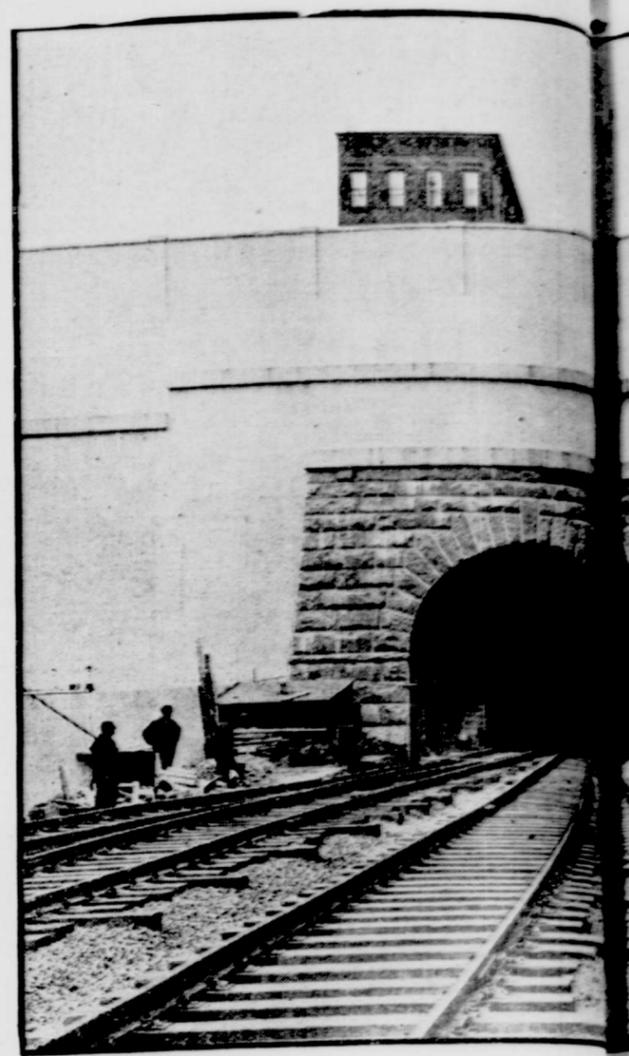
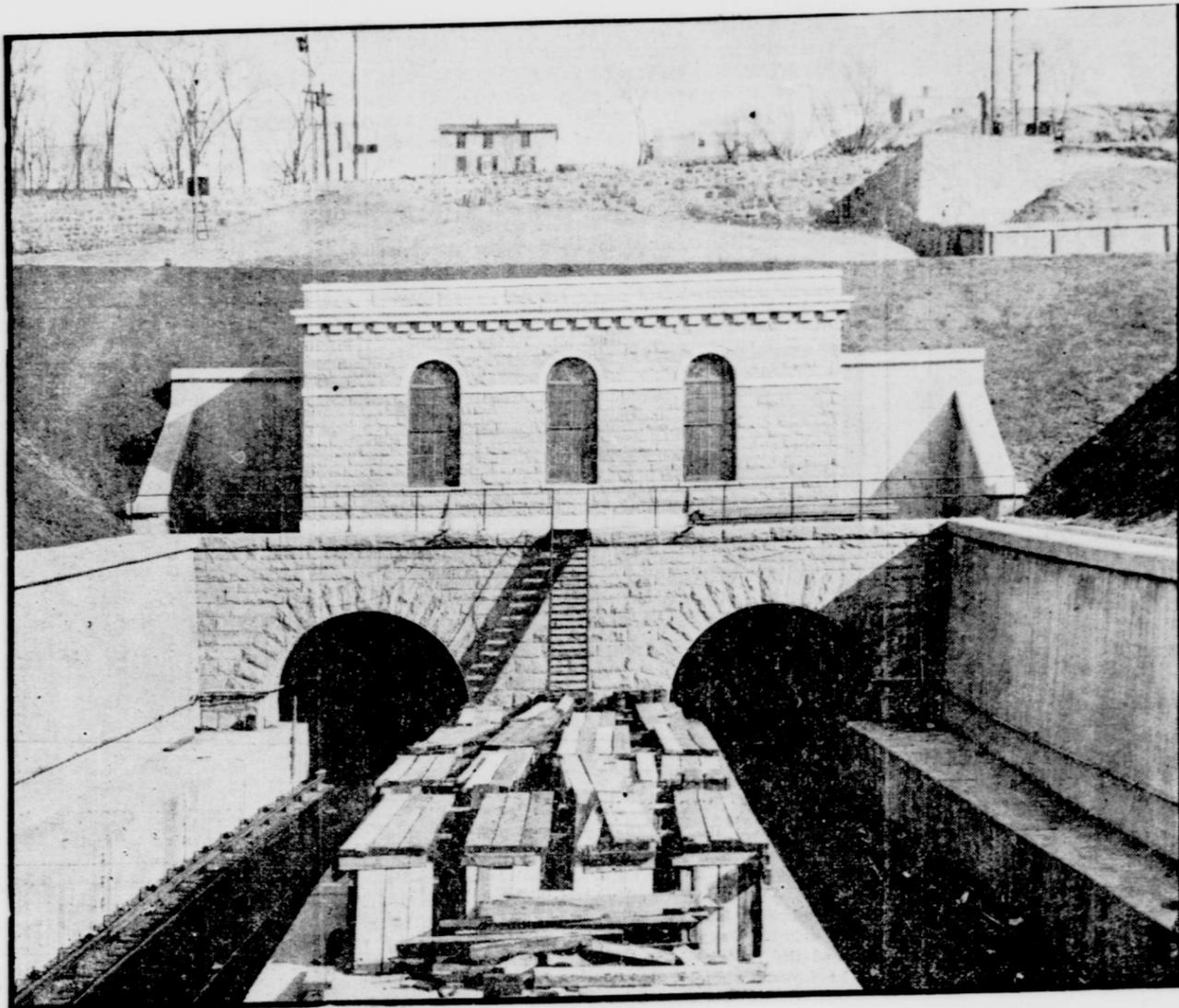


DESCRIPTION OF A TRIP BY A PARTY OF NEWSPAPER MEN FROM NEW JERSEY TO LONG ISLAND, UNDER



A NEW GATEWAY TO NEW YORK CITY.

The portals by which the Pennsylvania Railroad trains will enter and leave the Bergen Hill in New Jersey on their way to and from Manhattan under the North River.

A NEW EXIT

Through these openings the outgoing and incoming trains will leave the North River tunnel.

MILLIONS FOR GATEWAY.

P. R. R. Spending \$159,000,000 in Connection with Entrance to City.

New Yorkers are sometimes charged with being provincial, with thinking of their city as the only one of consequence—in America, at least. "New Yawk's the place for me," said Ardelia, the Fresh Air kid in "Arcady." "Them's my sentiments," breathes the loyal New Yorker.

"What is the best thing in Boston?" is a conundrum as ancient as the saying of Holmes regarding the location of the centre of the universe. "The first train for New York," quickly replies the vain New Yorker.

And why should not the New Yorker be vain when the railroad magnates pay him the compliment of accepting his answer as to the relative merits of railroad trains? "Money talks," according to an old adage. Honeyed phrases please the ear, but when a group of men sit around a table and plan how they may spend a hundred millions of dollars to get a train into New York City from anywhere in America, why should not Father Knickerbocker reach up his giant, seamed paw and clutch off his massive, three-cornered head covering as he bends in a Brobdignagian bow of appreciation of the compliment.

Last Monday a hundred, or thereabouts, of magazine and newspaper men, representing as many publications in the cities of New York, Philadelphia and Baltimore, travelling on a special two-car train, had an opportunity to see what a railroad company was willing to do in order to get a train into New York City. Pushed gently by a coke burning locomotive that should not smudge the immaculate surfaces of the concrete tubes, they travelled through a hole five and three-tenths miles long, a hole that made nothing of passing beneath a hill and two estuaries of the sea, not to mention the heaviest city in the world. Midway in their journey they paused to scan the towers and battlements of the monumental structure which has been reared on the former sites of scores of buildings for the comfort of those who are obliged to tear themselves away from the city and for the rapid movement of those who seek entrance to the metropolis.

For the information of any one who has not guessed it, it may be said that the railroad was the Pennsylvania, the hole one of the new tubes which later in the year will serve to give admission to the city to its trains and the mighty structure its new station fronting on Seventh avenue, between 31st and 33d streets.

Starting from the new yard at Harrison, N. J., the first thing which attracted attention as the train backed into the bowels of Bergen Hill through the stone portals of the new gateway to New York was the dryness of the walls of the electric lighted tunnel. To those who had used the other tubes penetrating so fearlessly beneath the floor of New York Harbor the engineers appeared to have been especially successful in preventing leakage. It was impossible to say by means of the moisture when the train passed



DRIVEWAY ON THE SOUTH SIDE OF THE NEW YORK STATION OF THE PENNSYLVANIA RAILROAD.

Vehicles will be driven from Seventh avenue down this passageway to an entrance to the station. The cab stand, which is under shelter, opens into this driveway on the left. The cabmen have been provided with comfortable quarters for their use while waiting for fares.