

MORE BIG BRIDGE SCHEMES

THE OBJECT IS TO CONNECT HARLEM WITH LONG ISLAND CITY.

THE ENTERPRISE IS BACKED BY THE KING BRIDGE COMPANY OF CLEVELAND WITH PLENTY OF MONEY—PROVISIONS OF THE BILL.

ALBANY, Feb. 5.—One of the biggest bridge schemes that have appeared in the Legislature in many a day turned up in the Senate this morning in the shape of a bill introduced by Senator Floyd-Jones, which seeks to incorporate the Manhattan and Long Island Bridge Company.

The incorporators named in the bill are Zenas King, President of the King Bridge Company of Cleveland; Daniel Magone of Ogdensburg, ex-Collector of the Port of New-York; Daniel P. Eells, a Cleveland banker, interested in the Nickel Plate; John E. Van Ostrand, J. J. Morehouse, an iron manufacturer of Chatham, N. Y.; Charles A. Otis, President of the Otis Steel Company of Cleveland; Charles F. Stowell of the Railroad Commissioners' office, who will be the consulting engineer of the new company; James A. King, H. W. King, Harley B. Gibbs, and Henry G. Clagstone, all connected with the King Bridge Company of Cleveland, and John J. Donovan, a New-York contractor.

By the terms of the bill it is proposed to build bridges over the East and Harlem Rivers, and thereby to open up a large portion of Long Island City which has heretofore been most inaccessible. The first bridge is practically covered by Dr. Rainey's scheme. It crosses the East River from Sixth Street and Flushing Avenue, Long Island City, at the lower end of Blackwell's Island, and strikes New-York somewhere between Forty-first and Ninety-second Streets.

This bridge it is proposed to construct for the same purposes as that for which the Brooklyn Bridge is now used, for foot and wagon traffic and for some method of surface traction. This bridge must be begun within one year after the passage of the bill, and must be finished within four years.

The second bridge, or rather series of bridges, will connect Long Island City, Manhattan Island, and Morrisania. It will cross the East River at Potter Avenue, in Steinway, which is part of Long Island City, with a span of about 600 feet. It will then run around the edge of Ward's Island, by means of a viaduct or trestle, to a point about opposite One Hundred and Sixth Street, where it will cross the Harlem with a span of 680 feet.

Then from the eastern end of this span the roadway will be continued along the west shore of Randall's Island, crossing Little Hell Gate, which separates Ward's and Randall's, with a span of 300 feet to a point opposite One Hundred and Twenty-fifth Street.

There the Harlem will be bridged again, and, continuing, the roadway will cross the Harlem Kills to Morrisania by a span of 250 feet.

This scheme will provide not only for foot and wagon traffic, but also for railroads, both passenger and freight, and will not only permit both the New-York Central and the New-York, New-Haven and Hartford Railroads to get to Long Island City direct, but will also permit Austin Corbin's Long Island Road to reach Manhattan Island.

The route proposed for the series of bridges is most favorable for such an undertaking, since the bridges over the Harlem will be draws, and not more than 24 feet above high water, while the bridges over the East River must be something like 150 feet above the water. The projectors propose to have stations on Ward's and Randall's Islands, which shall be subject to the city authorities so long as city institutions shall remain upon those islands.

Mr. King, who is a well-known capitalist of Cleveland, has had this scheme under consideration for a long time, and is said to be well able to carry it through without drawing upon anybody's bank account besides his own.

It is a legitimate money-making scheme, it is said, and no arrangements have been entered into with the railroads which will be benefited if the bill goes through and the bridges are built, although the Central and New-York and New-Haven people have been shown the plans. It is said that they look upon the scheme most favorably.

If the plan is carried out, it will open the whole of that part of Long Island City toward Brooklyn, as well as the property above Long Island City. The bill is likely to meet with opposition from the people of the annexed district, for the opening of this almost unsettled region so near to New-York will prove to be a most dangerous rival to the Twenty-third and Twenty-fourth Wards as a place of residence.

The capital stock of the corporation is placed at \$1,000,000, divided into shares of \$100 each, and may at any time be increased by the Board of Directors, with the consent of the stockholders, to \$15,000,000. Power is also given under the bill to locate and construct such connections with railroads in New-York or Long Island as may be necessary to enable passengers to be transferred to and from the bridges, and also to open suitable avenues and approaches.

Authority is given the corporation to acquire so much of the land, under water or otherwise, of the East and Harlem Rivers, or of any of the islands and waterways connecting them, not exceeding a front on either shore of 350 feet, for each bridge, as may be necessary for the construction of the piers and towers of the bridges to be constructed by it.

Where the land under water required for the proposed construction, on or near the shore of either Manhattan Island or Long Island, or of the main land within the limits of the Twenty-third Ward of the City of New-York shall have become the property of any individual or municipal, or other corporation, it may be acquired by the bridge corporation in the manner before provided. Where the sites for the location of the abutments, piers, and anchorages of the proposed bridges, or the columns supporting approaches or viaduct, shall be owned or claimed by the Mayor, Aldermen, and Commonalty of the City of New-York, or by Long Island City, the Commissioner of the Sinking Fund of the City of New-York and the Common Council of Long Island City are authorized and empowered to agree to lease the corporation upon a price or a sum to be paid by it for the use and occupancy of the lands under water or otherwise. And if they are unable to agree the company may take and acquire the same by proceedings of condemnation.

Should any pier or anchorage be located on land designated as a public street in either of the said cities, the Commissioners appointed to institute proceedings for the acquirement of the land shall include in their report a sum sufficient to defray the cost and expense of the acquisition of sufficient land to widen or deflect the proposed street, and the same shall be accordingly widened or deflected, as the case may be, for which purpose the properly-constituted authorities of the two cities may amend any map or plans of said street theretofore adopted and proceed to the acquirement of the land additional to provide for the widening or deflection.

It is provided that no part of any abutment, column, pier, or anchorage of any portion of either of the proposed bridges which shall be used in whole or in part as a drive or road way for vehicles drawn by animals or for use by equestrians shall be located in whole or in part upon or in any street, avenue, or public place within the City of New-York or of Long Island City, but any portion of any approach to either of the bridges not so used may be supported by iron columns placed on the curb line of any public street within the two cities.

Section 8 empowers the bridge corporation to merge and consolidate its capital stock, franchises, and property with those of any corporation or corporations, in accordance with the provisions of the act known as the railroad law, and to lease the proposed bridge or bridges or any part of the same to any corporation or corporations on such terms as may be agreed upon, and in case of consolidation with any corporation or corporations all the powers conferred on the Manhattan and Long Island Bridge Company may be exercised by the consolidated company.

The bridge structure or structures erected by the corporation and the approaches appurtenant thereto, it is provided, shall be exempt from all taxation until five years after either of the proposed bridges shall have been opened to the public use, but nothing contained in the act shall exempt any lands owned or acquired by the corporation, for any purpose whatever, from assessment and taxation.