U. S. STEEL EARNINGS

Better Showing for Summer Quarter than Was Estimated.

The earnings of the United States Steel Corporation for the three months ended on September 30, made public just after the close of the market yesterday afternoon, following the quarterly meeting of the board of directors, were $27,106,274, a showing better than any of the preliminary estimates, which had ranged from $25,000,000 to $27,000,000. The earnings by months during the quarter have shown steady improvement, the July figures having been $8,529,620; August, $9,152,311, and September, $9,354,333. Unfilled orders on hand on September 30 were 3,421,977 tons, comparing with 3,313,876 tons at the end of the last preceding quarter.

The earnings of $27,106,274 compare with $20,266,756 for the three months ended on June 30 and with $18,229,005 for the March 31 quarter. For the three months ended on September 30, 1907, the earnings were $43,894,285; 1906, $38,114,624; 1905, $31,240,582, and 1904, $18,773,932. On the last date the amount of unfilled orders on the books was 3,027,436 tons, the smallest total in the corporation's history. From that time the amount of unfilled orders advanced irregularly until the maximum of 8,489,718 tons was reached in the statement of December 31, 1906, thereafter declining steadily until June 30 of this year, the figures of September 30 last showing the first turn of the tide.

From the total earnings of $27,106,274 are deducted charges and appropriations as follows: Sinking funds on bonds of subsidiary companies, $436,675, and depreciation and reserve funds, $5,359,182, a total of $5,795,857, leaving net earnings of $21,310,417. The appropriation for depreciation and reserve funds in the statement for the quarter ended on June 30 was $3,300,161, and in the March 31 statement only $1,771,227. In quarters when the earnings have been large there has also been an appropriation for special improvement and replacement funds of from one million dollars to two million five hundred thousand dollars, but for several quarters nothing has been appropriated for those purposes.

Deducting from the net earnings of $21,310,417 the interest on the Steel Corporation bonds outstanding and sinking funds for the quarter on those bonds, there remains a balance of $13,998,455. Dividends for the quarter at the regular rates of 1¾ per cent on the preferred stock and ½ per cent on the common amount to $8,846,432, leaving a surplus for the quarter of $5,152,023, against $195,595 on June 30 and $7,865 on March 31. The dividend on the preferred is payable on November 30 and on the common on December 30.

ANNUAL REPORTS.

ST. LOUIS & SAN FRANCISCO.

In the last fiscal year the St. Louis & San Francisco Railroad reports gross earnings from transportation of $35,568,563, a decrease of $2,491,487 from the preceding year; total operating revenue of $35,886,132, a decrease of $2,447,849; operating expenses of $25,092,924, an increase of $236,350, and net operating revenue of $10,713,207, a decrease of $2,735,655. Miscellaneous income added made total income $11,313,349. After interest, rentals and dividends on trust certificates of the Kansas City, Fort Scott & Memphis Railway and the Chicago & Eastern Illinois Railroad there was a balance of $469,068, against $4,158,583 in the year before, and after dividends on the company's first preferred stock a surplus of $259,324, a decrease of $3,599,517 from 1907.

The credit balance in profit and loss account, as of June 30, was $4,488,490. There was expended on additions, betterments and new equipment in the year $2,749,105. Securities owned by the company amount to $23,624,587 face value, and $21,749,531 book value. The cost of maintenance of equipment amounted to $4,607,461. There was no change in the amount of stock issued and outstanding, while the funded debt increased $12,370,415. The total amount of equipment bonds and notes outstanding June 31 was $17,668,682. The number of passengers carried in the year increased 13 per cent, but revenue from passenger traffic decreased as a result of compulsory reduction of rates.

CHICAGO & EASTERN ILLINOIS.

The Chicago & Eastern Illinois Railroad Company reports for the year ended June 30 gross earnings from transportation of $10,690,192, a decrease of $651,155 from the preceding year. Total operating revenue was $10,742,731 and total operating expenses $7,256,900, leaving net operating revenue of $3,485,830, a decrease of $369,410 from the preceding year. After taxes, there was a balance of $3,127,243, to which was added miscellaneous income of $891,607. Interest and rentals were $2,882,623 and deficit, after dividends, $115,394, against a surplus in the preceding year of $418,545. The credit balance in profit and loss account, as of June 30, was $980,975. The funded debt decreased in the year $15,000, and the refunding operations resulted in a net reduction in interest charges of $33,020. The general increase in rates of pay of nearly all classes of employes made in the latter part of the preceding year and in the early part of the last fiscal year created an increase of $191,000 in the cost of operations, the ratio of increase being 4.55 per cent. The company owns securities of the par value of $16,397,297 and a book value of $15,080,866.

EVANSVILLE & TERRE HAUTE.

The report of the Evansville & Terre Haute Railroad Company for the year ended June 30 shows total operating revenue of $2,204,069, against $2,777,637 in the preceding year; operating expenses of $1,355,100, against $1,357,914 in 1907, and net earnings of $868,968, a decrease of $50,754. After taxes there was a balance of $764,601, to which was added miscellaneous income of $226,469. Interest and rentals of $592,048 left a surplus of $399,112, compared with $465,220 in the year before. In the profit and loss account the credit balance as of June 30 stood at $1,190,514.

INTERNATIONAL PAPER.

In its report for the year ended June 30 the International Paper Company shows gross earnings of $20,716,304, a decrease of $1,125,182, and net earnings of $1,635,918, an increase of $12,302, comparison being made with the same time last year. After dividends on the preferred stock there was a surplus of $515,553, an increase of $311,369. In the first six months of the fiscal year the business of the company was good and somewhat better prices were obtained. But the business depression which began in November, 1907, materially reduced the company's sales, and it was unable to run its mills to their full production, in consequence of which its earnings were materially reduced. The company's business has shown some improvement in the last month, but concessions have been made in the price of paper. A considerable reduction has been made in the expense of administration, and some reduction has also been made in the salaries of superintendents and cost of labor at the mills. The company has also secured some reduction in the prices of the articles it purchases, all of which, it is hoped, will offset to a large extent any decrease in profits due to the current business depression.

MINNEAPOLIS & ST. LOUIS.

The report of the Minneapolis & St. Louis Railroad Company for the year ended June 30 showed gross earnings of $3,826,516, a decrease of $47,152; operating expenses were $2,648,918, an increase of $268,412, and net earnings were $1,177,597, a decrease of $315,564. Other income amounted to $1,478,562. After taxes, charges, rentals and depreciation there was a balance of $108,980. From this amount, plus the surplus of the year before of $1,478,769, there were deducted dividends on the preferred stock, leaving balance surplus of $1,387,749. The report says that the revenues from freight and passenger traffic were materially diminished by the state legislation reducing the rates of transportation, by the failure of crops, and also by the financial and business depression which prevailed in the last six months of the last fiscal year.

BALTIMORE STOCKS.

(Furnished by Van Schaick & Co., No. 7 Wall street.)

	Bid.	Asked.		Bid.	Asked.
United Railway	10¾	10½	Cotton Duck	6½	7
do incomes	53¾	53½	do incomes	23½	24½
do 4s	85¼	86	Nort Ry & Lt 5s	92½	93
G E & S V T	2½	4	Lt & Power pref	71	75
do incomes	15	16	do 4½s	91½	—
do 1st	42½	43½	Balt City Ry 5s	100	106
Seaboard	6¾	7¼	Chas Cons El 5s	85	87
do 1st pref	29	35	Continental Tr	167	170
do 2d pref	12½	13¼	Union Trust	57	—
do 4s	54¾	54¾	Third Nat Bank	114	120
do 10-year 5s	91½	92½	Fid & Deposit	131	135
Consol Gas	—	105	Maryland Trust	37	—
do 6s	103	103½	Nor Cent Ry	95	95¼

BOSTON STOCKS.

(Furnished by R. L. Day & Co., No. 37 Wall street.)

	Oct. 26.	Oct. 27.		Oct. 26.	Oct. 27.
Boston & Alb	*215	215	Cal & Hecla	660	*660
Boston Elev	133	133	Centennial Min	33½	34¾
Fitchburg pref	120¼	120½	Cop Range Min	76½	78
N Y N H & H	145	145¼	Franklin Min	13¼	13¾
Old Colony	186	—	Granby Min	101	101
W End St Ry	88	88	Mass Cons Min	5¼	5¼
do pref	105	105	Mohawk Min	65	67
Mass Elec Cos	8½	*9½	No Butte	84	84½
do pref	50	51	Osceola Min	115	115½
Am Tel & Tel	126⅞	126¾	Old Dom Min	53¼	53¼
New Eng Tel	120¼	121	Parrot Min	27¼	28
West Tel & Tel	6½	6½	Quincy Min	93	93½
do pref	70	70	Tamarack Min	74	74
Un Shoe Mach	54½	54½	Wolverine Min	141	141½
do pref	28	28	U S Smelt Co	39¾	39¾
Arcadian Min	3½	3¾	do pref	44¾	44¾
Am Pneu	5¾	6½	U S Oil	26½	26½
do pref	13½	*14	Mass Gas	55	56¼
Atlantic Min	18	18⅞	do pref	88	88
Shannon Min	15½	15½	Utah	40⅝	40¾
Boston Cons	14	14	Un Fruit	129	129

*Asked.

COBALT PRICES IN TORONTO.

(Furnished and corrected daily by Stewart & Lockwood, No. 43 Exchange Place.)

	Bid.	Asked.		Bid.	Asked.
Beaver	$0 39½	$0 40½	Little Nipiss	$0 29	$0 32
Buffalo	3 20	4 00	McK-Darrah	1 09	1 12
Cham Ferland	92	93	Nipissing	9 50	9 87½
Cobalt Central	60½	61	Nova Scotia	61	62
Conlagas	5 80	6 10	Peterson Lake	31½	32½
Crown Reserve	2 16½	2 18	Silver Leaf	18¾	18¾
Foster	64	66	Silver Queen	1 14½	1 20
Green-Meehan	10	17	Temiskaming	1 59½	1 60
Kerr Lake	4 00	4 50	Trethewey	1 53	1 60
La Rose	6 25	6 50			

FERRY COMPANIES.

	Bid.	Asked.		Bid.	Asked.
Brooklyn Ferry	¾	1½	N Y & E R 1st 5s	45	55
do con 5s	31½	33½	10th & 23d St	25	35
Hob Fer 1st 5s	104	105	do 5s	50	60
do con 5s	90	93	Union Ferry	19	21
N Y & E R	—	60	do 1st 5s	82	100

STORAGE NOTICES.

STORAGE NOTICE:—To T. J. Butler, Ellen Brown, W. P. Boulais, Marie Barkhaus, L. H. Crowninshield, Miss S. Campbell, L. Cunningham, Mary Collins, C. A. Campbell, C. Crimmins, Della Donavan, Mary Dowd, May Fitzpatrick, E. A. Forsythe, Emanuel Futz, Albert Gronbach, J. G. Howard, Mrs. Herbert, C. H. Judson, M. A. Jones, W. L. Lonergan, M. McLoughlin, W. McIntyre, Elinore McCurdy, A. McDaniels, Fanny Malone, J. Lee Maxwell, Kathleen McArdle, L. L. Nordeca, Joseph O'Connor, Rice, R. Raub, Ellen Roller, Annie Roberts, I. Steigler, Templeton, L. Thomas, George Williams, J. R. Wilson, L. T. Valentine, Administrator McDowell Pub. Co., J. Walsh, Alice Winchester, J. J. Wood, Mrs. M. Walsh, Elizah Ash, A. Allingham, Edward Bird, Bodmer & Townsend, Rudolph J. Bodmer, D. Bunker, Lillian Bland, Dicksey Breider, A. Blumerich, Connors, A. V. Carri, L. Connolly, T. G. Canton, R. Cox, Corcoran, E. M. Crowninshield, T. G. Canton, B. H. Coffey, Conseqra, E. Clark, Annie Cahill, R. C. Costello, Hadji la Chriff, Mrs. Dowling, E. Dobson, P. Dale, B. L. Dunn, E. Dunn, Maurice J. Dooney, D. Dorman, Elder, M. Eagan, M. Foley, F. Fox, Clara Foans, Freiburgh, Foxwell, C. W. Foster, C. Francis, J. E. Fowler, Mrs. C. W. Foster, Mr. and Mrs. J. Gratz, C. B. Graves, Mrs. Gregg, Elizabeth Godfrey, S. K. Gay, Jack Haviland, Mrs. Herman, Frank Harrington, Elizabeth Harrison, E. M. Hire, Jennie Hill, Higgins, Mrs. M. Sullivan, D. Hickey, H. Heubner, Hotchkiss, E. J. Harvey, Ingraham, Annie Jackson, Maud Johnson, Sarah Jackson, E. H. Loescher, Leim, Lowrey, Lovering, F. W. Lundy, D. W. Meiklereid, W. F. Monroe, W. V. Martin, A. McCurdy, J. Macy, W. Moye, H. Mangus, Annie McCarthy, A. McDonald, Mrs. Martin, D. Murphy, Chas. McBride, Maggie McCarthy, Murphy, Mellerick, J. Newman, O'Sullivan, R. Parkhurst, L. Power, A. C. Perry, C. Propen, W. Parker, S. Payne, W. Payne, D. Quesada, A. Roberts, Robinson, C. Reinwald, Hammond, S. W. Rothrock, J. A. St. Amand, Daisy Sloat, William Showers, Mrs. Simpson, T. F. Smith, Schvan, C. H. Sabin, A. Roberts, Mrs. B. Thompson, Elizabeth Thornton, E. F. Talbot, Van Cante, A. M. Wilcox, L. C. Wilson, M. Woolford, Warwick Dairy Co., D. White, M. Wachtman, Abbot Lou Woods, L. S. Welland, Ned Weyburn, Mrs. M. Yuells, Zetterstrom, C. H. Twelvetree, W. G. Tweedie, F. J. Smith, H. N. Rice, William Payne, Mrs. E. Shea, Mrs. J. Swithenbank, Helen Young, T. I. Smith's Express, A. Allingham's Express, William Rover's Express, George Wilson's Express.

You, and each of you, are hereby notified that the time for the payment of my lien upon the property hereinbefore described having expired, after due notice thereof had been given you I will cause such property, to wit, household goods, personal effects, pianos, trunks and merchandise stored by you in L. Schramm's Warehouse or Chelsea Warehouse, to be sold at Public Auction, according to the statute in such case made and provided, at Chelsea Warehouses, 426-428 West 26th street, New York City, on Wednesday, November 18th, 1908, at 10:30 a. m., and continuing every Wednesday thereafter at the same time and place until all goods are sold. CHELSEA FIREPROOF STORAGE WAREHOUSES, L. Schramm, Prop.

STORAGE NOTICE.—Goods formerly stored with McMichael's Express & Storage Co., of 8th ave. and 22d st., N. Y. City, and transferred to L. Schramm's Warehouse Co., now known as Chelsea Storage Warehouses, 426-428 West 26th st., N. Y. City: To Edith Anderson, Armory, Ormund Butler, L. Bradhurst, Barker, Edward Burke, Barry, Jean Bernard, A. H. Burton, B. Cock, Thomas V. Carroll, M. Call, Mr. Dawns, Harvey Dager, Jessie M. Dey, Mrs. I. V. Davis, Eaton, Sylvia Fitzsimmons, Mrs. Gordon, Mr. Gray, Mrs. Gode, Mrs. T. Guizmeier, Gillon, Rev. E. G. Harrison, Halley, Margaret Halloran, Albert Henderson, John, F. E. Lokay, Lague, C. H. Lord, McCurdy, Alexander McNevins, H. MacFayden, Alexander Murphy, Mrs. Mahone, William F. Moore, Mrs. M. Murphy, James McInerney, Robert Moon, J. J. Mullaney, Mrs. G. Miller, Mrs. Nevins, M. O'Neill, Margaret O'Connor, John Puden, Jennie Patterson, Pine Ozone Co., A. Quinn, Mrs. Quinn, S. J. Richardson, Hattie Smith, Mrs. Skeats, Edna Swanton, Smith, Mrs. Stebbins, F. Sullivan, Mrs. Watt, Mrs. Weimer, J. Wilson, Mrs. Wilcome: You and each of you are hereby notified that the time for the payment of my lien upon the property hereinbefore described having expired, after due notice thereof had been given you, I will cause such property, to wit, household goods, personal effects, pianos, trunks and merchandise, formerly stored by you with MacMichael's Express & Storage Co. and transferred to L. Schramm's Warehouse Co., now known as the Chelsea Storage Warehouses, to be sold at public auction according to statute in such case made and provided, at Chelsea Warehouses, 426-428 West 26th st., New York City, on Wednesday, November 18, 1908, at 10:30 a. m., and continuing every Wednesday thereafter at the same time and place until all goods are sold. Chelsea Fireproof Warehouses, L. Schramm, Prop.

THE DAUB STORAGE WAREHOUSES, 75 1st ave., 120-122 E. 13th st., New York. The following named persons are hereby notified that the amounts due on storage in their several names are past due, and, unless paid prior to before Nov. 4, 1908, we will cause same to be sold at public auction Friday, Nov. 13, 1908, at 10 a. m., at 122 East 13th st., New York, N. Y.: F. W. Beatie, L. Hoover, Mrs. Wagner, 440 East 9th st.; W. S. Hays, McCabe, Harren, Tea, Lot 64, 413 First ave., Sieber, Loomis, Muller, Glenn, O'Neil, Bowles, Chas. Spies, Segg, Proctors, Mollner L. Powers, Schieppel, Gettler, Simon, Cowperthwait & Son (Louis Washington & I. 1727), Biletrice, Dr. Mennen.

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ALEXANDER MACDONALD & GREENE, Dept. T, 206 Broadway, N. Y. City.

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ALL MAKES, $5 UP.
TYPEWRITER CO.
'Phone 2299—Worth. 107 Chambers st.

TYPEWRITING.—All kinds; specifications, manuscripts, plays, legal work; reasonable. Room 301, 309 Broadway. Tel. 2246—Worth.

ADDRESSING fac-simile typewritten letters than cannot be distinguished from original typewritten letter; none better at any price; send for representative. Standard Letter Company, 400 West 23d st. Telephone 4055—Chelsea.

BARGAINS!—Remingtons, $15; Hammonds, Blickensderfers, Franklins, $10; "Atlantic" Typewriter Exchange, Suite 517, 245 Broadway, N. Y.

TYPEWRITERS 1-3 price, guaranteed one year. Wholesale Typewriter Depot, 99 Maiden Lane.

TYPEWRITERS, all makes, sold, repaired; rented $2 up. Central Typewriter Exchange, 181 Broadway. Tel., 2084 Cortlandt.

VICTOR VISIBLE, 79 Nassau st.; catalogue free; all makes taken part payment; bargains in Underwoods, Remingtons, Olivers, Smiths.

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Per line.....15 cts.
80 times.....10 cts.

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Dust and Dirt Blown out, not from Surface only.
25 years' experience in Fine Carpets & Rugs.

N.Y. CARPET CLEANING WORKS
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CAREFUL CARPET CLEANING CO.—Cleans by compressed air, steam, hand or on floor. 1554 Broadway, 421 East 48th st. COE & BRANDT. Tel. 132—38th.

FURRIERS AND LADIES' TAILORS.

A. LEIBHOLZ, practical furrier, 731 Amsterdam ave., bet. 95th and 96th st. Tel. 7287—River.

B. LEFFLER, 618 Amsterdam ave., cor. 99th. New furs made to order, remodelled, altered and repaired.

FURS altered and repaired reasonable. Harris P. Nidich, Ladies' Tailor and Furrier, 205 West 98th st.

WEISS & CO., furriers, 560 Amsterdam ave. 50% Reduction on high grade goods. Tel. Riverside 4413.

LOST—BANKBOOKS.

BANKBOOK No. 504,018 of the Union Dime Savings Institution is missing. Any person having a claim to it is hereby called upon to present the same within ten days, or submit to having said passbook cancelled and a new one issued.

BANKBOOK No. 304,851 of the Union Dime Savings Institution is missing. Any person having a claim to it is hereby called upon to present the same within ten days or submit to having said passbook cancelled and a new one issued.

LOST.—Bankbook No. 893,769, Bank for Savings, 280 4th ave., New York. Payment stopped. Please return book to bank.

LOST.—Bankbook No. 844,789, Bank for Savings, 280 4th ave., New York. Payment stopped. Please return book to bank.

LOST or STOLEN.—Bankbook No. 555,230 of the Emigrant Industrial Savings Bank. Payment stopped. Please return book to bank, No. 51 Chambers st.

PUBLIC NOTICES.

CITY OF NEW YORK.

BOARD OF ESTIMATE AND APPORTIONMENT.

Public notice is hereby given that at a meeting of the Board of Estimate and Apportionment, held September 18th, 1908, the following petition was received:

To the Honorable the Board of Estimate and Apportionment:

The petition of the Union Railway Company of New York City respectfully shows:

First: That your petitioner is a street surface railroad company, organized under the laws of the State of New York, by the filing of Articles of Consolidation of other Railroad Companies in the office of the Secretary of State of New York on the fifth day of July, 1892, and for many years has been engaged in operating a double track street surface railroad, with extensions and branches for the carriage of passengers in the Borough of Manhattan and the Bronx, in the City of New York, by the use of the overhead trolley system of electric traction as motive power.

Second: One of the roads owned by the petitioner is constructed in the Borough of the Bronx, along Third Avenue to Pelham Avenue, and thence along Pelham Avenue to Webster Avenue, thence along Webster Avenue, Northerly and Southerly, and operating thereover affords a convenient line for public travel between the territory adjacent to the Harlem River and the district lying about Fordham Station.

Third: Your petitioner, for the convenience of public travel, proposes to extend its railroad upon Third and Webster Avenues, as aforesaid, from the intersection of Pelham Avenue to Bronx Park, by the construction of a double track branch or extension upon Pelham Avenue of the length of 2,000 feet, described as follows:

Beginning at and connecting with the petitioner's double track road, now constructed on Third Avenue, at the junction of Pelham Avenue, running thence Easterly with double tracks in or upon the surface of Pelham Avenue to the Southern Boulevard, all in the Borough of the Bronx, in the City of New York.

Fourth: An additional road owned by the petitioner is constructed upon and along Fordham Road (formerly known as Highbridge Road), from Fordham Station to Sedgwick Avenue, in the Borough of the Bronx, thence along said Avenue to Kingsbridge, and forms an important crosstown line for public travel in said Borough.

Fifth: Your petitioner, for the convenience of the public travelling over said crosstown line, which desires to reach the Subway line at Broadway, in the Borough of Manhattan, proposes to extend its railroad from the intersection of Fordham Road and Sedgwick Avenue by the construction of a double track branch or extension of the length of 4,650 feet upon and over the following named Streets, Avenues and Bridges, viz.:

Beginning at and connecting with the tracks of the Union Railway Company of New York City, at the intersection of Fordham Road, running thence westerly, in, through, upon and along said Fordham Road and Hampden Place to West One Hundred and Eighty-fourth Street, and thence in, through, upon and along said West One Hundred and Eighty-fourth Street to its intersection with the easterly approach to the new or Fordham Heights bridge, over the Harlem River and connecting the Boroughs of the Bronx and Manhattan; thence westerly in, through, upon and along said easterly approach, and upon, over, across and along said bridge, and in, through, upon and along the westerly approach to said bridge to West One Hundred and Seventh Street, in the Borough of Manhattan; thence westerly in, through, upon and along said West Two Hundred and Seventh Street to the intersection of said Two Hundred and Seventh Street with Amsterdam Avenue (or Tenth Avenue); thence southerly in, through, upon and along said Amsterdam Avenue (or Tenth Avenue) to its intersection with Emerson Street; thence westerly in, through, upon and along said Emerson Street to the intersection of Broadway with said Emerson Street; all in the Boroughs of the Bronx and Manhattan.

Sixth: That your petitioner proposes to operate each of said extensions or branches by the overhead trolley system of electricity similar in all respect to that by which its road is now operated; that for the construction and operation of said two proposed extensions or branches the consent of your Honorable Board to each is necessary, and your petitioner desiring to obtain the same hereby applies to the Board for its consent to, and a grant of, separate franchises or rights for the construction and operation of double track branches or extensions of its railroad, for the public use in the conveyance of persons and property for compensation, over First, Pelham Avenue from Third Avenue to the Southern Boulevard, and, second, from Fordham Road to Broadway by way of West One Hundred and Eighty-fourth Street, Harlem River Bridge, Two Hundred and Seventh Street and Emerson Street.

Wherefore your petitioner prays that public notice of this application for said consents, franchises or rights, and of the time and place when and where the same will be first considered, be given as required by law, and that the grant of such franchises or rights be made in accordance with the provisions of the Greater New York Charter and the Railroad Law applicable hereto.

Dated, New York, July 28th, 1908.

UNION RAILWAY COMPANY OF NEW YORK CITY.

By EDWARD A. MAHER, President.

State, City and County of New York, ss.:

Edward A. Maher, being duly sworn, says that he is the President of the Union Railway Company of New York City, the petitioner herein; that he has read the foregoing petition and knows the contents thereof and that the same is true to his knowledge, except as to those matters which are herein stated on information and belief, and as to such matters he verily believes it to be true.

EDWARD A. MAHER.

Sworn to before me this 3d day of August, 1908. JAMES F. FEELY,
Notary Public, County of New York.

And at a meeting held October 2, 1908, the following resolutions were adopted:

Whereas, The foregoing petition from the Union Railway Company of New York City, dated July 28th, 1908, was presented to the Board of Estimate and Apportionment at a meeting held September 18th, 1908.

Resolved, That in pursuance of law this Board sets Friday, the 30th day of October, 1908, at 10:30 o'clock in the forenoon, and Room 16 in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the Secretary is directed to cause such petition and these resolutions to be published for at least fourteen (14) days in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the "City Record" immediately prior to such date of public hearing. The expense of such publication to be borne by the petitioner.

JOSEPH HAAG, Secretary.

New York, October 2, 1908.

STEAMBOATS.

FALL RIVER LINE

The Long Island Sound route to Boston—"A short cut" from New York to the Hub.

Fall River Line Steamers leave New York, Pier 19, North River, foot of Warren Street, at 5 p. m. Get you to Boston 8 o'clock next morning. Fare $3.65.

Telephone 6100 Cortlandt for information.

Hudson River by DAYLIGHT.

One More Saturday October Outing TO WEST POINT. The "Hendrick Hudson" will run a Special Trip for the Princeton-West Point football game Oct. 31st. Full Dress Inspection. Delightful day. Special Tickets $1.25 (not including seats at game). Leave Desbrosses St. 9:50, West 42d St., 10:15; West 129th St., 10:35 A. M.
RESTAURANT. LUNCH ROOM. MUSIC.

HUDSON RIVER NIGHT LINES
HUDSON NAVIGATION CO.
PEOPLES LINE NEW YORK AND ALBANY
Strs. C. W. Morse or Adirondack lv. Pier 32, N. R., ft. Canal St., 6:00 P. M. daily. FARE $1.50.
CITIZENS LINE NEW YORK AND TROY.
Steamers leave Pier 46, N. R., ft. W. 10th St., 5:00 P. M. daily, Saturday excepted. FARE $1.00.

All the way by water between New York and Albany. BOSTON YALE & HARVARD Steamships. The Ideal route, Metropolitan Line. Fare $3.65. The great Steel Turbiners. A peaceful night on splendid steamships with every provision for safety, convenience and comfort. Lve. Pier 45, N. R., near foot Christopher St., 5 P. M. week days and Sundays; due Boston 8 A. M. next day.

Central Hudson Lines
For POUGHKEEPSIE and KINGSTON, from Pier 24, N. R., week days, 4 P. M. For NEWBURGH, week days, 5 P. M.
SUNDAYS { From Pier 24, N. R., 9 A. M. / West 129th St., 9:30 A. M.

DRESSMAKING AND MILLINERY.

H. GOLDBERG, 826 6th ave.—Ladies' tailoring; repairing promptly done; work called for; telephone.

MILLINER.—Mme. Riley, 145 West 16th st., makes hats that lend distinction. Materials furnished or accepted. Moderate.

MME. HILDE, late with Ward, ladies' tailor; gowns, exclusive styles, perfect fit; own materials accepted. 2650 Broadway, between 100th and 101st sts. Reasonable prices.

AUCTION SALES.

BY VIRTUE of execution will sell this day at 607 9th ave., Manhattan, 9:15 a. m., big assortment ladies' and gents' furnishings, underwear, shirts, waists, corsets, pants, fixtures, etc. Albert Levine, City Marshal.

PUBLIC NOTICES.

CITY OF NEW YORK.

BOARD OF ESTIMATE AND APPORTIONMENT.

Public notice is hereby given that at a meeting of the Board of Estimate and Apportionment, held September 18th, 1908, the following petition was received:

To the Honorable the Board of Estimate and Apportionment:

The petition of the Bronx Traction Company respectfully shows:

First: That your petitioner is a street surface railway corporation, formed under the laws of the State of New York, by the filing of Articles of Consolidation of other street surface railroad corporations in the office of the Secretary of State, on or about the 12th day of May, 1904.

Second: That since the date of its consolidation it has been the owner of a double track street surface railroad on Westchester Avenue, Unionport Road, West Farms Road and other streets and avenues in the Borough of the Bronx, City of New York, which railroad has been operated for the convenience of passengers in connection with the lines of the Union Railway Company, and the overhead system of electric traction used as motive power thereon.

Third: That a part of the petitioner's railroad has been constructed and operated for many years on Westchester Avenue from a point of intersection with the lines of the Union Railway Company on Westchester Avenue at Bronx River, through and along the said Westchester Avenue, formerly known as the Southern Westchester Turnpike to or near the former village of Westchester.

Fourth: Your petitioner now proposes to extend its road upon and along Clason's Point Road from the junction of said road with Westchester Avenue to Clason's Point at Long Island Sound, for the convenience of public travel, by the construction of a double track branch or extension in the said Borough of the Bronx, City of New York, as follows:

Beginning at and connecting with the petitioner's double track now constructed on Westchester Avenue, at the intersection of Clason's Point Road, running thence Southeasterly with double tracks through, upon and along said Clason's Point Road to the intersection thereof with Long Island Sound.

Fifth: That such branch or extension will be 12,000 feet in length, and when constructed will enable your petitioner to operate a continuous line of cars in connection with the Union Railway Company, from the Harlem River to Clason's Point, as well as from the territory at or about the Northerly line of the City of New York to the said Clason's Point.

Sixth: That your petitioner proposes to operate said branch or extension by the overhead system of electricity similar in all respects to that now in use on the other lines of its road.

Seventh: That for the purpose of constructing and operating such branch or extension of its railroad, your petitioner desires to obtain from your Honorable Board, and thereby applies for its consent to, and a grant of, the franchise or right for the construction, maintenance and operation of a double track extension or branch of its existing railroad for public use in the conveyance of persons and property for compensation over the street and avenues above mentioned.

Wherefore your petitioner prays that public notice of this application and of the time and place when and where the same will be first considered, be given, as required by law, and that the grant of a franchise or right be made in accordance with the provisions of the Greater New York Charter and the railroad law applicable hereto.

Dated, New York, July 28, 1908.

BRONX TRACTION COMPANY,
By Edward A. Maher, President.

State of New York, City and County of New York, ss.:

Edward A. Maher, being duly sworn, says that he is the President of the Bronx Traction Company, the petitioner herein; that he has read the foregoing petition and knows the contents thereof, and that the same is true to his knowledge, except as to those matters which are therein stated on information and belief, and as to such matters he verily believes it to be true.

EDWARD A. MAHER.

Sworn to before me this 28th day of July, 1908. JAMES F. FEELY,
Notary Public, New York County.

—and at a meeting held October 2, 1908, the following resolutions were adopted:

Whereas, The foregoing petition from the Bronx Traction Company, dated July 28th, 1908, was presented to the Board of Estimate and Apportionment at a meeting held September 18th, 1908.

Resolved, That in pursuance of law this Board sets Friday, the 30th day of October, 1908, at 10:30 o'clock in the forenoon and Room 16 in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further

Resolved, That the Secretary is directed to cause such petition and these resolutions to be published for at least fourteen (14) days in two daily newspapers in The City of New York, to be designated by the Mayor, and for at least ten (10) days in the "City Record" immediately prior to such date of public hearing. The expense of such publication to be borne by the petitioner.

JOSEPH HAAG, Secretary.

New York, October 2, 1908.

RAILROADS.

NEW JERSEY CENTRAL
TWO-HOUR TRAIN TO PHILADELPHIA EVERY HOUR ON THE HOUR.
FOR PHILADELPHIA. Lv. W. 23d ST.: —6.50, 7.50, 8.50, 9.50, 10.50, 11.20, 11.50 a. m., 12.50, 1.20, 1.50, 2.50, 3.50, 4.20, 4.50, 5.50, 6.50, 7.50, 8.50, 11.50 p. m. Sundays, 7.50, 8.50, 9.50, 10.50, 11.50 a. m., 12.50, 1.50, 2.50, 3.50, 4.50, 5.50, 6.50, 7.50, 8.50, 10.20, 11.50 p. m.
Lv. LIBERTY ST.:—1.30, 6.30, 7.00, 8.00, 8.30, 9.00, 10.00, 11.00, 11.30 a. m., 12.00 Noon, 1.00, 1.30, 2.00, 3.00, 4.00, 4.30, 5.00, 6.00, 7.00, 8.00, 9.00 p. m., 12.15 midnight. Sundays, 1.30, 8.00, 9.00, 10.00, 11.00 a. m., 12.00 noon, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.30 p. m., 12.15 midnight.
FOR BALTIMORE AND WASHINGTON. Lv. W. 23d ST.:—7.50, 9.50, 11.50 a. m., 1.50, 3.50, 5.50, 6.50 p. m. daily. Lv. LIBERTY ST.: 1.30, 8.00, 10.00 a. m., 12.00 noon, 2.00, 4.00, 6.00, 7.00 p. m., daily.
FOR LAKEWOOD AND LAKEHURST. Lv. W. 23d ST.:—9.50 a. m. (12.50 Sats. only), 1.20, 3.20, 3.50, 4.50, (6.20 Sats. only) p. m. Sundays, 8.20, 9.50 a. m., 2.20 p. m. Lv. LIBERTY ST.:—4.00, 10.00 a. m. (1.00 Sats. only), 1.30, 3.40, 4.10, 5.00 (6.30 Sats. only) p. m. Sundays, 8.45, 10.00 a. m, 2.30 p. m.
FOR ATLANTIC CITY. Lv. W. 23d ST.:—9.50 a. m. (12.50 Sats. only), 3.20 p. m. Sundays, 9.50 a. m., 2.20 p. m. Lv. LIBERTY ST.:—10.00 a. m., (1.00 Sats. only), 3.40 p. m. Sundays, 10.00 a. m., 2.30 p. m.
Time tables may be obtained at following offices: Liberty st., W. 23d st. Tel. Chelsea 3144), 6 Astor House, 245, 434, 1300, 1354 Broadway, 182, 225, 281 Fifth Av., 2798 Third Av., 111 West 125th St., 245 Columbus Av., New York; 4 Court St., 343, 344 Fulton st., 479 Nostrand Av., Brooklyn; 399 Broadway, Williamsburg. New York Transfer Co. calls for and checks baggage to destination.

BALTIMORE & OHIO R. R.
ROYAL BLUE LINE TRAINS.
"Every one hour on the even hour."
TO BALTIMORE AND WASHINGTON.
Direct Connections in New Union Station, Washington, with all Lines South.

Leave New York Daily.	23d St.	Liberty St.
WASHINGTON, S'pers.	11.50 pm	1.30 am
WASHINGTON, Diner.	7.50 am	8.00 am
WASHINGTON, Diner.	9.50 am	10.00 am
WASHINGTON, Diner.	11.50 am	12.00 n'n
WASHINGTON, Buffet.	1.50 pm	2.00 pm
(Parlor car N. Y. to Richmond, Va.)		
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