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POLYGOON-HAARLEM  
HOLLAND.

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130,000,000 GUILDERS UNDER WATER....

QUEEN JULIANA OPENS EUROPE'S MOST MODERN TUNNEL SYSTEM.

Length: 134 Metres.

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The North Sea Canal, which, since the opening in 1876, became more and more important for Amsterdam, became on the other hand an increasing annoyance for the road-traffic.

The ferry-boats, doing their utmost, could only transport the stream of autocars in a slow tempo.

Notably near Velsen, the Canal was a great obstacle for the heavy traffic, until the day on which the Velser-tunnel would be opened.

The ship-traffic over the Canal was, near Velsen, hindered by the railway swing-bridge, which was only opened 8 hours of the day for the passing ships, 16 2 hours a day this bridge, dating from 1905, was in use for the railway-traffic.

This obstacle too was taken away by the opening of the Velser Tunnels.

One of the last trains passing this bridge was the train which took H.M. Queen Juliana from Haarlem to Beverwijk (across the Canal) on the official openings-day.

On the new station of Beverwijk, the many onlookers were in a festive mood, when Queen Juliana, on the request of the Director-General of the Dutch Railways, put into use the traffic-lights of the Railway-tunnel.

After this short action Queen Juliana, accompanied by the Minister of Traffic and Public Works, took place in the special train, which left the Beverwijk-Station for the first official ride through the Tunnel underneath the North Sea Canal, the first railway-tunnel of Holland.

This tunnel, lying at its deepest point 24 metres under the water-level, has a total length of more than 3 kilometres, of which a 2000 metres is roofed over.

At about 12 o'clock in the afternoon, Queen Juliana was in one of the two ventilation-buildings of the auto-tunnel.

In this building, having 4 little and 4 great towers, respectively for the take-in of fresh air and for the carrying off of vitiated air, H.M. put into work this ventilator.

From this ventilation-building H.M. went to the entrance of the auto-tunnel, lying far underneath the water-level. A 10-year old boy offered H.M. the pair of scissors, and she then cut through a ribbon, thus opening the tunnel.

4 flags were hoisted: the auto-tunnel was officially opened.

Together with the Ministers of Traffic and Public Works, Queen Juliana made a ride through the Eastern part of the 1644 metres long tunnel, which is clearly lighted, and which, by utilising fresh colors, gives a very broad aspect.

On both sides of the 7 metres broad riding-track are low pavements.

After H.M. had returned via the Western entrance in the tunnel, a great defilé of decorated trade-vans took place.

After this defilé of the many companies which assisted in the building of the tunnel (a job which lasted 5½ years) the normal traffic took possession of the Velser Tunnel.

At 5 o'clock in the afternoon, when already 10,000 motorists had passed through the tunnel, 1500 emigrants on board the s.s. "Johan van Oldenbarnevelt", on their way to Australia, passed the tunnels. They could thus take with them an impression of this gigantic work, of which Holland can be proud.

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