

MONEY SET ASIDE FOR NEW SUBWAYS

**Board of Estimate Approves City
Contracts to be Signed To-day
with Interboro and B. R. T.**

\$135,000,000 APPROPRIATED

**\$15,000,000 Reserved for Docks—
This Runs Over Debt Limit, Ac-
cording to Prendergast's Figures.**

By a vote of 13 to 3, the Board of Estimate approved the subway contracts and certificates yesterday and appropriated \$88,200,000 for the construction of the new rapid transit lines. Only President Mitchel voted against them, after moving a series of amendments, which were rejected. No speeches were made, though Mr. Mitchel filed a memorandum of protest. The formal nature of the proceedings was, however, enlivened by a discussion as to the amount of money to be reserved under the debt limit for dock purposes. In the end it was decided to use \$15,000,000 in waterfront development this year.

The action of the board concluded all the legal steps necessary for the authorization of the dual subway system by the city. There remains merely the formal execution of the documents, and this has been set for 11:30 o'clock this morning in the offices of the Public Service Commission. As there will be a subway operating contract, certificate for the extensions of the elevated, and a certificate for the third tracking of the elevated lines to be executed with each of the two companies, as well as supplementary agreement between the city and the Interborough with regard to trackage rights, and a supplementary contract between the Interborough and the B. R. T. in connection with the Queens lines, and as each of the instruments must be signed in quintuple form, the process is likely to be long drawn out.

The Public Service Commission met yesterday morning and prepared the way for action by the Board of Estimate by making requisitions on the Board for the money needed for the city's share of the construction cost. Commissioner Maltbie was not present at the meeting and Commissioner Cram declined to vote, so that the requisitions were carried by the votes of Chairman McCall, Commissioners Eustis and Williams, with no dissenting voice.

Money for Construction.

For the Interborough lines the Commission asked for the grant of \$28,200,000 which, with the \$35,135,637 already appropriated by the city, would, it was reckoned, be sufficient to meet the entire cost to the city to be defrayed by the issue of corporate stock. In the same way for the B. R. T. lines the city was asked to grant \$60,000,000, in addition to the \$40,591,991 already appropriated on lines under construction. In transmitting these requisitions to the Board, Chairman McCall pointed out that they did not include the administration, superintendence, legal and engineering expenses of the Commission which were paid for, he said, out of the city's current funds.

Dock Commissioner Calvin Tomkins was one of the most interested of the audience at the Board of Estimate's meeting, and before it opened he expressed the opinion that the city should devote at least \$75,000,000 to dock improvements and that of this half should be expended this year. As a large portion of the subway money was to be provided out of the dock bonds, which have just been declared exempt, he said that he thought that his department had a just claim for consideration.

Borough President McAneny read the report of the board's Conference Committee on Pending Transit Proposals, of which he was Chairman. It rehearsed the proceedings of the committee since its report of May 24, and said that the contracts as now presented for approval were "little more than the expression in exact contractual terms of the general transit plan, to which the board has already subscribed." The financial side of the settlement was thus set forth:

The estimates submitted in May covering the contributions of both the city and the companies, whether for construction or equipment, and including also the item of real estate, reached a total of \$301,837,628. The third tracking and extension of the Manhattan elevated system adds approximately \$25,000,000 more. The estimates as they have since been carefully revised and as now resubmitted are but \$67,000 beneath this figure. They are distributed as follows:

INTERBOROUGH SYSTEM.

City funds	\$63,335,637
Company, for construction	56,260,000
Company, for equipment	21,000,000

Total

BROOKLYN SYSTEM.

City funds for new work	\$72,005,991
City funds for Fourth Avenue and Centre Street loop lines	28,496,000
Company funds for the construction of city-owned lines	13,695,000
Company funds for improvements to its existing system	21,000,000
Company funds for equipment	26,000,000

Total

Interborough system	\$140,595,637
Brooklyn system	161,196,991

Grand total

The sum total of the required investment of the city is, therefore, \$163,837,628. Deducting the cost of the Fourth Avenue and Centre Street loop lines, the city's share for the new work will be \$135,341,628. This is \$1,030,572 less than the estimates of the city's share on account of both systems, presented in May.

Close to the Debt Limit.

"It is my privilege," said Mr. McAneny, "on behalf of the Committee on Pending Transit proposals to move the adoption of the contracts and certificates."

President Mitchel broke in to say that it was necessary first to consider the needs of the docks. A resolution had been prepared setting aside from the debt limit \$15,000,000 for the purpose and he declared that he wished it to be understood that this was not really sufficient. Even with this qualification, Mr. Mitchel hesitated to move the passage of the resolution.

"It would be poetic justice," said Controller Prendergast softly, "for you to move it."

Mr. Mitchel passed the resolution to President Miller.

"I'll move anything," replied the Bronx President, "if you're all afraid."

Commissioner Tomkins moved quietly to the end of the table and, shading his eyes with one gloved hand, listened forlornly to the resolution which meant the postponement, at least, of his dock plans.

Controller Prendergast, however, would not assent, even to the assignment of \$15,000,000 to dock purposes.

He thought \$7,500,000 would be enough and reminded the Board that there were other matters beside subways and docks

that the city must provide for. He thus analyzed the debt limit:

Legal debt limit, Feb. 28, 1913	\$162,746,630
Less existing authorizations for general purposes	\$40,164,215
Existing rapid transit authorizations	4,104,365
	44,268,580

118,478,049

Required to certify the contract covering the dual system	91,000,000
Balance at present available for all purposes	27,478,049

To this Mr. Prendergast thought might be added during the present year \$19,200,000, which would be made up by rescinding existing authorizations of \$10,000,000 voted for general purposes and \$4,200,000 for rapid transit purposes. This would leave a balance available for all purposes in the present year of \$46,678,049. Then if \$7,500,000 was reserved for docks and \$28,000,000 for schools, the Court House site, the needs of all departments and requirements to meet special Brooklyn needs, there would remain \$11,178,049.

Controller Prendergast reminded the board that it had always endeavored to keep a balance in hand for emergencies, and that he thought it had never meant to go below a \$20,000,000 reserve. Now, if it insisted on voting for dock purposes \$15,000,000 all it would have for emergencies would be \$3,678,049.

Mr. Mitchel made another plea for a larger dock appropriation, and Mr. Miller remarked that it might be necessary to economize on civic centres and Dreamlands. Mr. McAneny pointed out that the trouble was that when the Subway plan was formulated it was thought that the city could vote at once only \$100,000,000, and could reply on the increase in the assessments for the other \$35,000,000. Now it was found that for legal reasons it was necessary to appropriate the entire \$135,000,000 at once; but, of course, the present board and its successors would be morally bound to give the increased assessments up to \$35,000,000 to dock purposes. He was willing at present to vote for docks only \$10,000,000.

\$15,000,000 for Docks.

"It is grossly inadequate," broke in Commissioner Tomkins, speaking from the floor.

"I don't think it is necessary to hear you," said the Mayor, who presided, and the vote on the \$15,000,000 dock appropriation was taken, ten votes being cast for it and six against it, the dissentients being Mr. Prendergast, Mr. McAneny, and Mr. Cromwell.

Then the contracts and certificates were formally moved and carried, Mr. Mitchel's amendments being uniformly voted down.

While the voting on these amendments and the contracts was in progress President McAneny saw ex-Chairman Willcox enter the hall. He at once summoned Mr. Willcox to the dais, and the former head of the Public Service Commission took a seat beside him amid a round of applause, which Mayor Gaynor took no steps to check.

As the last certificate was adopted, Mr. Mitchel filed a formal protest against the whole business, and President Connolly asked that a formal suggestion be made by the board to the commission that the Steinway Tunnel be placed in operation as soon as possible. This was agreed to.

Mr. McAneny, on behalf of the Public Service Commission, asked the board to be present at the signing of the contracts this morning. Controller Prendergast said there was one man for whom it was especially fitting that the board should express appreciation for his service to the city—William R. Willcox.

"I move," he said amid hearty applause, "that a resolution be entered on the minutes of the board expressing its thanks."

Similar resolutions were passed with regard to Chairman McCall and the Public Service Commission in general, but for these President Mitchel said he could not vote, as they would simply approve of the subway settlement. Finally Borough President McAneny proposed a similar vote of thanks to ex-Mayor Seth Low, who, throughout the subway negotiations, has acted as a consultant.

MAYOR UPBRAIDS ENEMIES.

**Work Nearly Done with Subways,
and He'll Be Ready "to Get Out."**

Mayor Gaynor was quite pleased with the end of the long subway fight yesterday, with the approval of the contracts by the Board of Estimate. He gave out a statement, in which he said, in effect, that he had fought the fight, for which he had been roundly abused, and when things were in ship shape he would be ready "to get out." He said:

"It is the greatest accomplishment of our day. The effect it is to have on the City of New York is something larger than any mind can realize. I suppose all intelligent people realize to some extent, and some of them to the full extent, the immense amount of work we have done and the wear and tear and anxiety we have suffered over it for three years. Never were grater difficulties, legal, engineering, and financial, developed and solved. And think of the abuse and charges of dishonesty and theft we have endured on account of it from certain newspaper proprietors and others. But I think that in this respect my feelings have been much more outraged on account of my associates, and especially two of them, than on my own account.

"In the nature of things, I am not to be a participator in affairs much longer, but they are young men with a future before them. I have all along noted with anxiety the effect such abuse and cruel treatment was having on them. Their treatment by two sets of newspapers here has been false, cruel, and unjust to the last degree of vice and infamy. How long is such a lawless condition to continue here?"

He tells how he reached the conclusion that it would be unwise for the city to build an independent subway that would be a rival of the Subway already owned. His statement continues:

"And finally we concluded to do what we have now accomplished. And what a struggle we have had. How we have been misunderstood by some, and how we have been charged with dishonesty by others who knew all along that we were honest and doing right. We have planned a railroad system which connects all of the five boroughs, and as a rule on a single fare of five cents. At the beginning the Brooklyn roads desired to cross over to Manhattan and by the so-called loop carry its passengers to the vicinity of the City Hall. That idea also began to grow, and in the end grew into what we have done for the Brooklyn elevated railroads, namely, in building a subway through which they go up through Manhattan to Fifty-ninth Street. The whole matter has been a growth in our minds.

"The great matter of the relocation of the New York Central Railroad Company on the west side has during the same time been under way. We have endured much in that also. I hope in a few days we shall be able to announce that that matter has also been brought to a conclusion. The dock problem has already been settled. When all of these three things have become accomplished facts I am ready to get out, and leave the duties of my office to some one else. This is neither the time nor the place to mention the many other things, small and large, which I have been trying to do."