

QUEENSBORO TUNNEL OFFICIALLY OPENED

Subway, Started Twenty-three Years Ago, Links Grand Central and Long Island City.

SPEECHES MADE IN STATION

**Belmont, Shonts, and Connolly
Among Those Making Addresses
—\$10,000,000 Outlay.**

The Queensboro Subway, formerly called the Steinway Tunnel, connecting Long Island City and Manhattan, was opened to the public yesterday at noon. The first train, carrying Theodore P. Shonts, President, and Frank Hedley, General Manager of the Interborough Rapid Transit Company; Public Service Commissioners Edward E. McCall, and J. Sargent Cram, Borough President Maurice E. Connolly of Queens, George J. Ryan, and John Adikes, Vice Presidents of the Queens Chamber of Commerce, and several hundred guests, was run from the Jackson Avenue station, in Long Island City, to the Manhattan station under Forty-second Street, between Third and Lexington Avenues.

An unofficial train carrying the Interborough officers, members of the Public Service Commission and guests left the Manhattan terminal at 10:45 o'clock, and arrived two minutes and fifty-five seconds later at Jackson Avenue station. The rapid run was made because no other trains were operating in the tunnel at the time. Ordinarily trains will be operated with a headway of between four and five minutes.

The party was met at Jackson Avenue by officials of Queens Borough, officers of civic and business organizations and a large delegation of citizens. When the ceremonies were begun, the stairway of the westbound tunnel was used for by the speakers, while the platform was packed with those who went to hear the addresses.

August Belmont said the tunnel ultimately would become a part of the Dual System and predicted the rapid development of Long Island City and the rest of Queens Borough. That the Queensboro Subway had not been completed sooner was due not to lack of zeal on the part of the officials of the enterprise and public officials, but to lack of wisdom.

Borough President Connolly said the residents of Queens well knew what the opening of the tunnel would mean for them, and they rejoiced.

Mr. Ryan and Mr. Adikes, representing the Chamber of Commerce, forecast the development of Queens that would follow increased transit facilities. Both expressed the gratification and thanks of the people to the Public Service Commission, the Mayor, the Board of Estimate, and the Interborough Rapid Transit Company.

Following the addresses at the Jackson Avenue terminal the officials, Commissioners, borough representatives and guests started at 12 o'clock on the first official train to make the run from Long Island City to Manhattan. The train was separated by Conductor H. G. Greundler and Motorman H. L. Parsons, and it was followed by two other trains bringing the rest of those who attended the formal opening. The second train was operated by Conductor C. O'Connor and Motorman Harry Grant, and the third train by Conductor J. Greenbaum and Motorman Robert Evans.

Large crowds were waiting at both terminals to cross in the tunnel. The first ticket was sold to Walter I. Willis, Secretary of the Queens Chamber of Commerce, by W. J. Walsh, Cashier of the Interborough.

NEW CONEY LINE TIED UP.

Two Blockades Mark Opening of Fourth Avenue Subway.

Two tie-ups occurred on the new Fourth Avenue Subway in Brooklyn soon after it was officially put in operation, yesterday at noon. The first accident stopped operation at 4:30 o'clock in the afternoon, and homeward-bound Brooklyn residents, eager to try the new underground route, were delayed ninety minutes. The second tie-up delayed traffic nearly an hour, beginning at 9:55 last night.

The first accident delayed traffic when the motor of one of the new cars of a train of four on its way from Coney Island to Chambers Street behaved well until the train had left the Gold Street station, where there is a steep up grade to the Manhattan Bridge. Mounting the grade the motor began operating in fits and starts. Finally the circuit breaker blew out and the train stopped. To prevent the cars from running backward the brakes had to be set.

The stalling of this train set the automatic speed control, a new device, in operation, causing all the following trains in that section of the road to stop. The device is intended to prevent possible rear-end collisions.

There were about 100 passengers in the first train. They were told by the guards that the spot where the breakdown occurred was dangerous for walking and that the company would assume no responsibility for their leaving the cars. Thus warned, they all remained in the cars while repairs were being made. The tie-up lasted from 4:30 o'clock to 6. The entire service on the road was suspended.

Thousands of passengers in the Chambers Street and other stations got emergency tickets for passage on the elevated and surface lines. After service was resumed at 6 o'clock no serious trouble in operation was experienced.

The second delay was caused when an eastbound two-car train was stalled at the Gold Street station. There were about forty passengers, and most of them grew impatient and continued their journeys on surface or elevated lines. At the operating department of the B. R. T. no one was able to explain why the train was stalled except by saying the trouble was mechanical and in the train.