

WANT SUBWAY STATION

West Siders Object to Change of Plans at 104th Street.

Mass Meeting Views Consolidation of Underground and Elevated with Suspicion.

There was a large attendance last night in Colonial Hall, One Hundred and First Street and Columbus Avenue, to protest against the plan of the Rapid Transit Subway Company to do away with the proposed station at Central Park West and One Hundred and Fourth Street.

It was asserted that the subway interests, having obtained control of the Manhattan elevated road, were disregarding pledges and directing their efforts to compel residents on the upper west side to utilize the overhead system.

Judson Lawson presided. He declared that the proposed change from One Hundred and Fourth Street and Central Park West to the Boulevard and a near-by street would be a positive injury, as the subway would be of no use to residents of the district unless they went to Ninety-sixth Street and Broadway or One Hundred and Eleventh Street and Lenox Avenue. The idea of abandoning the station at One Hundred and Fourth Street had not been thought of until the subway and elevated systems were merged.

Frederick M. Cook of Manhattan Avenue asserted that the merger had done away with all opposition, and that the subway management now was in a position to run the system to suit itself, regardless of the wishes or needs of the people.

The speakers maintained that in June last William Barclay Parsons, the engineer, had favored a station at One Hundred and Fourth Street and Central Park West, but a few days ago had changed his views. This proposed change would be a great inconvenience to people east of Columbus Avenue, between Eighty-first and One Hundred and Seventh Streets, where the population had very largely increased and where the elevated stations were many blocks apart.

The contention was that the abandonment of the proposed station at Central Park West and One Hundred and Fourth Street was not on account of steep grades, as alleged, but really to force the public to use the elevated road.

Assemblyman Julius H. Seymour, Charles H. Coler, and Assemblyman William S. Bennet opposed the abandonment of the station, and Mr. Bennet asserted that the transit accommodations furnished New Yorkers would not be tolerated in cities of the third class.

Ex-Senator C. C. Hunt of Illinois, F. T. Newbury, and George C. Snedden spoke in a similar strain, and then Alderman Armistage Mathews was called on. He said:

"I voted against the Pennsylvania tunnel franchise to-day and I am not here to defend my course. I am not opposed to the tunnel, but I am opposed to the terms of the contract. The Rapid Transit Commission is good in making contracts and quick in changing the terms when you don't expect it. Some years ago a railroad station was to be built at a certain point at King's Bridge. Persons bought property and the route was changed so the speculation did not prove profitable.

"The members of the Rapid Transit Commission are not so high-minded as many people suppose. I have nothing to say against the characters of the gentlemen, but while they are well paid, they have to rely on their counsel and engineers. One Commissioner has been paid at the rate of \$250 for each meeting he attended. These Rapid Transit Commissioners send resolutions and contracts to the Board of Aldermen and tell us if we don't pass them they will go to the Legislature.

"I am in favor of rapid transit, better transit, and the tunnel, but there is nothing in the contract which says when, how, and what trains shall be run. Railroad companies are not philanthropists, and the Rapid Transit Commission is a self-perpetuating body accountable to nobody.

"It is alleged that the change in the location of the proposed station is the result of real estate speculation. Some men bought land that others wanted, and the latter, being disappointed, are seeking satisfaction. I regret that the Aldermen cannot determine the location of stations as well as they can establish routes."

L. J. Arthur, Samuel Green, Senator-elect Russell, James W. Conway, and Andrew Donohue also spoke. Mr. Green scored Engineer Parsons and charged he had been guilty of a deliberate misstatement to the Mayor with regard to the grades at One Hundred and Fourth Street and Central Park West.

Remarks were then made by George Grotz, Mrs. Letitia Ferris, Mrs. Elizabeth Brown, and M. Edward Downey, all in favor of the object of the meeting, and then resolutions offered by Assemblyman Bennett were adopted. These provided for a committee of thirty to wait on the Rapid Transit Commission to-morrow afternoon. Mr. Lawson will serve as Chairman.

J. B. McDonald, the contractor, said last night that the proposed new station at One Hundred and Third Street and the Boulevard would answer all purposes and that there was no reasonable ground for complaint.

Church Mission Rummage Sale.

With the idea of providing the needy with useful articles at a nominal price, the Woman's Home Mission Society of Mount Morris Baptist Church will hold a rummage sale at 255 East One Hundred and Twenty-fifth Street to-morrow, Friday, and Saturday.