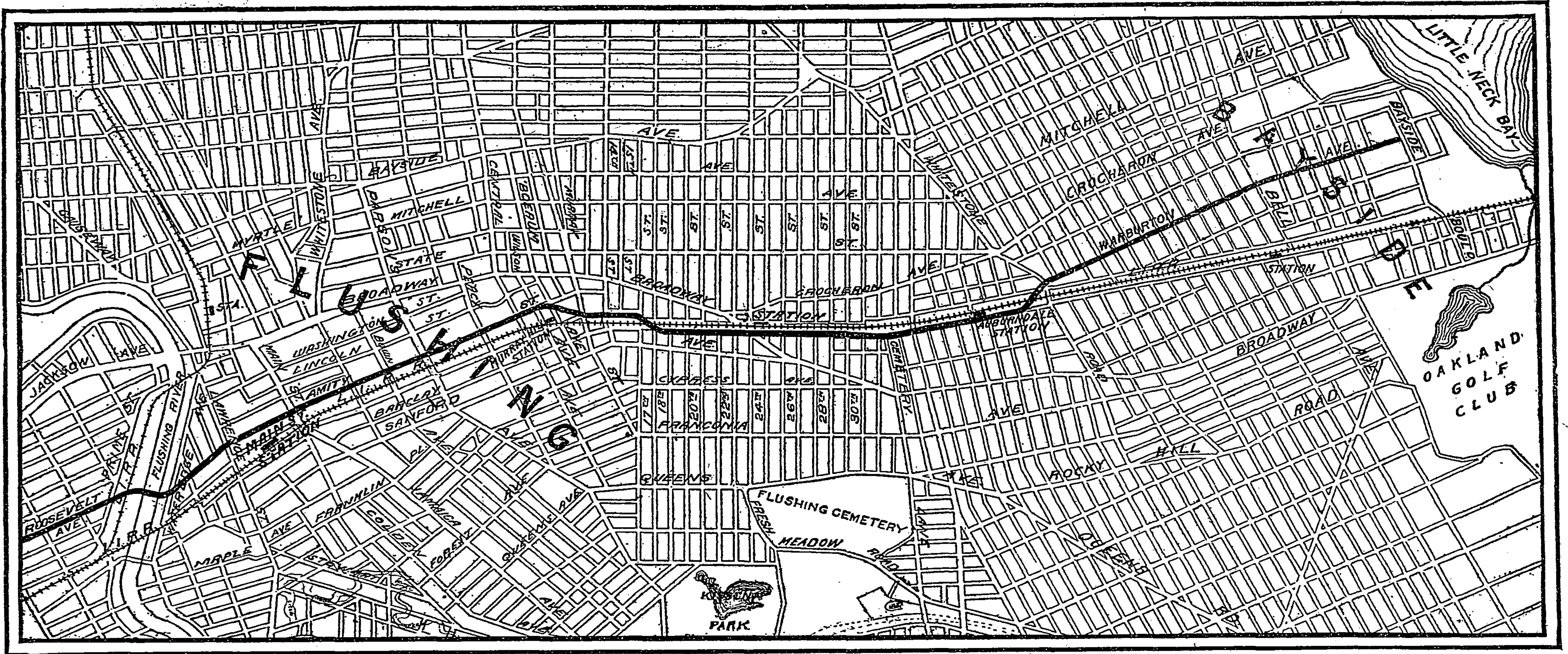


EXTENSION OF CORONA LINE TO BAYSIDE WILL BENEFIT FLUSHING SECTION OF QUEENS.

Even with This Addition as Approved by Public Service Commission the Borough Will Receive Only 36 Per Cent. as Much Transit Mileage as the Bronx—Five and One-half Miles in Extension, Serving 40,000 Residents—
Public Hearing This Week.



Map Showing Section of the Borough of Queens Through Which the Proposed Extension Will Run. The Line Will Connect With the Dual System at the Corner of Roosevelt Avenue and Prince Street, Already Legalized.

The Board of Estimate has set next Thursday as the date for a public hearing on the granting of a franchise for the extension of the Corona line on the new subway system to Bell Avenue, Bayside. Only last Tuesday the Public Service Commission laid out that route in consequence of strong representations made to Chairman Willcox of the absurdity of cutting off the Corona line just before it reaches Flushing.

At the meeting of the commission Commissioners Williams and Cram were strongly in favor of the addition. Commissioner Maltbie asked to be excused from voting, on the ground that he had only just seen the plan and had had no time to consider it, and Commissioner Eustis voted against it because he thought it premature.

The residents of Flushing consider the argument that such a plan is premature as ridiculous. They point out that if you take an eleven-mile circle from Times Square it will be found that the Bronx has three rapid transit lines under the new dual system—the Jerome Avenue line, the White Plains Road line, and the Westchester Avenue line, which reach its circumference. Moreover, the present Broadway Subway line almost reaches the eleven-mile circle. Then South Brooklyn has three lines to Coney Island, which go beyond the same circle, and the Jamaica line and the Liberty Avenue line

run out as far as the ten-mile circle. Now Bayside is only on the circumference of the eleven-mile circle, yet the Corona elevated line, which is all that the city now proposes to build in this direction, stops short six miles from Times Square.

The result is that within a circle having Times Square as its centre, and a radius of eleven or twelve miles, it will be found that the Coney Islander and the dweller in the furthest Bronx, can get to and from his work in the centre of the city for a daily fare of 10 cents, while those who live at Whitestone, College Point, Flushing, or Bayside—places no further distant than Coney Island or Van Cortlandt Park—have to pay daily to get to their place of business and back sums varying from 30 to 40 cents. Consequently, in the great plan of rapid transit which has been devised under the dual system there is, the people of Flushing maintain, a great injustice done to them.

The extension of the Corona elevated line, for which Flushing and Bayside have been making strenuous efforts for more than two years, runs through the heart of Flushing on Amity Street, one block north of the Long Island Railroad, to Sixteenth Street, where it crosses the tracks to Lucerne Place and Station Road, and then continues on Warburton Avenue to its terminus at Bayside Boulevard, on the west shore of Little Neck Bay, about six blocks north of the Oakland Golf Club.

The line, from the present Corona terminus to Little Neck Bay, will be about five and a half miles long, and will run through the heart of the Third Ward,

which, under the present dual subway system, gets no rapid transit facilities whatever. It will give the benefit of rapid transit to nearly 40,000 people who at present are dependent on the trolley lines costing from twenty cents to thirty cents per day to the heart of Manhattan, and the Long Island Railroad, on which the commutation and the additional carfare to and from the Pennsylvania Station costs thirty-seven cents per day from Flushing, and forty-one cents per day from Bayside.

Flushing and Bayside base their claims for rapid transit on the fact that, although the assessed valuation of the Third Ward has been increased from \$29,575,000 in 1907 to \$69,804,000 in 1913, largely to provide an increased borrowing capacity of the city for rapid transit, not a foot of track has been provided for it by the dual subway system, notwithstanding that the increased assessed valuation, amounting to \$40,229,000, requires an increased tax payment of \$740,000 per annum.

It is estimated that the cost of the proposed extension, five and a half miles long, will be approximately \$2,475,000, if it can be constructed at the same cost per mile as the Second Avenue Astoria elevated line, for which the contract has just been let at approximately \$450,000 per mile. The interest on the cost of the road at 5 per cent would be \$123,750 per annum, the advocates of the extension maintain, which is only one-sixth of the increased taxes paid each year resulting from the increased assessed valuation.

The argument is also made that in addition to the particular claim of the Third Ward for rapid transit, the Borough of Queens has a general claim, arising from the fact that the proportion of rapid transit which it receives under the dual subway system is so much less than the

other boroughs when their respective populations and assessed valuations are considered.

The assessed valuation for the Bronx for 1913 is \$620,679,000, and that of the Borough of Queens, \$466,377,000, so that the assessment of Queens is 75 per cent. of that of the Bronx. Queens, therefore, in order to be on an equal basis, should receive 75 per cent. as much rapid transit mileage as the Bronx.

The Bronx now has thirty-seven miles of elevated and subway lines, and under the dual subway system it receives an additional sixty-three miles of track, giving it a total of 100 miles of track. If Queens received 75 per cent. of the Bronx mileage it should, so the argument runs, have seventy-five miles of track, but at the present time it has no rapid transit whatever, and it receives in the lines to Astoria and Corona, the Steinway tunnel extension to Queensboro Plaza, and the Jamaica extensions only thirty-six miles of track. Queens claims, therefore, that it is thirty-nine miles short of receiving its share of rapid transit mileage, as compared to the Bronx.

When it comes to a comparison of cost, the official figures show that the Bronx, in addition to the existing lines, estimated to have cost \$17,000,000, will have new lines costing approximately \$28,656,000, making a total of \$45,656,000. As compared to this, all the Queens lines will cost, according to the official estimates, only \$9,903,000. It is claimed, therefore, that whereas Queens pays 75 per cent. as much taxes as the Bronx, it receives only 36 per cent. as much mileage; and when the cost is compared, the Queens lines will only cost 22 per cent. of the amount expended for the Bronx lines.

The dual subway system, when completed, will have 329 miles of tracks. The Bronx will have 100 miles, and Queens

will have only 36 miles. The Bronx, therefore, will have 16 per cent. of the total mileage in Greater New York, whereas Queens will have less than 6 per cent.

The claims of Queens in general, and the Third Ward in particular, may be summed up in the statement that the Bronx is now paying taxes on \$622,000,000 on valuations caused by the thirty-seven miles of tracks in the present subway and elevated system, whereas Queens is paying taxes on \$466,000,000 based on the prospect of rapid transit which it has not received, and by the dual subway system Queens will receive only 36 per cent. of the total mileage in the Bronx, and only 22 per cent. of the total amount of money expended in the Bronx, although Queens pays 75 per cent. as much taxes as that borough.

The arguments of the supporters of the new line movement, in summing up in favor of increased transportation, call attention to these facts:

First—The 284,000 people in Queens pay 38 per cent. more personal taxes than the 430,000 people in the Bronx.

Second—There are 7,950 people in Queens to each mile of road provided by the dual subway system, as compared to 4,300 people to each mile in the Bronx.

Third—There are 2,270 acres in the Borough of Queens to each mile of road provided by the dual subway system, as compared to only 285 acres for each mile in the Bronx.

While Queens is thirty-nine miles short of receiving its due proportion of rapid transit facilities as compared to the Bronx, and pays 75 per cent. as much taxes, and receives only 36 per cent. as much mileage as the Bronx, it is now asking for only a five and one-half mile extension, which will give rapid transit to 40,000 people in the Flushing and Bayside district.