adjacent to towns on the steam railroad and trolley lines that will feed the Hudson tunnels can be bought now from \$250 an acre up, according to its location. It is materially cheaper than any land within similar distances north or east from the Manhattan City Hall. In all that vast suburban district the Hudson tunnels will bring the business man practically twenty or thirty minutes nearer his office than he is to-day.

That twenty or thirty minutes means a great deal. It means a readjustment of

suburban life on a more comfortable scale. Instead of a hurried breakfast in the midwater dawn to catch the 7:40 train, the suburbanite can loiter twenty or thirty minutes over his coffee and eggs and newspaper, and start from the station at 8 or 8:10 o'clock. He can get home earlier, too, by that many minutes, have an earlier dinner and a longer evening with his family. His wife can do her shopping for more comfortably and quickly, for the uptown tubes will land her anywhere along the line of the great department stores, from Fourteenth street to Thirty-third, and when she has finished and is homeward bound, with her arms full of packages, she can step from the car she has taken under Sixth avenue into the railway train that will whisk her to her country home. In the matter of amusements, too, there will be a chance for people who live in Newark or Paterson, or even as far out as Suffern or Nyack, to go to a New York theatre in the evening and not only see the play until its final curtain, but also to get a bit of supper afterward—something that practically is out of the question now if one cares to get home before breakfast. There are close to two million people who live in these suburbs to the west.

It can be estimated only in a general way—for the problem is so vast—that the worth of these twenty or thirty minutes decrease in time means in the increase in real estate values. Roundly speaking, the value of real estate increases in direct proportion to its proximity to the nearest town or to a great centre of population like New York. Whatever brings a man's property nearer to a great business centre in point of time enhances its value almost as much as if it were moved just so many miles nearer as the number of minutes saved. There is no doubt that all northern New Jersey property will begin to jump in value and that inside of five years tales will be told of fortunes made by lucky purchasers that will rival the stories of bonanza

strikes in new mining camps. Thus far, while there has been a steady advance in realty all through this region affected by the McAdoo tunnels, experts say that the rise in values has been nothing compared to what it will be. There are about 500 miles of trolley lines that radiate from Jersey City and Hoboken. With the influx of an enormously increased number of people who desire to live in the country all the year around, and who, owing to better transit facilities, push further and further afield, these trolley lines probably will be extended materially during the next two or three years.

While the present travel across the North River is a little more than half a million people a day each way, if the traffic should increase in the next five years to double or treble the present volume it can be handled easily. The McAdoo people have made provision for building two more downtown tunnels to connect with the Hudson Terminal buildings, which, with diverging tunnels, will more than treble the present capacity of their tubes.

The real estate people in New Jersey are alive to the importance of the early opening of these southern tunnels from Jersey City to Cortlandt street. A big meeting of real estate people has been arranged for the purpose of discussing ways and means of bringing northern New Jersey and its improved transit facilities before the public more forcibly than ever has been done before. This gathering will be held in Jersey City on the 19th of this month.

cost something like \$15,000,000.

It has been said that in these buildings, and nowhere else in the world, are offices rented by the acre. This may not be strictly accurate, but some of the tenants do occupy acres of space. The Erie Railroad, for example, has its general offices there. Their floor space figures out about two acres. The United States Steel Corporation has an acre and a half for its offices. The United States Government has a branch Post Office there, and it pays rent for approximately an acre of floor space. A number of other concerns are content with modest suites of offices that are but half an acre in extent. There are 4,300 rooms in these vast buildings and it takes nearly 350 people to keep them clean and to look after them mechanically. Of this number 125 are women who work every night putting the offices to rights. The buildings contain thirty-nine elevators and if a man took a round trip in each one of them he would travel three and a half miles up and down before he finished. There is room for about 3,000 tenants in these vast structures, and they will be visited by from 50,000 to 75,000 people a day. On the ground floor are stores of all kinds, so that a tenant may get about anything he wants except hotel accommodations without going outside.

While the corporate name of the concern that owns the Terminal buildings and the system of subways and tunnels is the Hudson & Manhattan Railroad Company, and while the building is known as the Hudson Terminal, the tunnels themselves that made the building possible always will be known, in all probability, as they are to-day, as the "McAdoo" tunnels. That is because William G. McAdoo was able to overcome difficulties that seemed almost impossible to surmount. He raised the money and got the right men to build the great tubes that have been and will be one of the most important factors in developing the vast region across the Hudson. He took up a work which others had abandoned in despair and carried it through to triumphant success.

Failure and success, romance and tragedy are all woven into the story of these great tunnels—the longest under water in all the world. Thirty years ago, when William G. McAdoo was a small boy at school, men started to tunnel the Hudson. In 1878 work was begun by D. C. Haskins, a civil engineer. There was a serious disaster almost at the outset and work went on under great difficulties. After 1,800 feet had been built the project and its projector failed. In 1890 some more people with some courage and money came along, and construction was resumed by the great English firm of S. Pearson & Sons, who have been constructing the Pennsylvania tunnels under the North River. They pushed the tunnel forward 1,900 feet more, and then the money gave out, and they too retired. That was in 1892.

Prior to coming to New York William G. McAdoo had been president of a street railroad for a while—the tramway system of Knoxville, Tenn.—which gave him a slight insight into matters of that sort. Like all successful idealists, he finally got hold of the idea that tunnels under the North River would be a good thing, and that they could be built. The Subway was being constructed, and the idea took stronger and stronger hold of him. In 1902 he organized the New York & New Jersey Railroad Company, which acquired the dank and dangerous 3,700 feet of abandoned tunnel that had been the financial grave of two sets of financiers. There also was a valuable but slumbering franchise that went with it. He got it cheap.

The first plan was to build a single tube with a double track and run narrow-gauge cars of a special design, but this was abandoned for the present splendid system. Several trying years lie between, however. Four million dollars were first thought to be about all that would be required for the project, and McAdoo set about raising that. First came the panic of 1903, which made it practically impossible to get money for any enter-

prise, let alone one with two failures behind it. By that time, too, it was learned that \$4,000,000 would not be anywhere near enough money for the project. Somehow or other McAdoo got in sight of the money he was after, and things began to look a little rosier. Then it clouded up again. The D. L. & W. seriously objected to giving right of way under its tracks at Hoboken.

The company had spent a lot of money in new ferryboats and terminal facilities and didn't care to have the value of its investment decreased. The railroad people thought that if they didn't give an outlet to McAdoo for his tunnel he would run away. But he didn't run. There was litigation, from which Mr. McAdoo emerged triumphant. He got his tunnel outlet despite the D. L. & W. Hardly had the western end of the tube been opened up on paper when the Metropolitan Street Railway, which had been watching things with a sharp eye, began action against the McAdoo company to keep it from getting an adequate outlet on the New York end. Neither was the Metropolitan willing to let a tunnel go up Sixth avenue. There were many hearings before the Rapid Transit Commission, the final one being three days before Christmas in 1904. Mr. McAdoo argued his own case, and did it so well and convincingly that his application was granted and the mighty Metropolitan was put to rout. The Mayor approved the application in February, 1905. After the tunnel situation had cleared up he went ahead and perfected traffic agreements with the Pennsylvania, D. L. & W. and Erie railroads—agreements that had been fighting to a head while he had been fighting for his corporate life—and the great Terminal buildings were projected.

The present tunnel system, when it is all complete, will consist of nearly twenty miles of track, which will cost about \$20,000,000 all told, fifteen times as much as originally planned when the idea took shape in Mr. McAdoo's brain.

