

RAILROAD BUYS LAND FOR MONTAUK PIERS

May Be the First Step Toward Establishing Long-Talked-Of Ocean Terminal There.

1,000-FOOT PIERS PLANNED

Mile of Waterfront in the Tract Bought by the Long Island Company—Steamship Men Not Committed.

A transaction which may be the first step toward the adoption of the long-discussed plan to establish a port of entry at Montauk Point, L. I., to divert part of the trans-Atlantic passenger business from this harbor and provide piers long enough to accommodate the great ships of the future was made known yesterday. A contract has been signed between the Long Island Railroad, through its President, Ralph Peters, on one side and Edward C. M. Fitzgerald and Robert C. Baldwin, representing various property owners, on the other for the purchase of 160 acres of land bordering on Fort Pond Bay, Montauk.

This purchase will give the Long Island Railroad a block of 220 acres on Fort Pond Bay and a water front of a mile or more there. According to a statement made by President Peters yesterday the Long Island Road is considering plans for the erection of piers, passenger, and freight depots, machine shops, coaling stations, and other buildings necessary to the care of transatlantic business at Montauk.

It is the intention to spend \$5,000,000 or more if the present plans go through. The actual transfer of the 160 acres acquired for the purpose will not take place until March 31.

It was admitted that the large steamship companies had not committed themselves to the use of the piers at Montauk, although the representatives of several lines, including the White Star and the Cunard, have inspected Fort Pond Bay with representatives of the Long Island Railroad.

No decision from the steamship companies is expected until after the Harbor Line Board, composed of army engineers, decides whether or not the Chelsea piers, at the foot of West Twenty-third Street, can be extended so as to accommodate the larger ships that will soon be coming to this port.

The tentative plans of the Long Island Railroad include a double-tracking system from Oakdale to Montauk, the erection of five piers, each pier to be tracked so that passenger trains would run to the water's edge. An express service between Fort Pond Bay and this city would bring passengers from the steamships to the new Pennsylvania Station in two hours.

Announcements from Both Quarters.

Announcement of the preliminary land contract was made yesterday afternoon by Mr. Fitzgerald at his office, in the Cambridge Building, Fifth Avenue and Thirty-third Street. It was as follows:

Contracts have just been signed between the Long Island Railroad Company, Mr. Ralph Peters, President, and Edward C. M. Fitzgerald and Robert C. Baldwin, owners of the properties, for about 160 acres of water front on Fort Pond Bay, Montauk.

The Long Island Railroad have made extensive plans for the erection of piers, large passenger and freight stations, machine shops, coaling stations, &c. They will double track their road from Oakdale to Montauk. Trains will run direct to the end of the piers, which will be covered, so that passengers coming from and going to Europe can step off the trains and steamships. These piers are to be 1,000 feet in length, 125 feet in width, and 300 feet apart.

It is not stated definitely when the actual work will be completed, but engineers are working on the proposition.

Mr. E. C. M. Fitzgerald and Mr. Robert C. Baldwin hold what was formerly the Benson property, comprising about 5,500 acres.

These arrangements as planned will undoubtedly shorten the trip from New York to foreign points on an average of a full day.

President Peters Confirms.

Confirmation came from President Peters in this letter:

New York, Feb. 6, 1911.

Mr. E. C. M. Fitzgerald, 334 Fifth Avenue, New York:

Dear Sir: The Long Island Railroad Company has just executed a contract to purchase from E. C. M. Fitzgerald and Robert C. Baldwin about 160 acres of land at Montauk at the head of the deep water harbor. This tract, together with sixty acres now owned by the railroad company, includes practically all of the harbor front adjacent to our present line available for docking large steamships.

This additional property has been acquired in order that the railroad would be in a position to provide freight and passenger yards, stations, shops, and other terminal facilities that would be required in connection with piers of extra length to meet any demands for the accommodation of the modern vessels of the largest type that may determine to use Fort Pond Bay as the terminal for ocean voyage. These large vessels now find so many difficulties in docking safely and economically in New York that the railroad company believes it is only a question of time when they will demand the facilities at Montauk, and it is arranging to put itself in position to meet these demands.

RALPH PETERS, President.

President Peters said later that he had discussed the development of Fort Pond Bay with representatives of several of the steamship companies, and that while nothing definite had been agreed upon, it was their opinion that the Montauk project was sure to come some day.

Mr. Fitzgerald was very enthusiastic over the prospect. He said he had been working seven years on it, and that a careful study of the subject convinced him that ocean steamships of the largest class must some day avail themselves of the facilities offered at Fort Pond Bay.

Saves a Day of Travel.

"One whole day can be saved," he said.

"The long waits in the lower harbor of New York for the fogs to lift can be avoided. And just think what an advantage it will be for passengers bound, say for Chicago or San Francisco, to step into a railroad car at Montauk, and run right through to the point of destination without change.

"Delivery of transatlantic mails will also be hastened. Transfers and consequent delays, which are now the rule, will be avoided. At present incoming mail from abroad is taken from the steamship at Quarantine and transferred to the mailboat, then transferred to the dock, then to the mail wagons, then to the Post Office, where it is assorted and sent upon its way. With steamships docking at Fort Pond Bay the mail can be taken off the ship there, and be in the Pennsylvania Terminal Post Office in two hours. When the business interests realize that a whole business day will be saved in the delivery of mails all transatlantic mail will go by way of Montauk.

"A large London shipbuilding company is now negotiating for land at Montauk on which to build a dry dock and shipbuilding plant near where the Long Island Railroad proposes to construct its piers. Complete surveys have been made and definite plans for the new ocean terminal will soon be completed. The entire plan will involve an expenditure of about \$5,000,000.

"Each of the piers, which will be of steel construction, will cost about \$250,000, which will mean an expenditure of \$1,250,000 for them alone. The bottom of Fort

Pond Bay is of clay and sand, and no dredging will be required. The depth at the outer end of the piers is about 50 feet at low water. Half way to shore the depth is between 47 and 48 feet.

Steamship Men Noncommittal.

"Steamships will be able to dock at Montauk under their own steam, thus saving tugboat charges."

Representatives of several of the large steamship companies were not so enthusiastic as Mr. Fitzgerald. An official of the White Star Line said that while officials of his company had looked the suggestion over, the question of providing docking facilities for the largest ships was just where it was weeks and months ago.

A Cunard official had this to say: "There is nothing new in the situation so far as it concerns the Cunard Line. The problem is just as it has been for the last ten years or more, so far as Montauk is concerned."

A port of entry at Fort Pond Bay would bring about many changes in the customs service. Montauk is in the First Customs District, which at present has one port of entry, Sag Harbor. The port of delivery is Greenport. Both of these ports were at one time important whaling centres. But of late the shipping business there has been so small that the present Collector of the Port in the First District receives \$334.34 a year as salary, 80 cents a year in customs fees, \$2.50 in navigation fees, and \$27.40 for services to American shipping.

A high official in the Custom House here said yesterday that, should the project be put through and some of the steamship companies decide to use Fort Pond Bay it is likely that Congress would declare Fort Pond Bay a support of entry to New York Harbor, just as Newberg is at present.

"It would be absurd to consider the handling of large transatlantic ships in the First District under the present system," said this customs official. "At present the Second, or New York City, District takes in all of Long Island except that territory which runs from Oyster Point to Montauk Point. The present Collector of the First District is also Surveyor, Inspector, and weigher."

ARREST G. B. McLELLAN.

Gives Bail to Answer Pauline Hall's Suit for Her Divorce Allowance.

George B. McLellan, play broker and theatrical manager, gave \$3,000 bail yesterday to insure his answering the suit of his former wife, Pauline Hall, for money awarded to her for her daughter under the terms of their divorce, granted in 1904. McLellan was arrested yesterday on a civil order issued by Supreme Court Justice O'Gorman.

Mrs. McLellan alleges that the decree contained a provision that McLellan should pay \$10 a week for the support of their daughter, Pauline, now fifteen years old. This, Mrs. McLellan says, he failed to do, but sailed immediately for England.

In October last Mrs. McLellan says she received a cablegram from her husband in London, stating that if she would agree not to "molest him" if he should return to New York he would borrow \$1,000 and pay it to her. Later she received a letter from his attorneys telling her he would have to pawn some of his English theatrical interests to get the money.

Her lawyers, Mrs. McLellan says, told her to pretend to accept the proposal. They informed her, she says, that since the money was for her daughter's support, and not for her own, any agreement she might make would not be binding on her. McLellan came to this country, she alleges, before the agreement was completed and paid her \$1,020.

His presence here, she recites, is incidental to the production of "Judith Zairine" and "Marriage à la Carte," written by his brother, C. M. S. McLellan.

WILLED \$13,000 FOR MASSES.

Henry McCabe Left That Sum to Several Churches, Stipulating Its Purpose.

Henry McCabe, whose will was filed yesterday for probate, provided that \$13,000 of his estate should be devoted to masses for the repose of his soul. To St. Vincent Ferrer's Church he left \$5,000 for masses for the repose of the souls of himself and his wife Elizabeth, who died first, and \$2,000 for daily masses for two years for the repose of his own soul to the Church of St. Jean Baptiste, \$5,000 for masses for the repose of his soul, and \$500 for a like purpose to the parish priests of both Carrickmacross and Maragh-Acloon, Ireland.

He also left \$500 each to the Society of St. Vincent de Paul and the Little Sisters of the Poor. To Bessie McGlynn, the faithful nurse of his wife, he left \$1,000. His niece, Mary McCabe, receives \$10,000 under the terms of his will; his nephew Simon \$1,000, and other nephews and nieces \$250 each.