FLUSHING LINE RISK PUT ON THE CITY

Interborough Agrees to Equip and Operate Main St. Branch, but Won't Face a Loss.

IT MAY BE A PRECEDENT

Company's Letter Thought to Outline Its Policy Toward Future Extensions of Existing Lines.

Theodore P. Shonts wrote a letter yesterday to the Public Service Commission in which he agreed on the part of the company to the operation and equipment of the proposed extension of the Corona line to Main Street, Flushing, but only on condition that if there was any loss on the operation of this extension the deficit should be charged to the city and not to the company.

Much interest was felt in the attitude of the Interborough toward this Flushing extension, because it was the first of many additional rapid transit lines likely to be ordered in the future which had been submitted by the commission to the company. Although it was denied yesterday afternoon at the offices of the Interborough that it would be right to suppose that from this decision of the company its policy to such future extensions could be judged, it was thought to be significant that the Interborough refused to accept the risk for even a line to such a populous centre as Main Street, Flushing.

This extension is to be built as the result of strong representations made to the commission by the residents and property-owners of Flushing. As at first laid out, the Corona branch of the Queens lines stopped at Sycamore Avenue. It was then agreed that the commission would build out as far as Main Street, Flushing, as soon as it could, with a still further extension as one of the possibilities of the future. Although the Board of Estimate has not yet found the money for this extension, it is understood that it will be prepared to make an appropriation before very long.

There is no question that under the dual subway contract, the Interborough is required to operate and equip any new rapid transit line which the city may order. This provision was inserted in order to get rid of the condition of affairs by which a transportation company which had all the best of the city's traffic might refuse to build a spur out into a district however populous.

But it was not possible to exert such compulsion without safeguarding the financial interests of the Interborough, so it was necessary to give it the right to exclude the results of its operation of the new line from the general accounting for the entire Subway system.

If the Interborough had agreed to accept the Flushing extension as part of the main system, then its earnings would have been pooled with the takings from the rest of the subway, and divided between the city and the company according to the method laid down in the dual agreement.

But now, since it has not seen fit to accept the Flushing extension, the second method of dealing with its earnings provided by the contract comes into effect. A separate account of the earnings of this extension will be kept, and if they do not show sufficient profit to reimburse the Interborough for its operating expenses and for the interest and amortization charges on the equipment it has provided, the company will have the right, in dividing with the city the profits from the main subway, to keep back sufficient to wipe out the deficit.

Moreover, if this deficit continues for a year, the Interborough will be entitled to refuse to continue to operate the extension, and then the city will have to buy from it the equipment it has bought for this extra piece of line and to find another operator. On the other hand, supposing that after a year the extension is found to be profitable, the Interborough may be required to include it in the regular subway system, and to pay its earnings into the general subway pool.

It is believed that now the attitude of the Interborough toward the extension has been defined, it will not be long before the Board of Estimate finds the money which will enable the Public Service Commission to construct this extension to Main Street, Flushing.

SAID SHE SMILED AT HIM.

But Civil Engineer Was Arrested on Young Woman's Complaint.

A young woman who said she was Antoinette Rochte of 276 Madison Avenue caused the arrest yesterday afternoon at Broadway and Thirty-seventh Street of Benjamin P. Coffin, a civil engineer, of 62 West Thirty-sixth Street. She alleged that Coffin, who is 42 years old and married, had accosted her, without an introduction. Coffin made a favorable impression on Magistrate Harris in the Yorkville Police Court, and he was paroled to allow him to obtain $500 bond for his good behavior for three months.

Coffin said he was on his way from the Times Square Subway station to keep an appointment with his wife, when Miss Rochte smiled at him. He swore he had not spoken to her until she gave him this encouragement, and was much surprised when she called a policeman. Magistrate Harris said Coffin did not appear to be in the class of men ordinarily brought before him on such a charge.

The New York Times
Published: December 4, 1913
Copyright © The New York Times