find himself in a noble arcade, 45 feet in width and 225 feet in length. On either side will be shops where will be displayed wares suitable to the needs of the traveler. At the further end of the arcade the intending traveler will pass the entrance to two large restaurants, one to the left, the other to the right, and will then find himself at the head of a broad flight of stairs leading down to the floor of the general waiting room. This vast hall, the largest of its kind in the world, will be 110 feet in width, 320 feet in length, and will have a clear height from floor to ceiling of 150 feet. Within its spacious walls will be located ticket offices, parcel rooms, telegraph and telephone offices, and baggage checking windows, all so disposed that a passenger may proceed from one to the other in their logical order. Adjoining the general waiting room on the west will be two subsidiary waiting rooms, corresponding in their relation to the main hall to the two restaurants. Each waiting room will measure 58 x 100 feet. One of these is reserved for men, the other for women, and each will be provided with every convenience for comfort. The entrances for carriages will be by way of pavilions located at the corners of Thirty-first and Thirty-third Streets and Seventh Avenue. The carriages will descend on a slight gradient until they reach the level of the station proper. Entrance will be had by the Thirty-first Street incline, and the carriages will leave by the Thirty-third Street ascent as an exit.

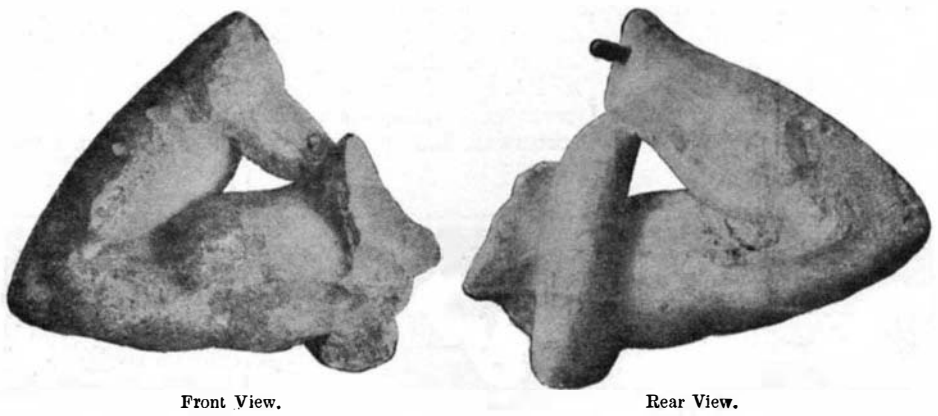
To the east of the general waiting room is the main baggage room with its 450 feet of frontage. The baggage will be delivered and taken away by a special subway, 30 feet wide, which will extend under and along the entire length of Thirty-first Street and Seventh and Eighth Avenues. From the baggage room trunks will be taken to the tracks below by motor trucks and elevators. Cabstands will also occupy this level.

The passenger, after securing his ticket, checking his baggage, etc., passes through between the smaller waiting room entrances onto the great station concourse, an iron-and-steel-covered area over 100 feet wide, which extends across the entire width of the building. Crossing the concourse he will be confronted by a series of gates, bearing signs announcing the destination and time of departure of the trains on the various platforms below at the track level. The concourse and the adjacent areas are open to the tracks, and together they form a great courtyard 340 feet in width by 210 feet broad, roofed in by a lofty trainshed of iron and glass similar in design to the famous trainsheds of the new stations in Frankfort and Dresden, Germany. In addition to the entrances to the concourse from the waiting room, there are also direct approaches from Thirty-first Street, Thirty-third Street, and Eighth Avenue.

Below the main concourse, and located between it and the tracks below, is a sub-concourse, 60 feet in width, which will be used for exit purposes only. From the sub-concourse staircases and inclines will lead to the streets and avenues and to future rapid transit stations under Seventh or Eighth Avenue. Direct connection may also be made, in due time, with the proposed subway station of the Hudson Company's subways running up Sixth Avenue from the North River tunnels of that company. The northern side of the station, paralleling Thirty-third Street, will be assigned to the suburban service of the Long Island Railroad.

The third level, which will be at a depth below the surface of the street corresponding to the height of an ordinary four-story building, will be entirely covered below the station building with twenty-one parallel tracks and their respective platforms. Within the station area, covering 25 acres of ground space, there will be 16 miles of tracks. A trackage area of this amount will afford ample facilities for the easy movement by electric power of the many hundreds of trains per day that will use this station. Through trains from the West, after discharging passengers, will proceed at once to Long Island City, where the main train yard and terminals will be located, thus leaving the station tracks clear of any idle equipment. In like manner, the westbound through trains, which will be made up at the Long Island City terminal, will pass through the station, stopping only to take up their quota of passengers. The suburban service of the Long Island Railroad will be operated on the "shuttle" plan. The planning of the station, with its numerous entrances and exits independent of each other, and separating the incoming from the outgoing throng, was worked out to facilitate, in greatest measure, the prompt and uninterrupted movement of the traffic. The exposure of the building on all four of its sides to main arteries of street traffic gives the plan a flexibility which is rarely obtainable and also insures easy connections by underground subways with the future extensions of the city's rapid transit system.

Following this article on the station building, we shall, next week, illustrate the huge work of excavation, which has to be carried out before the station itself can be erected.



Front View. Rear View.

Fig. 1.—The Newly-Discovered Right Arm of Laocoön Showing Its Correct Position and That of the Serpent's Coils.

Fig. 2.—The Present Incorrect Restoration of the Laocoön Group.

Fig. 3.—A Correct Restoration of the Laocoön Group.

Fig. 4.—The New Reconstruction of the Laocoön Group From the Rear.

THE LAOCOÖN GROUP AS IT OUGHT TO BE.

THE LAOCOÖN GROUP AS IT OUGHT TO BE.

The famous Laocoön group was found in a vault in Rome in 1506. Pope Julius II. bought the statue and placed it in the Vatican. There it remained until Napoleon in 1796 bore it to Paris as a trophy. In 1815 the group was returned to the Vatican.

When the statue was unearthed the right arm of Laocoön and of the younger boy were missing, and likewise the right hand of the older boy. The group was restored by Giovanni Montorsoli. Even in his day some doubt was expressed as to the accuracy of his reconstruction. At the time of its exhibition in Paris Radel expressed the opinion that the right arm of Laocoön could not have been extended high in the air, but that it must have been bent toward the head. According to a recent issue of Umschau, a young German savant, Herr Ludwig Pollak, has been fortunate enough to discover a fragment of an arm which undoubtedly formed part of a replica of the Laocoön group and which has rendered it possible to determine the correct position of the original arm.

The arm, illustrated in Fig. 1, was found by Pollak in a small Roman "scalpellino" among a mass of marble statuary fragments. These fragments are commonly bought, refurbished, and sold. Pollak was informed that the arm had been discovered in the "via Labicana"; no further details were available. He saw that the fragment was the right arm of a Laocoön and bought it. The stone of which the arm is made is a coarse-grained Parian marble. In ancient times it had been broken in two places and repaired. The serpent was injured at the time of the last fracture; but its convolutions can still be traced. The body of the serpent has the smooth surface so characteristic of the restored group. In all probability the scales were painted. At the inner side of the upper arm three indentations are to be seen, which were evidently caused by the pick of some workman.

So different is this fragment from the Vatican group that it could not have belonged to it, but to an ancient replica about one-ninth smaller than the original. The arm was probably broken when the statue was removed from its pedestal in Rhodes and taken to Rome.

The newly-discovered arm renders it possible to correct the restoration. This Pollak has done, as shown in Figs. 3 and 4. The group gains considerably in artistic composition. The uplifted arm of the restoration has the declamatory effect of shallow pathos. By carrying the arm back of the head the suffering of Laocoön is made more intense.

Automobile Show and Carnival.

An open-air automobile show and series of tests of machines will be held at the Empire City race track the last three days of this week. Some of the interesting tests will be an obstacle race, a vibration test (made by carrying a pail of water), and a power test to see which machine will go the farthest through deep sand.