

THE TRUSTEES
OF THE
NEW YORK AND BROOKLYN BRIDGE,
OFFICE, WASHINGTON AND NASSAU STS.

Brooklyn, Jan 11th 1895

Sir :

You are respectfully requested to attend a
regular Meeting of the

TRUSTEES

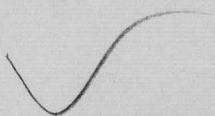
to be held at this Office on Monday next.....*14th* inst.
at 3 o'clock P.M.

Respectfully,

Henry Beam

Secretary. *H.B.*

Hon. W^m L. Strong
Mayor



THE TRUSTEES

OF THE

NEW YORK AND BROOKLYN BRIDGE,

OFFICE, WASHINGTON AND NASSAU STS.

Brooklyn, March 8th 1895

Sir :

You are respectfully requested to attend a
regular Meeting of the

TRUSTEES

to be held at this Office on Monday next *11th* inst.
at 2.30 o'clock P.M.

Respectfully,

Henry Beane

Secretary. *H.C.*

Hon. J. L. Strong
Mayor

97

to be made at the Office of the Engineer

ENGINEER

of the Department of the Interior

For the purpose of the above mentioned project

the

of the Department of the Interior

of the Department of the Interior

of the Department of the Interior

of the Department of the Interior

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THE TRUSTEES

OF THE

NEW YORK AND BROOKLYN BRIDGE,

OFFICE, WASHINGTON AND NASSAU STS.

Brooklyn, *July 16th* 1895

Sir :

You are respectfully requested to attend an
adjourned
regular Meeting of the

TRUSTEES

Thursday
to be held at this Office on ~~Monday~~ next *18th* inst.
at *2* o'clock *P*.M.

Respectfully,

Henry Beaw

Secretary. *H.B.*

Hon Wm L Strong
Mayor.

THE TRUSTEES
OF THE
NEW YORK AND BROOKLYN BRIDGE,
OFFICE, WASHINGTON AND NASSAU STS.

Brooklyn, Aug 9 1895.

Sir:

You are respectfully requested to attend a
regular Meeting of the

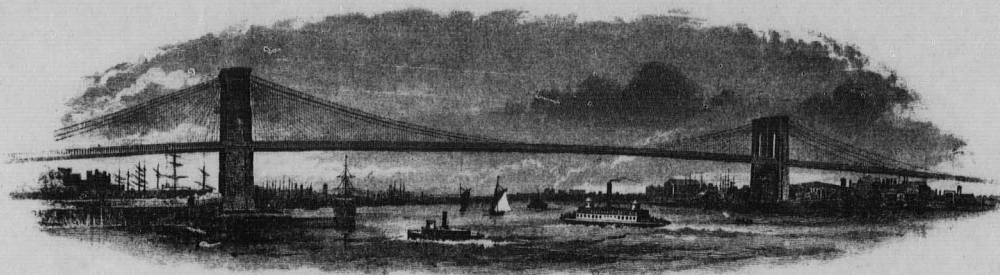
TRUSTEES

to be held at this Office on Monday next *12th* inst.
at *9* o'clock *A*.M.

Respectfully,

Henry Beaman
Secretary.

Howe Wm L. Street
Mayor City of New York



TRUSTEES
OF THE
NEW YORK & BROOKLYN BRIDGE.

NASSAU AND WASHINGTON STS.

Brooklyn, Aug 22^d 1895

To the
Honorable William F. Strong
Mayor of the City of New York
My dear Mr Mayor

The Citizens of Brooklyn are
looking forward to your visit next
Tuesday to take part in the "Maryland
Memorial Services" and as the Maryland
colors will be "en regle" that day I
beg your acceptance of the
ticket herewith. Our good
Mayor has one and I don't
want New York to take a back
seat on that occasion. Hoping
then to see you on next Tuesday -
I have the honor to remain,

Your obedient servant
C. J. Van Dine.

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THE TRUSTEES
OF THE
NEW YORK AND BROOKLYN BRIDGE,
OFFICE, WASHINGTON AND NASSAU STS.

Brooklyn April 5th 1895

Sir :

You are respectfully requested to attend a
regular Meeting of the

TRUSTEES

to be held at this Office on Monday next *8th* inst.
at *3* o'clock *P.*M.

Respectfully,

Henry Beane
Secretary. *H.*

Hon. Wm. L. Strong
Mayor.

THE TRUSTEES
OF THE
NEW YORK AND BROOKLYN BRIDGE,
OFFICE, WASHINGTON AND NASSAU STS.

Brooklyn June 7th 1895

Sir :

You are respectfully requested to attend a
regular Meeting of the

TRUSTEES

to be held at this Office on Monday next.....10th inst.
at 3 o'clock P.M.

Respectfully,

Henry Beane

Secretary. H.B.

Hon. W. L. Strong
Mayor.

THE TRUSTEES
OF THE
NEW YORK AND BROOKLYN BRIDGE,

OFFICE, WASHINGTON AND NASSAU STS.

Brooklyn, June 11th 1895

Sir:

You are respectfully requested to attend a
An adjourned
regular Meeting of the

TRUSTEES

to be held at this Office on *Friday* ~~Monday~~ next *14th* inst.
at *3* o'clock *P.* M.

Respectfully,

Henry Beane
Secretary. *H.B.*

Hon W^{re} L. Strong
Will be adjourned on *13th* inst
to above date in consequence of
the death of *W^{re} Marshall* Ex. Trustee.

THE TRUSTEES
OF THE
NEW YORK AND BROOKLYN BRIDGE,
OFFICE, WASHINGTON AND NASSAU STS.

Brooklyn, June 14th 1895

Sir :

You are respectfully requested to attend a ~~regular~~
adjourned Meeting of the

TRUSTEES
Tuesday
to be held at this Office on ~~Monday~~ next *18* inst.
at *3* o'clock *A*. M.

Respectfully,

Henry Ream
Secretary.

Wm W L Strong
Mayor City of New York

1895

THE TRUSTEES
OF THE
NEW YORK AND BROOKLYN BRIDGE,
OFFICE, WASHINGTON AND NASSAU STS.

Brooklyn, July 5th 1895

Sir :

You are respectfully requested to attend a
regular Meeting of the

TRUSTEES

to be held at this Office on Monday next *8th* inst.
at *2* o'clock *P.*M.

Respectfully,

Henry Beaw
Secretary. *H.B.*

Wm H L Strong
Mayor.

THE TRUSTEES
OF THE
NEW YORK AND BROOKLYN BRIDGE,

OFFICE, WASHINGTON AND NASSAU STS.

Brooklyn Oct 11th 1895

Sir :

You are respectfully requested to attend a
regular Meeting of the

TRUSTEES

to be held at this Office on Monday next 14th inst.

at 2 o'clock P. M.

Respectfully,

Henry Beaw
Secretary. H.B.

Hon J^{rs} L. Strong
Mayor.

THE TRUSTEES
OF THE
NEW YORK AND BROOKLYN BRIDGE,

OFFICE, WASHINGTON AND NASSAU STS.

Brooklyn, Oct. 18th 1895

Sir :

You are respectfully requested to attend an
~~regular~~ ^{adjourned} Meeting of the

TRUSTEES

to be held at this Office on Monday next 21st inst.
at 2 o'clock P. M.

Respectfully,

Henry Beaman

Secretary. H.B.

Hon W^m L. Strong
Mayor.

THE TRUSTEES
OF THE
NEW YORK AND BROOKLYN BRIDGE,
OFFICE, WASHINGTON AND NASSAU STS.

Brooklyn Oct. 18th 1895

Sir :

You are respectfully requested to attend a
Special
~~regular~~ Meeting of the

TRUSTEES

to be held at this Office on Monday next 21st inst.

at 2 o'clock P. M. to receive Mr Martin's
Report on Electric Power for Switching Co.
Respectfully,

Henry Beaw
Secretary. H.B.

Leon W. L. Strong
Mayor.

THE TRUSTEES
OF THE
NEW YORK AND BROOKLYN BRIDGE,
OFFICE, WASHINGTON AND NASSAU STS.

Brooklyn, Nov 6th 1895

Sir :

You are respectfully requested to attend a
regular Meeting of the

TRUSTEES

to be held at this Office on Monday next 9th inst.
at 2 o'clock P. M.

Respectfully,

Henry Beaw

Secretary.

H.B.

Hon. Wm L Strong
Mayor.

THE TRUSTEES

OF THE

NEW YORK AND BROOKLYN BRIDGE,

OFFICE, WASHINGTON AND NASSAU STS.

Brooklyn, Nov 8th 1895

Sir :

You are respectfully requested to attend a
regular Meeting of the

TRUSTEES

to be held at this Office on Monday next 11th inst.
at 2 o'clock P. M.

Respectfully,

Henry Beane
Secretary H.B.

Hon. W. L. Strong
Mayor.

THE TRUSTEES
OF THE
NEW YORK AND BROOKLYN BRIDGE,

OFFICE, WASHINGTON AND NASSAU STS.

Brooklyn, *Nov 15th* 1895

Sir:

Adjourned
You are respectfully requested to attend an
regular Meeting of the

TRUSTEES

to be held at this Office on Monday next *18th* inst.
at *2* o'clock *P.*M.

Respectfully,

Henry Brann
Secretary. *H.B.*

Hon Wm L. Strong
Mayor.

NEW YORK

OFFICE, WASHINGTON AND NASSAU STS.

Brooklyn, Nov 29th 1895

Sir:

You are respectfully requested to attend an
~~adjoined~~
~~regular~~ Meeting of the

TRUSTEES

to be held at this Office on Monday next Dec. 2nd
at 2 o'clock P.M. for the purpose of considering
plans for surface railroad terminals
Respectfully,

Henry Beane
Secretary. H.B.

Hon. Wm. L. Strong
Mayor.

OFFICE, WASHINGTON AND NASSAU STS.

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THE TRUSTEES
OF THE
NEW YORK AND BROOKLYN BRIDGE,
OFFICE, WASHINGTON AND NASSAU STS.

Brooklyn, *June 10th* 1896

Sir :

You are respectfully requested to attend a
regular Meeting of the

TRUSTEES

to be held at this Office on Monday next *13th* inst.
at *2* o'clock *P.* M.

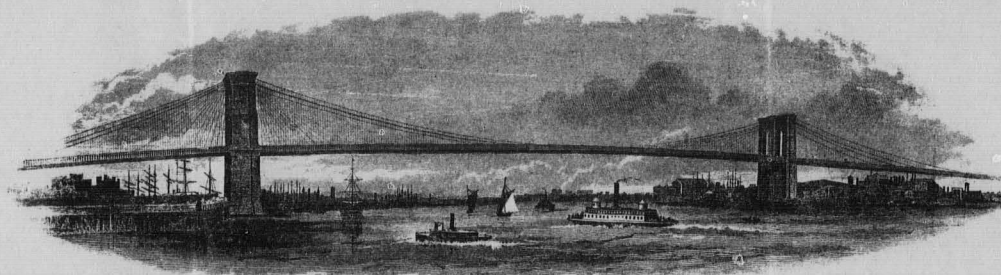
Respectfully,

Henry Beam

Secretary. *H.B.*

Hon. Wm. L. Strong.
Mayor.

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TRUSTEES
OF THE
NEW YORK & BROOKLYN BRIDGE.

NASSAU AND WASHINGTON STS.

Brooklyn, Feb. 7th/96 189

Hon. William L. Strong,

Mayor City of New York.

Dear Sir :-

The trial of the electric motor car which was to have taken place on Thursday (postponed on account of the weather) will take place tomorrow, Saturday morning at eleven o'clock.

President Howell respectfully requests the pleasure of your company.

Yours respectfully,

Newman
Secretary.

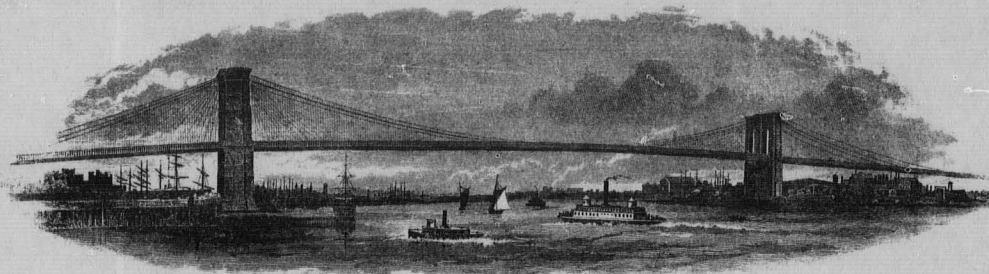
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FROM:

CITY OF NEW YORK.

trial of the electric motor car

Friday (postponed on account



TRUSTEES
OF THE
NEW YORK & BROOKLYN BRIDGE.

NASSAU AND WASHINGTON STS.

Brooklyn, Feb. 26/96 *189*

Hon. William L. Strong,

Mayor City of New York.

Dear Sir :-

Herewith please find drawing, showing location of the proposed steps and elevators from the Brooklyn end of the New York Station, to Rose street ; also estimated cost of construction and operating.

This is the information that was promised by the President at the last meeting of the Board.

Yours respectfully,

W. H. Martin

Chief Engineer and Supt.

Rep. se/oe

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Rep. William T

Feb. 25th, 1896.

Hon. James Howell,

President.

Dear Sir :-

Below please find a report of an examination made on the probably loss of income from the Bridge Railway, consequent upon the proposed reduction of fares, based upon and confined to the data presented in your last Annual Report to the Board of Trustees ; being for the official year ending November 30th, 1895 ; reference also being made to the actual count of tickets collected each hour of the twenty-four - constituting the round day - on Tuesday, October 22nd, 1895.

The present rate of fare is - single tickets 3 cents, two tickets for 5 cents and ten tickets for 25 cents. The proposed change in rate is - single tickets 1 cent, between the hours of 5.30 and 7.30 o'clock A. M. and 5 and 7 o'clock P. M. on week days ; and at all other times - single tickets 2 cents, three tickets for 5 cents and seventeen tickets for 25 cents.

During this official year, of the total passengers carried, about 7-1/2% (3 300 123) paid 3c fare - at 3c - \$99 003.69
about 65 % (28 996 470) bought tickets 2 for 5 ¢

and " 27-1/2

per cent (12 267 736) bought tickets 10 for 25¢ - 1 031 605.15

Total - 44 564 329 passengers at an average of 2.537¢ ----- \$1 130 608.84

Applying this data, and also the proposed reduction of fares, to the transits during the same official year, the following show the probable receipts during such year, from the Bridge Railway, had these fares then governed :

2.

During hrs. 5.30 to 7.30 A.M. : 42.88% - or
 During hrs. 5.00 to 7.00 P.M. : 19 110 034 passengers at
 1 cent - \$191 100.34

Single tickets - 4.29% or - 1 909 072 passengers
 at 2 cents -- 38 181.44

Three tickets for
 5 cents - 37.12% or - 16 545 292 passengers
 at 1-2/3 c - 275 754.87

Seventeen tickets for
 25 cents - 15.71% or - 6 999 931 passengers
 at 1-8/17c - 102 940.16
 44 564 329 pass. at
 1.364¢ - \$607 976.81

During the official year, the total receipts from the
 Bridge Railway, were ----- \$ 1 130 608.84 :

Estimated receipts with fares reduced as proposed - 607 976.81

Loss per annum ----- \$522 632.03

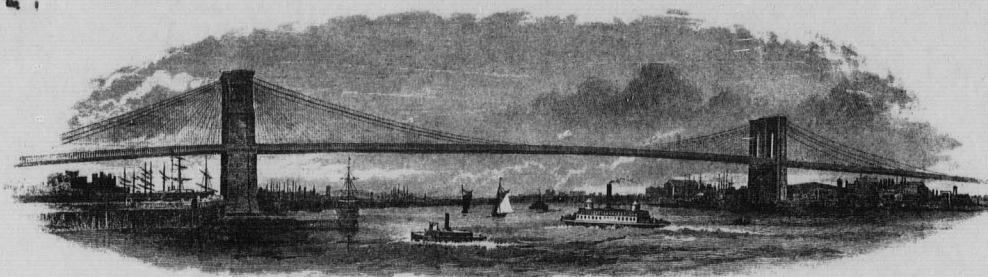
Loss per day ----- 1 431.87

Respectfully submitted,

L. L. Martin

Chief Engineer and Supt.

104.



TRUSTEES
OF THE
NEW YORK & BROOKLYN BRIDGE.

NASSAU AND WASHINGTON STS.

Brooklyn, Feb. 26th/96 189

Hon. Fredrick W. Wurster,
Mayor City of Brooklyn

Dear Sir :-

You will perceive by the report herewith presented, compiled by our Chief Engineer and Superintendent, that if the proposed reduction in tolls should become a law, the loss per day to the two cities, would amount to \$1 431.87, or a total loss per annum of about \$522 632.03. During the official year ending November 30th, /95, there was paid to the cities by the Trustees, \$510 000 ; if the proposed reduction should take place, instead of the cities receiving the above amount, there would be a deficit of \$12 000.

The average number of our citizens who use the Bridge, is about 65 000 per day. Taking our population at 1 100 000, only about six per cent use the Bridge, and the remaining 94 per cent (or in round numbers, about 1 035 000) of our citizens receive no direct benefit ; and they would be compelled to contribute their share to make up any deficiencies, pay interest on the bonded indebtedness, and to provide for the sinking fund. Those who use the Bridge, should pay for the privilege. So far, I have not heard any complaints regarding the fares now charged. In my judgment, a sufficient amount of revenue should be collected from the Bridge in tolls, to pay operating expenses, the interest on bonds, and to provide for the sinking fund ; when this is obtained, then will be time to reduce the fares. In addition to the deficiency shown, it is estimated that it will cost about \$750 000 to fully equip the Bridge and to complete the contemplated improvements.

The overcrowded condition of our cars at certain hours in the day, is certainly at the present time, attended with more or less danger to life and limb ; and in all probability a reduction in fares would increase the number of passengers, and thereby increase the danger to patrons of the Bridge. In my judgment, it would be wise to wait until the present terminal improvements are completed, when the Trustees will be better able to judge of results that would follow a reduction of fares as proposed.

Respectfully, (Signed) James Howell,
President.



STATE OF NEW YORK
Assembly Chamber

Albany, Mar. 4 1896

Hon. ~~Wm.~~ Strong:
Dear Sir:

A bill relative to abolishing toll on Bklyn. ^{and} New York Bridge for bicyclists will be presented to you for your approval.

Mayor Burdette of Brooklyn has already signified his willingness to approve of the measure.

I wish to ask you, on behalf of the wheelmen, and also being the introducer of the bill, to give it your earnest consideration and approve of it as soon as possible.

By so doing you will confer a favor upon the bicyclists, myself and several others who are interested in its immediate passage.

Sincerely yours
Joseph A. Guider

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New York, March 26th, 1896.

Hon. William L. Strong,
Mayor of New York.

Hon. Fredk. W. Wurster,
Mayor of Brooklyn.

Gentlemen:

This communication is submitted to you jointly , as the chief magistrates of the two cities owning the New York and Brooklyn Bridge, since there may be no power vested in the Trustees now controlling and managing said bridge, to consummate the purpose intended.

If the proposition herein submitted is to be acted upon, some enabling legislation may be essential, and in view of that, we respectfully urge speedy consideration on your part.

We propose to organize under the Laws of the State of New York, a corporation authorized to construct, maintain, own and lease bridges across the East River between the cities of New York and Brooklyn, to operate railroads on bridges existing or to be constructed, and in connection with said railroads, to construct, own or lease and operate extensions in both cities. Said corporation will give adequate guarantees to fulfil any and all agreements that may be entered into between it and the cities of New York and Brooklyn.

On behalf of said prospective corporation, we offer to lease for a term of years from the cities of New York and Brooklyn, the railway now operated over the New York and Brooklyn Bridge, includ-

No.2.

ing rolling stock, motive power and terminals, and to pay to the cities as rental, an amount to be agreed upon as fair and just, but to approximate the net earnings heretofore derived by the cities from the Railway of the Bridge, besides fully maintaining the road-bed, tracks, rolling stock and motive power, together with shops, etc. in the best condition, subject to the approval of the Chief Engineer of the Trustees of the New York and Brooklyn Bridge. The cities to continue to receive and hold all income derived from real estate owned by the Trustees, tolls from the carriage-way, and income derived from privileges granted by lease or contract to telegraph and telephone corporations, and to retain full jurisdiction of said bridge.

If such an agreement is made, the prospective corporation will undertake to accomplish the following:

1st: Provide continuous rapid transit between New York and Brooklyn without change of cars, by joining the Elevated Railways of the two cities, not only as they now exist, but as they may hereafter be extended.

2nd: Reduce the rates of fare to passengers using the elevated railways and the bridge, 2 1/2 cents per single passage, or five cents per round trip, by abolishing railway tolls over the bridge to passengers who have paid a fare of five cents to the elevated railroad.

3rd: Abolish the inconvenience of two transfers, thus saving to the passengers desiring to cross from one city to the other, more

No.3.

than twenty minutes per round trip.

4th: Insuring to the cities of New York and Brooklyn a fixed and certain income from the railway of the New York and Brooklyn Bridge, and eliminating the cost of making changes and providing improvements, pending the continuation of the agreement or any renewal thereof.

5th: Continuing the operation of the local railway over the New York and Brooklyn Bridge, as it is now operated, or will be after the new terminals are completed, at the same rate of fare, three cents, and two and one half cents, as is now charged by the cities.

To accomplish these objects, we will undertake on behalf of the prospective corporation to obtain from the Brooklyn Elevated Railroad Company and the Kings County Elevated Railway Company of Brooklyn, agreements, whereby they will stipulate to operate their trains across the New York and Brooklyn Bridge without extra charge to their passengers, either going to or coming from New York, to the end that for a single fare of five cents paid at any elevated railroad station in Brooklyn, or at the terminal of the elevated railroad, which will be an extension of the bridge railway terminal in New York, a passenger will be transported over any and all the elevated railroads of Brooklyn and the Bridge, it being the intention to give free transfers in Brooklyn at all connecting points.

A stipulation will also be obtained from the elevated railroad companies that the same regulations and rates of fare shall

No.4.

apply to any extensions constructed by them, pending the duration of the agreement or any renewal thereof between the prospective corporation and the two cities.

You will recall that at a conference, at which the subject matter herein contained was informally discussed, at the Mayor's office in New York on February 27th, 1896, a prominent representative of the Manhattan Elevated Railway Company stated that to amplify and extend accommodations for the benefit of the travelling public, the Manhattan Elevated Railway Company would if desired apply to the Rapid Transit Commission of the City of New York for new routes and extensions in said city.

A route germane to the question herein discussed was mentioned, viz: "Beginning in a line with the New York terminus of the railway of the New York and Brooklyn Bridge, over and along Centre Street to Canal Street, thence westerly along Canal Street to West Broadway, connecting by a curve with the west side division of the Manhattan Elevated Railway," thus affording through railway communication between the west side of New York City, the City Hall of New York, and all points in Brooklyn reached by the elevated railroads.

If this route was constructed trains of the Manhattan Elevated Railway could be operated over the bridge and over the tracks of the elevated railways of Brooklyn, and vice versa. By this means the Manhattan Elevated Railway would obtain terminal facilities at Fort Hamilton, two at East New York, and at Ridgewood (Queens

No. 5.

County line) , thereby increasing its carrying capacity three or four-fold from what it now is, besides affording the only possibility of continuous through travel between the boundaries of "Greater New York."

Another route was discussed that the Manhattan Elevated Railway should undertake to construct, and which if constructed would be the means of saving the cities, under the Act of 1895 authorizing the construction of a bridge between Broadway, Brooklyn, and Grand Street, New York, an amount varying from five to ten million dollars, depending upon how far ~~xxx~~ into and across New York the Commissioners would otherwise construct a railway approach in connection with that bridge, and which would also afford through railway communication from Brooklyn and all the longitudinal elevated railways of New York with all the steamship lines and ferries south of Desbrosses Street in the city of New York, viz: "Beginning in a line with the New York terminus of the New East River Bridge, near the foot of Grand Street, thence westwardly along Grand Street to Canal Street, to Desbrosses Street, to West Street; thence southerly to a point at or near Pier No. 1 North River."

Naturally, the motive power of the elevated railroads operating over the New York and Brooklyn Bridge, will be adapted to overcome the grades of the railway of the bridge, as we appreciate that the existing bridge should not be required to bear any additional burden in the shape of superstructure.

No. 6

We are prompted to offer to the cities of New York and Brooklyn substantially the same income they now receive from the railway of the bridge, notwithstanding that we extinguish tolls, because we have an abiding faith that safe, continuous rapid transit combined with cheap fares will create a so great "Greater New York" as to insure large and growing business to the railways with which we are connected.

Should you desire any further particulars or a conference in order to arrive at a conclusion, please address either of the undersigned.

Yours respectfully,

Rev. Mr. Wingate
20 Nassau St
New York

Fred. F. Uhlmann
69 Broad St
New York

August B. Brown
23 Nassau St

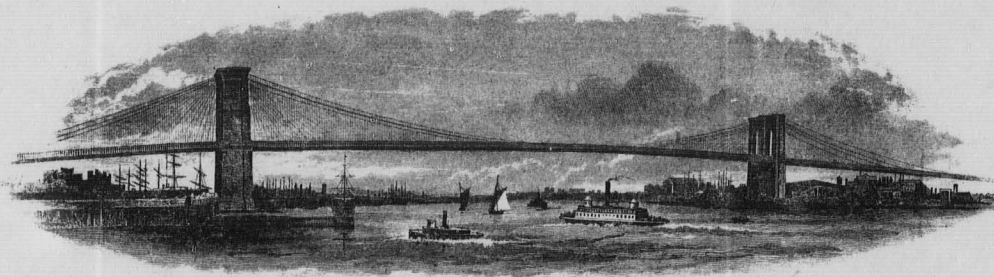
Wm. J. Jordan
Egle Building
Brooklyn

23. Japan
Sept 12/90
No. 6

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the bridge, notwithstanding that no
signed.

order to arrive at a conclusion, pl
Should you desire any further



TRUSTEES
OF THE
NEW YORK & BROOKLYN BRIDGE.

NASSAU AND WASHINGTON STS.

Brooklyn, April 11/96 189

Hon. William L. Strong,

Mayor City of New York.

Dear Sir :-

There has been a bill introduced in the Assembly at Albany, known as Assembly Bill No. 340, which provides that incandescent electric lights, of not less than thirty candle power each, be placed at a distance of 50 feet apart along both tracks of the Bridge Railroad, to prevent accidents in case of fogs.

Should that bill come before you for approval, I should be glad to communicate with you on the subject.

Yours respectfully,

Chief Engineer and Supt.

107

L. Strong,

City of New York.

There has been a bill introduced

as Assembly Bill No. 840, which

electric lights, of not less than

Brooklyn, May 9th, 1896.

To the Trustees of the

NEW YORK AND BROOKLYN BRIDGE,

Brooklyn, N. Y.

Gentlemen:-

We are advised by counsel that power is vested in you by law, not only to operate a railroad, but to authorize to be operated a railroad or railroads over the bridge; Therefore, we respectfully submit for your consideration the following:

That the Bridge be extended in Brooklyn but several hundred feet easterly and westerly north of the northerly line of Tillery street to Adams street and to Fulton street, connecting with the Brooklyn and Kings County Elevated Railroads; That railroad tracks, switches and curves be constructed on said extensions to permit the operation of trains of the elevated railroads over the railroads tracks of the New York and Brooklyn Bridge, insuring through elevated railroad transportation from the New York terminus of the bridge to terminal points of the elevated railroads in Brooklyn, and vice versa, under regulations, schedules, tolls to be paid to you and rates of fare to be charged, as shall be agreed upon.

The accompanying map shows the entire elevated railroad system of Brooklyn now operated, including terminals and connect-

2.

ions with the New York and Brooklyn Bridge - altogether, 28 1/2 miles of double track, sidings not estimated. (About two miles of elevated structure from Third avenue and 65th street to Fort Hamilton, under contract for construction, is not shown).

We recognize that the bridge structure will not permit of any additional dead load being suspended from the cables or superimposed upon the trusses, nor should any excessive live load be put upon its roadbed, all of which you will find has been fully considered when we submit detailed plans, which in this respect briefly stated are: That the locomotives, or if preferable one of the cars of each elevated train be supplied with a cable grip, so that while on the bridge the elevated trains will be propelled by cable in the same manner as the trains of the bridge railroad.

At the New York terminus one track adjacent to the incoming platform and one track adjacent to the outgoing platform will be reserved specially for elevated trains, leaving the same trackage and switching facilities as are now available for the bridge railroad, and by means of which the bridge railroad transports 20,000 passengers per hour and 140,000 passengers per day. The capacity of the railroad of the bridge will then be 40,000 passengers per hour, or 280,000 passengers per day, anticipating increasing travel for at least twenty-five years hence, and affording through transportation without change of cars to 60% of passen-

3.

gers using the railroads of the bridge. Your own records will show that 45% of the entire railroad passenger traffic of the bridge is now delivered to and taken from the bridge by the elevated railroads of Brooklyn. An assumption that 60% of such traffic would cross the bridge both ways in elevated cars, if the annoyance and loss of time in making transfers were eliminated, is certainly moderate, and if so the operation of local bridge and elevated trains on substantially the same headway would afford passengers using the local bridge railroad more than ample and far greater facilities than they now enjoy or will have when the new terminals are completed, should all elevated passengers continue to be transferred as heretofore. The intention to operate railroad trains across the bridge on 45 seconds headway would be carried into practice, changed only to conform to the use of the railroad tracks of the bridge in common by the trains of the bridge railroad and the trains of the elevated railroads.

Since the elevated railroads operate trains consisting of a locomotive and five cars each, and the locomotive while on the bridge tracks will be but a grip machine, it is but necessary to compare the weight and length of a loaded elevated train with the weight and length of a loaded bridge train to determine that the maximum live load imposed on the bridge is practically the same in both cases.

4.

| | |
|---|--------------|
| Average weight of an elevated locomotive with coal and water, | 48,000 lbs. |
| Weight of five empty elevated cars, | 125,000 |
| Aggregate weight of 500 passengers (average 130 lbs.) | 65,000 |
| | ----- |
| Total weight of a five car elevated train and motor, | 238,000 lbs. |
| Length of a five car elevated train and motor over all, | 258.95 ft. |
| Weight of one bridge electrical motor car, | 58,000 lbs. |
| Weight of three bridge cable cars, | 120,000 |
| Weight of 500 passengers (same as above), | 65,000 |
| | ----- |
| Total weight of a four car bridge train, | 241,000 lbs. |
| Length of a four car bridge train, | 200 ft. |

Should you be advised that you are vested with power to enter into an agreement as herein suggested and determine to do so, we would propose a term of not less than ten nor more than twenty-five years. To guard against any error of judgment and to insure the best possible service, the agreement should contain an express provision of the following import: "If at any time during the first year of the agreement the Trustees should conclude that said agreement is not to the best interest of the Cities, it may be terminated on 30 days notice, and at any time during the continuance of the agreement the Trustees may upon 10 days notice change schedules in such manner that both systems of railroads will be operated to best serve the travelling public, to the end that there shall be

#5.

no discrimination against any class of passengers seeking transportation over the several railroads operated across the bridge."

The Trustees can regulate and maintain the revenue to be derived by the Cities by fixing the rent or toll per capita to be paid by passengers crossing in elevated railroad cars.

The Brooklyn and Kings County Elevated Railroads would be operated under one management, which would permit of their trains while on the bridge being subject to the rules and regulations established by you.

Respecting the cost of the extensions necessary to make connections with the elevated railroads in Brooklyn, the elevated railroad companies would pay the cost of construction, including cost of property and easements, or pay an annual charge on an interest and sinking fund basis as you may elect.

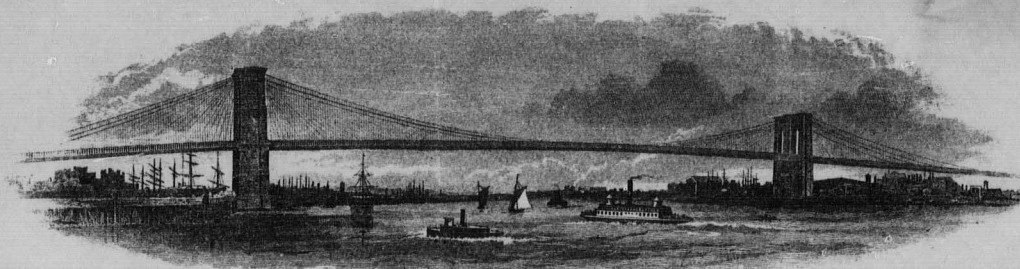
This offer is submitted without prejudice to your according to any other transportation company privileges consistent with prevailing conditions.

Yours respectfully,

Prest. Brooklyn El. R. R. Co.,
31 Sands St., Brooklyn, N. Y.

Prest. Kings County El. Ry. Co.,
Eagle Building, Washington St.,
Brooklyn, N. Y.

108



TRUSTEES
OF THE
NEW YORK & BROOKLYN BRIDGE.

OFFICE 22 SANDS STREET.

Brooklyn July 28 1896.

James Norwell
1 No 8. So. Portland Ave }
Seth L. Keeney }
No 221. Clermont Ave. }

Brooklyn

Clarence A. Hennigues
No 25 West 49 St. }
J. Seaver Page }
101 Fulton St. }

New York

Brooklyn Bridge
List of Trustees

109

Hon. H. L. Strong.
Mayor City of New York

Brooklyn September 2nd 1896

Report of the examination by order of the Board of Audit
of the City of Brooklyn, of the books, accounts, vouchers, etc.,
of the Trustees of the New York and Brooklyn Bridge, from January
1st, 1895 to June 30th, 1896, covering a period of eighteen months.

1895.

January 1st. Cash Balance on hand ----- \$193 264.77

RECEIPTS.

| | | |
|------------------------------------|--------------|----------------|
| Tolls, 6 months to June 30 ----- | \$624 447.01 | |
| " Dec. 31 ----- | 600 146.68 | |
| " June 30 ----- | 606 540.75 | |
| Rentals, 18 mos. to " " ----- | 168 944.72 | |
| Material sold " " " ----- | 7 548.66 | |
| Interest on Deposits " " ----- | 5 491.35 | |
| Insurance ----- | 250.00 | |
| Uniforms ----- | 3 004.87 | |
| City of Brooklyn for Terminals --- | 125 000.00 | |
| City of New York " " " ----- | 160 000.00 | 2 301 374.04 |
| Total ----- | | \$2 494 638.81 |

EXPENDITURES.

| | | |
|--|--------------|----------------|
| Pay Roll - 18 months ----- | \$927 383.13 | |
| Salaries ----"-----" | 75 210.93 | |
| New Terminals----- | 424 878.67 | |
| City of Brooklyn on account surplus | 320 000.00 | |
| City of New York " . " " | 160 000.00 | |
| Maintenance a/c - viz., Coal, oil, lumber, materials, etc. etc. - | 463 267.85 | \$2 370 740.68 |
| Balance ----- | | \$123 898.23 |

| | | |
|------------------------------------|-----------|--------------|
| Cash on hand and in Bank - | | |
| Brooklyn Trust Co. (Special) ----- | 8 800.00 | |
| Peoples' Trust Co. ----- | 26 660.60 | |
| Brooklyn Bank ----- | 68 395.08 | |
| Seventh National Bank ----- | 7 500.00 | |
| Bank of New York ----- | 7 500.00 | |
| Cash on hand ----- | 1 688.10 | |
| Tolls of June 30th ----- | 3 350.45 | \$123 898.23 |

LIBERTY STREET EXTENSION & PLAZA IMPROVEMENT.

Chapter #128, Laws of 1891, directed the City of Brooklyn to make this improvement under the direction of the Bridge Trustees, and this account, with books, vouchers, etc., has been kept separate and apart from the Bridge funds.

January 1st, 1895. The Cash Balance on hand was \$12 637.95

RECEIPTS.

| | | |
|--|------------|--------------|
| Rentals ----- | \$1 095.00 | |
| Sale of old buildings ----- | 250.00 | |
| Interest on deposits ----- | 154.82 | |
| From Trustees of Bridge, for lighting and cleaning, in accord- ance with opinion of Counsel ---- | 2 046.27 | |
| City of Brooklyn ----- | 170 000.00 | \$173 546.09 |
| | | \$186 184.04 |

EXPENDITURES.

| | | |
|----------------------------------|--------------|------------|
| For property Sands & Fulton Sts. | \$174 440.30 | |
| " Paving to date ----- | 8 752.23 | |
| " Legal fees and expenses ----- | 465.00 | |
| " Cleaning and lighting ----- | 2 046.27 | 186 703.80 |
| Balance ----- | | \$480.24 |

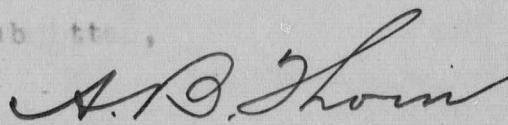
on deposit in the Peoples' Trust Company to the credit of the
"Liberty Street Extension & Plaza Improvement".

In the examination of these accounts, it was obligatory upon us, to carefully examine as to their correctness, nineteen thousand three hundred and sixty-two daily returns of tolls, comparing them with careful scrutiny, with their entries in the daily sheets and Cash Book. These, with all entries of receipts from other sources, together with pay rolls, salary accounts, and about eighteen hundred vouchers for disbursements, were found entirely correct and satisfactory.

The system of keeping the accounts used on the New York and Brooklyn Bridge, is commended as being so nearly perfect as to leave no room for criticism.

I desire to state, that in conducting the examination, the most courteous attention was extended by the officers and gentlemen connected with the executive department of the Bridge.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "A. B. Thorne". The signature is fluid and cursive, with a large, stylized initial "A".

Superintendent of Accounts

Board of Audit.

110

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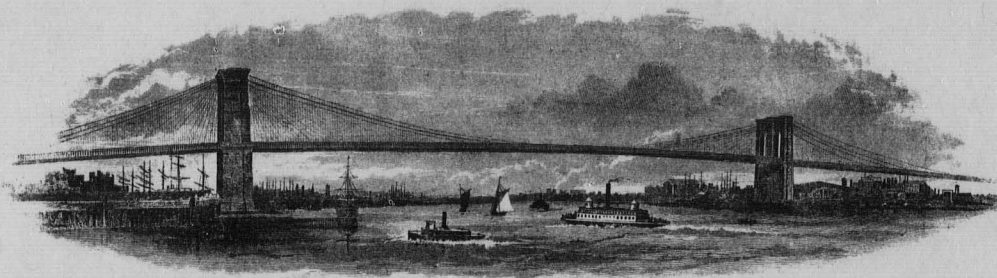
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TRUSTEES
OF THE
NEW YORK & BROOKLYN BRIDGE.

NASSAU AND WASHINGTON STS.

Brooklyn, Oct. 29/96 189

At a meeting of the Board of Trustees of the New York and Brooklyn Bridge, held on Monday, October 26th, 1896, Mayor Wurster offered the following resolution, which was adopted.

"Resolved - That the question of surface tracks on the Plaza be laid on the table for the present ; that if it is the wish of this Board, they shall recommend the employment of three prominent engineers - one to be appointed by the Mayor of New York, one by the Mayor of Brooklyn, and one by the President or Vice President of the Trustees of the Bridge, who when selected shall form a Board of Experts, which shall thoroughly go into this question and report as to the strength of the Bridge and the feasibility and practicability of the cars of the surface railroads and the cars of the elevated railroads, or either of them, crossing the Bridge. That a sum not exceeding \$3000 shall be set aside for that purpose."

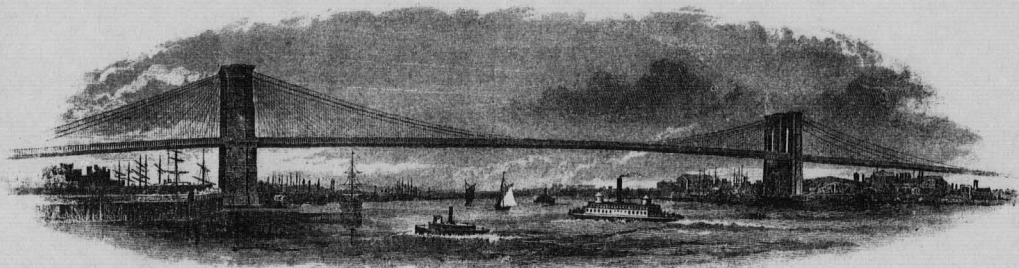
Henry Beaman
Secretary

and him adding and to the other end of the rope and hold up and

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20/00 . 100

and a meeting of the board of directors and to the other end of the rope and hold up and



TRUSTEES
OF THE
NEW YORK & BROOKLYN BRIDGE.

NASSAU AND WASHINGTON STS.

Brooklyn, Jan'y 27 1897.

Hon. W. L. Strong,
Mayor City of New York
Dear Sir.

You are respectfully requested
to attend a Special meeting of the
Board of Trustees to be held on
Friday the 29.th inst at 11 o'clock a.m.
to take suitable action in relation to
the death of President Howell.

Yours Very Respectfully
Henry Beane
Secy.

112

Brooklyn Bridge

BROOKLYN ELEVATED RAILROAD COMPANY,
31 Sands Street.

KINGS COUNTY ELEVATED RAILWAY COMPANY,
540 Franklin Avenue.

Brooklyn, N. Y., March 16th, 1897.

To Hons.

| | | |
|--------------------|---|----------------------------------|
| Fredk. W. Wurster, |) | |
| George W. Palmer, |) | Committee of the Trustees of the |
| William Berri, |) | New York & Brooklyn Bridge. |
| Seth L. Keeney, |) | |

Gentlemen:

Having before us the Report of the Board of Experts, the Report of a sub-Committee of the Trustees, dated February 16th, 1897, leading to final action of the Trustees after receiving report of their Chief Engineer (dated February 22, 1897,) on March 9th, 1897, and your communication of 15th inst., we submit for your consideration the following:

That the Companies we represent, to wit: The Brooklyn Elevated Railroad Company, which will hereafter be called "the Brooklyn" and the Kings County Elevated Railway Company, which will hereafter be called "the Kings" are as desirous now as ever before of affording their patrons better facilities for travelling to and from New York at the lowest possible rate of fare, and certainly at no higher cost than is now exacted from them.

The action taken by the Trustees at their last meeting leaves but terms to be agreed upon between the Trustees and the several railroad companies. You have asked us for propositions. Evidently we should as near as possible confine ourselves to treating the subject

from the standpoint of the Elevated Systems only. Obviously there are conditions precedent to any agreements that affect all railroads, and we shall discuss these first and hope that if not all, some of our views will commend themselves to you.

(a) Elevated trains shall use the railroad of the New York and Brooklyn Bridge (hereafter called "the Bridge") conjointly with the Bridge Railroad trains.

(b) Surface cars (hereafter called "trolley") shall use the carriageway conjointly with vehicles of all descriptions.

(c) All railroads having terminals coincident with Bridge terminals should be permitted to participate and become parties to any agreement.

(d) The Superintendent of "the Bridge" should apportion to each railroad the number of cars or trains to be operated over the Bridge, and initially the basis for this should be the number of passengers that each Railway Company has brought to and taken from the Bridge railroad for a stated past period.

(e) The fare to be charged to passengers crossing the Bridge, either in cars of the trolley, trains of the elevated or regular Bridge trains (which will hereafter be called local bridge trains) shall be uniform to all passengers. The railroads to add the amount to their regular rates of fare.

(f) The payments to be made by each railroad company, whether in the form of a per capita toll, car mileage basis or fixed rental should be uniform as near as it is possible to make it.

(g) Each railroad company at its own expense, shall make

its connections with the Bridge, such connections to be subject to the approval of the Chief Engineer of the Bridge.

(h) All necessary construction, additions to, and changes on the Bridge shall be made under the immediate control and supervision of the Chief Engineer of the Bridge; the cost to be apportioned in the ratio of the train service allotted to each railroad company and so paid for by the several railroads, who shall become parties to the agreements.

(j) Each railroad company for itself should furnish ample and acceptable security, the undertaking to warrant compliance with all the conditions and covenants of the agreement.

(k) All rules and regulations in force and as the same may from time to time be changed by the Superintendent of the Bridge, shall be strictly observed by the several railroads participating, and in order to insure this and to make railroad travel on the Bridge safe at all times, all cars and all trains of cars upon arrival on the Bridge structure shall be taken possession of by Bridge employees and transported and retransported over the Bridge as Bridge trains and returned to the employees of the several railroads at the point of original departure.

(l) The Chief Engineer of the Bridge or his authorized subordinates shall at all times have power to inspect the motive power equipment and appurtenances of the several railroads, and his conclusions as to efficiency and soundness shall be binding on the companies.

(m) The elevated railroads anticipating as long as local Bridge trains are operated on the Bridge railroad, the impossibility of sending all their trains over the Bridge in the rush hours,

have agreed that whatever schedules shall be arranged between them and the Superintendent of the Bridge, elementary there shall be one train of the Kings and two trains of the Brooklyn within any stated period.

(n) If experience shall demonstrate that all the trolley cars approaching the Brooklyn terminal of the Bridge cannot cross over the carriageway, but that only a limited number can, then in order to fairly apportion through transportation from all sections of Brooklyn without change of cars, such trolley cars as are excluded shall be those of lines under or adjacent to the elevated railroads.

(o) The several agreements should stipulate that at any time within six months after any railroad shall have operated its cars or trains on the Bridge and the Trustees shall determine and declare by notice in writing, stating cause, that the discontinuance of such service is to the better interest of the Cities then the company so notified shall within ten days thereafter discontinue to operate its cars or trains over the Bridge, and said Company or companies shall have no claim against the Trustees or the Cities, but it or they shall within thirty (30) days thereafter remove if demanded by the Trustees all construction made for it or them or if required, the same shall remain as the property of the Trustees, for which no claim or charge shall be allowed to any of the companies affected, except if said appurtenances or construction are to remain to be used for the benefit of any of the other railroad companies, then the same are to be paid for by the company or companies using them, and all questions arising under this paragraph that cannot be adjusted between the several

railroads among themselves and the Trustees, shall be referred to Hons. Abram S. Hewitt, Chas. A. Schieren and Alexander E. Orr, the determination of the majority of whom shall be binding and final. All parties to agree that such decision shall be of the same affect as the decree of a Court having jurisdiction.

(p) The several agreements between the Trustees and the railroad companies, while not stating any definite period of duration shall be binding on the several railroad companies and on the Trustees during their terms of office and as far as may be now or hereafter provided by law upon their successors.

We now propose to make to you alternative offers on behalf of the "Brooklyn" and "Kings" for the privilege or grant permitting our trains to cross the Bridge. Before doing so we deem it but proper to call your attention to some underlying principles and facts that should be controlling and fundamental in arriving at conclusions:

1st. The Bridge has cost the Cities of New York and Brooklyn over \$20,000,000. Since the entire amount paid by the Trustees from 1883 to the Cities has been but a trifle above \$3,000,000, adding interest to the initial cost the Bridge has really cost the Cities over \$30,000,000.

2nd. In no one year since the Bridge was opened to public use have the Trustees ever earned net above operating expenses from the Railroad of the Bridge, much to exceed \$300,000.

3rd. As an investment per se the Bridge has been a failure, but by its effect on business in New York and on the development of the residential area of Brooklyn, its value and results

are inestimable.

4th. The marked increase of travel on the railroad of the Bridge has been always concurrent with the opening to public use of elevated railroads in Brooklyn. We call your attention to the following years 1885-1886: Beginning of operation of the Brooklyn from Fulton Ferry and Bridge to East New York. 1888-1889, beginning of the operation of The Union Elevated from the Bridge, Sands Street to Ridgewood and Fifth Avenue, in part, and the Kings along Fulton Street to old City Line. 1889-1890, extensions of The Union Elevated along Fifth Avenue and the Kings beyond the old City Line. 1893, beginning of the operation of the Sea Side Elevated Railroad and the completion of the Fulton Elevated Division of the Kings.

5th. Since 1893 no construction of elevated railroads in Brooklyn has been made and from that period to the most recent date for which an official report has been filed by the Trustees, the earnings of the railroad of the Bridge have been declining instead of increasing, and this, notwithstanding the fact that within the period stated, the surface railroads of Brooklyn have changed their motive power to the most approved form, have afforded rapid transit which in point of speed is superior to that of most any other city of the Country and the service given is certainly most ample.

6th. Notwithstanding that recently almost daily publications are made of great increase of Bridge earnings, it is a fact

that with the almost doubled capacity of the Bridge Railway since the completion and operation of the Barnes Martin System the earnings of the Bridge Railroad are considerable below the maximum of 1892-93, the same rate of fare prevailing.

From these facts we urge this deduction, that if there were accorded to the Elevated Railroads free transportation across the Bridge, conditioned that a fare of five cents would entitle a passenger to a ride from the City Hall New York to any point on any of the routes of the Elevated Railroads and vice versa, the travel over the Bridge would increase not less than twenty per cent (20%) the day it went into effect, and more than one hundred per cent (100%) within five years thereafter and within that period the assessable value of real estate in Brooklyn and the population would increase as much if not more than in the period 1885-1893. But for the present and until legislation can be had a free Bridge and a single five cent fare cannot be and hence the following alternative offers:

PROPOSITION NO. 1.

The Trustees shall determine the net revenue per capita after paying all operating expenses derived from the railroad of the Bridge, during any year since it was opened to public use, and since the fare of 3¢ and 2¹/₂¢ has been established, and charge that amount (which we believe to be somewhere between ³/₄ of one cent to 1 cent per passenger) to the elevated companies and in addition thereto charge the actual cost of power, and service given and disbursements incurred for the Elevated

Railroads to the end that the net revenue, derived by the Trustees from passengers riding in elevated trains shall be the same, no more and no less, than the Trustees derive from passengers using the cars of the local Bridge Railroad and that the fare on the Elevated Railroad shall be no more than five cents plus the regular Bridge fare, thus affording the passengers for the same rate of fare a through ride, as they now pay for the privilege of changing cars twice daily.

PROPOSITION NO. 2.

That the Elevated Railroads shall sell single tickets for eight cents, excursion tickets (double ride) for fifteen cents, retain but five cents for a single ride or ten cents for a double ride, and turn the entire remainder over to the Trustees. The Elevated to make no charge for the use of its cars, cable grips, and wear and tear or the idleness of its employees while its trains of cars are in possession and under the management of the Bridge.

PROPOSITION NO. 3.

The Elevated Railroads offer to cross the Bridge on any terms that may be named by the Trustees, basing their reliance that the terms must be fair, if fixed by the Trustees, to them and to the public, since the elevated will only charge in addition to their regular fare of five cents, the exact amount that the Cities will in any form or manner add to it.

In conclusion we beg to say, that the crossing of the Bridge by Elevated trains cannot in any manner decrease the revenue of the Bridge, no matter how or on what basis the fare of the Bridge railroad

is collected from the Elevated. On the contrary better facilities will invite people to settle in Brooklyn in preference to suburban towns in New Jersey and Connecticut. Please bear in mind that the same service and power you give the Elevated Railways would be given to your own trains inasmuch as a Bridge train will be taken off for every elevated train put on the Bridge and certainly no one will contend that Elevated trains operating on the Railroad of the Bridge will diminish the revenue of the driveway or interfere with the free crossing of trucks, bicycles and carriages.

May we not hope that before the Legislature of 1897 adjourns that the Chief Magistrates of New York and Brooklyn will petition the Legislature to consecrate the Bridge for any and all purposes for which it was designed as a free public highway.

Respectfully submitted,

BROOKLYN ELEVATED RAILROAD CO.

By

FREDK. UHLMANN, Prest.

THE KINGS COUNTY ELEVATED RAILWAY CO.

By

JAMES JOURDAN, Prest.

that the released person observed on the morning of the release and
several released persons had on the release and certainly no one with con-
to look and find someone in a different place with be taken out for
some release and Peter Lee had the released person's name of
found in New Jersey and Connecticut. Please read in with some
with the release before to settle in Brooklyn in preference to staying
to continue with the released. On the contrary better facilities

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Copy

Brooklyn Jan.22 1897.

Hon. George W. Palmer,
Trustee.

Dear Sir:

I owe an apology to you - which I hereby offer - for not answering sooner your letter asking for information about the discharge of Patrick Ryan.

During the last year that Mr. Ryan worked on the Bridge, there were twenty-four pays (we pay every two weeks as you are aware), and Mr. Ryan was absent from duty - from a few hours to fourteen days - during eighteen of these pays; and the time lost by him was almost twenty percent of the whole time. This irregularity was the cause of his discharge.

Yours respectfully,

C.C. Martin,

Chief Engineer and Superintendent.

Brooklyn N. Y. April 9th 1897

Hon. William L. Strong,
Mayor of New York City and
Trustee N. Y. & B. Bridge.

Dear Sir:-

I most respectfully beg leave to place in your hands a pretest against the cause given by Mr. Martin for my discharge in his letter to ^{Mr. Palmer.} ~~him~~, dated January 22nd, 1897, as unjust, unreasonable and without precedent on the Bridge.

Mr. Martin gives as the cause of my discharge that during the last year that I worked on the Bridge (my ninth year) that I was absent from duty from a few hours to 14 days during 18 pays out of 24, or about 20 per cent. of whole time. I have not kept a record of the time I may have been off duty. I did not deem it necessary so long as I was excused, whether through sickness or for any other purpose by the officials empowered to do so.

He gives me credit for six full pays. I presume they are for the months of February 2, April 2 and May 2, if he refers to time table for the month of March he will see that my name was not on the table for the five Sundays of that month, and consequently could not draw two full pays. I have, and so has every conductor on the Bridge, got excused at times for even one hour, and of course was not paid for the time; yet, such cases are now

recorded against me among short pays.

On December 20th, 1895, before going on duty at 12:50 P. M. I asked for and got excused for the following Thursday, Christmas Day. Same evening, I took unwell while on duty and was obliged to get off sick, about four o'clock. I remained home sick for fourteen days. I believe these are the fourteen days referred to by Mr. Martin. About 4th January I thought I would be able to resume work. I worked but one day and was laid up again until, I think, January 18th. During the week following the 18th I got excused from working on a couple of severe days; but from that time until June 4th, nearly four months and a half, I was off duty (regularly excused) but one day.

I desire to state that it was customary for Mr. Martin to send either the Bridge Doctor or a messenger to my house if I was off sick to see that I was not faking. The time that I reluctantly lost through illness, with other financial losses which I sustained, made it compulsory on me to work when in condition to do so. And I state further that my only support, sick or well was what money I received for the work that I performed on the Bridge.

This is the first case that I know of during my term of nine years on the Bridge where an employee was discharged for the

cause given by Mr. Martin. On the contrary, I have seen in many cases when a conductor had been off sick on his return to work they were placed on the extra list, or some privilege given them that they could put in full time (such opportunities were never given to me, nor did I ask for them). There are many circumstances which I can quote if it shall become necessary to prove that I have unjustly been discriminated against.

Hoping, Hon. sir, that you have sufficient information in connection with the case to enable you to have justice done to me, I remain, sir,

Very respectfully yours,

Patrick C. Ryan
11



New York City, N. Y.,

April 10th 1897

Hon. W^m L. Strong

Mayor of New York City & Trustee New York & B.B.

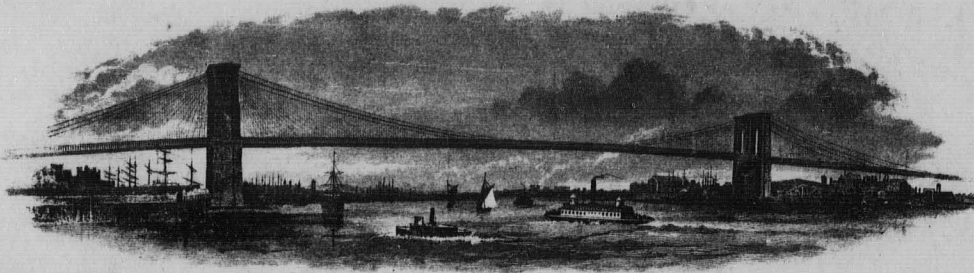
Dear Sir:

The Committee which appeared before you on Friday April 2nd 1897 in the interest of Patrick Ryan, who as stated to you at that time was unjustly discharged July 23-1896 from the position which he held for nine years viz: Conductor on Bridge, herewith present to you the necessary documents to enlighten you on the case, and by which on examination you will find, that there were no grounds for his discharge; the cause given by Supt. Martin (Copy attached) which Comptroller Palmer succeeded in getting on January 22-1897 through Vice President Page, Mr. Martin having ignored Mr. Palmer's efforts to ascertain the cause of his discharge is plainly answered by Mr. P. Ryan in his reply to the Charge (copy attached) - trusting Your Honor will see the justice of this case

I am Yours Respectfully
Michael. Kelly
Secretary

Ryan case

113



TRUSTEES
OF THE
NEW YORK & BROOKLYN BRIDGE.

NASSAU AND WASHINGTON STS.

Brooklyn, April 15/97 189

Hon. William L. Strong,
Mayor City of New York.

Dear Sir :-

At a meeting of the Board of Trustees of the New York and Brooklyn Bridge, held this day, the following resolution was adopted :-

Resolved - That this Board hereby approves *Senate* Assembly Bill #1420, introduced by Mr. Brush, entitled - "An Act providing for and regulating the carriage of passengers across the New York and Brooklyn Bridge and affecting the rates of fare therefor."

And be it further

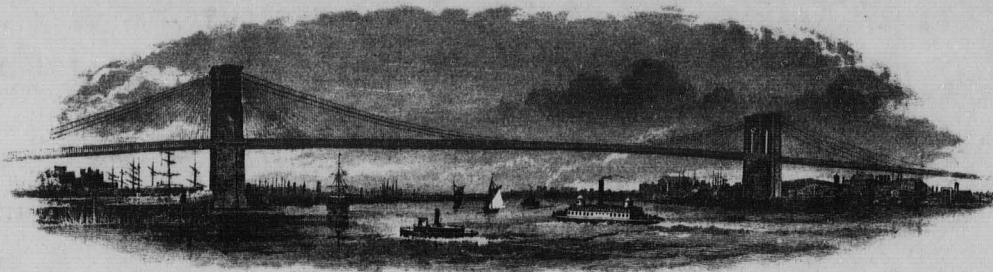
Resolved - That the Secretar be directed to notify the Honorable Mayor of the City of Brooklyn and the Honorable Mayor of the City of New York,

Respectfully,
Henry Ream Secretary.

114

1904

1904



TRUSTEES
OF THE
NEW YORK & BROOKLYN BRIDGE.

NASSAU AND WASHINGTON STS.

Brooklyn. April 15/97 189

Hon. William L. Strong,

Mayor City of New York.

Dear Sir :-

At a meeting of the Board of Trustees of the New York and Brooklyn Bridge held this day, the following resolution was adopted :

Resolved - That this Board disapprove of Assembly Bill #392, 845, 1401, introduced by Mr. Brennan, entitled - "An Act to grade and regulate the employes of the New York and Brooklyn Bridge hours of labor and for the creation of a pension fund, and to create a tenure of office for employes on the railroad and ticket department of said Bridge." And it is further

Resolved - That the Secretary be directed to notify the Honorable Mayor of the city of Brooklyn and the Honorable Mayor of the City of New York, of the action of this Board.

Respectfully,

Henry Dean
Secretary.

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ADULT T2/01

SECRETARY

SECRETARY

of the City of New York of the action of this Board.
Honorable Mayor of the City of Brooklyn and the Honorable Mayor
Resolved - That the Secretary be directed to notify the
Department of City Bridge " and it is further
that a committee of three for employees on the railroad and ticket



TRUSTEES
OF THE
NEW YORK & BROOKLYN BRIDGE.

NASSAU AND WASHINGTON STS.

Brooklyn, April 15/97 189

Hon. William L. Strong,

Mayor City of New York.

Dear Sir :-

At a meeting of the Board of Trustees of the New York and Brooklyn Bridge, held this day, the following resolution was adopted :

Resolved - That this Board disapprove of Assembly Bill introduced by Mr. Roeher #1810, 1990, entitled - "An Act to authorize and direct the Trustees of the New York and Brooklyn Bridge to erect booths thereon for the protection of policemen patrolling the same." And be it further

Resolved - That the Secretary be directed to notify the Honorable Mayor of the City of Brooklyn and the Honorable Mayor of the City of New York of the action of the Board in this matter.

Respectfully,

Henry Dean Secretary.

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HON. WILLIAM F. STONE

April 25/21

Resolved - That the Secretary be directed to notify the



Mayor's Office.
Brooklyn, N. Y. May 3rd, 1897.

Hon. William L. Strong,
Mayor of the City of New York.

My Dear Mr. Mayor:

I desire to direct your attention to the bill "providing for and regulating the carriage of passengers across the New York and Brooklyn Bridge and affecting the rates of fare thereof" (No. 1420, Senate Bills), which comes before you for hearing.

This bill, as you know, empowers the Trustees of the New York and Brooklyn Bridge to abolish the fares on the railroads of the Bridge under certain conditions, which will doubtless prove advantageous to both cities.

I trust that you will see your way clear, as I have already done, to approve of this measure.

Very truly yours,

F. M. W. W. W.

M a y o r.

000000

PIA D&L, INC. WFO:

• 1944

James C. Bergen.

Bergen & Dykman.

189 Montague St.

Brooklyn, N. Y.

William N. Dykman.

*acced
7/26/97*

Alfred F. Brillen.

July 23rd, 1897.

Hon. William L. Strong,
New York.

Dear Sir:-

By direction of the President of the Trustees of the New York and Brooklyn Bridge we hand you herewith copies of proposed contracts between the Trustees and each of the Elevated Railroad Companies, and the general form of contract proposed between the Trustees and all of the surface roads.

The forms enclosed show the various changes which have been suggested and agreed to down to this time, and the President asks your criticism of the several forms of contract and such suggestions of additional change as may occur to you as proper to be inserted.

Yours respectfully,

Bergen & Dykman
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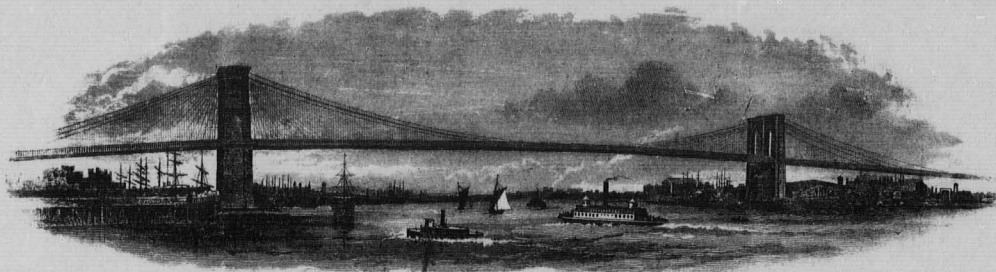
(Enclosure)

Yours respectfully,

of additional change as may occur to you as proper to be inserted.
Your criticism of the several forms of contract and such suggestions
suggested and agreed to down to this time, and the President asks

The forms enclosed show the various changes which have been
and all of the services rendered.

ings, and the General form of contract proposed between the Trustees
tracts between the Trustees and each of the Elevated Railroad Companies.
York and Brooklyn. It will be found for yourself copies of proposed con-



TRUSTEES
OF THE
NEW YORK & BROOKLYN BRIDGE.
OFFICE OF THE PRESIDENT.

MASSAU AND WASHINGTON STS.

Brooklyn, July 30/97 189

Hon. William L. Strong,
Mayor, City of New York.

Sir :-

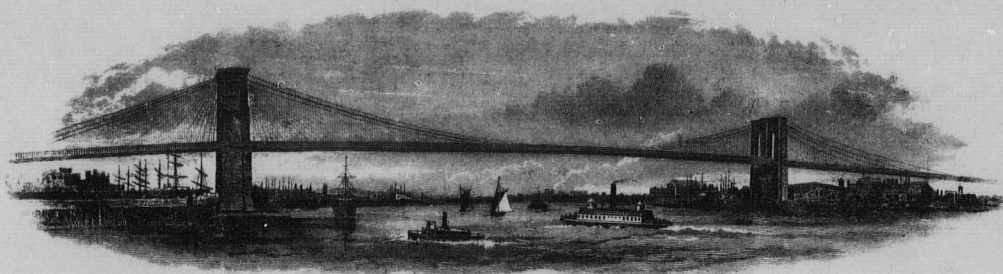
A special meeting of the Board of Trustees of the New York and Brooklyn Bridge will be held at this office on Thursday, August 5th, at 2 o'clock P.M., for the purpose of considering the Contracts with the surface and elevated railroads for crossing the Bridge, and for such other business as may come before the Board.

Respectfully,

Henry S. Beam
Secretary.

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DATA 20/21



TRUSTEES
OF THE
NEW YORK & BROOKLYN BRIDGE.
OFFICE OF THE PRESIDENT.

NASSAU AND WASHINGTON STS.

Brooklyn. Sept. 20/97 189

Hon. W. L. Strong,

Mayor, City of New York.

Dear Sir :-

I beg to enclose a protest just received from the Hon. Alfred C. Barnes, who at one time was a member of the Board of Trustees of the New York and Brooklyn Bridge.

This is one of many similar communications we have had from others. The matter referred to is out of the jurisdiction of the Bridge Trustees, but it is not so understood by the general public. Please have ^{the} communication forwarded to the proper department.

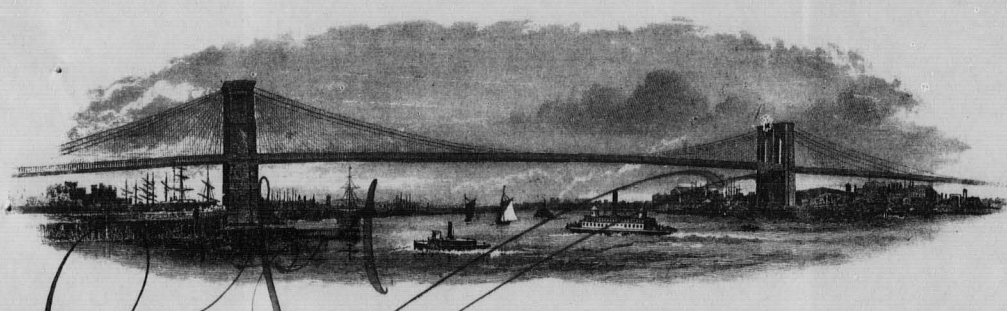
Very truly yours,

William Berri,
President.

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RECEIVED
OFFICE OF THE
SOLICITOR GENERAL
WASHINGTON, D.C.
SEP 20 1904

SEP 20 1904



TRUSTEES
OF THE
NEW YORK & BROOKLYN BRIDGE.
OFFICE OF THE PRESIDENT.

NASSAU AND WASHINGTON STS.

Brooklyn Oct. 11/97 189

Michael Kelly, Esq.,

Sec'y, Order of Knights of Labor, D.A. #49.

Dear Sir :-

Your letter of Oct. 10th, addressed to the Honorable William L. Strong, has been referred to this office for reply.

There is evidently a wrong impression regarding the discharge of Bridge employees, which is implied in your letter. All employees of the Bridge, other than policemen, are subject to dismissal at any time by the Superintendent ; he has now and always has had sole authority over them, the Trustees in turn holding him responsible for the proper conduct and operation of the structure. Mr. Patrick Ryan was discharged by Superintendent Martin for reasons which he considered satisfactory, and the Board of Trustees has sustained him in his action. All of this was before I became a member of the Board. I am merely stating the facts of the case to you.

Respectfully,

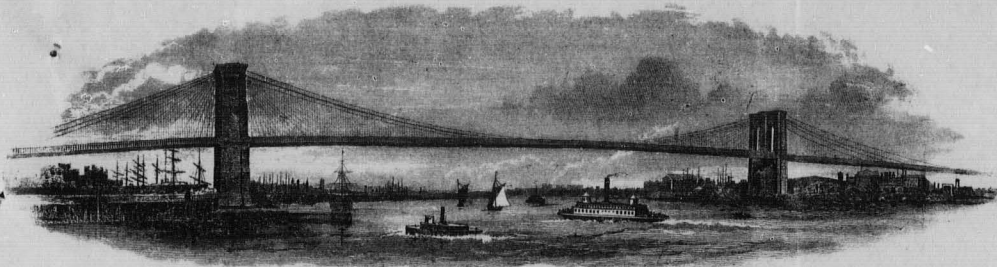
(Signed) William Berri, Prest.

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of Knights of Labor, D.A. #

ctor of Oct. 10th, addressed

has been referred to this o



TRUSTEES
OF THE
NEW YORK & BROOKLYN BRIDGE.
OFFICE OF THE PRESIDENT.

NASSAU AND WASHINGTON STS.

Brooklyn, Oct. 13/97 189

Hon. William L. Strong, Mayor, City of New York.

My dear Mr. Strong:-

I beg to enclose herewith a copy of my reply to Michael Kelly, Secretary of the Order of Knights of Labor, D. A. #49, in the case of Patrick Ryan, about whom he wrote you a few days ago, and which letter you referred to me for reply.

It seemed to me unnecessary to go further into the case than the enclosed letter indicates.

Trusting my action meets with your approval, believe me,

Sincerely yours,

William Barri

President.

160 E. 118th St. New York Nov. 15th 1897

To His Honor Wm H. Strong.
Mayor of the City of New York.

Honorable Sir

At a meeting
of L. O. 1563 Knights of Labor,
held on the above date, the follow-
ing Resolution was passed; of which,
as Secretary, it becomes my duty to
inform you officially and request such
action on your part as the pressing
necessity of the case demands.

Whereas, it is matter of
common belief and report that the
Trustees of the Brooklyn Bridge have
given or are about to give to certain
corporations of the City of Brooklyn a
valuable Franchise known as the Trolley
Bridge Franchise, — now rightfully
the possession of the People.

And Whereas, it is the com-
mon understanding and belief that this
action is not only beyond their legal power
but absolutely forbidden by existing Law.

And Whereas this Franchise
is reported and currently believed to be
given without sufficient and adequate
compensation to the People of the City &

State of New York.

And Whereas, It is further understood that the said Franchise is to be given in perpetuity - against the Law ^{And} in defiance of the expressed will of the People

And whereas, it is generally believed ^{And} understood from what is known of the plans of those who claim to be acting under that franchise, that if allowed to be carried out by the alleged recipients it will result in loss of revenue to the City, Legal rights of Citizens ^{And} destruction of life ^{And} limb to great number of persons.

And Whereas, It further seems to us, from their acts so far as known, that the Bridge Trustees, with one honorable exception, have been regardless not alone of the City's interest and the welfare of the People, - but also of the Law - Therefore,

Be it Resolved That L. A. 1563 Knights of Labor make a demand upon His Excellency the Governor, through its Sec'y. ^{And} also upon the Mayors of New York ^{And} Brooklyn respectively, for an official investigation of the granting

of the Bridge Franchise by the said
Trustees - ^{and} whether their action be warranted
by Law.

In pursuance of the above
Resolution it becomes my duty to demand
of you as Mayor of New York that such
official investigation shall be held, to
that end that the dignity of the Law
shall be upheld ^{and} the People's Rights pre-
served, no less than the exoneration
of the Bridge Trustees from unjust
charges ^{and} suspicions, should the legality
of their acts be proven.

With assurances
of our esteem in confidence of the most
speedy action on your Honor's part,
I have the honor to remain

Very Truly Yours

Edwin G. Dean

Secy. L. A. 1563 K. of L.

New York Mail & Newspaper Transportation Company.

New York, Nov. 22nd, 1897.

To the Trustees of the
New York and Brooklyn Bridge.

Gentlemen:

The Board will doubtless remember the making of an agreement in March last between the Trustees and the New York Mail & Newspaper Transportation Company for the construction and maintenance of a double line of eight inch pneumatic tubes over the bridge between the main post offices in New York and Brooklyn for the purpose of carrying mail between the two post offices.

Much delay has occurred. But within the past ten days the Company has passed into the hands of a syndicate at the head of which stands Mr. John E. Milholland. Since Mr. Milholland took control the desired permits for the construction from the eastern end of the bridge to the Brooklyn post office have been obtained; arrangements have been entered upon for the acquisition of a line of pipes already constructed from the New York post office to a point in Park Row opposite the western end of the bridge and further arrangements have been made for the bonding of the circuit to secure the additional funds needed to construct and put the circuit in actual operation; arrangements too have been made with the Post Office Department for the transfer to this Company of the Federal postal contract for the operation of this circuit now held by the Batcheller Pneumatic Tube Company of Philadelphia.

In connection with this transfer all rights of operation of the circuit in question under the Batcheller patents become vested in this Company.

All the various rights are this centred in this Company; the plans of this Company for its line of tubes across the Bridge have been sent to the Engineer of the Trustees. The matter is thus in practical readiness for immediate and prompt construction. One thing alone obstructs our plans for instant action. The persons who stand ready to take the bonds insist as a condition of their taking the bonds on not only the practical certainty that the Company would not be compelled to remove its tubes from the bridge on March 1st, 1902, but on a legal certainty that the tubes may remain in place for a period of thirty years.

The Company therefore has a combined proposition and request to make to the Trustees, namely:

That the present lease be cancelled and in its place a new lease given on similar conditions but with thirty years to run. In consideration of the enlargement of the term the Company will agree to an increased annual rental, viz: seven per cent of the annual gross receipts of the Company from this circuit, the rental to be in no year less than One thousand dollars. The Company will further agree to have the circuit in actual operation by March 1st, 1898, and the rental shall be at the rate of One thousand dollars per annum until operations are commenced. While at the present rate of Fourteen thousand dollars the seven per cent will not overrun the One thousand dollars per annum, informal application has already been made for an increase of appropriation for this circuit, with strong probability of an increase to a much larger figure. We hope that the seven per cent will amount to Two thousand dollars per annum after the first year.

It is believed that what has been done within the past fortnight, coupled with the fact that the Tubular Dispatch Company, of which Mr. Milholland is also President, has already one circuit in operation in New

2.

York City and is just completing a second, affords a strong guaranty of prompt action on the part of the Company under its new management.

The postal authorities are asking that we proceed at once. The advantage to both cities in a five minute mail service is apparent. We are ready to proceed without delay if the modification can be made.

Yours very respectfully,

The New York Mail & Newspaper Transportation Company,

By Samuel W. Terrey,

Secretary.

Post Office Department
Second Assistant Postmaster General
Washington

29th November, 1897.

Mr. John E. Milholland,
Tribune Building, New York, N. Y.

Dear Sir:

Your letter of November 19th, advising us of the fact that you have made all practical arrangements to proceed immediately with the pneumatic tube line between New York and Brooklyn, by way of the Brooklyn Bridge, except in the matter of securing necessary extension of the lease granted by the trustees of the Brooklyn Bridge to the parties holding the original contract with this Department, has been received and considered.

The Department is very anxious to secure the completion of this line between New York and the Brooklyn post-office at the very earliest practicable moment, as it regards the service of very great importance.

It would seem very desirable, indeed, that the company's lease or grant of the right of way to lay the tubes on the Brooklyn Bridge should be extended for a period of, say 20 or 25 years in order that necessary bonds could be placed.

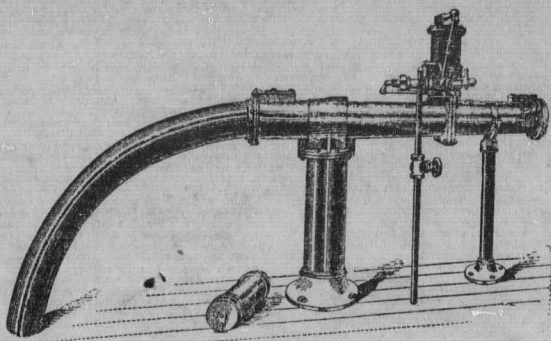
If you will kindly advise this office of the time and place of meeting of the trustees of the Brooklyn Bridge, someone representing the Department will be very glad to appear before them and personally urge the extension named.

The Postmaster General is now in New York, and I suggest that you communicate with him, at once, through Postmaster Van Cott, in the hope that he may find it convenient to present this matter, personally, to the trustees at this time.

Very truly yours,

(sgd) M. S. Shallenberger

Second Asst. P. M. Genl.



THE NEW YORK
MAIL AND NEWSPAPER
TRANSPORTATION COMPANY,

THE TRIBUNE BUILDING,

New York

Dec. 2nd, 1897.

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William L. Strong, Esq.,
Mayor of New York,
New York City.

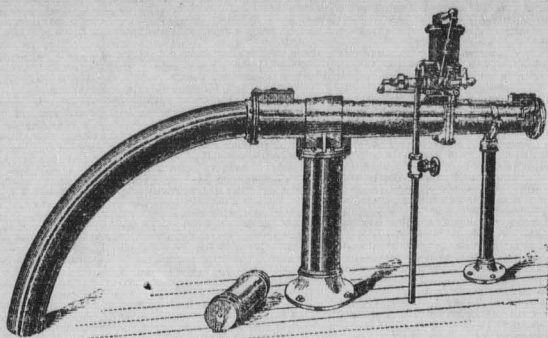
Dear Sir:

We take the liberty of enclosing you a copy of a letter recently addressed by us to the President of your Board, and also a copy of a letter recently received by Mr. Milholland, of our Company, from the Second Assistant Postmaster General in connection with the same matter.

We have so far presumed as to send this correspondence to the individual members of your Board because it is quite important to us as well as to the United States Mail service that the matter should be disposed of at the next session of the Board, if possible; and we understand that it will be brought up for consideration at that time.

To what is stated in our letter to the Board we may add that, since sending that letter pursuant to our present contract with the Board, we have already gotten our line of tubes from the New York Post Office practically completed to the New York end of the Bridge, and the portion of the line from the Brooklyn Post Office to the Brooklyn end of the Bridge is in active course of construction.

Our plans for crossing the Bridge are under consideration of Mr. Martin, the Bridge Engineer, and we understand that the precise



THE NEW YORK
MAIL AND NEWSPAPER
TRANSPORTATION COMPANY,

THE TRIBUNE BUILDING,

Strong - 2 -

New York

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plans are likely to be settled on and approved almost immediately.

The members of the Board will recollect that by the terms of our lease from the Trustees we are strictly limited to carrying the United States Mail, so that our application is substantially one by the Federal Government; and for a purely public purpose and, in our judgment, involves a matter of considerable public importance to the inhabitants of both Brooklyn and New York.

Very truly yours,

THE NEW YORK MAIL & NEWSPAPER TRANSPORTATION COMPANY,

by

Geo. F. Murray

Secretary.

Telephone Connection.

Established 1871.

Office of
M. B. Belden,
Manufacturer of
Paper and Paper Bags,
P.O. Box 1036. 241 & 243 West Broadway.

In reply to yours of

New York DEC 14 1897 189

Trustees Brooklyn Bridge,

Brooklyn, N. Y..

Gentlemen:-

Did it ever occur to you that the Brooklyn Bridge was only intended for four rails, and that now you have fourteen rails running across, adding a weight to the Bridge of, I should judge, about 1000 tons.

You also allow a number of telegraph and telephone wires to cross adding hundreds of tons of useless dead weight to the Bridge, whereas all of these telegraph and telephone wires could just as well cross on the bed of the river, as they cross the Hudson River to Jersey City.

You now propose to put a pneumatic steel tube across, the weight of which is enormous. This Bridge was originally intended to be used for passenger traffic, and not a store-house for other enterprises.

Are you aware that the large Suspension Bridge built at Niagara Falls a great many years ago was never subjected to anymore weight than the builders intended, and that this Bridge has been removed because it was considered unsafe, and two new bridges have been substituted. The present Bridge near Niagara Falls, built for the convenience of passengers and driving roadway is to be removed and a larger bridge to be built in place of this; as they wish to run a trolley line across the bridge, and do not consider the present bridge strong enough.

Did it ever occur to you that with very heavy snow-storms the bridge has to carry a thousand to two thousand tons of snow in addition to its present enormous weight.

Your Bridge experts report that it would be safe to carry trolley cars providing they remain 103 feet apart. Does not this imply that if they were nearer together, that the Bridge would be over-loaded? Do they take into consideration the additional wires which have been recently added; also the additional weight of the proposed pneumatic tube?

To Honorable Wm. L. Strong,

N. Y. City.

Yours truly,

M. B. Belden

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Telephone Connection

Established 1871.

Office of
M. B. Belden,
Manufacturer of
Paper and Paper Bags.

P.O. Box 1036.

241 & 243 West Broadway.

In reply to yours of

New York Dec 15 1897

Trustees Brooklyn Bridge,

Brooklyn, N. Y..

Gentlemen:-

In report of your experts, Feb'y 8th., Virgil G. Bogue, George H. Thomson, and Leffert L. Buck, Page 15, Article 14, reads as follows:--

"That it is wholly feasible and practicable to operate the surface cars on the Bridge, and that the structure will carry the additional load presented with perfect safety, on the following conditions:

- 1st. That the tracks be placed next the outer trusses.
- 2nd. That the minimum clear distance between the cars while on the suspended structure shall be 102 feet apart; and that their speed shall not exceed seven miles per hour."

It would seem from this that your own Engineer considered the limit of safety was reached if the cars were kept 102 feet apart; but, if they were nearer than that, they considered that the limit of safety had been over-reached. Do you suppose that the motormen could always maintain this distance? Would there not be times when they would be bunched together? In the meantime the roadway would be liable to become congested with innumerable trucks and vehicles of all descriptions at all times.

Yours truly,

M B Belden

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STATE OF NEW YORK
Assembly Chamber

Albany, Apl. 7, 189

Hon. William L. Strong,

City Hall,

N. Y. City.

My Dear Mr. Mayor:--

I wish to call your attention to the case of Mr. August Verity; who desires to be a policeman on the Brooklyn Bridge. You remember giving me a letter recommending him for appointment to Mr. Berri, President of the Bridge, who informed him that he would appoint him if you really wished it but he was a trifle short.

Now, Mr. Mayor, I would consider it a personal favor if you would communicate with Mr. Berri and say to him that you feel that if he appoints Mr. Verity he will more than make up in efficiency the trifle that he lacks in heighth. If you will do this I will be extremely obliged.

Yours very truly,

H. T. Am dreele

Brook Bridge

Resolved: That it be referred to a Committee consisting of Mayor Grace and Mayor Sew to examine and inquire into the financial affairs of the bridge since the commencement of the enterprise, and especially as relative to the disposition of the money in their control, the letting of contracts, and the purchase of lands, and into any other matters which they may deem proper relating thereto or which may be brought to their notice, and that such committee be authorized to employ competent experts and any other assistance which they may deem necessary to enable them thoroughly to investigate into the said affairs of the said trustees up to the present time, and to report thereon at the earliest practicable time."

Resolved. That for the purpose of such investigation said Committee be authorized to use the meeting room of this Board.

That all books, papers, vouchers, memorandums, contracts, bids, specifications and reports which are in the possession of or under the control of this board or of the officers thereof, be placed subject to the examination of such Committee in the presence of the President or Secretary, and that all the officers, engineers and employees of this Board be and they are hereby requested to attend the meetings of said Committee when required and to facilitate by all means in their power the said investigation."

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"Resolved: that the expense of the examination
above provided for shall be paid out of
the Funds of the Bridge Trustees, on the certificate
of the committee consisting of the Mayors of
New York and Brooklyn."

Resolution to
examine into
the affairs of the ~~Diocese~~
J

Mr.

Resolved That it be referred to a committee consisting of Mayor Grace and Mayor Low to examine and inquire into the financial affairs of the bridge, since it has been under the administration of the Trustees appointed by the two cities under the law of 1875 and especially as relates to the disposition of the moneys in their control, the letting of contracts, and the purchase of lands, and into any other matters which they may deem proper relating thereto or which may be brought to their notice, and that such committee be authorized to employ competent experts and any other assistance which they may deem necessary to enable them thoroughly to investigate into the said affairs of the said trustees, up to the present time, and to report thereon at the earliest practicable time.

A true extract from the minutes.

O. P. Quintard Secy

Resolution 10
Examine into
the affairs of the Bridge
Bridge

. 100