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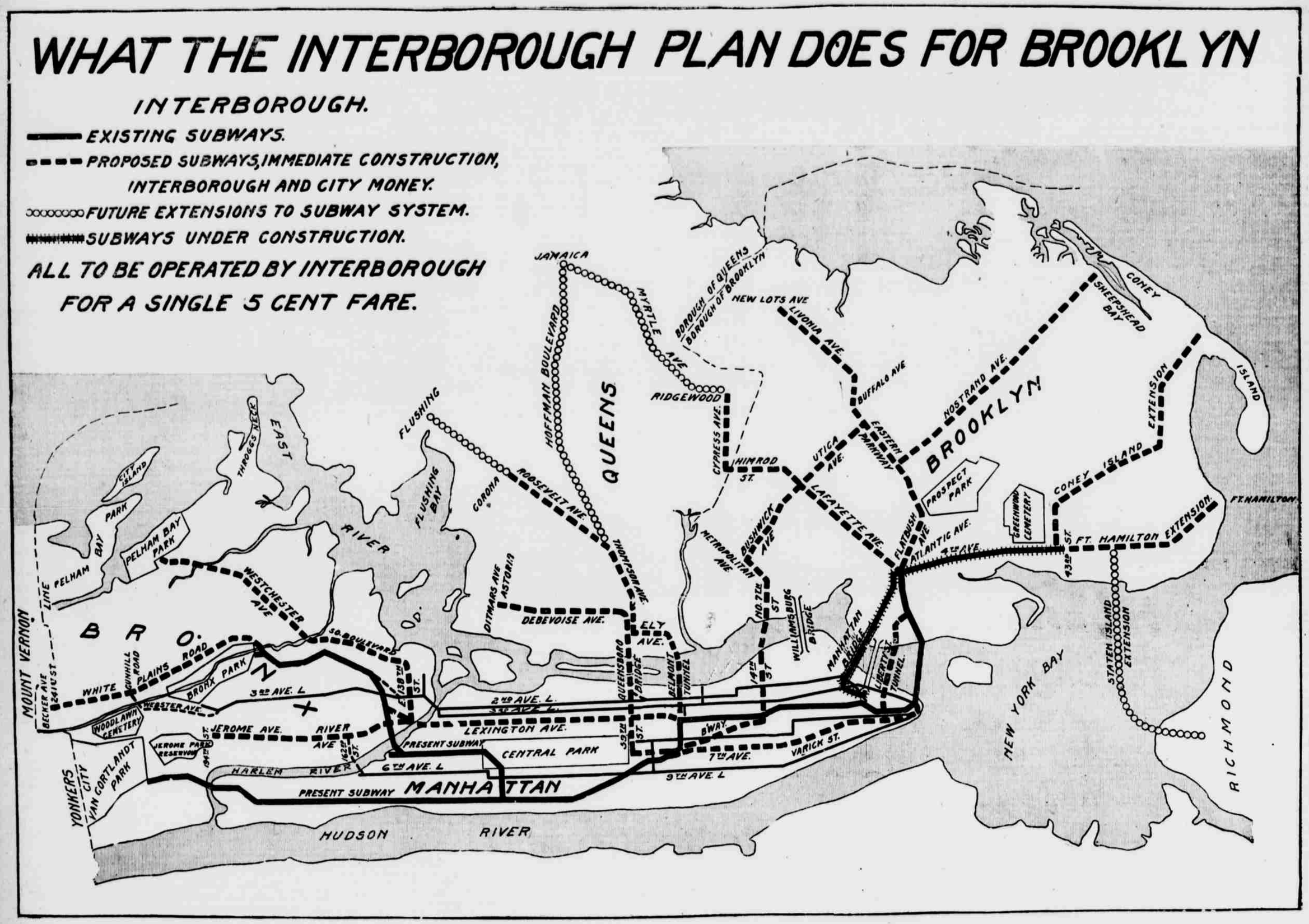
# The Interborough Offer Completes the City-Owned Subway. The Brooklyn Rapid Transit Company Asks the City to Build Subways as Terminals for Its Elevated Railroads.

# The Brooklyn Rapid Transit Company Proposes More Elevated Roads for Brooklyn. The Interborough Builds Subways There.




# The Brooklyn Rapid Transit Company Offers to Reduce Fares to Manhattan at the City's Expense, But Refuses to Reduce Fares to Coney Island at that Company's Expense.

This map shows what the Interborough Company has offered to the City as a comprehensive subway plan. The lines shown in heavy broken lines can be immediately constructed and placed in operation for a single five-cent subway fare in connection with the present subway, the Bridge Loop, and the Fourth Avenue Subway. The total construction cost will be $198,798,650, of which the City pays $110,320,150 for construction and the Interborough $88,478,500. The Interborough supplies all of the equipment, which makes a total contribution by the Interborough of $140,824,500. The City's expenditure under this plan is $58,000,000, less than called for by the Brooklyn Rapid Transit Company's plan.

The Interborough's plan establishes a universal five-cent subway fare from Fort Hamilton, Coney Island, Sheepshead Bay, East New York, Ridgewood, Woodside, Corona, Astoria and all parts of the Bronx. The Brooklyn Rapid Transit Company's plan establishes a ten-cent fare within the Greater City and for a great many of the people in Queens, Manhattan and the Bronx a fifteen-cent fare to Coney Island. The Brooklyn Company claims that it will make a great saving to Brooklyn people by extending its lines into Manhattan, thus avoiding a double fare.

The Interborough Company, by going to Brooklyn for the people with its numerous lines with a single fare, save more than the Brooklyn Company claims to save, because on the Interborough there will be a single fare to reach from every point in Brooklyn to every point in Greater New York.

If the Brooklyn Rapid Transit Company is so interested in reducing the expenditures of the fare-payer, why do they insist in their proposition that for a short ride from Brooklyn to Coney and the fare must be ten cents?

The Interborough has adopted the principle that a single five-cent fare paid on the subway system shall carry a person from one end to the other of the Greater City of New York. On the other hand, the Brooklyn Rapid Transit Company's plan proposes to perpetuate a two-and three-fare system.

The Brooklyn Rapid Transit Company's proposal is that it will spend less than $21,000,000 for construction in improving its elevated lines in Brooklyn and placing third tracks thereon if the Greater City of New York will pay about $168,000,000 of the taxpayers' money for subway construction and connect it with the out-of-date elevated lines in Brooklyn, provided further that all the receipts on the Subways built by the taxpayers' money shall be used by the Brooklyn Rapid Transit Company in establishing for all time a dividend on many of the unprofitable elevated lines in Boooklyn.

The Interborough's plan proposes to extend the present City Subway so that all the people in Brooklyn, including the outlying districts, will be given a five-cent subway fare from one end to the other ofthe Greater City of New York. If the Interborough's plan is adopted by the City it will save $58,000,000 of the taxpayers' money that the Brooklyn Rapid Transit Company's plan calls for, and this $58,000,000, will construct the lines shown on this map to Richmond, to Jamaica and to Flushing, and if these lines are constructed there would still be $30,000,000 of the taxpayers' money saved by accepting the Interborough's plan.

The Brooklyn Rapid Transit Co. advertises that it will take only $73,500,000 of City money to construct the rapid transit lines which it has been showing in heavy black lines on its advertising maps. The misleading character of this talk about cost can be seen readily by looking at its offer of April 25th, in which it was stated that the City's requirement of new capital would be $73,500,000 for the lines then proposed.

Since that date and on May 1st the Brooklyn Company added to its so-called original lines:

1. The Jerome Avenue extension to Jerome Park Reservoir.
2. The Southern Boulevard extension to the Bronx River.
3. Lines to Astoria and Corona.
4. The Nostrand Avenue extension.
5. The Livonia Avenue extension; and
6. The Fourteenth Street Tunnel to East New York.

But not a word has been said about the additional cost of these lines. Every day since they were added the Brooklyn Company has stuck to its original figure of $73,500,000. More than this, and still further showing the deceptiveness of their advertisements, the Brooklyn Company are placing upon their advertising maps in black lines the following lines which they have not even yet agreed to put in their offer:

(a) The Southern Boulevard line extending as far as Pelham Bay Park.
(b) The Utica Avenue extension; and
(c) The Tunnel to Staten Island.

And still they seek to lead the public to believe that all the black lines will cost the city only $73,500,000.

Now the facts are that the cost to the city of the lines first mentioned by them will be $118,000,000.

The cost to the city, with their additions of May 1st, will run up to $168,000,000.

The grand total cost to the city of their layout as advertised will run up to $188,500,000.