

HEIGHTS DEMANDS RIGHTS.

Dr. Hillis Speaks Plainly Before New Association for Transit Benefits.

The Brooklyn Heights residents arose in their might and, to some extent, in their wrath last week and succeeded in giving a very forcible object lesson of their demands for better transit facilities. To further their object as well as to secure from time to time other improvements to that once favored private residential section of the borough, a Brooklyn Heights Association was formed on motion of A. Augustus Healy, officers were elected, and some stirring speeches made, the gist of which will be presented to the Public Service Commission and the Board of Estimate.

The chief objects under discussion at the meeting, which was held in the rooms of the Long Island Historical Hall at Clinton and Pierrepont Streets, were the betterment of the transit facilities on the Heights and the improvement of the Brooklyn terminal of the Brooklyn Bridge.

The Rev. Newell Dwight Hillis, who was chosen one of the Vice Presidents of the newly formed association, did some of the most energetic talking, and clearly expressed the prevailing sentiment that the Heights had been dormant long enough in the matter of looking after its own interests, and that it is now high time to "get busy."

"We have been more than generous and self-sacrificing," he said. "We have aided in the matter of the Fourth Avenue subway, which tends to divert residents from our part of the city, we have given the Broadway-Lafayette line our indorsement, and we have helped every one but ourselves. But I say to you that not even the Bible requires us to love Flatbush more than the Heights.

"Think what our condition is when our people even move to Jersey," he added. "Why, for a long time the plight of the Heights has been that of a baby with a hemp rope about its neck, and which is slowly being strangled to death. Our rich move away, and our young find locations elsewhere. Our creed has been that everybody is better than ourselves. We have been actuated by an excess of Christian zeal. We have also been too dignified and too respectable. Let us now get up and do some shouting."

Dr. Hillis offered the resolution setting forth the two purposes of the meeting, as follows:

Resolved, That it is the sense of this meeting that the Subway already projected from the Centre Street loop, Manhattan, under the East River, which enters Brooklyn at the foot of Pineapple Street, thence through Pineapple Street, Fulton Street to Borough Hall, should be built at this time; and it is further

Resolved, That a station be located between the river front and Fulton Street, to accommodate the residents of Brooklyn Heights.

Sanford H. Steele moved that the Executive Committee be instructed to present to the Public Service Commission and the Board of Estimate the views of the meeting, and the motion was carried without a dissenting voice, as was also a resolution offered by Dr. Fred. W. Atkinson, that it be the sense of the meeting that the present terminal of the Brooklyn Bridge, with its storage houses and workshops, with its elevated storage sidings, and its various unsightly features should be removed, and that a proper entrance or plaza be created."

Edward M. Shepard presided at the meeting, and Borough President Steers, who was present by invitation, made a short address, in which he promised the association that he would do anything in his power to assist it in the accomplishment of the problems it had undertaken.

Mr. Shepard, in speaking of the needs of the Heights, said:

"It is my belief that the loss in taxes paid on property on the Heights, because of its decreased assessed valuations caused by the decline of the section, has been between \$50,000,000 and \$100,000,000 since the bridge was opened. One of the crying needs of the section is better transit facilities. We must demand and get a station on the Heights, somewhere on the tube that has been proposed to be run through Pineapple Street.

"I have talked to the members of the Public Service Commission and their engineers, and I know that there are neither engineering nor financial difficulties standing in the way of the construction of such a station. The only obstacle to the station to-day, to my knowledge, is the indifference of the people of this section to the need of such an improvement."

The following officers were elected: President—Charles J. Peabody; Vice Presidents—Frank Lyman, the Rev. Newell Dwight Hillis, Sanford H. Steele; Treasurer—George W. Chauncey; Secretary—J. W. Tumbridge; Executive Committee—Dr. Frederick W. Atkinson, Charles A. Boody, William E. Harmon, Willis L. Ogden, Bayard L. Peck, Edward M. Shepard, Judge E. B. Thomas, John William Tumbridge, and the officers of the association ex officio.

Taxpayers vs. N. Y. C. & H. R. R. R.

The action of the Taxpayers' Alliance of the Borough of the Bronx against the New York Central & Hudson River Railroad Company and the New York & Harlem Railroad Company came on for trial some months ago and several hearings have been held in the matter before Commissioner Eustice. Several officers of the New York Central were examined at length by the attorneys for the Taxpayers' Alliance, being W. W. Niles, A. C. Hottenroth, Douglas Matthewson, and Harry Robitzek.

The trend of the testimony was that at the time the Empire City Race Track was open trains were run at a three-minute headway; and if the same could be done at that time, there is no reason why similar conditions should not be at all times during the day for the benefit of the residents of the borough.

Mr. Bartow, general passenger agent of the Harlem Railroad, testified that all charges for the construction of the terminus, power houses, and electrical equipment and the like were placed against the account of the Harlem Railroad, and placing it upon this basis would be unprofitable to carry passengers for a five-cent fare.

Under cross-examination it was brought out, however, that the New York & New Haven and New York Central trunk lines were the greater users of this terminus and electrical equipment, and that the entire charge should not be against the Harlem Railroad.