

THOUSANDS OF ACRES OPENED TO DEVELOPMENT BY NEW RAILWAY

The New York, Westchester & Boston Railway Will Have a Terminal and Ten Stations in the Bronx—Will Reduce Running Time From Bedford Park to City Hall.

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Away back in 1872, when the plans for elevated railroads and subways had not taken definite shape, the New York, Westchester & Boston Railway Company came into existence, but the original incorporators, and those who fought for or against it, had little thought that it would become the important factor in the rapid transit system of Greater New York it now promises to be.

Its line is almost completed and ready for operation from the Harlem River, following the tracks of the Harlem River Branch of the New Haven Company to

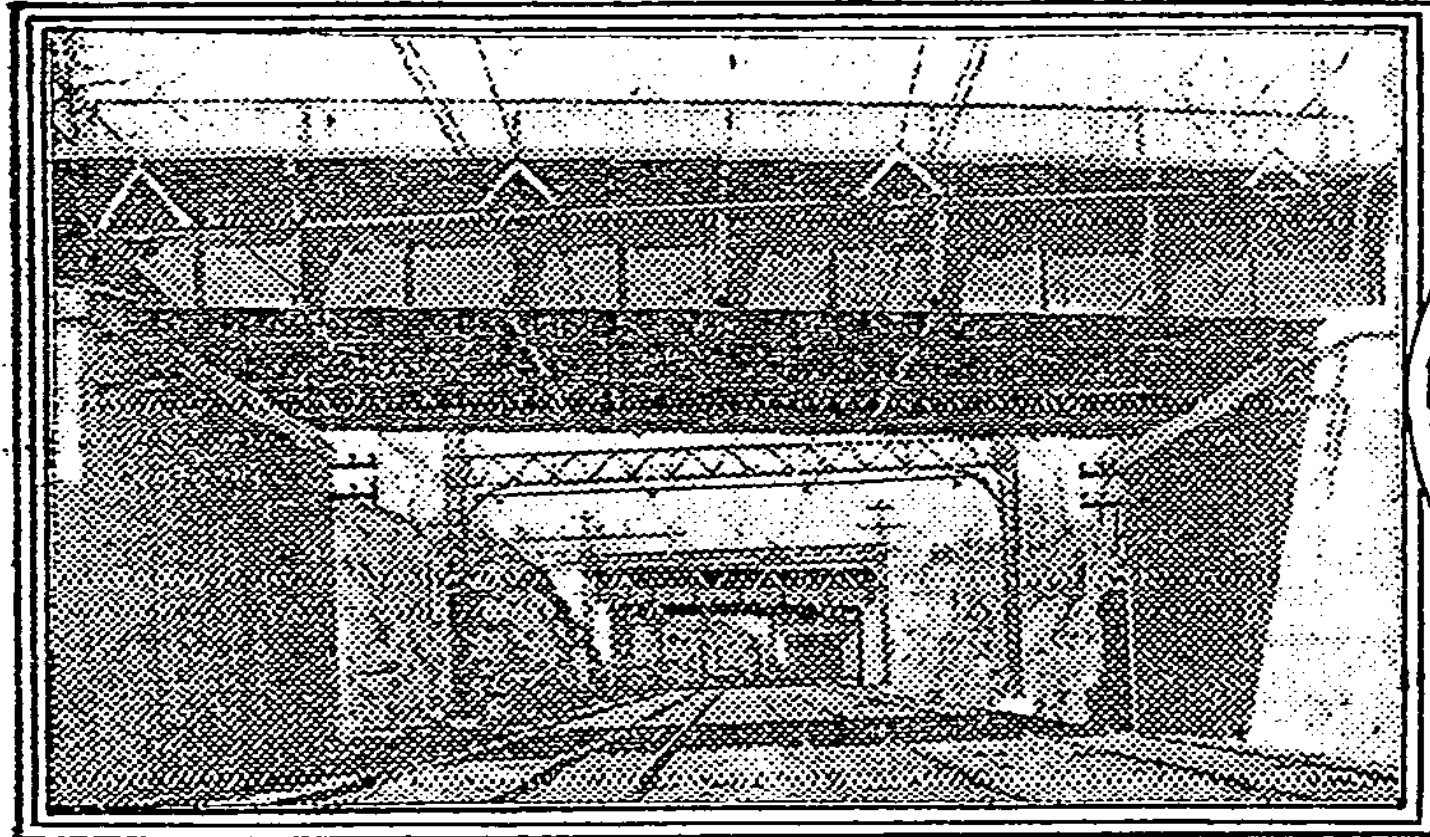
ratio of density is repeated in the section to be served by the Westchester line the population will become 350,000.

Rapid transit also has a very material effect upon values of real estate, and therefore the income to the city. The increase in assessed values from 1899 to 1910, tracing the operation of the Interborough in the lower Bronx, was \$163,000,000, or 40 per cent. As an example of the magnitude of this effect, if we apply this rate of increase to the section in the borough which will be directly served by the proposed Lexington Avenue Subway extension from Westchester Avenue to Pelham Bay Park, the increased value of property in eleven years after the opening of the line, will be \$145,000,000, and the increased income to the city, based on the present tax rate, \$2,618,722. This increase capitalized at 5 per cent. equals \$52,374,440.

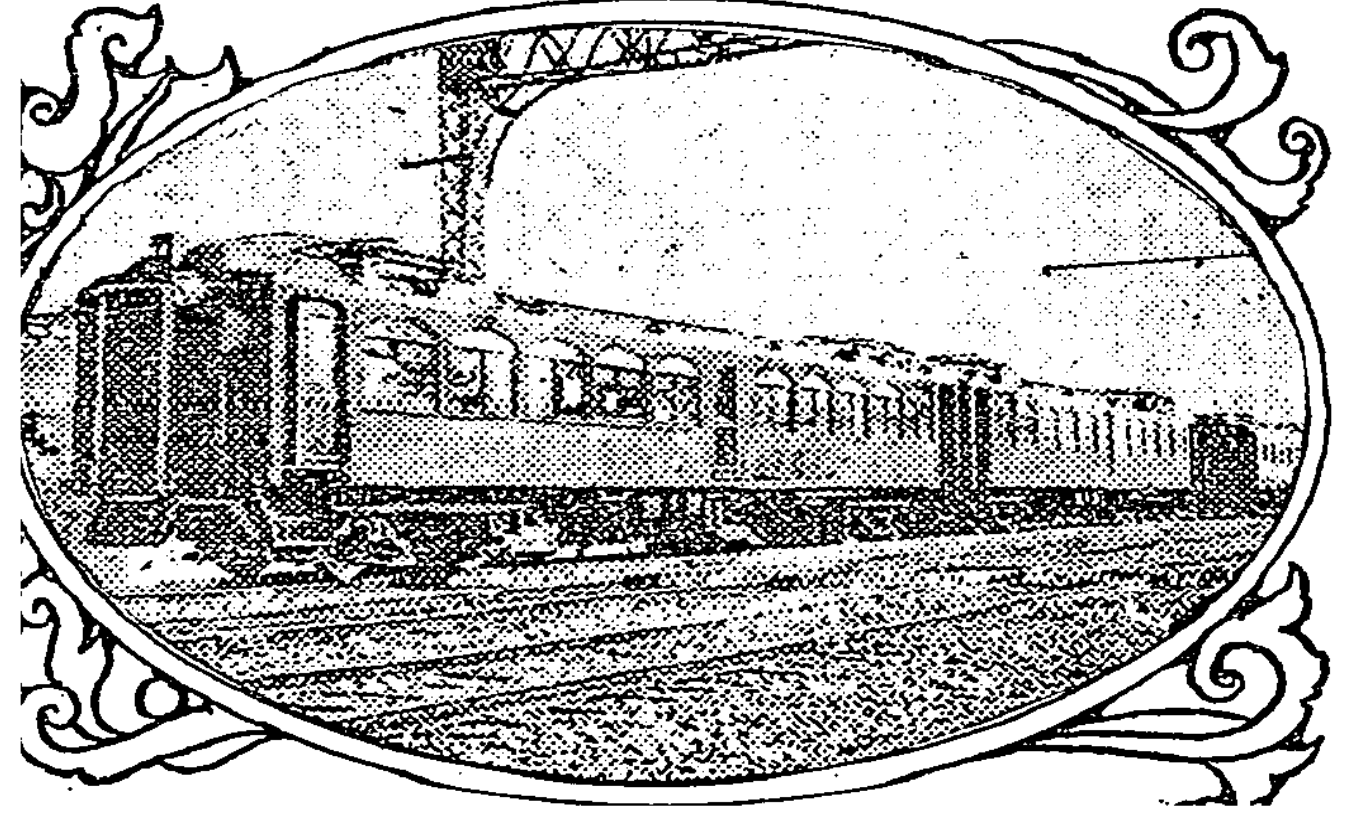
There is every reason to expect similar

locate their manufacturing plants in other parts of the country. Yet the Bronx, with fifty-four miles of mainland water front and ten miles additional in its islands, is admirably adapted for industrial development through combination of both water and rail facilities and cheap lands for the building of manufacturing establishments and homes for the wage earners.

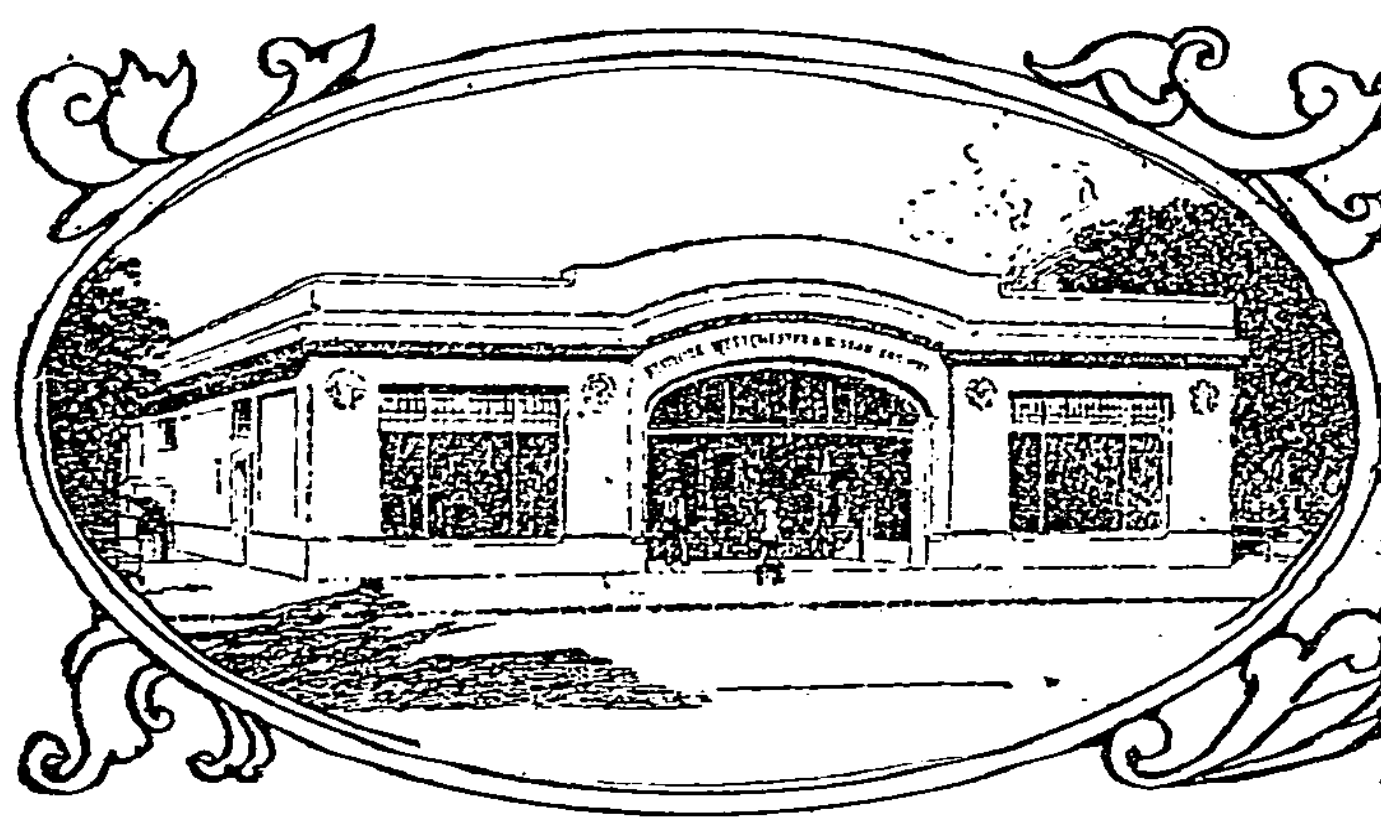
These industries require rail and water facilities. The facilities will not grow without the encouragement and co-operation of public authorities and property owners, and definite plans are necessary in order that an ultimate end may be worked to. Dock Commissioner Tomkins has already offered valuable suggestions and plans for the development of the industrial Bronx. Marginal railroads can be built along the water front, but must necessarily be surface lines



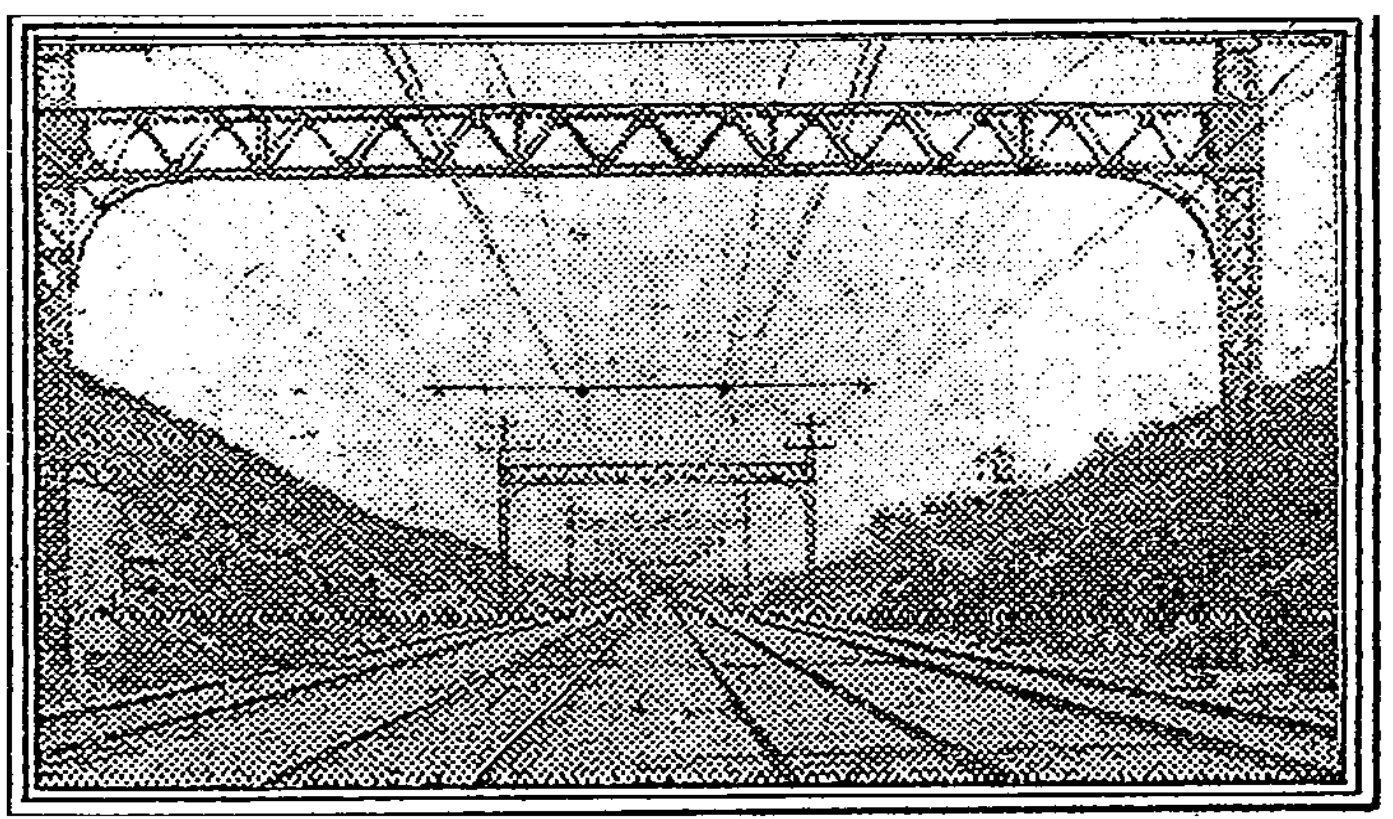
BRIDGE at JACKSON ST. MT. VERNON



TYPE OF CARS FOR NEW LINE (2)



PELHAM PARKWAY STATION



FOUR TRACK ROAD and OVERHEAD WIRES at EASTCHESTER - BRONX

174th Street, where it diverges to the west, crosses Walker Avenue near Morris Park, and swinging to the east passes along the west side of Bronx Park, and from there bisects the northerly half of the Bronx to the city line, passes through the eastern section of Mount Vernon to a point near Columbus Avenue, where two of its four tracks swing to the east to New Rochelle, and two to the north to White Plains. Its length of line in the Bronx is eight miles, bisecting the easterly half of the Borough. There are eleven stations in the Bronx, three of which, including the terminal, will be express stations at which points passengers may transfer to local trains.

To fully understand the part which this new high-speed transportation line is to accomplish in the development of the Bronx we must turn back from the efforts of to-day toward shortening distance through the medium of quicker travel and consider the past eighty years of rapid transit development.

In 1825, when New York and the section now known as the Bronx had a population of 125,000 people it required fifty minutes to go from Thirty-third Street to the Battery by stage. Some thirty years after, when the population had increased fourfold, one could ride from the Post Office to Sixty-sixth Street by the Third Avenue horse cars in forty-five minutes, and ten years later the line had reached 130th Street, eighty minutes being required for the trip from the Post Office.

In 1880, with the Third Avenue elevated in service, the population of Manhattan and the Bronx had increased to 1,250,000, and for the trip of eight and one-half miles from 129th Street to the Battery it required thirty-eight minutes.

The electrification of elevated lines and building of the present Subway became milestones in the progress of rapid transit, and Bronx Park, fourteen and one-quarter miles away, was brought as near in time to the Battery as was Thirty-third Street eighty years before, while the population of Manhattan had grown to 3,000,000 souls.

Five hundred thousand people now live in the Bronx, the population having more than doubled in the past ten years. Half of these people travel daily from their homes to Manhattan. Cheaper rents and the desire for relief from the congestion in Manhattan have caused them to move north to the present limits of rapid transit, forty-five minutes from the Battery, and now the New York, Westchester & Boston is to bring Mount Vernon, eighteen miles away, within the forty-five-minute circle, and also open some four miles of an almost undeveloped section of the Bronx from 180th Street to the city line.

Time, frequency of service, and fare are the factors which build up districts adjacent to Manhattan, and these the New York, Westchester & Boston will give with its express and local trains and five-cent fare in the Bronx, placing that borough under extremely favorable conditions with its competitors.

The present running time via Third Avenue elevated from Bedford Park to City Hall, about twelve miles, is forty-five minutes; from Pelham Parkway station via the Westchester and Third Avenue elevated it will be thirty-nine minutes.

With present facilities it takes fifty-three minutes to reach the City Hall from Douglaston, L. I., 16.96 miles, and the commutation fare is 18.0 cents. From Hollis, L. I., the time is thirty-three minutes, commutation fare 15.3 cents, both including the five-cent fare on the city lines, while from Dyre Avenue, a local station on the Westchester, to the City Hall, via that line and the Third Avenue elevated, a distance of sixteen miles, the running time will be forty-seven minutes and the fare 10 cents.

Similar comparisons with stations on the Delaware, Lackawanna & Western and Erie show favorably for the Westchester line. The third-tracking of the Second and Third Avenue elevateds, making possible all-day express service above ground, will still further shorten the time from the City Hall to stations on the Westchester.

Connection with the Second and Third Avenue elevated lines, the Lenox Avenue branch of the Subway, and the Lexington Avenue Subway, when built, will give the section of the Bronx served by the Westchester, access to the east, middle, and west portions of Manhattan for its entire length. Thus a home on the Westchester will mean access to all Manhattan, as the stations on all of the rapid transit lines in that borough will be stations through which the Westchester may be reached by express trains, and it will make little difference where the retail or other business centres move, since there will always be a near-by subway or elevated road station.

With all these advantages the Westchester must become a potent factor in developing the northeastern section of the Bronx, and the results which followed the building of the elevated and subway lines must in part, at least, follow the new line. From 1900 to 1905 the population of the Bronx increased 71,000, and from 1905 to 1910 159,000, showing clearly the effect of rapid transit. Today the population in the New York, Westchester & Boston section is 25,818, or 2,227 per square mile. In the transit district of the Bronx the population is 44,000 per square mile, and if this

results in the section traversed by the New York, Westchester & Boston. These results will be secured without a dollar of the city's money, solely by private capital invested on private right of way, the railway paying the city a very appreciable rent for the right to cross above or below the streets which it intersects, leaving the use of the streets to the public without undue interference.

New York City is the greatest manufacturing centre in the United States. Its manufacturing establishments number 26,000, representing \$1,400,000,000 capital. The materials used cost more than \$1,000,000,000 annually, and the value of their finished product is more than \$2,000,000,000. They employ more than 500,000 wage earners. The Bronx Borough, third in population and fourth in manufactures, affords ample room for further growth, but other cities, keenly alive to the situation, their Chambers of Commerce and Boards of Trade thoroughly organized for the purpose, are constantly appealing to manufacturers to re-

to compete with those of Jamaica Bay and other competitive points. This can be accomplished without detriment to the city's interests. This eastern shore of the Bronx is particularly adapted to such construction without interference with the city's streets. Rates and rail connections to this section are on an equality with all other competitive districts in Greater New York.

Not only will the Westchester carry the heaviest suburban passenger traffic north of the Interborough system, but it will doubtless become, through its connections, the short line to the Berkshires and Summer resorts of Western Connecticut, and will bring the section which it traverses closer to the coal fields, lumber markets, and raw manufacturing products. Thus it will become not only the line of the suburbanite, but over its rails will bring the materials for the building of his home, the coal to heat it, and the produce which he will consume, thereby aiding in the carrying out of President Cyrus C. Miller's general market scheme,