

COPY OF LETTER TO MESSRS MONTGOMERY SCHUYLER AND R. WATSON
GILDER.

In Mr. Gilder's information

New York, 2 Feb. 1893.

Dear Mr. Gilder;—

I should think I was very glad to add my vote in favor of what every old resident of New York would desire above all other alternatives, viz= that the City Hall should remain intact just where it is; but before our meeting in Comtee. at the Century Club, I felt, from various information that had come to me, that there was really but little ground for hoping that ^{this} ~~it~~ would be permitted ^{other} ~~to~~. Since then, after several commun-
~~ications~~, I feel still less hope. But I think that is all the more reason why the strongest influences should unite for its removal to, and re-construction on, some fitting site up town; though with some people, most of the structure's value is considered to be inseparable from its original site and local associations.

The work so kindly and efficiently done by yourself and ^{Schuyler} Mr. ~~Gilder~~ at that meeting at the Century made my secretaryship in it merely nominal. Perhaps you, as well as the other gentlemen who lent their support to the meeting, will accept the within extract from the Evening Post as the sufficient minutes of that meeting.

I enclose also a slip from "Architecture and Building", of Jan'y 21/93, which refers to the subject.

Yours truly

(sd.) A. J. Bloor.

R. Watson Gilder, Esqr.

A PLAN FOR RAPID TRANSIT.

To the Editor of The Tribune;

Sir: Among the various suggestions that have been mooted in reference to rapid transit I do not remember to have noted what has occurred to a friend of mine, to wit:

Let the city provide a tunnel in accordance with the project of the Rapid Transit Commission, but of sufficient capacity to accommodate other parties than the commission. By this method the main cost would be divided between the city and the commission, but the outlay of each would be much reduced by renting the tunnel for other purposes than simply rapid transit service—the responsibility of all who rent space in it being, of course, guaranteed. These purposes might include service for steam power for other than tunnel uses, for telegraphy, gas lighting, electricity, etc. It might also be used for such services as are already by law or custom in the hands of the municipality—to wit, sewerage, water supply, etc.

Would not this system of divided responsibility and expenditure—of lessor and lessee—have various advantages? Would it not check misappropriation and extravagant outlay, and would it not save a great deal of time and much inconvenience to the public arising from the continual tearing up of the streets and almost constant obstruction of travel?

Responsible corporations and other parties would, without doubt, present themselves were such a system carried out and such opportunities afforded, who would agree to pay interest on the cost of construction of the tunnel and operate a railroad or supply other needful service under such conditions, and with such restrictions as would be considered satisfactory alike to the authorities, the public and the present or future Rapid Transit Commission.

New-York, January 24, 1893.

A. J. BLOOR.

*Mrs. Tribune,
Feb. 1/93*