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1917

# REPORT

OF THE  
COMMISSION TO INVESTIGATE  
TOLL ROADS AND BRIDGES

## Commission to Investigate Toll Roads and Bridges

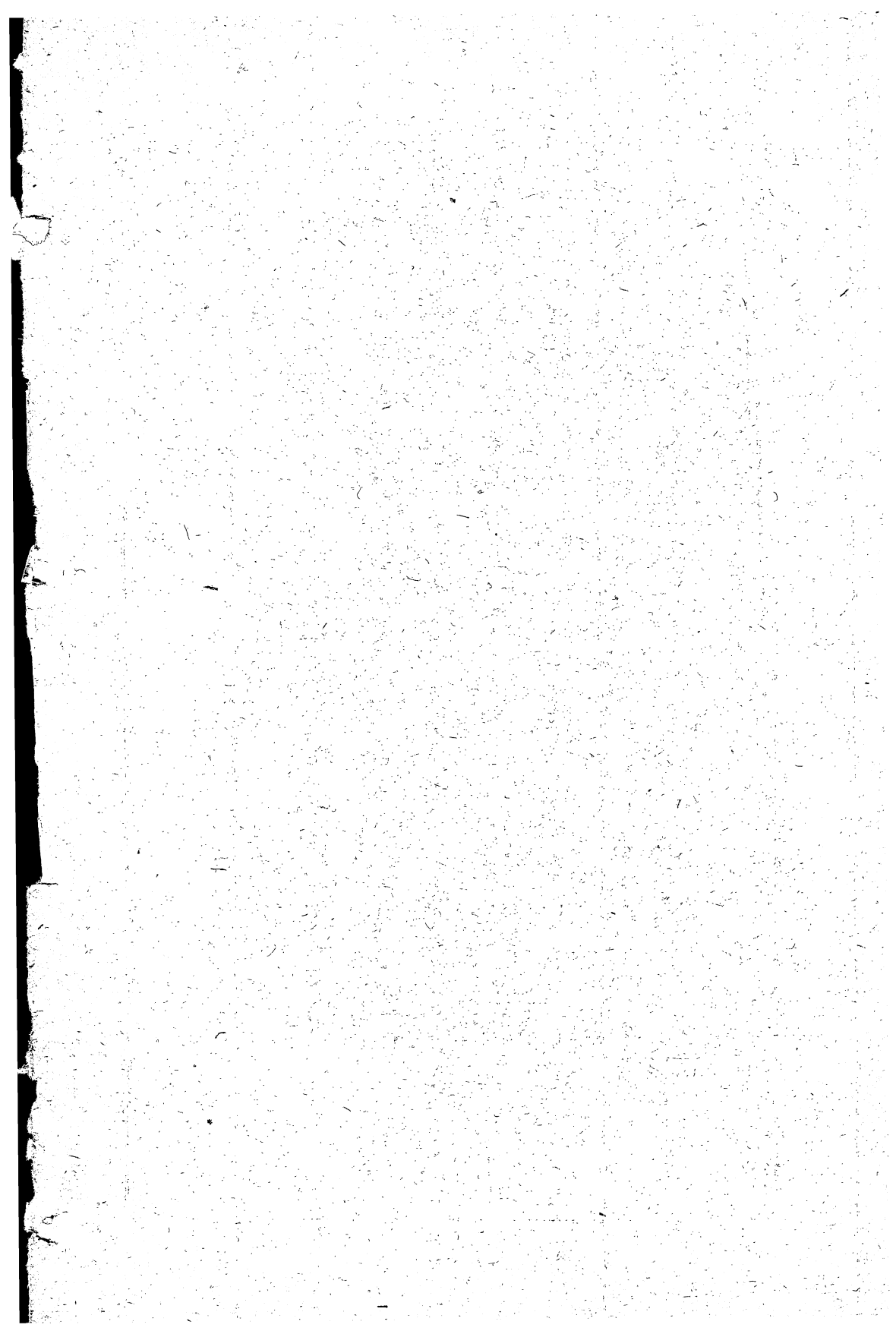
Appointed by Authority of Joint  
Resolution No. 2 of Legislature  
of the State of New Jersey,  
Approved March 15th, 1916

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1917



# REPORT

OF

## Commission to Investigate Toll Roads and Bridges

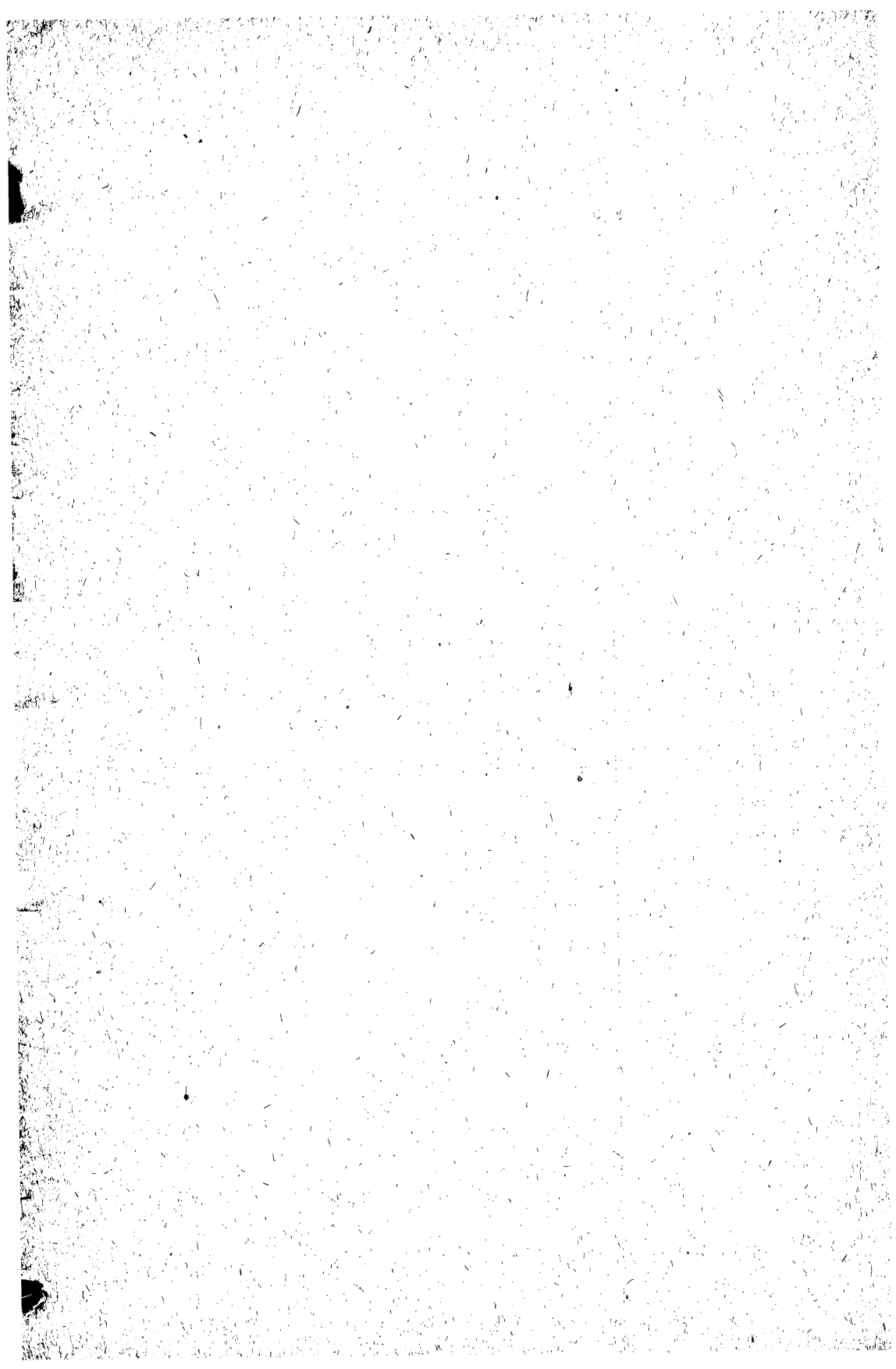
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**Copy of Joint Resolution No. 2, Laws of New  
Jersey, 1916, Page 710.**

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JOINT RESOLUTION creating a commission to fully investigate and ascertain whether the toll roads and bridges within this State can be acquired by the State, and making the necessary appropriation for such investigation

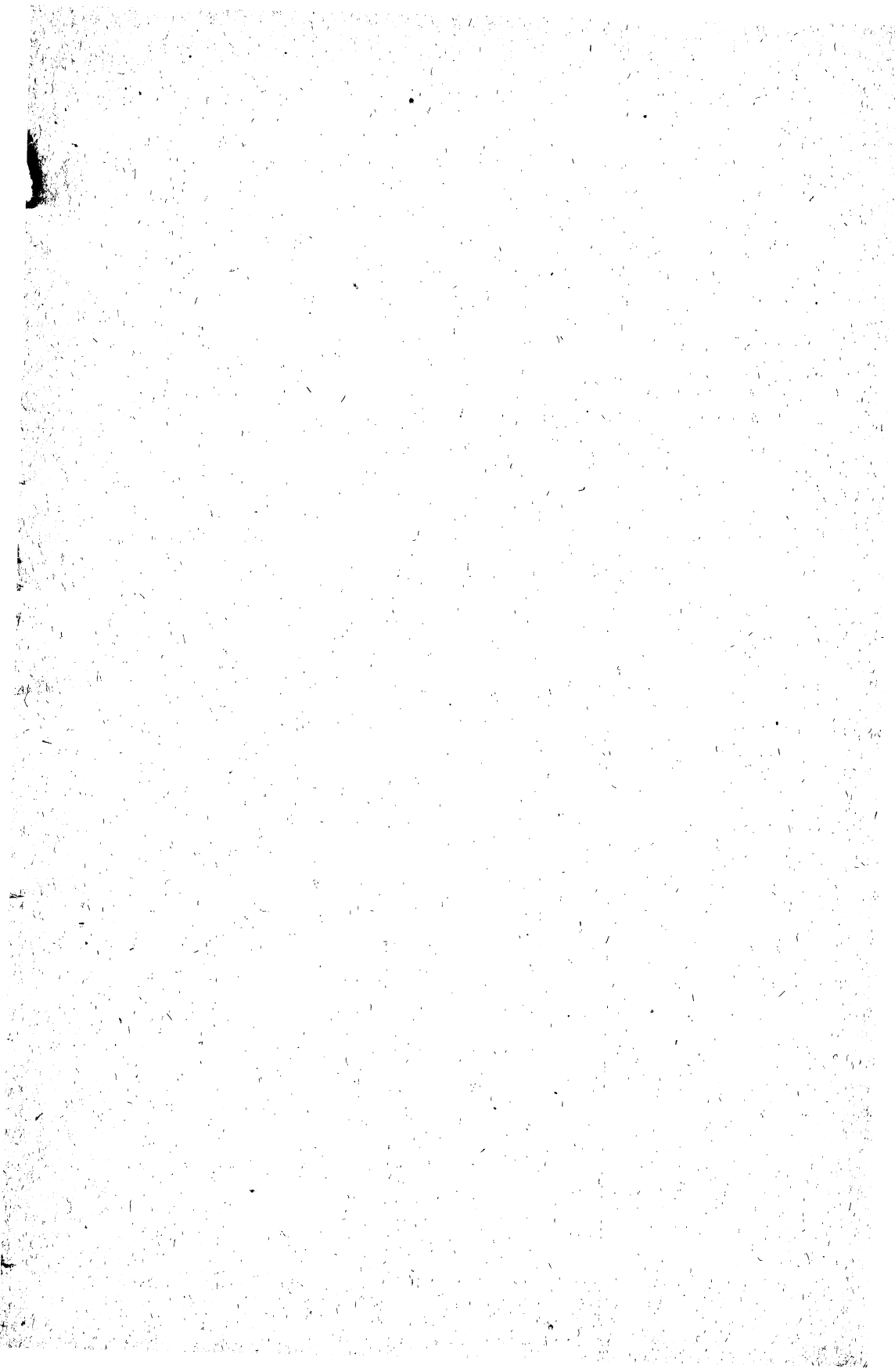
BE IT RESOLVED *by the Senate and General Assembly of the State of New Jersey:*

1. That a commission of five be appointed to fully investigate and ascertain whether the toll roads and bridges within this State can be acquired by the State by purchase, and, if they can, to report to the next Legislature the amount for which such purchase or purchases can be made, and, if in their judgment, the prices be fair; and, in default of their being satisfied that they can acquire the said toll roads and bridges at reasonable cost, they shall proceed to estimate the probable value of said toll roads and bridges, and each of them, and the probable cost of the condemnation of the property, and likewise report in regard to such condemnation. Said commission shall also investigate and report as to necessary additional legislation for the accomplishment of this object.

2. Said commission shall consist of three members to be appointed by the President of the Senate, and two members to be appointed by the Speaker of the House of Assembly. Said commission shall sit at such times and places as the majority of them shall decide, and shall have power to compel the attendance of witnesses by subpoena, and to punish them for failure to attend or testify. They shall also have power to employ the necessary engineering, legal and clerical assistants.

3. The members of the commission shall serve without salary, but, for the purpose of necessary expenses, clerical and other assistance, the sum of one thousand dollars will be available when appropriated in the regular appropriation bill.

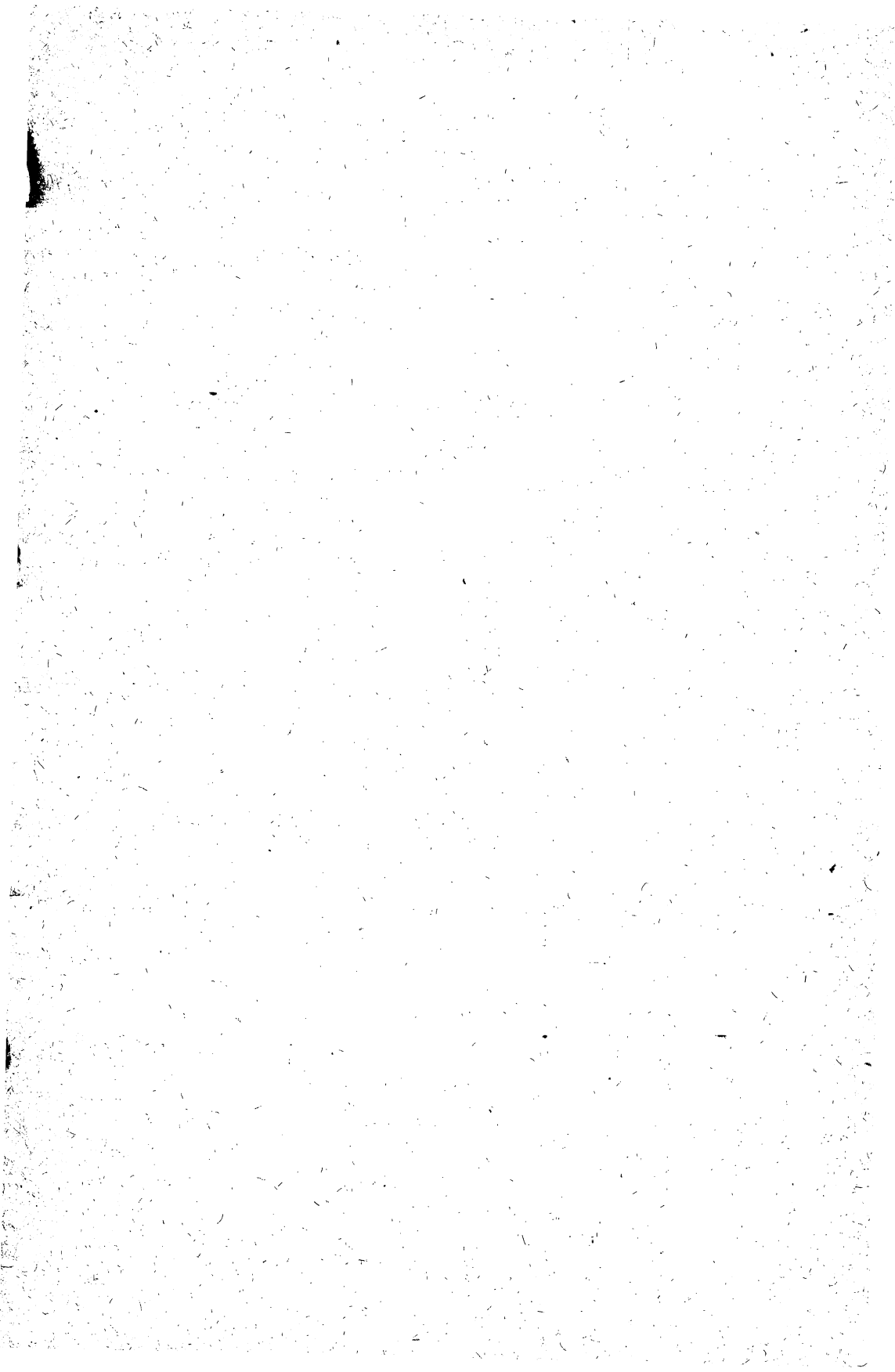
Approved March 15, 1916.



**Members of Commission to Investigate Toll Roads and Bridges,  
Appointed by Authority of Joint Resolution No. 2.**

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THOMAS A. MATHIS, *Chairman*, ..... Toms River, N. J.  
HENRY E. ACKERSON, JR., ..... Keyport, N. J.  
LEWIS T. STEVENS, ..... Cape May, N. J.  
OLIVER J. WEST, ..... Bridgeport, N. J.  
MARK LAKE, ..... Ocean City, N. J.  
EDWARD L. STURGESS, *Sec'y*, ..... Glassboro, N. J.



# REPORT.

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*To the Senate and General Assembly of the State of New Jersey:*

The undersigned, constituting the Commission to Investigate Toll Roads and Bridges, appointed under authority of Joint Resolution No. 2 of the Legislature of the State of New Jersey, Session of 1916, hereby report that, in pursuance of the authority conferred upon us by said resolution, we have fully investigated the matters and things referred to us, and find and report that the only toll roads and toll bridges in this State are as follows:

## TOLL ROADS.

1. Gloucester Turnpike, extending from Red Bank Avenue, in the City of Woodbury, a distance of 21,940 feet, to King Street, in the City of Gloucester City, Camden County, owned by Gloucester Turnpike Company.
2. Marlboro and Quinton Turnpike,  $6\frac{1}{4}$  miles long, owned by the Marlboro and Quinton Bridge Turnpike Company.
3. Bridgeton and Millville Turnpike, extending from Bridgeton, N. J., to Millville, N. J., a distance of 10 miles, owned by Bridgeton and Millville Turnpike Company.

## TOLL BRIDGES.

1. Ocean City Automobile Bridge, extending from Somers Point, N. J., to Ocean City, N. J., owned by Ocean City Automobile Bridge Company, Inc.
2. Long Beach Automobile Bridge, extending from Manahawkin, N. J., across Manahawkin bay to the island of Long Beach (on which island are located the towns of Barnegat City, High Point, Harvey Cedars, Surf City and Beach Haven), a distance of approximately two miles, owned by Long Beach Turnpike Company.

3. Toms River and Seaside Heights Automobile Bridge, extending from foot of Washington Street, in Dover Township, on the western shore of Barnegat Bay, across said bay, a distance of approximately two miles, to Hamilton Avenue, Seaside Heights, Ocean County, N. J., owned by the Island Heights and Seaside Park Bridge Company.

In the performance of our duties and in pursuit of our investigation we arranged for public hearings at times and places which appeared to suit the convenience of the greatest number of people most interested in the above toll roads and bridges. Said hearings were held in the following places, after due notice of same had been given in the newspapers published in the counties where the various roads and bridges were located:

Ocean City, Cape May County, N. J., August 25, 1916.

Toms River, Ocean County, N. J., September 8, 1916.

Seaside Heights, Ocean County, N. J., September 8, 1916.

Manahawkin, Ocean County, N. J., September 9, 1916.

Beach Haven, Ocean County, N. J., September 9, 1916.

Woodbury, Gloucester County, N. J., October 11, 1916.

All of these hearings were well attended by representative citizens and officials of the various communities, including members of county boards of freeholders, local municipal governments, business men, farmers, etc. At these various hearings testimony of many of those in attendance was taken concerning the cost, structural nature, utility of the particular road or bridge, the feasibility and advisability of its acquirement by the State and the question of the price at which it could be purchased. Appended hereto and made a part hereof is a copy of the testimony given and taken down stenographically at these various hearings.

Appended hereto and made a part hereof are also statements of the Long Beach Turnpike Company and the Island Heights and Seaside Park Bridge Company, together with copies of plans and specifications of the two bridges owned by said companies, showing the structural nature of the bridges, cost of

same, income from tolls, operating costs and amount of travel over the same.

It would appear from the testimony taken at the various hearings and the statements received from the various companies that the toll roads and bridges can be purchased by the State for the following amounts:

Gloucester Turnpike, owned by Gloucester Turnpike Company, ..	\$68,000 00
Bridgeton and Millville Turnpike, owned by Bridgeton and Millville Turnpike Company, .....	18,000 00
Marlboro and Quinton Turnpike, owned by Marlboro and Quinton Bridge Turnpike Company, .....	10,000 00
Ocean City Automobile Bridge, owned by Ocean City Automobile Bridge Company, Inc., .....	271,639 00
Long Beach Bridge, owned by Long Beach Turnpike Company, ..	93,446 16
Toms River and Seaside Heights Bridge, owned by Island Heights and Seaside Park Bridge Company, .....	150,000 00
	<hr/>
Total amount required for purchase of all toll roads and bridges, .....	\$611,085 16

Detailed information as to the various roads and bridges will be found in the copies of the testimony appended hereto.

In the case of the Long Beach Turnpike Company's bridge, we beg to call your attention to the fact that after the construction of this bridge, the State and county of Ocean expended the sum of approximately \$100,000.00 in the construction of county and State roads to connect with same, and that before the contracts for the construction of said roads were approved by the State Road Department, that department required the Long Beach Turnpike Company to enter into an optional agreement with the Board of Chosen Freeholders of the county of Ocean and with the State of New Jersey, by which said company agreed to sell its bridge to either the State or the county at the option of said State or county for the sum of \$93,446.16. A copy of said agreement is also appended hereto and made a part hereof.

The members of this commission, with the exception of Hon. Henry E. Ackerson, Jr., who was seriously ill at the time, personally inspected all of the roads and bridges above mentioned.

and found the same to be in good order and well cared for, and believe the bridges to be in a good state of preservation to-day.

The members of this commission were much impressed by the unanimity of feeling on the part of all persons, including the owners of the toll roads and bridges, as expressed at the various hearings and in communications received by the commission, that the day for requiring the traveling public to pay for the use of roads and bridges was past, and that all toll roads and bridges within the State should be purchased by the State, tolls abolished, and public travel thereover made free. It is the judgment of the members of this commission that the people of the State are unanimous in the desire for the abolition of all toll roads and bridges, and we believe the development of the various parts of the State by these enterprises has indicated that if said roads and bridges are taken over by the State, further and inestimable improvement and increased value of property in the various localities could be made to yield a revenue to the State, which revenue alone would justify their purchase.

The members of this commission believe that all of said roads and bridges should be taken over by the State, and from our inspection we believe that the prices at which the owners of the various roads and bridges have offered to sell are fair and reasonable. We have had no opportunity to check up the cost of the various bridges, as represented by the owners, as the appropriation which was available for our work was not sufficient for the employment of competent engineers for that purpose. The figures presented by the bridge companies, however, were in all cases verified by the engineers who planned and supervised the construction of said bridges. In event that it is decided to acquire these roads and bridges for the State, we would suggest that a competent engineer be employed to examine and report on the structural condition and cost of the roads and bridges, and the probable cost of replacement to-day.

We recommend that the State purchase all of said roads and bridges and make them free to the traveling public. We believe that they should be an integral part of the State's system of highways, and in the case of the three toll bridges connecting

our open seacoast as they do with the mainland, we believe that they form a valuable and indispensable means of communication between the mainland and the seacoast, and that this would be especially so in the event of war.

To accomplish this purpose, we would suggest that the Legislature authorize the appointment of a commission to act in conjunction with the State Road Department and the Governor, and with power to purchase said roads and bridges at such times and on such terms as may be deemed advisable by said commission and Road Department, and with the approval of the Governor, and that the necessary appropriation to carry out the objects of said commission be made by this Legislature.

If, in the opinion of the Legislature, it is impossible to appropriate sufficient funds for the purchase of all of said roads and bridges within one year, we would recommend that an appropriation of \$150,000.00 be made by the present Legislature, to be used by said commission in the purchase of such of said roads and bridges as said proposed commission deems advisable should be first acquired by the State.

We beg to also call your attention to the fact that the price of \$18,000.00 fixed as the purchase price of the Bridgeton and Millville Turnpike is approximate only, no written offer having been received from the company owning that road. We believe, however, that the road can be purchased for that figure.

Also that the Bergen Turnpike, referred to in letter from E. A. Stevens, State Road Commissioner, appended hereto, has been taken over by Bergen and Hudson counties.

The members of this commission have been very materially aided in their investigations by the owners of all of the various roads and bridges, and we wish to express our appreciation of their courtesy and willingness and desire to give information concerning the cost, value and earning capacity of their properties, as expressed by their actions and testimony at the various hearings.

The report of this commission has been delayed because of the necessity of preparing copies of plans and specifications of some of the toll bridges.

Appended hereto and filed herewith are the following papers:

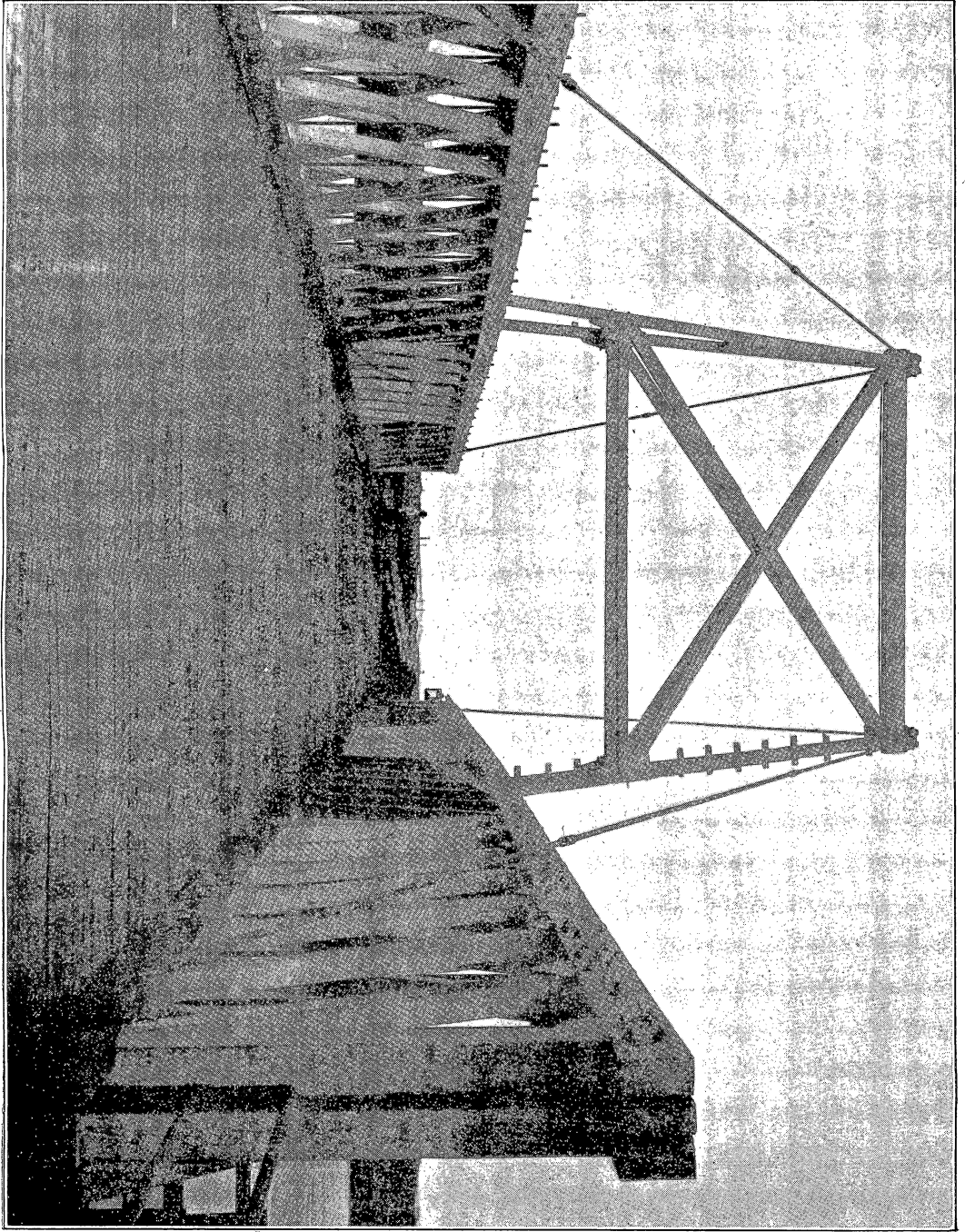
1. Copy of minutes of first meeting of commission.
2. Copy of minutes of second meeting of commission held at Ocean City, N. J., August 25, 1916.
3. Copy of minutes of meeting of commission held at Camden, N. J., January 8, 1917.
4. Testimony taken at the hearings held in Toms River and Seaside Heights on September 8, 1916, and Manahawkin and Beach Haven on September 9, 1916, and Woodbury on October 11, 1916.
5. Letter from Edwin A. Stevens, State Road Commissioner.
6. Plans and specifications of Long Beach Turnpike Company's bridge.
7. Letter of Gloucester Turnpike Company containing description of Gloucester Turnpike and proposed selling price.
8. Letter and statement of Bridgeton and Millville Turnpike Company.
9. Letter and statement of Marlboro and Quinton Bridge Turnpike Company.
10. Letter, statement, plans and specifications of Ocean City Automobile Bridge Company.
11. Letter, plans and specifications of Island Heights and Seaside Park Bridge Company.
12. Letter, plans and specifications of Long Beach Turnpike Company.
13. Letter of Long Beach Turnpike Company; copy of agreement between Long Beach Turnpike Company, Board of Chosen Freeholders of County of Ocean and the State of New Jersey.
14. Five photographs of Long Beach Turnpike Company bridge.

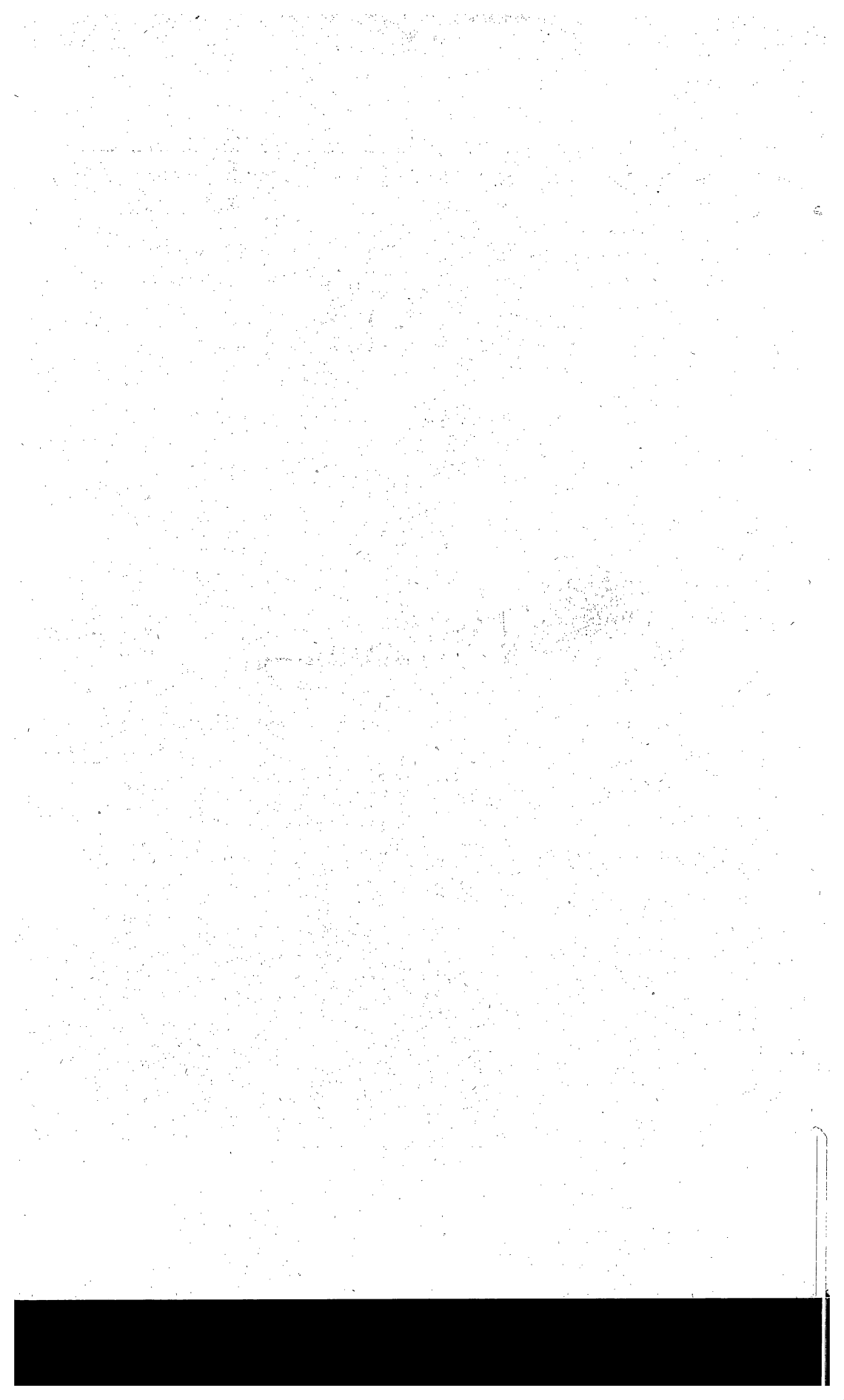
Respectfully submitted this twelfth day of February, A. D.  
nineteen hundred and seventeen.

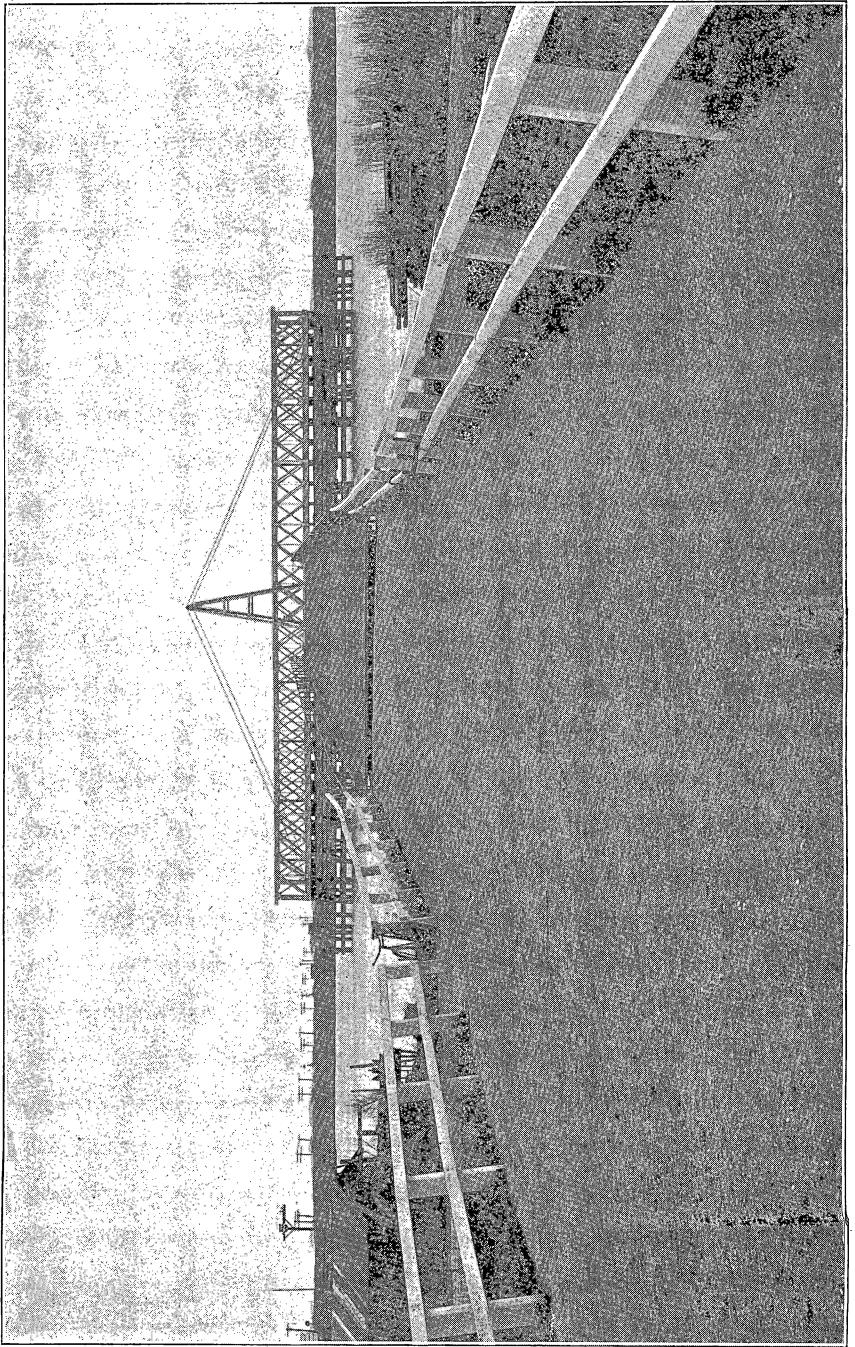
THOMAS A. MATHIS, *Chairman*,  
LEWIS T. STEVENS,  
HENRY E. ACKERSON, JR.,  
OLIVER J. WEST,  
MARK LAKE,

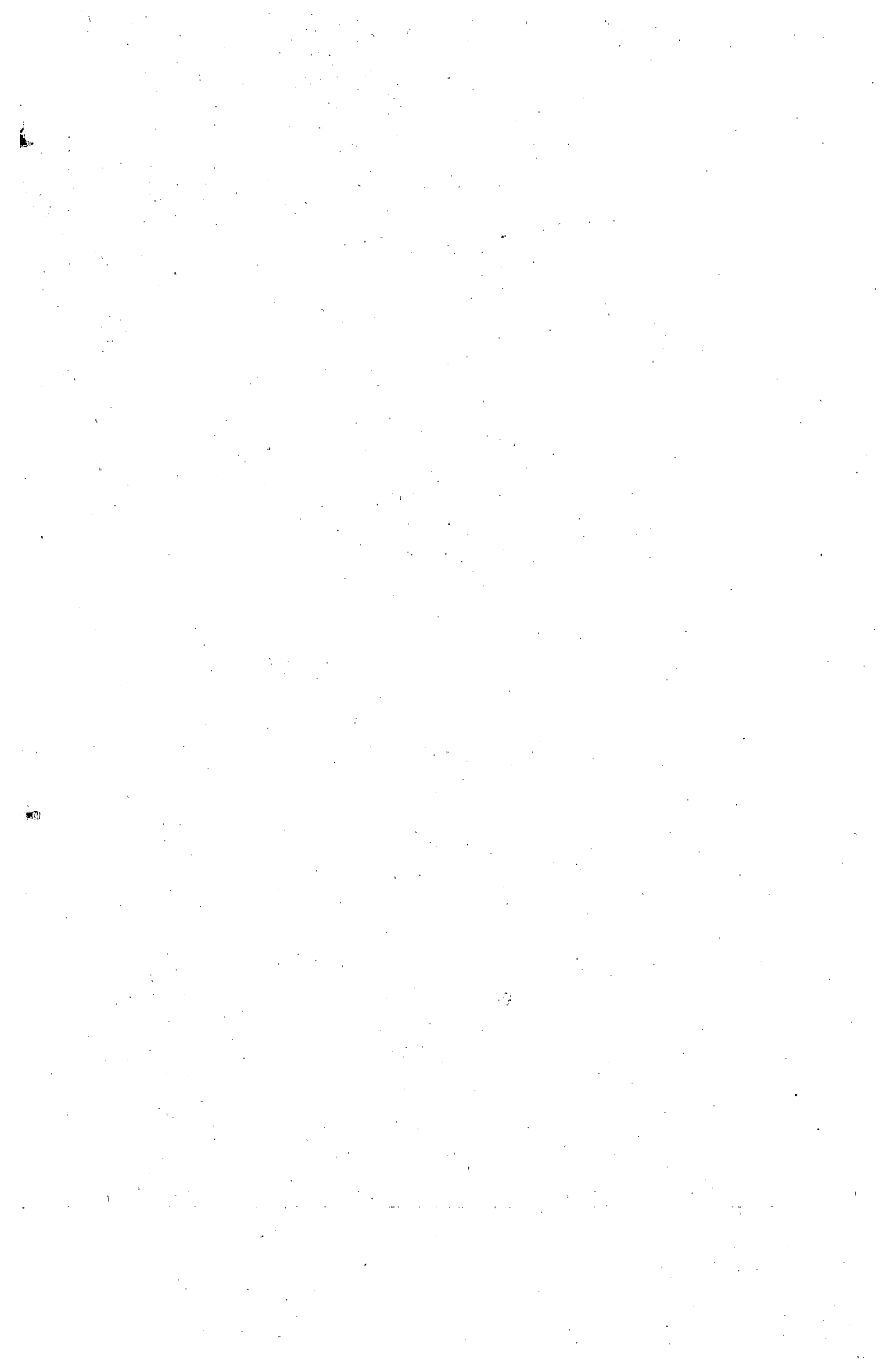
*Commission to Investigate Toll Roads and  
Bridges, appointed by authority of Joint  
Resolution No. 2, Session 1916.*

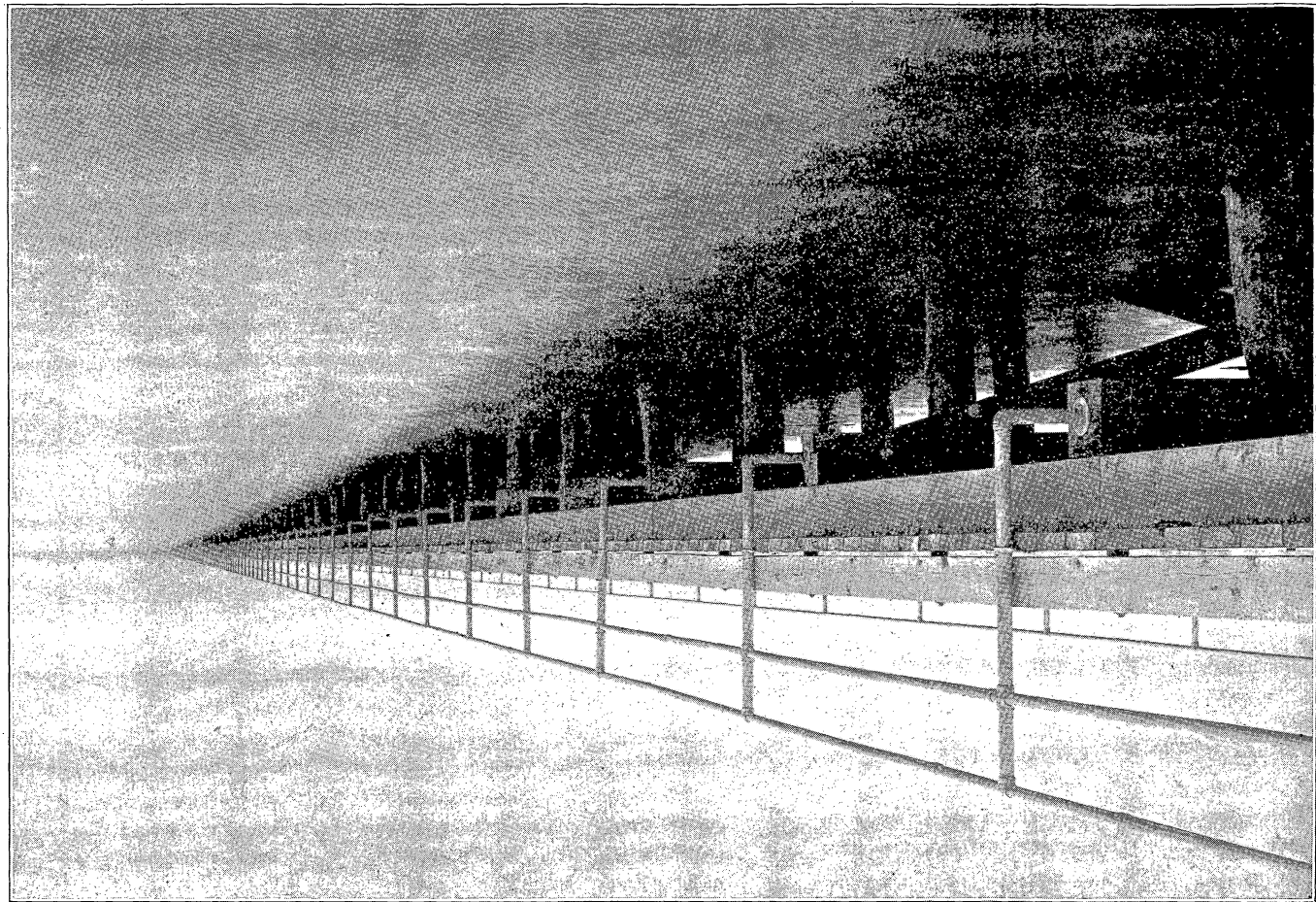
EDWARD L. STURGESS,  
*Secretary.*

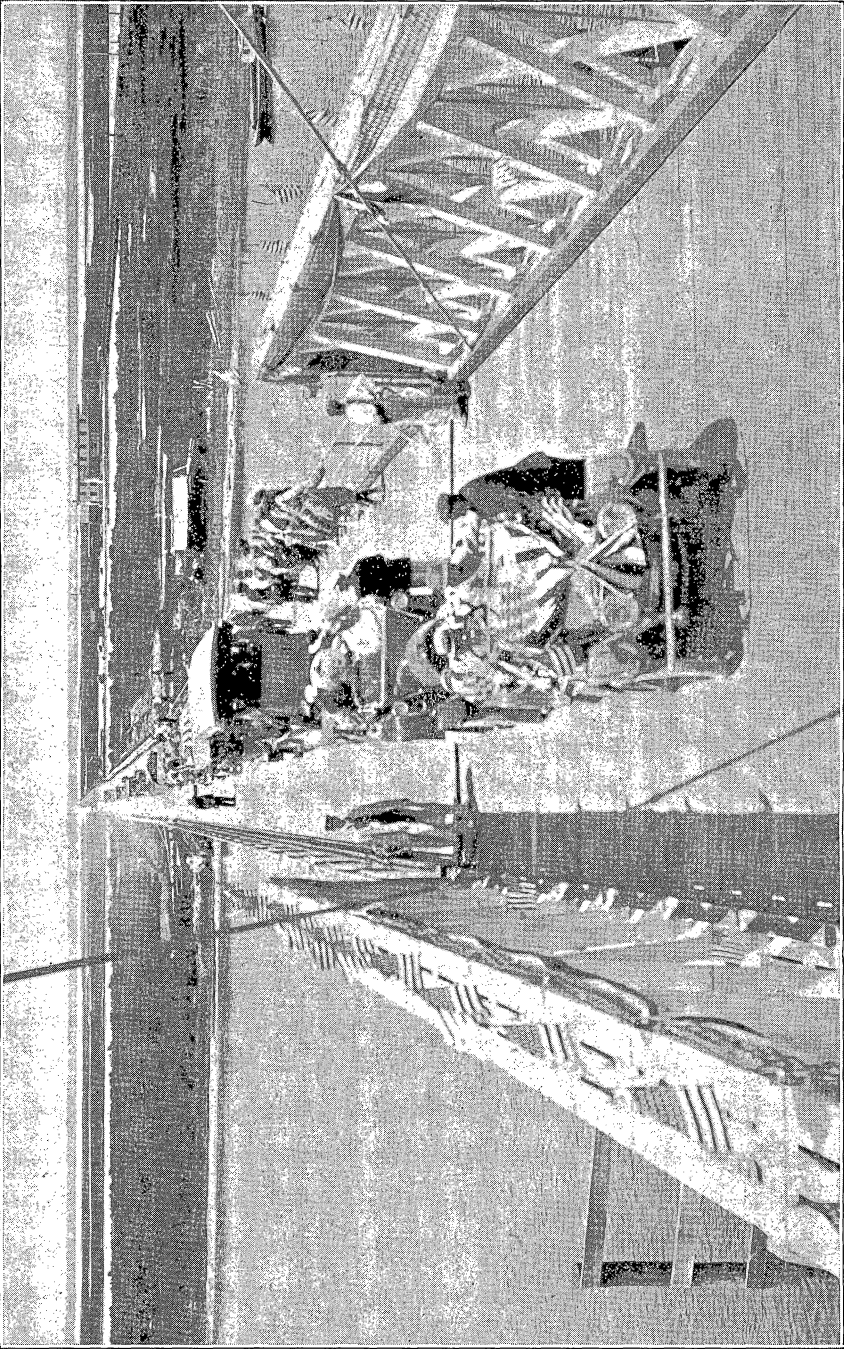




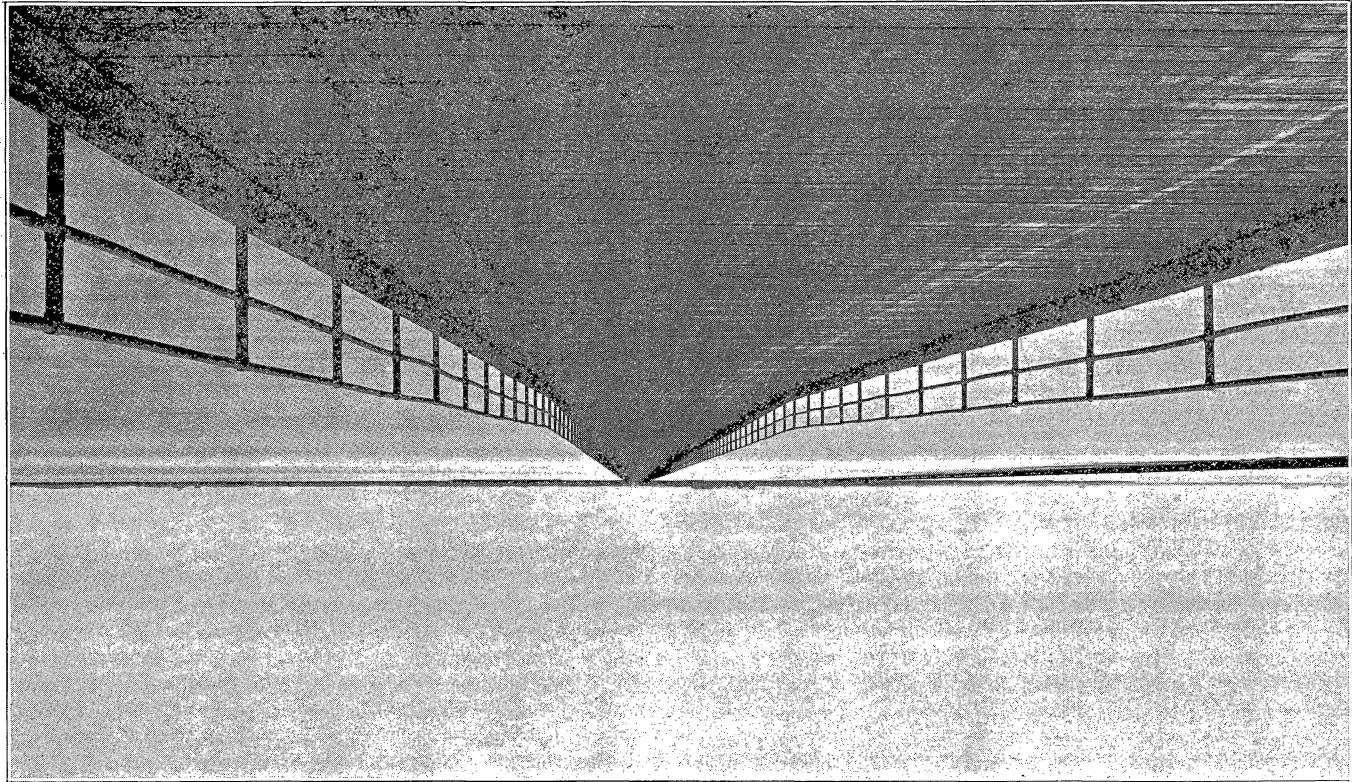


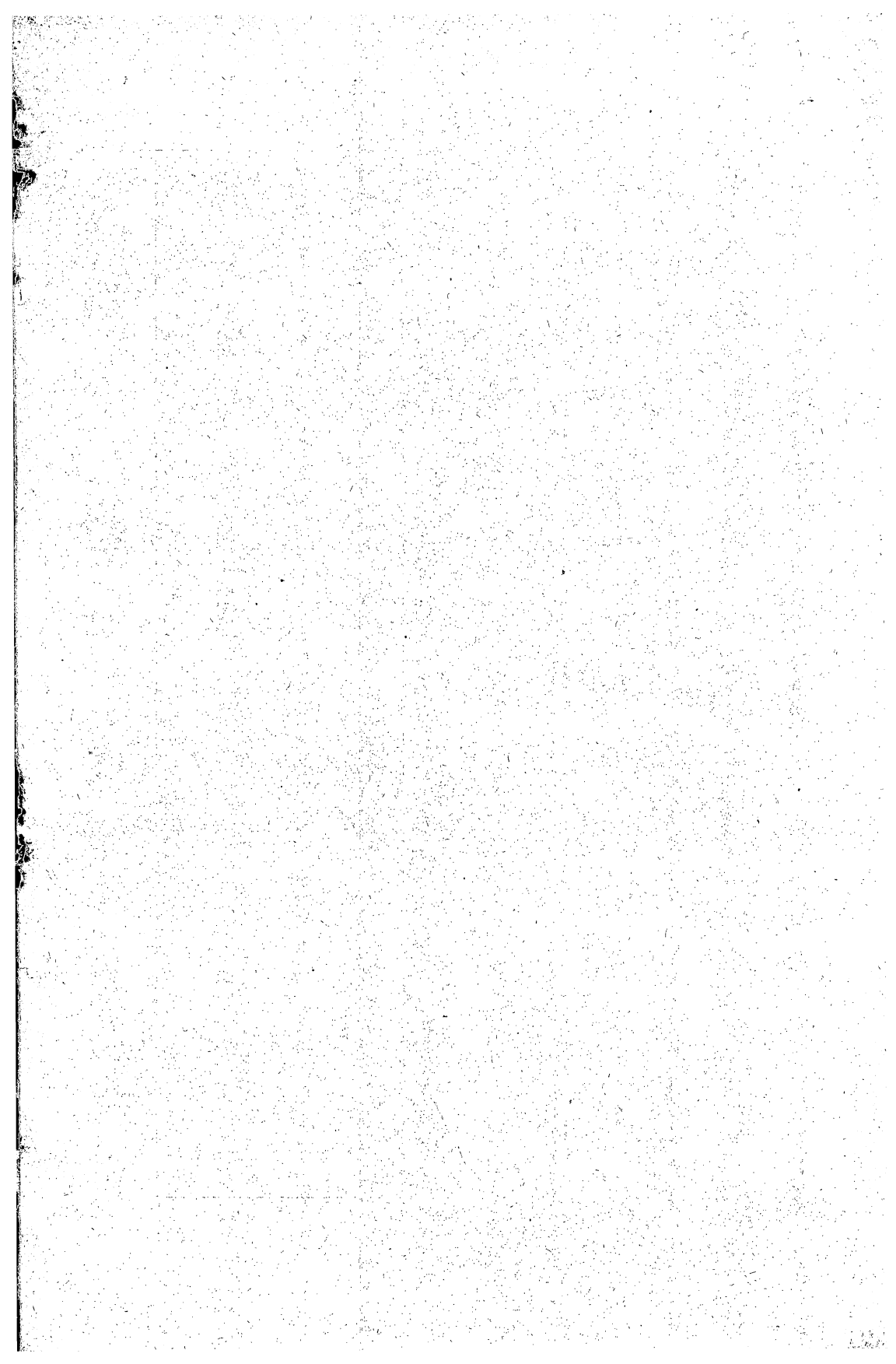












## APPENDIX.

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CAMDEN, N. J., August 1st, 1916.

Pursuant to Joint Resolution No. 2, approved March 15th, 1916, Senators Thomas A. Mathis, of Ocean County, Lewis T. Stevens, of Cape May County, appointed by the President of the Senate, and Assemblyman Mark Lake, of Cape May County, and Oliver J. West, of Gloucester County, appointed by the Speaker of the House of Assembly, did, on this day, meet for permanent organization as a Commission to investigate and ascertain whether the toll roads and bridges within this State can be acquired by the State.

All the members being present, except Hon. Henry E. Ackerson, Jr., of Monmouth County, who was detained by serious illness, said Commission did organize by electing Hon. Thomas A. Mathis, of Ocean County, as Chairman, and Edward L. Sturgess, of Gloucester County, as Secretary.

After discussion of matters with reference to the work, it was determined that each member should arrange for public hearings in their respective counties and inform the Secretary, who would notify the whole Commission. The Commission then adjourned until called by the Chairman or upon notice for hearings from the Secretary.

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OCEAN CITY, N. J., August 25th, 1916.

The public hearing which had been previously advertised in the *Cape May County Gazette* and *Cape May County Times*, as well as the *Pleasantville Press* and *Atlantic City Review*, for three consecutive weeks, namely, August 5th, 12th and 19th, papers published in the counties of Cape May and Atlantic, the Commission created by Joint Resolution No. 2 of the session of

1916 to investigate the question of toll bridges and roads and report at the 1917 session of the Legislature, was called to order at 10:15 A. M.

Senators Mathis and Stevens and Assemblyman Lake being present, upon announcement of the objects of the hearing be made by Senator Stevens, the views of those present were asked for.

Property owners, city and county officials, as well as a number of summer residents who own property along the shore but live elsewhere in winter, gave their views, and spoke for various sections of the counties of Cape May and Atlantic. It was the unanimous opinion that the bridge should be taken over by the State, for the benefit not only of the immediate section served by it, but for the use of tourists, who frequently turn and go back when they find it is necessary to pay toll.

It was believed that travel would be increased from 10 per cent. to 30 per cent. if the bridge was free. Mr. Charles J. Collins, of Somers Point, who lives at the approach of the bridge on the Atlantic county side, says he has counted as many as 96 automobiles pass his door in one hour, about 25 per cent. of which turn back when they they find toll is required.

Mr. William E. Massey, of Ocean City, treasurer of the Ocean City Automobile Bridge Co., was present and gave all the information he could, and presented the last report of the company, showing the cost, receipts, expenditures of the bridge, as well as the number of vehicles and persons using the bridge, as well as two maps showing conditions effecting the matter. After viewing the bridge the Commission adjourned.

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CAMDEN, N. J., January 8th, 1917.

After due notice to all members of the Toll Road and Bridge Commission a meeting was held on Monday, January 8th, with the following members present: Thomas A. Mathis, chairman, of Ocean county; Hon. Mark Lake, of Cape May county, and Hon. Oliver J. West, of Gloucester county. After discussion of various matters brought to the attention of the Commission,

on motion of Mr. West, seconded by Mr. Lake, the bill of Arthur W. Kelly, of Red Bank, for services as stenographer and transcribing his notes for the Commission, amounting to \$121.54, was ordered paid as soon as the funds were in hand; also, the salary of Edward L. Sturgess, as Secretary of the Commission, was fixed at \$600. After arranging for the report to be written up and in shape for presentation to the 1917 session of the Legislature the Commission, subject to the call from the chairman, adjourned.

STATE OF NEW JERSEY,  
DEPARTMENT OF PUBLIC ROADS.

TRENTON, August 17th, 1916.

*Hon. Thomas A. Mathis, Toms River, New Jersey:*

MY DEAR SENATOR—I am in receipt of your favor of August 16. The toll roads and bridges, as far as they are known to this Department, excepting the Delaware river bridges, are as follows:

Woodbury—Gloucester City road, in the counties of Gloucester and Camden;

Quinton—Shiloh road, being a part of the through road between Salem and Bridgeton, all in the county of Salem;

Bridgeton—Millville road, in Cumberland county;

Somers Point—Ocean City bridge;

Manahawkin—Long Beach bridge;

Island Heights—Seaside Park bridge.

The Bergen Turnpike, extending from Hackensack to the northerly line of the city of Hoboken, has been taken over in Bergen County by the county. I am advised that the Hudson County Board will take over their portion. The part of this road coming down the easterly face of Bergen Hill has been practically abandoned for a number of years, but I understand that the freeholders will rebuild it.

Very truly yours,

E. A. STEVENS,

*Commissioner.*

GLOUCESTER TURNPIKE COMPANY,  
627 COOPER STREET, CAMDEN, N. J.

October 31st, 1916.

*Mr. Edw. L. Sturgess, Secretary Commission to Investigate Toll  
Roads and Bridges, Glassboro, N. J.:*

DEAR SIR—In response to your letter of the 23d inst., and in compliance with your request therein, we beg to submit in behalf of The Gloucester Turnpike Company the following information:

The road extends from King Street, Gloucester, to Redbank Avenue, Woodbury, and the total length is 21,940 feet, and in width 66 feet. It was originally a plank road and afterward changed to gravel, at an expenditure of say \$15,000. In 1891 16 feet in width, the entire length of the road was telforded to a depth of 12 inches (8 in. foundation, 4 in. top), by Messrs. B. M. & J. F. Shanley for \$34,530, with additional incidental expense of iron and brick culverts, etc., of \$2,084.87, making total cost of that item \$36,614.87, since which the road has been additionally widened to a considerable extent in many parts, increasing the stone surface to 24 feet in width, the remaining being the original gravel bed, making the total cost of the gravel, telford and macadam, etc., exceed a total expenditure of \$51,000. It is in excellent condition and kept so by necessary repairs, restoning and in its entirety once a year. The income from tolls and privileges has been as follows the past five years:

1911	\$11,790.05
1912	12,696.24
1913	13,054.64
1914	14,340.24
1915	17,799.81

*Cost of Upkeep.*

1911	\$8,777.56
1912	9,697.08
1913	8,788.91
1914	12,683.28
1915	11,365.34

The dividend to Stockholders on its \$45,000 of Capital Stock has been for many years past 10% per annum, excepting 1915, when it was reduced to 5% because of the anticipated additional extraordinary expenditure required by the United States War Department to install a drawbridge at Big Timber Creek to cost about \$23,000, which, with cost of roadbed, will make a total outlay by Stockholders of exceeding \$84,000.

In reply to your inquiry, will state this Company is willing to sell the entire road for its Capital Stock of \$45,000, plus the amount being and to be expended in the completion of the new drawbridge of say \$23,000, making the total price \$68,000.

Very truly yours,

J. LINN TRUSCOTT,  
*Treasurer.*

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BRIDGETON AND MILLVILLE TRACTION COMPANY.

BRIDGETON ELECTRIC COMPANY.

BRIDGETON, N. J., October 7, 1916.

*Mr. Edward L. Sturgess, Glassboro, N. J.:*

FRIEND STURGESS—Your letter of recent date in reference to Turnpike belonging to this Company received, and in reply would say I will meet you at your hearing at Woodbury October 11th. I would also say we have the only toll road in Cumberland County. There is one of about six miles in Salem County, extending from Marlboro to Quinton. This is the continuation of the Pike leading from Bridgeton to Quinton. About two years ago Cumberland County took over from the Pike Company that portion lying in Cumberland County. The balance, as stated before, lies in Salem County. Ex-Senator William Plumber is the president of this Company.

Yours very truly,

B. F. HIRES.

## BRIDGETON AND MILLVILLE TURNPIKE COMPANY INCOME ACCOUNT.

	<i>Yr. Ended</i> <i>June 30, '12.</i>	<i>Yr. Ended</i> <i>June 30, '13.</i>	<i>Yr. Ended</i> <i>June 30, '14.</i>	<i>Yr. Ended</i> <i>June 30, '15.</i>	<i>Yr. Ended</i> <i>June 30, '16.</i>
Operat. Revenues,	\$2,227 17	\$2,669 60	\$3,296 06	\$4,457 50	\$5,542 76
Operat. Expenses,	\$669 47	\$563 86	\$755 91	\$957 51	\$1,119 18
Depreciation, . . . .	550 00	375 00	600 00	600 00	600 00
Total Oper. Ex- penses, . . . . .	\$1,219 47	\$938 86	\$1,355 91	\$1,557 51	\$1,719 18
Net Revenue, . . . .	\$1,007 70	\$1,730 74	\$1,940 15	\$2,899 99	\$3,823 58
Taxes, . . . . .	144 10	144 10	144 35	134 46	151 52
Net Income, . . . .	\$863 60	\$1,586 64	\$1,795 80	\$2,765 53	\$3,672 06
1912, . . . . .				\$863 60	
1913, . . . . .				1,586 64	
1914, . . . . .				1,795 80	
1915, . . . . .				2,765 53	
1916, . . . . .				3,672 06	
Total, . . . . .				\$10,683 63	
Average income per year, . . . . .				\$2,136 72	
Equalling 7.12 per cent. on, . . . . .				\$30,000 00	
<i>Depreciation Reserve, Bridgeton and Millville Turnpike.</i>					
Amount set aside during the period, . . . . .				\$2,825 00	
Carried to "Reserve for Depreciation," during the period, . . . . .				775 00	
				\$2,050 00	
Amount written off against "Reserve" B. & M. Turn- pike, . . . . .				544 47	
Balance per ledger August 31st, 1916, . . . . .				\$1,505 53	

QUINTON, N. J., October 17th, 1916.

*Mr. Edward L. Sturgess, Secretary, Glassboro, N. J.:*

MY DEAR MR. STURGESS—I am in receipt of your favor of the 14th inst., and herewith submit on a separate sheet a statement in answer to some of your questions.

1905 to 1909, inclusive, the receipts averaged \$800.00 per year. 1909 to 1915, inclusive, the receipts averaged 1,300.00 per year. 1914, receipts were \$1,479.00; 1915, were \$1,576.00, and the present year will show as much or more.

Travel over the road in the last six years has increased very much, during 1914 and 1915 nearly double, as you will note.

The road is in good condition barring the summer and fall carting, which is usual, but repairs are attended to in the proper season.

Gravel is the material used and is obtained from along the line of the road.

I believe the owners would be willing to sell but do not care to name a price myself, however will submit the matter at the annual meeting, which occurs the first week in December next.

The net receipts for the last six years would have enabled the company to have paid a 5% dividend per year on \$10,000.00.

Very truly yours,

WM. PLUMMER,

*President.*

STATEMENT.

*Marlboro & Quinton's Bridge Turnpike Co.*

Length of road, . . . . .	6¼ miles.
Width—extreme, . . . . .	32 feet.
Width gravel for driving, . . . . .	16 feet.
Material, . . . . .	Gravel.
Condition of road, . . . . .	Good.
Condition of bridges, . . . . .	Good.
Receipts for 5 years to 1909, inclusive, average	\$800.00 per year.
Receipts for 6 years to 1915, inclusive, average	1300.00 per year.
Cost of gravel and labor—	

1906, . . . . .	\$361.00
1907, . . . . .	206.00
1908, . . . . .	252.00
1909, . . . . .	249.00
1910, . . . . .	396.00

1911, .....	295.00
1912, .....	
1913, .....	673.00
1914, .....	725.00
1915, .....	684.00

OCEAN CITY AUTOMOBILE BRIDGE CO.,

OCEAN CITY, N. J., November 24, 1916.

*Mr. Edward L. Sturgess, Secretary, Commission to Investigate  
Toll Roads and Bridges, Glassboro, N. J.:*

DEAR SIR—Your letter under date of the 21st inst. received. Our delay in replying has been due to the absence of a meeting of the Board of Directors of the Ocean City Automobile Bridge Co.

At the last meeting of the Board I was authorized to advise you the property of the Ocean City Automobile Bridge Co. will be turned over to the State as of September 30th, 1917, for the sum of \$271,639.00.

This amount covers the actual outstanding indebtedness of the company and is made up as follows:

Bonds .....	\$200,000
Capital Stock issued as of September 7, 1916.....	60,700
Stock partially paid and liability of the Company.....	500
Interest on \$61,200 from September 30, 1913, to September 30, 1917..	14,688
	<hr/>
	\$275,888
With a credit of dividend disbursements .....	4,249
	<hr/>
	\$271,639

This is the net cost of the bridge and obligations without any consideration whatever for right of way or any expenses incident to the organization or promotion of the company.

We enclose a copy of the agreement which has been made showing our obligation to our stockholders and the claim the

company has on the stock, in view of the property of the Bridge Co. being made free.

Not any officers have received salaries and over a year and a half of work was given gratuitously to this semi-public project. We have 126 stockholders and the bonds are now in the hands of many parties, but the mortgage provides for the redemption of the bonds with par and interest on any interest bearing period.

Enclose, as requested, the Financial Report to the stockholders of the company at the close of the year ending April 17th, 1916, also a report of the Treasurer to the Board of Directors at the meeting this month of the business from April 17th, 1916, to November 1st, 1916.

The physical condition of the property is A No. 1, as we have been on the alert to promptly make all repairs even of the slightest character. The bridge—trestle—and fill stood the test of the storm of December, 1914, with very slight evidence of damage to the bulkheads, sides, etc., being in better shape to-day than at the time of completion. The only evidence of wear being naturally on the decking, which is very slight.

The specifications used in this construction was a copy from the specifications of the West Jersey & Seashore Railroad and all the work carried through with as great care as is done in heavy railroad trestle construction. The frame of the superstructure was treated with creosote and galvanized iron work used throughout with No. 1 creosote piling.

The exact distance of the bridge from the Collins property, Somers Point bulkhead side to the end of the Ninth Street side, this city, is just two miles. The width of the right of way is 50 feet, 30-foot roadway and trestle 22 feet.

Trusting this will fully answer the questions you have asked, as our civic interest appeals to us in this matter, although from a business proposition it would appear to be a very good paying proposition, especially for the future, but we wish to have the bridge made free to all.

Yours very truly,

WILLIAM E. MASSEY,

*Treasurer.*

In further consideration of the issuance of this certificate of stock, it is expressly understood and agreed that if at any time the property of the company shall be sold in its entirety to the State of New Jersey, or any municipality thereof, any and all stock owned by me shall, upon demand of the Board of Directors of said Company, be surrendered for the par value thereof, plus interest at the rate of six per cent. per annum. This agreement is to bind myself, my heirs, executors, administrators and assigns.

OCEAN CITY, N. J., November 1st, 1916.

OCEAN CITY AUTOMOBILE BRIDGE COMPANY, COMPARATIVE STATEMENT.

	1915.	1916.	Increase.
Apr. 18th to Oct. 30th, inclusive.....	\$20,152 15	\$22,580 55	\$2,428 40

STATEMENT TO OCTOBER 30TH, 1916.

Cash on hand—	Receipts.	Expenses.	
April 18th, 1916, ..	\$6,492 59	.....	
April 18th to 30th, ..	630 45	\$292 64	Saving fund acct., \$16,970 09
May 1st to 31st, ..	1,550 05	431 20	Current expense, .. 1,933 63
June 1st to 30th, ..	2,219 80	740 08	Change,..... 20 00
July 1st to 31st, ..	5,286 50	931 85	
Aug. 1st to 31st, ..	6,908 35	806 08	
Sept. 1st to 30th, ..	4,476 40	616 48	
Oct. 1st to 31st, ...	1,509 00	331 09	
Oct. int. on bonds, ..	.....	6,000 00	
	<hr/>	<hr/>	
	\$29,073 14	\$10,149 42	\$18,923 72
Cash on hand, ...	.....	18,923 72	.....
	<hr/>	<hr/>	<hr/>
	\$29,073 14	\$29,073 14	\$18,923 72
Increase in receipts, .....			\$2,428 40
Increase in expenses, .....			123 24
			<hr/>
Net increase, .....			\$2,305 16

(Signed) OCEAN CITY AUTOMOBILE BRIDGE CO.,  
W. E. MASSEY, *Treas.*;  
HARRY HEADLEY, *Supt.*

OCEAN CITY, N. J., June 7, 1916.

*To the Stockholders of the Ocean City Automobile Bridge Company:*

The Treasurer presents the statement for the fiscal year ending April 17, 1916.

1915.	Month.	Receipts.	Expenses.	Interest.
Cash on hand April 18,		\$5,388.50		
April 18 to April 30,		523.10	\$508.84	
May,		1,599.85	350.74	
June,		2,282.75	555.34	
July,		4,824.30	600.02	
August,		6,150.65	373.45	
September,		3,573.25	437.02	
October,		1,198.25	1,200.77	\$6,000.00
November,		771.45	360.59	
December,		465.25	2,219.35	
Dec. Int. on Svg. Acct.,		303.70		
January, 1916,		380.50	474.03	
February,		348.90	361.16	
March,		411.60	359.93	
April 1 to 17,		473.95	581.17	6,000.00
Totals,		\$28,696.00	\$8,382.41	\$12,000.00

	Dividends.	Cash on Hand.
Cash on hand April 18,		
April 18 to April 30,		
May,		
June,		
July, Change in Toll Houses,		\$20.00
August, Current Expenses,		2.50
September, Time Account,		6,470.09
October,		
November,	\$1,821.00	
December,		
Dec. Int. on Svg. Acct.,		
January, 1916,		
February,		
March,		
April 1 to 17,		

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\$1,821.00      \$6,492.59

Cash on hand April 18, 1915,	\$5,388.50
Receipts for year,	23,307.50
To Current Expenses from Sav Acct.,	1,900.00

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\$30,596.00

## STATEMENT OF TRAFFIC OVER BRIDGE, DURING YEAR.

Automobiles, .....	\$51,806
Wagons, .....	2,415
Trucks, .....	5,777
Motor Cycles, .....	2,797
Pedestrians, .....	561
Miscellaneous, .....	3,058
1916 Total, .....	\$66,414
1915 Total, .....	53,147
Increase, .....	\$13,267

## STATEMENT OF STOCK ACCOUNT.

Receipts to date from Shares, .....	\$61,081.25
Receipts to date from Interest, .....	20.13
Total, .....	\$61,101.38
Paid out to date, .....	61,091.82
Cash in Banks, .....	\$9.56

## DISPOSITION OF RECEIPTS.

Interest Paid, .....	\$12,000.00
General Expenses, .....	8,382.41
Dividend, .....	1,821.00
Cash as above, .....	6,492.59
Sav. Acct. to Cur. Exp. Acct., .....	1,900.00
	\$30,596.00

The actual operating expenses from April 17th, 1915, to April 17th, 1916, inclusive, were \$8,382.41 and \$12,000.00 interest, making a total of \$20,582.41. The receipts for the period above mentioned were \$23,307.50. You will therefore note, after deducting the disbursements for the year, we have to the credit of Profit and Loss Account, \$2,925.09, this amount being the net earnings of the Company

## LIABILITIES.

Bonds Outstanding, .....	\$200,000.00
Capital Stock issued, .....	60,700.00
All bills paid to April 17, 1916, .....	
Total liabilities, .....	\$260,700.00

NOTE.—A large portion of the increased expenses this year is due to the local assessment for taxes by the City of Ocean City and Borough of Somers Point.

OCEAN CITY AUTOMOBILE BRIDGE CO.

WILLIAM E. MASSEY,

Treasurer.

TOMS RIVER, N./J., February 9, 1917.

*Commission to Investigate Toll Roads and Bridges, Edward L. Sturgess, Secretary, Glassboro, N. J.:*

DEAR SIR—In compliance with your request for a statement of the cost of the bridge of the Island Heights & Seaside Park Bridge Company, together with a statement showing the receipts and cost of operation, I beg to submit the following:

Total cost of bridge, including draw bridge, extras not shown on plans and specifications, engineering and organization charges,	\$150,000 00
Operating expenses per annum, .....	2,600 00
Receipts from tolls, 1/1/16 to 1/1/17, .....	9,124 00

*Traffic.*

Number of automobiles crossing bridge in 1916, .....	23,377
Number of wagons, .....	1,218
Number of foot passengers, .....	555
Miscellaneous, .....	3,263
Total number of tolls taken, .....	28,413
Average tolls per day, .....	78
Average price per toll, .....	32c.

*Length, Dimensions, etc., of Bridge.*

The bridge extends across Barnegat Bay from the foot of Washington Street, in Dover Township, on the western shore of said bay, to the eastern shore of said bay, at Hamilton Avenue, Seaside Heights, Ocean County, N. J.

Total length of bridge and roadway, .....	10,410 ft.
Length of roadway, .....	3,150 ft.
Width of bridge, .....	24 ft.

Drawbridge bascule trunnion lift type, built of steel and concrete. (The cost of this portion of said bridge was over \$15,000.00.)

The Bridge Company will sell the bridge to the State for the sum of \$150,000, which represents actual cost.

Very truly yours,

ISLAND HEIGHTS & SEASIDE  
PARK BRIDGE COMPANY,  
By GEO. H. HOLMAN,

*President.*

February 12, 1917.

Hon. Thomas A. Mathis, Chairman Joint Commission on Toll Roads and Toll Bridges, New Jersey Legislature, Trenton, N. J.:

DEAR SIR—At the hearing held at Beach Haven, New Jersey, Saturday, September 9th, 1916, certain facts were presented regarding the bridge belonging to the Long Beach Turnpike Company, connecting the mainland at Manahawkin with Long Beach, which it is our desire to give you in more compact shape.

The distance between shores is 9,787 feet. There are five spans of trestle work, including draw amounting to 6,288 feet and 3,497 feet of filled, graded and gravelled roadway, the whole protected by iron and wood railing. The bridge gives a roadway of 19 feet in the clear and is three and one-half feet above mean high water, two feet higher than the Pennsylvania Railroad bridge, which is a few hundred feet to the northward. The details of construction and general appearance of the bridge and road are graphically shown in the accompanying maps and photographs.

The actual cost of construction of this bridge, including engineer's fees, legal and organization expenses, cost of rights of way, etc., was \$93,446.16. Bids for construction alone presented at the time bids were advertised for were \$98,000 and \$99,166.

Our bridge was opened for travel June 20th, 1914, and up to the close of the fiscal year ending December 31st, 1916, the tolls amounted to \$15,878.17. The statement of the operation for 1916 follows:

<i>Gross Earnings—</i>		
Tolls from operation, .....		\$6,846 05
<i>Operating Cost—</i>		
Repairs and renewals, .....	\$1,381 93	
Maintenance and operation, .....	1,156 20	
	<hr/>	2,538 13
Net earnings from operation, .....		<hr/> \$4,307 92

*Deduct Expenses—*

Taxes, .....	\$403 62	
Office, .....	153 59	
Stationery and printing, .....	19 25	
Miscellaneous, .....	185 00	
		761 46

\$3,546 46

*Deduct—*

Interest, .....	2,081 86	
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Profit, .....	\$1,464 60
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The company was capitalized at \$125,000, of which \$57,200 is issued. In addition, \$40,000 of 5% bonds, of which \$32,500 were sold, some at par and some at 80. The unsold bonds are held as collateral to secure notes amounting to \$5,500 held by banks. These notes were made to raise money for the final payments to contractor.

Thus it will be seen that after deducting operating and fixed charges, including upkeep for 1916, there was left a profit of \$1,464.60, or two and one-half per cent. on the capital stock outstanding.

It is well to mention in this connection that owing to the infantile paralysis epidemic and the consequent quarantine of Long Beach for two months during the best part of the season our revenue was very much reduced.

During the past year 21,400 cars have passed over the bridge.

At the last meeting of stockholders of the company held in Camden it was voted to authorize the board of directors to sell the bridge to the State at the cost of \$93,446.16.

We believe the State should purchase the bridge for the following reasons:

1. It is the outlet for the island of Long Beach, with an assessed valuation of \$2,007,709 furnishing the only means of getting a vehicle across the bay without train or boat, making it possible to reach doctors, undertakers or business engagements at any time day or night. This is impossible with the train service we have.

2. The State and county has spent \$29,000 on the mainland and \$70,000 on the beach to connect with a structure built by private capital upon which toll is charged.

3. Toll roads and toll bridges are relics of ancient times and against the broad-minded modern policy of the State of New Jersey.

4. Toll charges are a barrier to the growth of the places on both sides of the bay, taxing and hampering the local business men in their trade or business with their neighbors across the bay.

5. There has been a big increase in the valuation of the properties in the neighborhood of the road in spite of the tolls, and it only remains to free the people from this penalty to double the values.

6. The bridge is well designed and well built, and represents a cost of 30 per cent. less than it could be duplicated for to-day.

7. Its upkeep cost will not be large. The piling and braces are creosoted and are expected to last 40 years. It is in shallow water not exposed to ice jams from the north, because protected by the Pennsylvania Railroad bridge 500 feet away. This bridge has never been damaged by ice or flood, and our bridge is two feet higher than theirs. Ice trouble rarely comes from the south.

8. The Bridge Company is willing now to dispose of it to the State at its original cost in order to secure at once the benefits of a free bridge. From the report of the last year's operation and the intimation that the succeeding years will make a better showing, it may be the stockholders will not be willing to sell at the same price at a future time.

9. The State Road Department has committed itself to certain lines of road building, and one of the plans is to put a road across the State from Camden through Medford, Vincentown, and bisecting the very large roadless territory between Lakehurst and Batso, terminating at Barnegat a few miles above Manahawkin. Six miles of this road from the Barnegat end has been completed. This will tap the populous sections of Burlington County, giving the people a direct road to the seashore. Those

who use such a system should not have to be charged toll to finish the last two miles of their journey.

Attached hereto are five photographs of the Long Beach Turnpike Company bridge. The first photograph shows Governor Fielder and the Chairman of your Commission leading the parade across the bridge when it was opened to the public on June 20th, 1914. The last photograph, which shows a depression where the end of the roadway joins the bridge, was taken before the road was entirely complete.

Very truly yours,  
 LONG BEACH TURNPIKE COMPANY,  
 By R. F. ENGLE,  
*President.*

WHEREAS, Long Beach Turnpike Company, a corporation of the State of New Jersey, during the years of 1911 and 1912 constructed an automobile bridge or bridges and certain sections of road across Manahawkin Bay from the western shore thereof in Stafford Township, Ocean County, New Jersey, to the eastern shore thereof in the Township of Long Beach, Ocean County, New Jersey, parallel with and about three hundred and fifty feet southwestwardly from the center line of the right of way of the Philadelphia and Beach Haven Railroad, at a total cost to said company of ninety-three thousand four hundred and forty-six dollars and sixteen cents; and

WHEREAS, There were at that time and are no improved public roads connecting with said bridge; and

WHEREAS, On the . . . . day of . . . . May, nineteen hundred and thirteen, the Board of Chosen Freeholders of the County of Ocean entered into a contract with Messrs. Parker and Cranmer for the building and construction of the second section of Bay Avenue in Long Beach Township, at an expense of over thirty thousand dollars; and

WHEREAS, Said Board of Chosen Freeholders, on the fourth day of August, A. D. nineteen hundred and thirteen, entered into a certain other contract with Beach Haven Construction

Company, a corporation of the State of New Jersey, for the building and construction of the first section of Bay Avenue, in Long Beach Township, at an expense of over thirty thousand dollars; and

WHEREAS, On the eighteenth day of September, A. D. nineteen hundred and thirteen, said Board of Chosen Freeholders entered into a certain other contract for the building of the first section of Bay Avenue in Stafford Township, Ocean County, New Jersey, at an expense of over seventeen thousand nine hundred dollars; and

WHEREAS, On the twenty-ninth day of September, A. D. nineteen hundred and thirteen, the Township Committee of the Township of Long Beach, in the County of Ocean, entered into a certain contract with Joseph B. Cox, Junior, for the building and construction of a certain portion of road in said Township known as South Eighth Street; and

WHEREAS, The making of all said contracts and the building of all the roads therein provided for were necessary for the use of the aforesaid roads and bridges of the said Long Beach Turnpike Company; and

WHEREAS, The State of New Jersey, through its State Road Department, has agreed to pay and will pay forty per cent. of the total cost of said above-mentioned roads so contracted for by the Board of Chosen Freeholders of the County of Ocean and the Township Committee of the Township of Long Beach, in the County of Ocean; and

WHEREAS, The balance of the cost of said sections of road, under said contracts, will be assumed and paid by the Board of Chosen Freeholders of the County of Ocean and the Township of Long Beach, respectively;

NOW, THEREFORE, THIS AGREEMENT made this . . . . day of October, nineteen hundred and thirteen, *between* Long Beach Turnpike Company, a corporation of the State of New Jersey, party of the first part, and Board of Chosen Freeholders of the County of Ocean, in the State of New Jersey, and the State of New Jersey, parties of the second part:

*Witnesseth*, That for and in consideration of the premises, and in further consideration of the sum of one dollar to the party of the first part paid by each of the parties of the second part, receipt whereof is hereby acknowledged, said party of the first part hereby agrees to sell, assign, transfer, set over and convey to the said parties of the second part, or either of them, at any time upon being, in writing, requested so to do by either of the said parties of the second part, all of its said bridges and roads as they now or may hereafter exist, and all other property, rights and franchises necessary to be used in connection with said bridges and roads, for the sum or price of ninety-three thousand four hundred and forty-six dollars and sixteen cents, all or any part of which said sum may be paid by the said parties of the second part, or either of them, at their or its option, to the said party of the first part, in cash or in bonds of either of said parties of the second part, said bonds to bear interest at the rate of not less than four per cent. per annum.

*It is Further Understood and Agreed*, That this agreement shall be binding upon the party of the first part, its successors and assigns, and the rights hereby given to the parties of the second part shall extend to the parties of the second part and to their and each of their successors.

*In Witness Whereof*, The party of the first part has caused this agreement to be signed by its President, attested by its Secretary, and its corporate seal to be hereunto affixed, the day and year first above written.

LONG BEACH TURNPIKE COMPANY,

By.....,

*President.*

Attest:

.....,

*Secretary.*

