



DEAR SIR:

The above is a photogravure of our motor stage. This is the only successful motor stage running in this country. It is fitted throughout with roller bearings. Its speed is about fifteen miles per hour. Our motor stages have very heavy rubber pneumatic tires. The cars will be lighted with compressed gas and heated by steam. There is absolutely no smell or smoke. Vibration is reduced to the minimum. The vaporized steam is run through the most improved condensers, and it is very probable that no more satisfactory machine has ever been placed upon the highway.

It has been my idea to run a continuous and serviceable motor stage route throughout the Town of Hempstead. There will be a belt line running from Freeport to Hempstead, to Queens, to Springfield, to Valley Stream, to Lynbrook and Rockville Centre, through Baldwins back to Freeport. A straight line will run from Mineola through Hempstead, Rockville Centre, East Rockaway and on down to the beaches. Another line will run from Rockville Centre through Ocean Side, Barnum Island, Wreck Lead, and Queens Water to Long Beach. This will furnish the Town of Hempstead with a complete rapid transit system.

If we run along the county highways it will be necessary for us to obtain certain privileges from the board of supervisors. It is necessary that we be allowed to place brick, wood or stone payment of some kind between the macadamised road and side walk on the level with the road at different points along the highway so that passengers will



know that there is always a clean place on which to stand and wait for the motor stage. These are what are known in our state law as hack or stage stands

In the State of New York, counties have full municipal powers (see Chap. 18 of the General Laws, Article 1, Sec. 2, Entitled County a Municipal Corporation). Sec. 3 of Beach on Public Corporations says, "Municipal corporations are full fledged corporations with all the powers, duties and liabilities incident to such a status." The General Corporation Law of New York says, "A municipal corporation includes a county ****village and city," etc. Bouvier p. 455, "It is a mistake to assume that municipal corporations should not keep abreast with the progress and improvements of the age."

Chap. 18, Art. 4, Sec. 78 of the County Law of New York entitled "Further Powers" says, "The Board (of supervisors) may make such other local and private laws and regulations concerning highways, alleys, bridges, and ferries within the county not inconsistent with law, as it may deem necessary and proper when the purposes of such laws and regulations cannot be accomplished under the foregoing provisions, or the general laws of the State."

It will thus be seen that the various village and county boards have ample power to grant the slight privileges we have asked for.

Any one who knows me understands my motive in trying to make a success of this motor stage route. For years we have tried to have some adequate means of transportation through the Town of Hempstead. I have seen one scheme after another fall through; sometimes through the lack of discernment on the part of the officials; sometimes because of insincerity on the part of promoters; and in every case because of lack of intelligent desire to help our town out of the rut.

During the past two years I have spent a large part of my time in looking up some good method of transportation. I found that the automobile companies had such a demand for light runabouts that they have spent little time on the question of the automobile for commercial uses. I have at last found a machine capable of doing the motor stage business, and have been trying to see it perfected during the past winter.

Realizing that it would be impossible to carry on a successful motor stage route without a certain amount of protection from the various municipal authorities I had drawn up certain propositions to present before the various village and county boards.

I am sorry to see throughout the county so great a misunderstanding as to the real objects of the proposed motor stage route. The misunderstanding is fostered by many who are trying to make a straight-forward business proposition the foot ball of politics.

In the first place let me say that wherever I have appeared in this matter I have been perfectly candid as to our desires. No one who has ever attended any of our hearings could fail to see the fairness of our proposition.

At East Rockaway we were treated with every courtesy. Our application was accepted for future consideration, and the matter is now in the hands of counsel.

At Rockville Centre practically the same course is being taken. The board to a

man has expressed itself as very much in sympathy with our proposition.

The Freeport board has granted a franchise to the Long Island Traction Company, the terms and conditions of which are now being drawn up.

The less said about the way the Hempstead board treated the matter, the better.

But the most unfair treatment anyone could have, I got from the Chairman of the Board of Supervisors of Nassau County.

From time to time I called upon Mr. Cox, supervisor of our town, and talked the matter over with him. He always expressed the deepest interest in my plan and promised me that he would do all that he could to help me. I called at his house with certain papers, which he looked over and which he said would be satisfactory to him with certain amendments.

He told me, however, that the counsel to the board might be opposed to the proposition and also expressed fear that the other supervisors in the county board would oppose it, but always ended these statements with a reaffirmation of his earnest desire to get the papers through for me.

Mr. Cox having told me that all opposition would come from counsel to the board of supervisors and from the other members of the board, I immediately proceeded to find out their attitude. I found that the other members of the board would not oppose the plan if Mr. Cox supported it, it being a matter of the Town of Hempstead. I had my counsel call on Mr. Ingraham, counsel to the board, and succeeded in having papers drawn up satisfactory from a legal stand point. Mr. Ingraham told my counsel that it was now a business proposition between the board of supervisors and me.

Feeling highly elated over the prospects, I appeared before the board by appointment fully expecting to have these privileges granted me, the objections which Mr. Cox seemed to fear having been cleared away.

When the board opened its session, judge of my surprise at the attitude taken by Mr. Cox. First he said the board had been advised by its counsel that it could not legally grant these privileges. My counsel turned to Mr. Ingraham and asked him if it were true that he had so advised. Mr. Ingraham turned to Mr. Cox and told him again that the legal right was unquestioned and that it was now a business proposition between the board and Mr. Miller. This seemed to worry Mr. Cox, and he immediately proceeded to make all sorts of personal objections.

Deeply grieved at this sudden change of heart, I directed my attorney to withdraw my papers and started to leave the room, but Mr. Cox hastened to suggest that the matter be again referred to counsel.

During the following week Mr. Ingraham drew up a paper which was an insult to the intelligence of any business man, and it was simply out of the question for me to consider it, and I so expressed my opinion.

My counsel and counsel to the board finally agreed upon the enclosed proposition with respect to its legal aspect; the question as to whether a term of years should be

granted or not being merely a business proposition between the board of supervisors and me. The fact that at our last appearance Mr. Cox so violently opposed the plan simply shows where he stands and where he has stood ever since that night when on Main street in the village of Freeport he said in the midst of a heated argument, "I will not have you running over our beautiful macadamized roads." Later at the Freeport Club House, Mr. Cox suggested that I get a vote from the citizens in the different villages this spring and if a majority of the citizens vote in your favor he would grant me the franchise. Looking up the law I found it was not legal. The next best thing for me to do was to send out the enclosed postal card.

People of the Town of Hempstead! Rapid transit is what we are after. Whether I carry it through, or somebody else, affects me but slightly, but I do want to see some one perfect the scheme.

I think all who know me realize that I have undertaken this work for the good of the people, some adequate means of transportation being absolutely necessary.

The people of the south side want to reach Hempstead and the County Seat; the people of Garden City, Mineola and Hempstead want to reach Hempstead Bay and the Beaches. Everybody wants to reach the trolleys at Springfield and Queens.

The enclosed resolution which we asked the Board of Supervisors to pass and which they voted against is similar to the proposition we wish the various village boards to act upon. Gentlemen, I submit to you enclosed a straight forward business proposition which I hope will be satisfactory to you. If you are in favor of a motor stage route please sign and mail to me the enclosed postal card at once.

Very truly,

WILLIAM P. MILLER.

Freeport, Long Island.