

\* \* \* \* \*

JOSEPH G. HART, President,  
965 Second Avenue.

WILLIAM SANDERS,  
1st Vice-President,  
886 Fifth Avenue.

EMIL BIELE, 2d Vice-President,  
1266 Third Avenue.

JARVIS MASTERS, Treasurer,  
240 Forty-seventh Street.

\* \* \* \* \*

WEST END.  
BOARD OF TRADE

ANTHONY HUBER, Secretary,  
421 Fifty-first Street. Telephone, 45 i BAY RIDGE.

Committee on Streets and  
Local Improvements,  
JOHN BEET, Chairman,  
60th Street and 2nd Ave.

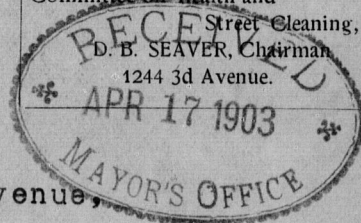
Committee on Legislation,  
WM. A. DOYLE, Chairman,  
261 58th Street.

Committee on Piers and Markets,  
C. J. STEVENOT, Chairman,  
461 55th Street.

Committee on R. R. and Ferries,  
JOHN L. PARISH, Chairman,  
537 45th Street,

Committee on Schools,  
WM. SANDERS, Chairman,  
886 Fifth Avenue.

Committee on Health and  
Street Cleaning,  
D. B. SEAYER, Chairman,  
1244 3d Avenue.



965 Second Avenue,  
Brooklyn, April 16, 1903.

Hon. Seth Low, Mayor,

Dear sir:

I have just been apprised that a Legislative Bill affecting the Thirty-ninth Street Ferry has passed the State Legislature. Its provisions vitally concern the residents of Wards 8, 22, 30 and 31, this Borough; a petition addressed to you, the prayer of which advocates your approval of the measure, is now being signed by the people of Southern Brooklyn. As the petition will not be ready for presentation for some days, on behalf of the West End Board of Trade I have the honor to request, very respectfully, that you will be pleased to defer consideration of the measure until the petition can be laid before you, or, at least, for a few days.

Very respectfully,

President, West End Board of Trade.





*The Robert Graves Co.*

MANUFACTURERS OF

*Fine Wall Papers.*

SALESROOMS AND MAIN OFFICES

*483-485 Fifth Ave.*

*New York.*

*Works at Third Ave. 34<sup>th</sup> and 35<sup>th</sup> Sts.  
South Brooklyn.*

*New York,*

Hon. Seth Low, Mayor,

City Hall,

New York City.

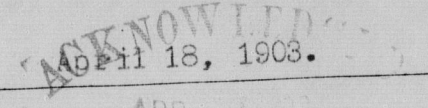
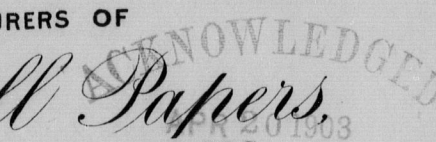
*gbb*

Dear Sir:-

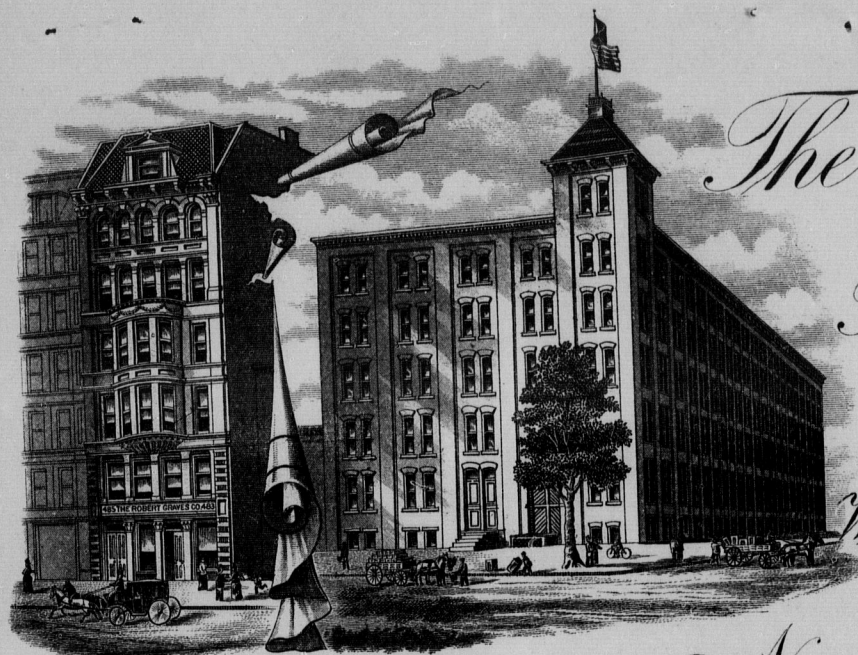
We desire to call attention to a bill passed by the Legislature at Albany yesterday and which is about to be submitted to you for approval, authorizing the City of New York to acquire and operate the Ferry from 39th Street, South Brooklyn, to Pier 2, East River, New York, and to urge upon you a prompt approval of same.

There is probably no section of Greater New York that has been more neglected in the matter of transportation facilities than the section affected by this ferry, and while plans are now under consideration to secure proper transportation facilities for nearly the entire City, this section alone does not come within the scope of such plans, and its growth has been and is unjustifiably retarded through such neglect.

The territory tributary to this ferry is admirably located for factory purposes and many large industries are located there at the present time and these had a right to assume in choosing this location that reasonable facilities would be







*The Robert Graves Co.*

MANUFACTURERS OF

*Fine Wall Papers,*

SALESROOMS AND MAIN OFFICES

*483-485 Fifth Ave.*

*New York.*

*Works at Third Ave. 34<sup>th</sup> and 35<sup>th</sup> Sts.*  
*South Brooklyn.*

*New York,* \_\_\_\_\_

S. L. - 2.

provided for the transportation of their products by the use of this ferry which at the present time is operated most unsatisfactorily and is altogether unreliable.

Hoping that your best judgment will induce you to comply with our request,

we are,

Yours very truly,

*Henry Graves*

President.



NEW YORK

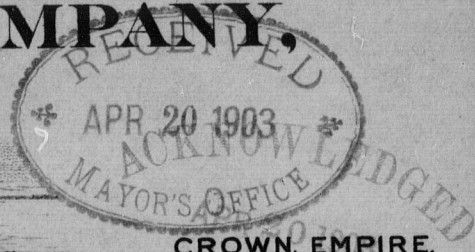
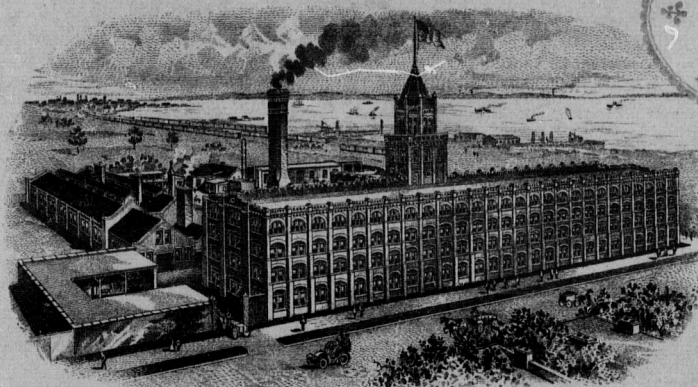
CHICAGO

BOSTON

LONDON.

# NATIONAL METER COMPANY,

ESTABLISHED 1870.



CROWN, EMPIRE,

NASH, GEM

WATER METERS.

NASH GAS ENGINES.

JOHN C. KELLEY, PRESIDENT.  
EUGENE PITOU, Vice President.  
JOHN C. KELLEY, JR. SECRETARY.  
CABLE "CROWN" NEW YORK  
A. B. C. CODE  
4TH EDITION.  
LONG DISTANCE TELEPHONE.

MANUFACTURERS OF  
WATER METERS AND GAS ENGINES.

84 & 86 CHAMBERS ST.

*New York,* April 18th 1903

Hon. Seth Low, Mayor.

Dear Sir:-

I am informed that a bill passed the Legislature yesterday, authorizing the City of New York to acquire and operate the 39th St. Ferry.

The present facilities are inadequate to the growing needs of the South Brooklyn Water front and Manufacturing District.

Loaded trucks are sometimes compelled to wait an hour because of the slow and overcrowded boats.

I know whereof I speak, as our Factory has to depend upon this Ferry for many large shipments. I trust that this measure may meet with your Honor's approval.

Yours very truly,

National Meter Co.

*John C. Kelley*  
President.



**THE WESTERN UNION TELEGRAPH COMPANY.**

INCORPORATED

**23,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD.**

This Company **TRANSMITS** and **DELIVERS** messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of **Unrepeated Messages**, beyond the amount of tolls paid thereon, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

This is an **UNREPEATED MESSAGE**, and is delivered by request of the sender, under the conditions named above.

ROBERT C. CLOWRY, President and General Manager

NUMBER	SENT BY	REC'D BY	CHECK
8 km	Jw	LH	51 paid 172

**RECEIVED** at the WESTERN UNION BUILDING, 195 Broadway, N. Y. *Apr. 20.* 1903

Dated

*Lakewood, N.J.*

To

*Hon. Seth Lobb, Jr. Mayor*

*New York N.Y.*

*Cannot urge too strongly acquiring of 39 St. ferry by city  
urgently demanded by reasons commercial convenience and  
health. would eliminate five to ten thousand people from bridge  
crush daily & build up great district for business which now  
derives little benefit from millions spent on bridges for other districts.*

*W. J. Brown*



BARTRAM BROTHERS,

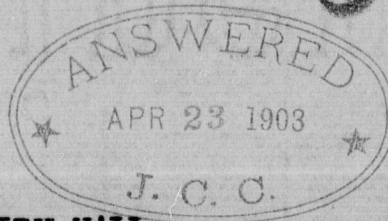
62 Pearl Street.

CABLE ADDRESS, BARTRAM

*New York,* April 20th, 1903.

J. P. B.

5, 1029



HON. SETH LOW,

MAYOR'S OFFICE, CITY HALL,

MANHATTAN.

SIR:

We understand that a Bill has been passed authorizing the City of New York to operate the 39th St., Ferry Line running between 39th St., South Brooklyn, and New York.

As large receivers of raw sugars and merchandise from the West Indies and other places, it is necessary for us to use the warehouses along the South Brooklyn water front, and this necessitates the use of the 39th St., ferry to a considerable extent, and we would therefore respectfully request that your influence be used to improve the service of the above mentioned ferry by having same operated by the City of New York.

Respectfully yours,

*Bartram Bros*

# HIRZEL, FELTMANN & CO.

CABLE ADDRESS:  
TYNEUROMA,  
NEW YORK & BOSTON.  
CODES—WATKINS, SCOTTS, A. B. C.

11 BROADWAY,

NEW YORK, April 20th., 1903.

GENERAL AGENTS  
FOR  
I. & V. FLORIO, PALERMO  
(TRANSCOCEANIC LINE.)

FOR THE CARGO AND PASSENGER LINES  
OF THE  
NAVIGAZIONE GENERALE ITALIANA  
(FLORIO AND RUBATTINO),

PEIRCE BROTHERS,  
MESSINA.

WALTER F. BECKER,  
MESSINA-GENOVA-TORINO.

RECEIVED  
ACKNOWLEDGED  
APR 21 1903

Sir:-

We had the honor some days since to address a communication to you in common with a large number of other gentlemen engaged in the same business as ourselves, requesting you to give favorable consideration to the bill which has recently passed the Senate and Assembly, authorizing the City to aid the South Brooklyn and Staten Island Ferries.

We now beg to emphasize what we said conjointly with the others, because we are vitally interested in proper Ferry facilities between Manhattan and South Brooklyn.

We are Agents of the following Steamship Companies:

Messrs. I. & V. Florio of Palermo  
Messrs. Peirce Brothers of Messina  
Mr. Walter F. Becker of Messina, Genoa and Turin  
Messrs. L. Capuccio & Co. of Turin  
the "Navigazione Generale Italiana, Florio-Rubattino"

bringing large quantities of merchandise from the Mediterranean to this port, and fully recognize the advantages to be derived from discharging our steamers from South Brooklyn, where there are large piers capable of holding such cargoes as we bring, and facilities for their proper handling, and which we would gladly use, were it not for the very inferior accomodation supplied by the present Ferry service between New York and 39th. St., Brooklyn. For this reason we have preferred our Steamers to go to New Jersey, when it has been possible for us to do so, notwithstand-



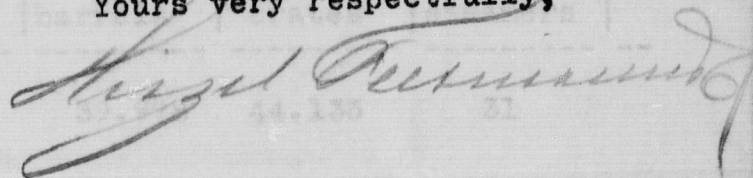
PRIZEL, FELTMANN & CO.  
CABLE ADDRESS  
TYNEBROOK,  
NEW YORK & BOSTON

ing inferior pier accomodation, but we would look more and more favorably to the Brooklyn piers, if we could rely upon proper Ferry service.

We beg respectfully to urge you to approve this Bill. We enclose for your guidance a memorandum of the goods brought by our steamers during the past year.

When you realize that more than one-half of our merchandise is brought from N. Y. City by truck, you will understand how necessary it is for us to discharge our steamers where ample Ferry facilities exist.

Yours very respectfully,



Hon. Seth Low

Mayor of Greater New York,

City Hall, New York City.

# HIRZEL, FELTMANN & CO.

CABLE ADDRESS:  
TYNEUROMA,  
NEW YORK & BOSTON.  
CODES\_WATKINS, SCOTTS, A. B. C.

GENERAL AGENTS  
FOR  
I. & V. FLORIO, PALERMO  
(TRANSOCEANIC LINE.)

FOR THE CARGO AND PASSENGER LINES  
OF THE  
NAVIGAZIONE GENERALE ITALIANA  
(FLORIO AND RUBATTINO).

PEIRCE BROTHERS,  
MESSINA.

WALTER F. BECKER,  
MESSINA-GENOVA-TORINO.

11 BROADWAY,

New York, .....

## CARGO STEAMERS TO OUR CONSIGNMENT DURING 1902.-

+++++

Fruit boxes	Brimstone tons	Gen.cargo tons	Grapes barrels	Onions crates	No. of steamers
861.745	35.560	8.875	39.978	44.135	31



THOS. LYMAN ARNOLD,  
BENJAMIN ABORN,  
EDWARD ABORN,  
ALBERT C. ABORN.

**ARNOLD & ABORN,**  
IMPORTERS AND JOBBERS OF  
**COFFEES AND TEAS,**  
37 & 39 OLD SLIP,  
BOROUGH OF MANHATTAN,

OUR COFFEES ARE  
CLEANED, ROASTED,  
GROUND AND PULVERIZED  
BY THE MOST IMPROVED  
MACHINERY.

TELEPHONE 171 BROAD.

NEW YORK, April 20 1903.

*Jelo*



Hon. Seth Low,

Mayor, N. Y. City,

Dear Sir:-

We strongly urge you to approve of the Staten Island and 39th st Ferries bill, now before you from Albany. The facilities on the 39th st. ferry, in which we are particularly interested, are very inadequate and business interests are suffering. This bill seems to us feasible and just and we firmly believe will afford the relief that we need and ought to have.

The great and increasing warehouse and shipping enterprises located near the ferry at 39th st., Brooklyn, will help to bring and keep foreign and domestic commerce in this port, but they must have better ferry facilities.

All merchants in our line- tea and coffee, feel strongly about it and look to you for help.

Yours very truly,

*Arnold & Aborn*

PHELPS BROTHERS & Co.

P. O. BOX 940, }  
11 BROADWAY, } NEW YORK.

P. O. BOX 2856, }  
11 CENTRAL ST. } BOSTON.

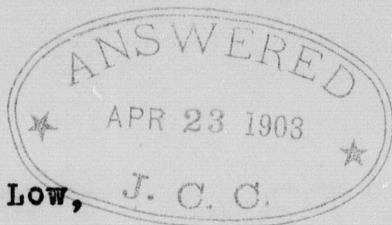
OLD CASTLE BUILDINGS, LIVERPOOL.

AGENTS

MEDITERRANEAN & NEW YORK STEAMSHIP CO. (LTD.)  
LIVERPOOL.

NEW YORK, April 21, 1903.

S 1029



*glo*

Hon. Seth Low,

New York City.

Dear Sir;-

We joined some time since in a communication to your honor, with a large number of firms in the steamship business, requesting you to give favorable consideration to the bill which has recently passed the Senate and Assembly, authorising the City to aid the South Brooklyn and Staten Island Ferries.

We are vitally interested in proper ferry facilities between Manhattan and South Brooklyn, and, therefore, beg to state more fully than in the joint address referred to.

We are agents of the Mediterranean & New York S/S Co. (Ltd) of Liverpool, owners of 7 steamers, and Cosulich & Co., of Trieste, Austria, owners of 18 steamers, with several more in the course of construction, and with good ferry communication, South Brooklyn would be an advantageous point at which to land and load our cargoes. A very large part of our cargoes is carted to N.Y., and the inferior ferry accommodation is a decided disadvantage both to ourselves and our customers.

During the year 1902, we discharged inward 70 steamers, with an average of 3500 tons of cargo, including about 1,000,000 boxes lemons, and loaded outward 24 steamers.

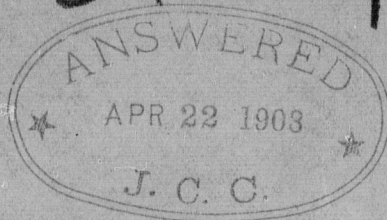
We therefore beg respectfully to urge you to approve this bill.

Yours respectfully,

*Phelps Brothers*



S. 1029



WM. F. STONEBRIDGE  
ATTORNEY AND COUNSELOR AT LAW  
No. 141 BROADWAY  
BOROUGH OF MANHATTAN  
CITY OF NEW YORK

CITIZENS UNION,  
Committee on Franchises.

April 21, 1903.

*filed*  
Hon. Seth Low,  
Mayor of the City of New York,  
City Hall,  
Manhattan, New York City.

Dear Sir:-

We are informed that Senate Bill No. 1029, introduced by Mr. Bailey, "An Act to amend the Greater New York Charter, relative to the operation of ferries and the acquirement of property therefor", has passed the State Legislature, and that, being a local bill, it is now before you.

As the Citizens Union desires to be heard on the bill, will you kindly arrange that the undersigned be notified of the date of hearing.

Respectfully yours,

*Wm F Stonebridge*

Chairman.



S 1029

file

NEW YORK, April 21st, 1903.

Hon. Seth Low,  
New York City.



Dear Sir:

The Fruit Importers Union and dealers in fruit in our Port of New York, at a meeting held on the 20th of April, passed the following resolutions:-

We notice with great satisfaction that a Bill has passed the Senate and Assembly at Albany amending the Charter of the City of Greater New York, and authorizing the acquisition of property for the bettering of Ferry facilities between Manhattan and Staten Island and South Brooklyn.

We hereby request our President to appoint a Committee who will, with himself, wait upon our Mayor and urge upon him the necessity of approving this measure.

We recognize the fact that this Bill covers the broad ground of the need of the entire commerce of this Port.

It is a fact, that owing to the rapidly increasing business of the port and the peculiar formation of the shore in the upper part of New York, it is impossible to procure piers large enough for the discharge of vessels bringing cargoes from the Mediterranean, excepting on the piers already built and being built in South Brooklyn, near 39th Street Ferry.

The nature of our business is such that it is necessary to have frequent and rapid communication between the point of discharge and the Borough of Manhattan; under existing circumstances the Ferry service is entirely



[illegible]



TELEGRAMS  
"BRUCATO, NEW YORK."  
SCATTERGOOD  
AND  
A. B. C. CODES USED.

# Brucato Fratelli,

15 TO 25 WHITEHALL STREET.

New York April 22d 1903

SUCCURSALI.  
BOSTON, U. S. A.  
MONTREAL, CANADA.

Hon Seth Low,

Mayor of Manhattan .

City

*gfb*

RECEIVED  
APR 23 1903  
MAYOR'S OFFICE

Dear Sir:-

Representing the Fruit Importers Union of the City of New-York, I beg to urge you to approve the bill recently passed in Albany, authorizing the City to become owners of ferries where it seems necessary to do so. A large portion of our business, depends upon proper ferry facilities in making the delivery of goods, specially in winter time with the discharge of several thousands of boxes of lemons and oranges every week in South Brooklyn, the cold weather and long delayd trip jeopardize vast capitals invested, often times fruit freezing in transit and rendering it unfit for use, and practically worthless. There are very great advantages to be gained by having merchandise steamers discharge in South Brooklyn, but those advantages are largely decreased by improper ferry facilities.

We are now entirely relying upon services of small inferior boats running half hourly. These boats are frequently unable to carry the trucks and carts awaiting for them and often during the day, the vehicles left over have to wait an hour for a chance to get across the river.

For this reason, and also because many of the people I represent are residents of that portion of the City, we beg you to take favourable action upon this bill, and remain

Dear Sir

Yours very truly

*[Signature]*

acting President Fruit.I.U.



PRINCE LINE Ltd.



JOHN C. SEAGER COMPANY,  
GENERAL AGENTS.

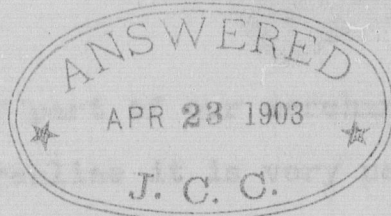
TELEGRAMS: "SEAGER," NEW YORK.  
WATKIN'S CODE.

S 1029

PRODUCE EXCHANGE,

NEW YORK,

22nd. April 1903.



*Job*

Hon: Seth Low.

Mayor Greater New York.

City. Hall.

Dear Sir:-

We had an opportunity a few days past of sending you a communication in common with other gentlemen engaged in similar line of business as ourselves, requesting you to kindly consider favourably the bill which recently passed the Senate and Assembly authorising the City to aid the South Brooklyn and Staten Island Ferries.

As we are vitally interested in proper ferry facilities between Manhattan and South Brooklyn we now beg to emphasise the document which was previously sent you.

We are the Agents of the Prince Line whose steamers are engaged in several services between New York and Mediterranean ports, South and East African ports, Brazil ports, and likewise ports in Uruguay & Argentine Republic, and necessarily require large piers capable of dealing with such cargoes as our steamers carry. In order to keep our business together and secure proper facilities for handling merchandise we are most desirous of locating at South Brooklyn where such facilities exist, provided it is decided to improve the very inferior ferry service now running between New York and 39th. Street Brooklyn.

Simply on account of this poor ferry service we have been compelled to send our steamers to Atlantic Dock in spite of the fact that the pier facilities are not what we desire.



Hon. Beth Low.

2.

22nd. April 1903.

The larger part of our merchandise is conveyed by truck, and you will therefore realise it is very necessary to locate our steamers where ample ferry facilities exist.

We would therefore respectfully urge you to give your approval to this bill.

We are,

Yours respectfully,

JOHN C. SEAGER COMPANY,

*John C. Seager* PRESIDENT



ESTABLISHED 1857.

NEW YORK SALESROOM: 756-760 BROADWAY, TEL. 1766-1895  
BOSTON: 56 SUMMER STREET.



FACTORY & MAIN OFFICE:  
718-728 ATLANTIC AVENUE

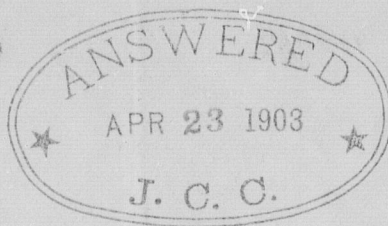
TELEPHONE 988 B'KLYN.

# C. KENYON Co.

S1029

Brooklyn, N.Y. April 22, 1903. 189

Job



Hon. Seth Low, Mayor, N. Y. City.

Dear Sir:-

We are very much interested in the success of the Staten Island and 39th St. ferries bill now before you.

We have found an ideal location for our factory on First Ave. Brooklyn near the 39th St. ferry, but hesitate to make the large investment required if the ferry service be not improved. It is totally inadequate for the present needs of that section and prevents development of business enterprises. Larger and faster boats, running at fifteen minute intervals, through the day, are imperatively needed and we trust you will do everything in your power to further this end by approving this excellent bill.

Yours respectfully,

C. Kenyon Co.

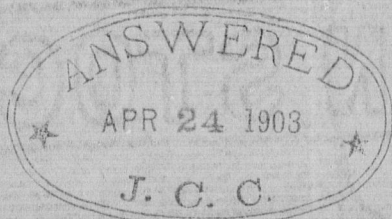
CABLE ADDRESS  
FEDREFCO

TELEPHONE 4798 JOHN

51029

SUGAR REFINERY  
FOOT OF VARK STREET  
YONKERS, N. Y.

FEDERAL SUGAR REFINING COMPANY  
138 FRONT STREET



NEW YORK, April 23d, 1903.

*file*

Hon. Seth Low,

Mayor of the City of New York.

Sir:--

As we understand that a Bill for improving the South Brooklyn ferry facilities has passed at Albany, and will soon be put before you, we trust you can see your way to give it your approval, as it will be a great benefit to the commerce of New York.

Owing to the great competition which is being made by other cities, it is necessary that all improvements and increased facilities for handling merchandise should be granted at the port of New York, and we consider that improved ferry facilities with South Brooklyn are very much required at the present time.

Trusting you will give the above matter your best consideration, at the proper time, we are,

Yours respectfully,

Federal Sugar Refining Co. of Yonkers.

*W. H. Platt*  
*Treasurer*



EDGAR J. LEVEY,  
PRESIDENT AND GENERAL MANAGER.  
ABRAHAM R. LAWRENCE,  
COUNSEL.

JOHN D. CRIMMINS,  
CHARLES T. BARNEY, } VICE PRESIDENTS.

CYRIL H. BURDETT,  
HENRY R. STEELE, } SECRETARY.  
TREASURER.

31029 THE TITLE INSURANCE COMPANY,  
OF NEW YORK.

Capital and Surplus \$1,500,000.

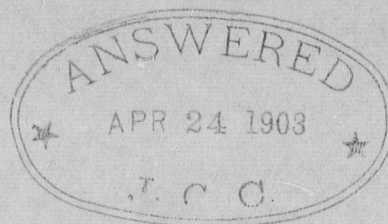
BROOKLYN OFFICE  
203 MONTAGUE ST.

April 23, 1903.

76.

Hon. Seth Low, Mayor,  
City Hall,  
New York City.

*Feb*



Dear Sir:-

The Legislature has passed, and there is now pending before you, a measure looking towards the improvement of the service on the 39th Street Ferry. While I am not sufficiently familiar with this Bill in all its details to express an opinion thereon, I beg to state that I have some knowledge of the responsibility of the people interested therein and I can state without qualification my opinion that if this Bill becomes a law, the transportation service to and from South Brooklyn, which has hitherto been so poor, will be immeasurably bettered. I have some personal interest in the welfare of South Brooklyn and am not unfamiliar with the general sentiment in that locality, and I can assure you that it is almost, if not quite, the unanimous opinion that the approval of this measure will be of the greatest benefit to this locality.

Very truly yours,

*Edgar J. Levey*

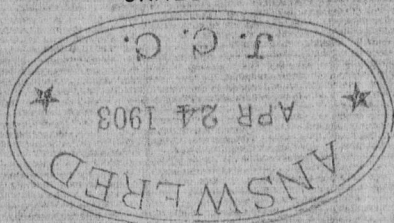


*James W. Phylle & Co.*  
*123 Front Street.*

JAMES W. PHYFFE.

LEON J. LOUIS.

JAMES PHYFFE.



April 23rd 1903.

Hon. Seth Low,

Mayor of New York City.

Dear Sir:-

Referring to Senator Bailey's bill to allow New York City to aid in the operation of "The Staten Island and 39th St. Ferries", we would state that we strongly approve of same, and as this bill has passed both houses of the Legislature, and is now before you for your signature, we as brokers and commission men in East India Coffees, Spices, Gambier, Tin, &c, sincerely trust that you may see fit to sign the same, as improved Ferry service is now much needed in South Brooklyn, and if this improvement is carried out it will greatly benefit the community generally, as also the large business interests in that section.

Commending this matter to your favorable consideration, we beg to subscribe ourselves,

Your obedient servants,

*James W. Phylle & Co.*



Brooklyn, N. Y., April, 1903.

Hon. Seth Low, Mayor.

Dear Sir:

The undersigned residents and taxpayers of South Brooklyn, Bay Ridge, Fort Hamilton, Bath Beach, Bensonhurst, Gravesend and Coney Island earnestly petition that you approve of the Legislative Bill now before you, known as "The Staten Island and Thirty-ninth Street Ferries Bill."

In this relation your petitioners respectfully invite your attention to the great and urgent necessity which exists for the installation and maintenance of a first-class ferry service between the metropolitan borough and the extensive and populous territory in which they reside, where, owing to certain natural conditions, a ferry is now, and will probably for all time continue to be, essential to the commercial development of Southern Brooklyn; it should afford, too, the safest, cleanest, cheapest, most comfortable and most expeditious means of passenger transportation between Manhattan and our neighborhood.

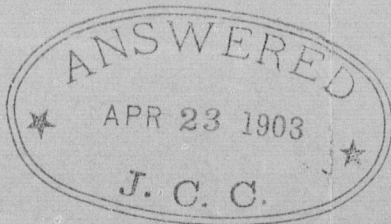
Your petitioners have learned that owing to existant and contemplated railroad competition, the Thirty-ninth Street Ferry management will not improve its floating property.

The bill before you is of the most vital consequence to your petitioners. Should you be pleased to sanction it and thereby permit its enactment into law, you will perform an act of justice to our entire community and render a benefit which shall be ever gratefully remembered.

*by at 1st Ave  
Brooklyn*

*E. W. Bliss*

*S 1029*

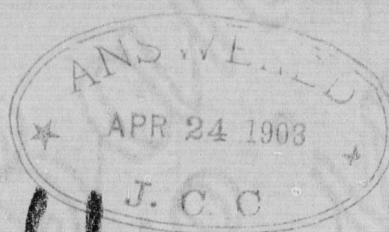


**SMITH & SCHIPPER**

138 FRONT STREET,  
NEW YORK.

TELEPHONE, 606 JOHN.

PIERRE J. SMITH,  
TOWNSEND RUSHMORE,  
CHAS. T. BINGHAM.



51029 866

New York, April 23d, 1903.

Hon. Seth Low,

Mayor of the City of New York.

Sir:--

As we understand that a bill for improving the South Brooklyn ferry facilities has passed at Albany, and it will soon be put before you, we trust you can see your way to give it your approval, as it will be a great benefit to the commerce of New York.

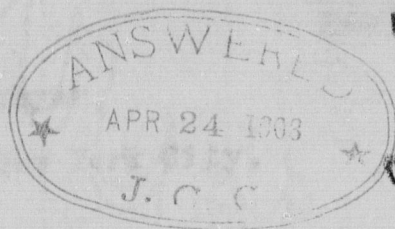
Owing to the great competition which is being made by other cities, it is necessary that all improvements and increased facilities for handling merchandise should be granted at the port of New York, and we consider that improved ferry facilities with South Brooklyn are very much required at the present time.

Trusting you will give the above matter your best consideration, at the proper time, we are,

Yours very truly,



HARD & RAND,  
107 WALL ST.



NEW YORK, April 23, 1903.

Hon. Seth Low, Mayor,  
City of New York.

Dear Sir:

As importers of coffee having to use the wharfage and warehousing facilities of South Brooklyn, we are heartily in favor of the bill permitting the City to do something to improve the ferry service between the Battery and that locality.

Very truly yours,

51029

New York, April 23rd, 1903.

Hon. Seth Low, Mayor,

New York City.

jee

Sir:

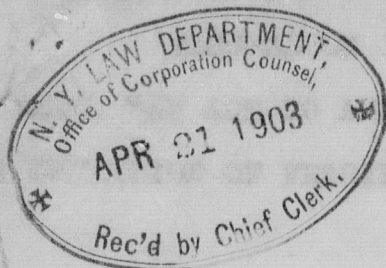
Referring to an amendment of the Greater New York charter, which has been passed by the Senate and Assembly at Albany, by which amendment the Commissioner of Docks is authorized to acquire, with the approval of the Commissioners of the Sinking Fund, the necessary terminal facilities and equipment for operating ferries between Manhattan and Staten Island or South Brooklyn, we desire to strongly urge that you give this bill your favorable consideration. As business men we are deeply interested in the continued commercial prosperity of New York, and realize that the prosperity of this port is largely dependent upon adequate water front facilities for its shipping. We also realize that these facilities are far from adequate at present, and will become much less so as commerce increases. We also understand that there are building in South Brooklyn, a number of large piers which would afford a great relief to the present congestion, if these piers could be connected with Manhattan by an efficient ferry service. There are also additional stretches of water front in South Brooklyn and on Staten Island, which could be improved under the same circumstances.

The City, by means of its projected bridges and tunnels, has made it impossible to interest private capital in ferry enterprises.

Yours truly  
M. Sharkey

No  
address





CITY OF NEW YORK.  
OFFICE OF THE MAYOR.

April 20th., 1903.h

Sir :

A public hearing on Senate Bill Printed No. 1029,  
Int. No. 660, entitled

" A N A C T

To amend the Greater New York charter, relative to  
the operation of ferries and the acquirement of  
property therefor",

will be held at the office of the Mayor, in the City Hall, in  
the City of New York, on Monday, April 27th., 1903, at 11  
o'clock in the forenoon.

Respectfully,

JOHN C. CLARK,

Assistant Corporation Counsel,  
Office of the Mayor.

Hon. George L. Rives,  
Corporation Counsel,  
New York.

Mr Rives should examine last reprint, S 1029

MEMORANDUM IN RELATION TO SENATE BILL NO. 864 (Int.No.660)  
ENTITLED "AN ACT TO AMEND THE GREATER NEW YORK CHARTER RELATIVE TO  
THE OPERATION OF FERRIES AND THE ACQUIREMENT OF PROPERTY THEREFOR."

First. The first question in regard to this bill is whether the language of Section 823a of the Charter as amended on page 8 of the bill will in any way interfere with the work in the Chelsea section between Bloomfield street and West 23rd street in the Borough of Manhattan.

The section in question is a new section included in the Charter by Chapter 611 of the Laws of 1902. It provides that it shall not be necessary for the Commissioner of Docks to make any attempt to agree with the owners of certain property before beginning condemnation proceedings, and that in such proceedings title may be taken at any time after the filing of the oaths of the commissioners by certain resolutions. The property to which the section relates in the act as amended, is described as situated "upon the water front of the Borough of Richmond or anywhere within the Borough of Richmond or up on the water front of the Borough of Brooklyn between 38th street and 60th street or between the southerly side of Bloomfield street, and the northerly side of West 23rd street, upon or adjacent to the North river in the Borough of Manhattan between the Battery and Pier 3, in the City of New York."

It is obvious that the last few words of this description fail to make any reasonable sense. Property between Bloomfield street and West 23rd street on the North river does not lie between the Battery and any Pier 3. Probably the word "or"



should have been inserted in the bill so that it would read "or between the Battery and Pier 3." If the interpretation of the question came before a Court, I am satisfied that under familiar rules of interpretation the words "between the Battery and Pier 3" would be regarded as surplusage, and that a Court would hold that proceedings to acquire title to property between Bloomfield street and West 23rd street would not be affected by the change in the act.

Second. The second question that has arisen in regard to this bill is whether under this or any other provision of law The City can fix and regulate the fares on a ferry between New York and Staten Island.

The subject of fares is regulated by Section 826 of the Charter. This section provides that leases "may, in the discretion of the Commissioner of Docks and the Commissioners of the Sinking Fund, provide for the character of the transportation service to be furnished by the lessee, including the character and speed of the boats to be used, frequency of trips, rates of fare and commutation and freight charges."

This paragraph of the Charter relates to any ferries starting from points within the City of New York, and covers ferries between the Boroughs of Manhattan and Richmond the same as all other boroughs.

Dated April 24, 1903.

*G. L. Lives.*  
*Corporation Counsel.*

*Firm of W. J. Buttfield,*

*92-96 Wall Street, New York.*

*Wm J. Buttfield, General Partner.  
Chas. W. McCutchen, Special Partner.*

*Cable Address, "Argun, New York."*

April 24th, 1903

Hon. Seth Low,

Mayor New York City,

N. Y. City.

Dear Sir:-

As Importers of Coffee, and other merchandise, using the wharfage and warehouse facilities of South Brooklyn, we respectfully request that you will do all in your power to facilitate the improvement of the ferry service between the lower end of this City and the above named locality.

Respectfully,

*W. J. Buttfield*



F. J. LISMAN & CO.,  
RAILROAD BONDS,  
30 BROAD STREET,  
MEMBERS N.Y. STOCK EXCHANGE.

CABLE ADDRESS:  
FARBRANG - NEW YORK.

TELEPHONES 2794-5 BROAD.

ACKNOWLEDGED  
APR 25 1903

*file*

NEW YORK April 24th, 1903.

Hon. Seth Low, Mayor,  
New York City.

Dear Sir:-

We understand there will be a public hearing on Monday morning next, concerning the Thirty-ninth Street ferry, South Brooklyn. We have considerable interest in that locality, and feel these interests have suffered through the entirely inadequate service hitherto furnished by the company, and are very much in favor of the proposed improved service.

Trusting that you may approve of same, we are,

Very truly yours,

*F. J. Lisman*

F. J. L.

The inadequacy of the ferry service at that point has for some time been a serious drawback to all that portion of Brooklyn lying between 39th Street and F & E Street, and its acquisition and operation by the City in the interest of the public, is a prime necessity in the future development of the region in question and indeed of the whole of South Brooklyn.

We are, dear sir,

Respectfully yours,

ROBERT IRON WORKS & ENGINE CO.

*Charles H. Smith*

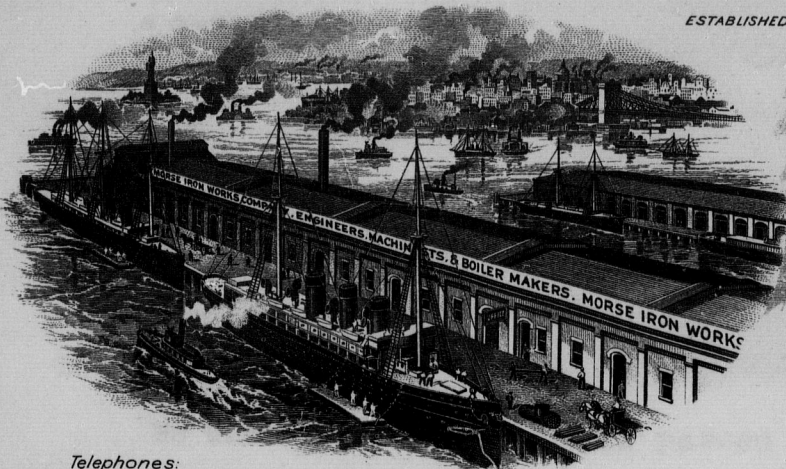
Secretary.

ALL CONTRACTS ARE CONTINGENT UPON STRIKES, ACCIDENTS AND OTHER DELAYS BEYOND OUR CONTROL.

Cable Address: PYROSISON, N. Y.

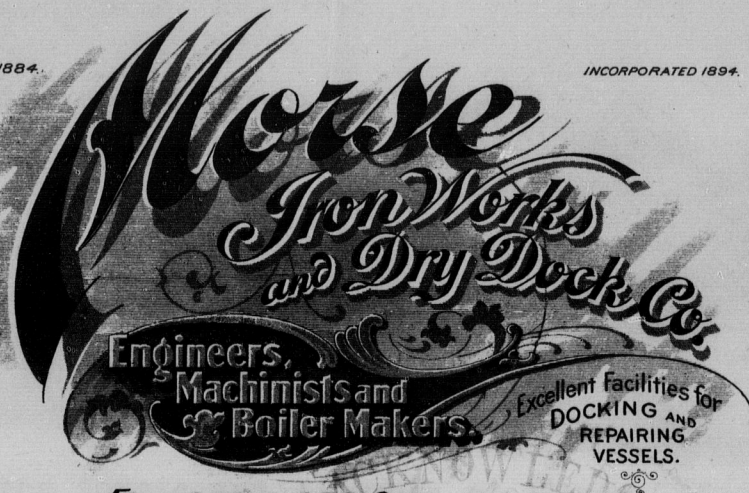
ESTABLISHED 1884.

INCORPORATED 1894.



Telephones:  
79 SOUTH AND 98 SOUTH,  
Residence, 462 PROSPECT.

NEW YORK OFFICE, 17 STATE STREET,  
CHESEBROUGH BUILDING, TEL. 1902 BROAD.



Foot 26<sup>th</sup> & 27<sup>th</sup> Sts.

Brooklyn, N. Y.

Apr 24/03.

Hon. Seth Low, Mayor,

City Hall, New York.

Dear Sir:--

We write to earnestly advocate your approval of the Bill passed by the Legislature authorizing the City of New York to acquire and operate the 39th street ferry, running from foot of Whitehall street, New York to 39th street, Brooklyn, which Bill we understand is now before you.

The inadequacy of the ferry service at that point has for years been a serious drawback to all that portion of Brooklyn lying between 39th street and Foot of Hamilton, and its acquirement and operation by the City in the interest of the public, is a prime necessity to the future development of the region in question and indeed, to the whole of South Brooklyn.

We are, dear sir,

Respectfully yours,

MORSE IRON WORKS & DRYDOCK CO.

Chas. G. Stuart

Secretary.



Siegfr. Gruner & Co.,  
8 South William Street.  
NEW YORK.

New York, April 24, 1903

Hon. Seth Low, Mayor,  
New York City.

ACKNOWLEDGED  
APR 25 1903  
W. J. M.

Dear Sir:

We understand that a bill passed the Senate and Assembly at Albany and is now before you for your approval <sup>or</sup> authorizing the City to aid in the operation of the Staten Island and 39th St. ferries. It is an unfortunate fact that both these parts of the harbor of New York which would be very desirable for docking steamers are more or less inaccessible for reason of the lack of proper ferry facilities.

Should the City operate ferries to these points it would be of great benefit to the commerce of New York as the pier space of this harbor is always inadequate and the rentals are so high as to tend to divert business to other ports.

As large importers of merchandise we trust that you may favor this bill.

Very respectfully yours,

Siegfr. Gruner & Co.

*[Faint signature]*

COPIED.

ESTABLISHED 1858.

T. F. MANVILLE, President.  
C. B. MANVILLE, Vice Pres.

J. G. CANNON, Chairman.

G. W. GLADWIN, Vice Pres. & Treas'r  
H. E. MANVILLE, Secretary.

# H. W. JOHNS-MANVILLE CO.

CABLE ADDRESS  
"WARDJOHNS"  
NEW YORK.

NEW YORK, MILWAUKEE, CHICAGO, ST. LOUIS, BOSTON, PHILADELPHIA, PITTSBURG, CLEVELAND, NEW ORLEANS, LONDON.

FACTORIES  
BROOKLYN, N.Y.  
MILWAUKEE WIS.

*100 William St.  
New York.*

Apr. 24, 1903.

**ASBESTOS ROOFINGS.**

ROOFING FELTS,  
ROOF COATINGS,  
CEMENTS, &c.

**ASBESTO-SPONGE FELTED**

PIPE AND BOILER COVERINGS.

**ASBESTOS MILLBOARD,**

GASKETS, &c.  
NON-BURN BUILDING PAPER.

**ASBESTOS COVERINGS**

FOR STEAM PIPES, BOILERS, &c.  
SECTIONAL COVERINGS.

**ASBESTOS FIRE-FELT**

& ASBESTOCEL

PIPE AND BOILER COVERINGS,  
LOCOMOTIVE LAGGING.

**BRINE & AMMONIA  
COVERINGS.**

**ASBESTOS PACKINGS.**

ROUND, SQUARE & FLAT,  
TWISTED, BRAIDED, &c.  
HIGH & LOW PRESSURE.

**ASBESTOS CLOTHS,**

THEATRE CURTAINS,  
FIRE-PROOF ROPE, &c.

**ASBESTOS CEMENTS,**

CEMENT FELTINGS,  
STOVE, FURNACE &  
RETORT CEMENTS.

**VULCABESTON**

INSULATING SHEETS,  
MOULDED PIECES, &c.

FOR ELECTRICAL &  
STEAM PURPOSES.

**ELECTRIC RAILWAY SUPPLIES.**

**MOULDED MICA**

& MONARCH  
ELECTRIC INSULATIONS.

"NOARK" FUSES &  
PROTECTIVE DEVICES.

**ELECTRIC HEATERS**

& HEATING DEVICES.

**ASBESTOS FIBRES,**

CRUDES & PULPS.

**FIRE-PROOFING**

MATERIALS.

**HAIR FELTS,**

STANDARD  
& ASBESTO-SPONGE.

**KEYSTONE HAIR INSULATORS**

FOR HEAT, SOUND & COLD.

**CARBONATE OF MAGNESIA,**

MAGNESIA STEAM PIPE  
& BOILER COVERINGS.

**MINERAL WOOL.**

FIRE EXTINGUISHERS.

Hon. Seth Low, Mayor,

City Hall,

New York City.

Dear Sir:-

We are advised that bill authorizing the City of New York to acquire and operate the 39th Street Ferry has passed the Legislature at Albany, and now comes before you for your approval. We are very much interested in this matter, in-as-much as our factory is located at the Foot of 39th Street, South Brooklyn, and the ferry service heretofore has been very unsatisfactory. We employ from 600 to 700 people, and transport about 50 to 60 tons of freight daily over this line.

We were pleased to hear that this bill had passed the Legislature, and very much hope that you can see your way clear to give same your approval.

Very respectfully,

H. W. JOHNS-MANVILLE CO.,

*H. W. Johns*  
Pres't.



W. H. CROSSMAN & BRO.  
P. O. BOX 894,  
NEW YORK.

EDWARD MERRITT, PRESIDENT.  
CLINTON L. ROSSITER, VICE PRESIDENT.      FREDERICK T. ALDRIDGE, SECRETARY.  
DAVID G. LEGGET, VICE PRESIDENT.      WILLARD P. SCHENCK, ASST. SECRETARY.

THE LONG ISLAND LOAN & TRUST COMPANY,  
"TEMPLE BAR"  
BROOKLYN, NEW YORK.

RECEIVED  
APR 24 1903  
ACKNOWLEDGED  
APR 25 1903  
W. J. M.

April 24, 1903.

Hon. Seth Low,

Mayor,

City of New York.

Dear Sir:-

I take the liberty of calling your attention to a bill introduced by Mr. Bailey in the Senate, and which I believe is now before you for approval.

This bill permits the Department of Docks and Ferries to acquire the real estate, property, plant or appliances of the 39th Street Ferry and afterwards to operate the ferry.

I have been familiar with the operation of the 39th Street Ferry for some years having made considerable use of it and feel confident that if the operation could be improved by more frequent service and additional boats, that it would not only be the means of relieving, to a considerable extent, the crowded condition of the bridge and avenues leading to the bridge, but would have a decidedly beneficial effect upon the taxable value of all property reached by the ferry, thus giving direct benefit to the City.

For these reasons I have no hesitation in asking your favorable consideration and approval of this measure.

Very truly,

C. L. Rossiter

W. H. Crossman & Bro.

W. H. CROSSMAN & BRO.,  
P. O. BOX 884,  
NEW YORK.

77 & 79 BROAD STREET.

April 24th, 1903.

*glee*  
Honorable Seth Low,  
Mayor of the City of New York,  
C I T Y.



Dear Sir;-

We understand that the Bill which passed the Senate and Assembly at Albany, authorizing the city to aid in the operation of the Staten Island and 39th Street ferries, is now before you for your approval. It is an unfortunate fact that both these parts of the harbor of New York, which would be very desirable for docking steamers, are now more or less inaccessible by reason of the lack of proper ferry facilities.

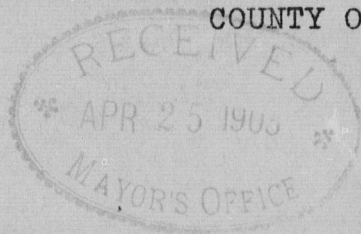
Should the city operate ferries to these points, it would be a great benefit to the commerce of New York, as the pier space of this harbor is always inadequate and the rentals are so high as to tend to divert the business to other ports. As large importers of merchandise we trust that you may favor this Bill.

Yours very truly,

*W. H. Crossman*



INDEPENDENT CLUB OF THE TWENTY-FIRST ASSEMBLY DISTRICT  
COUNTY OF NEW YORK.



ACKNOWLEDGED  
APR 25 1903  
W. J. M.

Hon. Seth Low,

Mayor of the City of New York:-

Dear Sir,

At a very fully attended meeting of the Independent Club of the Twenty-first Assembly District of the County of New York, held last evening, the following resolutions were adopted, with but one dissenting vote:-

RESOLVED that the Legislative Committee of the Independent Club disapproves of all bills passed by the legislature which provide for an additional Municipal Court upon the upper West side of the City, upon the ground that the establishment of such a Court is unnecessary and would involve the needless expenditure of large sums of money from the City Treasury; and

RESOLVED that the Mayor of this City and the Governor of this State be respectfully urged to disapprove all such bills;

RESOLVED that any change in the Municipal Court Districts of this City should be made only after a thorough investigation of the matter by a Commission to be appointed by the Mayor of the City; and

RESOLVED that the Mayor of this City be respectfully requested to have such an investigation made and to withhold his approval of all bills submitted to him by the present session of the legislature involving such changes.

I may add that these resolutions apply particularly to Assemblyman Wood's bill, introductory number 76, printed number 2043, which was passed by the legislature yesterday afternoon.

The Independent Club earnestly requests you to withhold your approval from this, or any similiar bill which may come before you this year.

Very truly yours,

Secretary of the meeting

62 Mt 93 St. N.Y. City.

New York, April 23rd, 1903.

Hon. Seth Low, Mayor,

New York City.

*file*

Sir:

Referring to an amendment of the Greater New York charter, which has been passed by the Senate and Assembly at Albany, by which amendment the Commissioner of Docks is authorized to acquire, with the approval of the Commissioners of the Sinking Fund, the necessary terminal facilities and equipment for operating ferries between Manhattan and Staten Island or South Brooklyn, we desire to strongly urge that you give this bill your favorable consideration. As business men we are deeply interested in the continued commercial prosperity of New York, and realize that the prosperity of this port is largely dependent upon adequate water front facilities for its shipping. We also realize that these facilities are far from adequate at present, and will become much less so as commerce increases. We also understand that there are building in South Brooklyn, a number of large piers which would afford a great relief to the present congestion, if these piers could be connected with Manhattan by an efficient ferry service. There are also additional stretches of water front in South Brooklyn and on Staten Island, which could be improved under the same circumstances.

The City, by means of its projected bridges and tunnels, has made it impossible to interest private capital in ferry enterprises.

Yours truly,

*Lewis Gurnant Co*



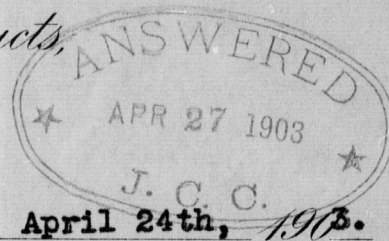
*George D. Pratt,*  
Treasurer.

*Frank L. Pierce,*  
General Manager.

*Chelsea Jute Mills,*  
*Manufacturers of Jute Products,*

*33 Union Square West,*

*New York,*



Hon. Seth Low, Mayor,

Greater New York,

City Hall, New York City.

Dear Sir:-

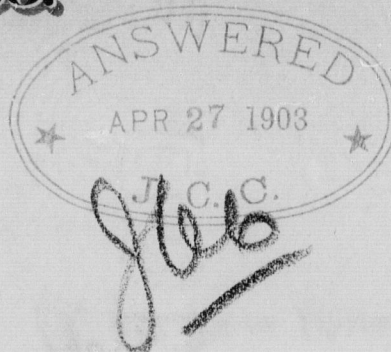
We notice that a bill has been passed at Albany which permits the city to improve in some way the Ferry Service between Manhattan and Staten Island and South Brooklyn. We have important business relations in South Brooklyn, and recognize the fact that this is practically the only place in the harbor where piers can be built of sufficient size to accommodate the large vessels from Calcutta and the East, and permit prompt handling of shipments. Adequate Ferry service is necessary for this development, and we would respectfully request that you give favorable consideration to this bill.

Yours truly,

CHELSEA JUTE MILLS,  
*Frank L. Pierce,*  
GENERAL MANAGER.

**J.W. DOANE & CO.**  
CABLE ADDRESS "DOANE"

J.E. DOANE  
J.W. DOANE



NEW YORK 85 & 87 FRONT ST.  
CHICAGO 25 & 27 WABASH AVE.  
ST. LOUIS 713 CLARK AVE.  
LONDON 37 MINING LANE, E.C.  
RIO DE JANEIRO, CAIXA DO CORREIO 365  
SANTOS, CAIXA DO CORREIO 21

New York, April 24th 1903.

Hon. Seth Low,  
Mayor,  
New York City.

Sir:-

We are informed that a bill has recently passed the Senate and Assembly authorizing the City to extend its aid in the running of the ferry to 39th Street Brooklyn, and that the bill is now before you for your consideration. We trust that it may receive your approval, as we, as large importers of coffee, feel that this part of the harbor of New York, as well as Staten Island, to which the bill applies as well, is rather inaccessible by reason of the absence of adequate ferry facilities.

We feel that a proper and adequate operation of these ferries would be beneficial to the commerce of this port, as the pier space of the harbor being so limited, and rentals so large, we believe that an immense amount of business is diverted to other ports.

We believe that with more frequent communication by ferry at Staten Island and 39th Street, a large amount of available space would be profitably used for piers and other important enterprises.

Yours very truly,



# Standard Rope & Twine Co.

PRESIDENT,  
THOMAS RUSSELL.

VICE PRESIDENT,  
A. R. TURNER, JR.

TREAS. & SECY.  
JOSEPH G. TAYLOR.

CROWN BRAND.



TRADE MARK REGISTERED.  
BRAND.

17 STATE ST.  
OUR BRANDS

SEWALL & DAY BRAND.



TRADE MARK REGISTERED.

OUR MILLS

SEWALL & DAY MILL.  
CHELSEA CORDAGE CO.  
TUCKER & CARTER CORDAGE CO.  
L. WATERBURY & CO.  
WM. WALLS' SONS.  
LAWRENCE CORDAGE MILL.  
ELIZABETHPORT CORDAGE CO.  
ETC. ETC. ETC.

*File* NEW YORK

April 24, 1903

ACKNOWLEDGED  
APR 25 1903

W. J. M.

Hon. Seth Low,

Mayor, New York City

Sir:

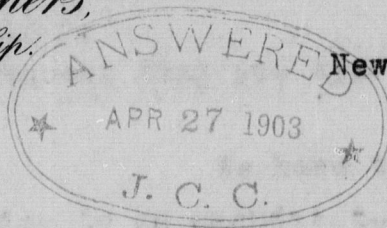
We understand that a bill has recently passed the Legislature, permitting the city to aid in the maintenance or operation of ferries, and it is our earnest desire that you approve this bill. As far as our industry is concerned, this measure would materially benefit us and would tend to relieve the present urgent demand for more pier accomodation.

Yours respectfully,

STANDARD ROPE & TWINE CO.

*Joseph G. Taylor*  
Treasurer

*Ralph Brothers,*  
*13 & 15 Old Slip.*



New York- April-25-1903.

*Rob*

Sir:-

We notice the passage by the Senate and Assembly at Albany, of an act entitled " An act to amend the Greater New York charter, relative to the operation of ferries, and the <sup>c</sup>quirement of property therefor". As we understand, the bill refers particularly to the ferries connecting Manhattan with Staten Island and South Brooklyn.

We have <sup>a</sup> large business interests connected with piers in South Brooklyn, which is constantly growing, and which is greatly inconvenienced by the poor ferry service existing at present. We feel that the South Brooklyn location, is the only one in the harbor where it is possible to build piers large enough to accommodate steamers coming from the East with bulky cargoes, and if no effort is made to improve conditions existing at present, a great loss will eventually occur to the Port of New York. For these reasons, we

respectfully



respectfully request that you approve of this Bill.

We have the honor to remain, Sir,

Your obedient Servants,

Raeli Brothers

To:

Hon. Seth Low,

Mayor of the City of New York

New York, N.Y.



# PETITION FOR NEW {39th STREET} FERRY SERVICE.

BROOKLYN, N. Y., APRIL, 1903.

HON. SETH LOW,  
MAYOR "GREATER NEW YORK",  
CITY HALL, BOROUGH OF MANHATTAN.

DEAR SIR:

The undersigned, Taxpayers and Residents of South Brooklyn, Bay Ridge, Fort Hamilton, Borough Park, Dyker Heights, Bath Beach, Bensonhurst, Gravesend, Coney Island and Sheepshead Bay, most heartily endorse the Legislative Bill now before you, known as the "Staten Island and Thirty-ninth Street Ferries Bill".

And we do earnestly petition that you approve the said "Bill" for the following reasons:

- 1st. The territory represented by the Thirty-ninth Street feature comprises nearly one-third of Brooklyn's total area. (See Map.)
- 2nd. It is practically the only large section in the Greater City, for which *No Municipal Rapid Transit Facilities* have been provided.
- 3rd. Its large vested interests, (Commercially on the Shore Fronts, and otherwise) cannot be expected to expand, without improvements in transportation, commencing immediately with a more modern and expeditious operation of the afore-said Thirty-ninth Street Ferry.
- 4th. Its large population (of inhabitants doing business in New York) will be incalculably benefited by the great saving in time, through an improved system of transit such as the said Bill anticipates.
- 5th. You are amply justified in sanctioning this Bill, on account of the benefit to be derived by the Municipality, through the assured increase in land values, thereby creating a higher taxable valuation.
- 6th. No private corporation has seemed willing, as yet, to satisfactorily operate this Ferry System, and the present management refuse to improve or add to its floating equipment, owing to existant and contemplated railroad competition.
- 7th. The peculiar situation of the locality described, establishes the further fact that a Ferry in this section will undoubtedly be necessary for all time.

You will therefore do a great justice to us, as well as to the entire community, if you will favor this Bill with your approval, and thereby permit its enactment into law.

NAMES

ADDRESS

E. F. Russell	122 Hawthorne St Brooklyn
J. F. Phillips	156 Clarkson St.
H. Giller	1048 40th St
Geo. Giller	1212 39th St.
E. Mott	1414-38th St.
R. Bloom	1160 - 39th St
Volney 810 Macdon St.	
A. S. Sander	1726 - 29th St
Kuttscha	1275-37th St Bklyn
Geo. Rose	1220 39th St Bn
Patrick Ryan 130nd 39th St	
W. H. Hough	1006 - 40th St Bklyn
H. P. Morris	1922 - 82nd St



# PETITION FOR NEW {39th STREET} FERRY SERVICE.

BROOKLYN, N. Y., APRIL, 1903.

HON. SETH LOW,  
MAYOR "GREATER NEW YORK",  
CITY HALL, BOROUGH OF MANHATTAN.



*Job*

DEAR SIR:

The undersigned, Taxpayers and Residents of South Brooklyn, Bay Ridge, Fort Hamilton, Borough Park, Dyker Heights, Bath Beach, Bensonhurst, Gravesend, Coney Island and Sheepshead Bay, most heartily endorse the Legislative Bill now before you, known as the "Staten Island and Thirty-ninth Street Ferries Bill".

And we do earnestly petition that you approve the said "Bill" for the following reasons:

- 1st. The territory represented by the Thirty-ninth Street feature comprises nearly one-third of Brooklyn's total area. (See Map.)
- 2nd. It is practically the only large section in the Greater City, for which *No Municipal Rapid Transit Facilities* have been provided.
- 3rd. Its large vested interests, (Commercially on the Shore Fronts, and otherwise) cannot be expected to expand, without improvements in transportation, commencing immediately with a more modern and expeditious operation of the afore-said Thirty-ninth Street Ferry.
- 4th. Its large population (of inhabitants doing business in New York) will be incalculably benefited by the great saving in time, through an improved system of transit such as the said Bill anticipates.
- 5th. You are amply justified in sanctioning this Bill, on account of the benefit to be derived by the Municipality, through the assured increase in land values, thereby creating a higher taxable valuation.
- 6th. No private corporation has seemed willing, as yet, to satisfactorily operate this Ferry System, and the present management refuse to improve or add to its floating equipment, owing to existant and contemplated railroad competition.
- 7th. The peculiar situation of the locality described, establishes the further fact that a Ferry in this section will undoubtedly be necessary for all time.

You will therefore do a great justice to us, as well as to the entire community, if you will favor this Bill with your approval, and thereby permit its enactment into law.

NAMES

ADDRESS

THE VEHICLE EQUIPMENT COMPANY employing 300 men in its factory  
at Church Avenue and 37th. Street, Brooklyn, endorses the above bill  
for the betterment of the 39th. Street Ferry service.

By resolution of the Executive Committee of the above  
Company.

*W. L. B. Mitton*  
Secretary.

Attest.





List of gentlemen desiring to be heard on 39th  
St. Ferry Matter:-

✓ ~~HON. WM. C. DE WITT,~~  
in behalf of Dr. Jos. J. O'Connell,  
Estate of Dan'l Ryan and other  
property holders.

✓ ~~HENRY B. HEBERT, ESQ.,~~  
President of Produce Exchange.

✓ *Hon. Edward Swanson*

✓ ~~C. C. SHAYNE, ESQ.,~~  
President of Merchants and Manufacturers  
Board of Trade of New York.

✓ ~~WEST END BOARD OF TRADE OF SOUTH BROOKLYN.~~

*Mr. D. B. Seaver*

✓ ~~C. B. PARSONS, ESQ.,~~  
President of Maritime Exchange.

✓ *Mr. C. Redfield Corp.*

✓ ~~GEO. L. DU VAL,~~  
Merchants Association, New York.

✓ ~~W. E. CLEARY, ESQ.,~~  
South Brooklyn Board of Trade and Citi-  
zens Association of Fort Hamilton.

✓ *Pres. Percy O'Sullivan*

✓ ~~COFFEE EXCHANGE.~~

✓ *Geo T. Moon President Infgen Assoc of N.Y.*

✓ ~~JOHN McCORMICK, ESQ.,~~  
Merchant, South Brooklyn.

✓ ~~ALEXANDER SMITH, ESQ.,~~  
Superintendent Maritime Exchange.

✓ *Rev Mr. Ashley*

✓ ~~ELMER WHITE, ESQ.,~~  
Truck Owners of South Brooklyn.

✓ *Rev Dr Mc Donald*

✓ *Edward Humeau*