YOAKUM ON RAILWAYS

J. P. Morgan Listens to Plea for New Policy at Chicago Dinner.

Chicago, Dec. 9.—J. Pierpont Morgan was a guest at the dinner of the Chicago Association of Commerce to-night, when B. F. Yoakum, chairman of the executive committee of the Rock Island and 'Frisco lines, discussed "Our Country and Our Railroads."

Mr. Morgan accepted the invitation to be present some time ago, stipulating, however, that he should not be called on to speak. He arrived to-day after a night spent in a stateroom on a regular train, said "Excuse me, please," to a horde of reporters and went under escort in search of breakfast, for the one he had had on the train, he told his hosts, was a disappointment. Curiosity as to his visit was due to his interest in Chicago Traction affairs, but it was explained, not by the New York financier, however, that the visit was purely social. He left Chicago for New York after the dinner in a special train.

Mr. Yoakum declared that the panic of last winter caused a shrinkage in the payrolls of the railroads of $1,000,000 a day, largely as a result of misdirected agitation against the roads. He averred his conviction that an established railroad policy by the government was necessary, but it must be a stable, centralized one, under which the railroads could plan construction years ahead. He said that 200,000 miles of road would have to be built west and southwest of Chicago to care for increasing population and commerce. Railroads alone, he said, could not solve the transportation problem of the country, but the government must adopt as broad and comprehensive a waterways policy as had been pursued by capitalists in building railroads.

Mr. Yoakum's speech follows in part:

An established railroad policy by our government is essential to the welfare of all classes, but more directly that of the railroad employes and other workingmen. The agitation against the railroads has been misdirected, and the result has been to hurt the workingman, as we have recently seen in the loss or shrinkage in the payroll of railroad employes alone of $1,000,000 a day, to say nothing of the army of men engaged in the manufacture of material and supplies used in the operation and construction of railroads who were thrown out of employment.

All interests are justified in asking the lawmakers and the railroad commissioners of the country to consider well before enacting further laws that will hamper or retard the railroads in rendering good service and in expanding the development of the country's business. The first essential factor in building a new country is the locomotive; the second, the plough, and when political agitation, unnecessary and restrictive regulations act as a bumping post to stop the headway of the locomotive, they stop the future progress and prosperity of the nation.

The country now needs a rest from further regulative laws until the railroads can adjust themselves to a compliance with those which have been enacted. If they are found to be inadequate, they can be changed or modified to fit the emergency, with fairness to both the railroads and the public, and thus the greatest measure of good will be achieved.

If the 30,000 miles of railroad of this country at the close of the war between the states had been under government ownership and control, the same as navigation or waterways, where would we have been to-day in the nation's growth if they had done no better for the public in furnishing rail transportation than they have in furnishing water transportation?

There is no reason why we should not have the work of both the Panama and the Chicago Canal pushed to completion, but, viewed from a cold business standpoint as a national investment, the money expended within the boundaries of our own country would be worth dollars to dimes to the American people.

All fair minded men must admit that the underlying principles of the policies championed by President Roosevelt and the majority of laws affecting corporations have not of themselves been hurtful, but they were unfortunate in the method of application and unfortunate in the fact that politicians, legislatures and railroad commissioners misconstrued the President's corrective intentions as antagonistic attacks against corporate interests.

We have in the selection of Mr. Taft a fair, liberal and broad gauged man, who has said in a most earnest manner that investors may feel justified in investing for railroad construction; that all men who conduct a legitimate business may understand that the government is back of them and will support them. Such sound utterances cannot fail to give confidence to the public in the future policy of our government. While our President-elect can and will outline a policy fair to all, we must aid him in his work for sound, healthy laws and the enforcement of existing ones. It is to the interest of the railroads, the railroad managers, the railroad employes, the railroad investors and the public at large to work in harmony, all appreciating the fact that when a law is passed and fairly established the best way to enforce it is to obey it. All railroads engaged in the movement of commerce between states should be under the control of the federal government rather than forty-six state regulations.

Railroad pools should not be legalized; pools are secret understandings between the parties to them; but railroads should be permitted to enter into open traffic alliances, subject to the approval of the Interstate Commerce Commission, which would safeguard the interests of the public. The same federal authority should authorize the issuance of railroad securities, thereby protecting the investor against over-capitalization.

The Capitol at Washington will then become "The Hague" of the nation's railroads and its commerce, where peace conferences will be held to settle the questions arising between the public and the railroads fair to both, and without political influence or favoritism to either.

RECEIVER FOR OTTO HEINZE & CO.

Lindsay Russell has been appointed receiver in supplementary proceedings for Otto C. Heinze, Arthur P. Heinze and Max H. Schultze, who carried on business under the name of Otto Heinze & Co., stock brokers, by Justice McCall, of the Supreme Court, on application of Ferdinand E. M. Bullowa, attorney for the Italian-American Trust Company of the City of New York, a judgment creditor for $20,609, amount claimed to be due on a check dated October 11, 1907. An involuntary petition in bankruptcy was filed against the defendants on October 21, 1907.

COTTON MILLS TO DOUBLE CAPITAL.

Boston, Dec. 9.—At a special meeting of the Everett Cotton Mills, of Lawrence, held here today, the stockholders voted to double the capital stock of $700,000, for the construction of a new mill.

COTTON, 12,920,000 BALES.

Estimate of Agricultural Department for Year.

Washington, Dec. 9.—The total production of cotton in the United States for the year 1908-'09 will amount to 6,182,970,000 pounds, not including linters, which is equivalent to 12,920,000 bales, according to the estimate announced by the Department of Agriculture to-day. The estimate of production by bales is as follows:

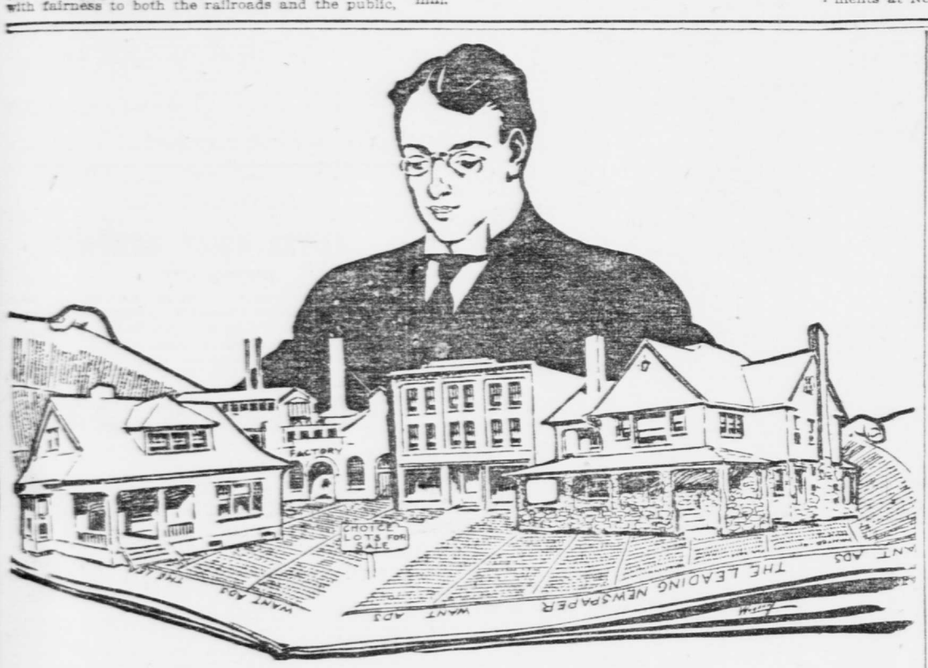
Virginia, 13,000; North Carolina, 619,000; South Carolina, 1,118,000; Georgia, 1,844,000; Florida, 61,000; Alabama, 1,273,000; Mississippi, 1,560,000; Louisiana, 472,000; Texas, 3,917,000; Arkansas, 1,009,000; Tennessee, 340,000; Missouri, 54,000; Oklahoma, 640,000.

The announcement of the government's estimate of the cotton crop, which was fully 500,000 bales lower than had been generally expected by the trade, caused an immediate jump of from 20 to 25 points in the price of the staple on the local Cotton Exchange. The rush of buying orders continued throughout the greater part of the afternoon, both outsiders and professional traders scrambling to get back their cotton, sold earlier in the week on the expectation of a more bearish government report. Profit taking checked the advance toward the close, but at the end of the session the market was firm, with a net advance of from 13 to 18 points.

The government's estimate of 12,920,000 was in bales of 500 pounds, which brokers figured represented a yield of about 12,300,000 running bales, or a total, with linters, of 12,600,000 bales. It was pointed out that last year the government overestimated the crop by practically 500,000 bales, and that it was possible it might have done the same thing this year, which would mean a crop of only about 12,000,000 bales, while the demands of the spinners are expected to run to at least 12,500,000 bales. With the exception of last year, however, the government has always underestimated the crop, on some occasions by as much as 1,000,000 bales.

NEW HAVEN'S NEW LONDON PLANS.

New Haven, Dec. 9.—It is stated here that the New York, New Haven & Hartford Railroad Company has no present plans of buying the Eastern Shipbuilding plant. While the company has considered the purchase of the plant for a coal station, it already has one at Allyn's Point, up the river, making a second one unnecessary. It is estimated that the Thames River bridge can be used for about five years longer, but work on a new structure must be begun before the expiration of that time. The probable site of the new bridge is some distance north of the present structure. Beyond the scheme for a bridge to take the place of the present one any extensive plans of improvements at New London are denied.



Brings the Whole Field of Bargains Before You

There are many REAL ESTATE opportunities advertised in the columns of THE TRIBUNE which will be of decided interest to you if you are looking for a home or piece of business property or an apartment. The best grade of property is advertised in THE TRIBUNE, and these columns may offer the very thing you are looking for. If you don't find just what you want insert a classified advertisement in THE TRIBUNE and the chances are you will be offered the very thing you are looking for.

ADVERTISEMENTS will be received at the following Branch Offices at Main Office Rates: 1364 Broadway, 157 East 125th St., 263 West 125th St., 104 East 14th St., 264 8th Ave. and 1035 3d Ave.

BOARD AND ROOMS.

Each 6 words.....5 cts.
26 words, 7 times.....$1.00

MADISON AVE., 673, 694, 696.—Attractive large and single room; with excellent board; prices reasonable; American.

MELROSE, 78 Madison Ave., corner 28th st.—American plan, $5.50 day up; special permanent arrangements. Tel. 3474—Madison.

FURNISHED ROOMS TO LET.

Full information concerning these rooms may be had, free of charge, at the Uptown Office of The New York Tribune, 1364 Broadway, between 36th and 37th sts.

Single insertions 5 cents per line. Six times within seven consecutively, $1, which entitles advertiser to have rooms entered for a period of fourteen days in the Tribune's Directory of Desirable Rooms. Write for circular.

LARGE, sunny room, with alcove; steam heat, bath; one or two; references. Fairchild, 63 West 11th st.

NEWLY FURNISHED ROOMS for gentlemen, private bath; all cars. Sinclair, 158 West 54th st.

UNUSUALLY LARGE, sunny front room, next bath; steam heat, telephone; private apartment. 69 West 88th st.

468 CENTRAL PARK WEST.—Parlor, bedchamber adjoining; conveniences; reasonable; also single room; convenient elevated. Crane.

PIANOS AND ORGANS.

CALL AND HEAR our self-playing piano, the best and most perfect on the market. No lessons or knowledge of music required. Any one can play it. Weser Bros., 524 W. 43d st.

We buy for spot cash second hand pianos; send postal and representative will call; we have Steinway bargains. Wise Piano Co., 17 East 125th st.

EMPLOYMENT AGENCIES.

A. OSTERBERG'S
EMPLOYMENT BUREAU
726 LEXINGTON AVE.,
Bet. 57th and 58th sts. Tel. 1055—Plaza.
Strictly first class domestic help.
Scandinavian girls a specialty.

PROF. SITUATIONS WANTED.

Female.

COMPANION.—American lady, of good education and social position, speaking German fluently, accustomed to European travel, as companion to lady sailing for the Orient in January or February; references. Companion, Tribune Uptown Office, 1364 Broadway.

WORK WANTED.

Male.

A YOUNG MAN, 23, would like position; clerical preferred; good penman; not afraid of hard work or long hours; best references. Fred, 203 East 48th st.

WORK WANTED.

Male.

BOOKKEEPER, ACCOUNTANT, sixteen years' experience, desires permanent or temporary position; special arrangements with firms not employing permanent bookkeepers. William Lechler, 155 East 91st st.

CHAUFFEUR, COACHMAN, USEFUL.—German, single; careful driver; sober, honest, willing; good character; does repairs, overhauling; anywhere; references. Rudolf Dehorn, 879 6th ave., third floor.

CHAUFFEUR.—Expert machinist and trouble man, 28, American, single, with best habits and pleasant disposition, seeks employment where one or many machines are operated and maintained. B. A. S., Box 5, Tribune Office.

DETECTIVE.—Experienced shadower, investigator; confidential, delicate commissions performed with positive results; experienced in store work; highest credentials; terms reasonable. A., Box 42, Tribune Office.

DRAFTSMAN. — Architectural, structural steel, mill construction, roof design. Edward Collins, 139 East 21st st.

INVESTIGATOR and PROCESS SERVER, with some reputable law firm or others who need the services of an honest, sober, industrious man; unquestionable reference from the firm he is now with. Address J. A. Palmer, care of Foley & Martin, 71 Wall st.

MAN, 30; married; good, willing worker; willing to work at anything; reference. Archie Aaronson, 336 East 18th st.

NIGHT WATCHMAN in factory or building; five years' reference from last employer; German; middle aged. Watchman, 487 West 130th st.

OFFICE WORK.—Young man (18); understands bookkeeping; has had clerical experience; can furnish best references. B. Greenwald, 416 East 58th st.

PORTER, watchman, or any other position; by man of fifty, honest, speaking German and English. Lange, 1515 Brook avenue.

STENOGRAPHER, typewriter, bookkeeper, office assistant; rapid, competent, energetic, honest, trustworthy; 2½ years' experience; highest credentials, references; permanent position preferred; $10. Taylor, 306 East 124th st.

SWEDISH MASSEUR (former instructor of massage and medical exercise) wishes few more patients to treat in his professional free highest recommendations. Tel. 4445 Harlem.

YOUNG MAN, colored, married, wishes position of trust in broker's, commercial or manufacturing house, with chance of advancement; references. Danielson, 6 West 134th st.

YOUNG MAN, with knowledge of bookkeeping and shorthand; five years' experience in office. Schaffer, 1321 2d ave.

YOUNG MAN (25), of good appearance, experienced; in any capacity; would travel or go South; references or security. Charles L. Sherman, 89 Washington Place West.

Female.

CONSCIENTIOUS, thoroughly educated woman desires clerical work or position where strict attention to duties would be appreciated, or occupation for evening hours. New York or Brooklyn. Reliability, Tribune Office.

DOMESTIC SITUATIONS WANTED.

Male.

ATTENDANT OR NURSE.—Experienced in W. st. and City Hospital; good shaver, chiropodist and masseur; best city references; travelling no objection. Write Attendant, 157 East 125th st.

BUTLER. — Highly recommended; thoroughly understands his duties; willing, obliging; strictly sober and honest. A. P., Miss Margaret Smith's Employment Bureau, 20 West 42d st. 'Phone 3039—Bryant.

BUTLER or VALET.—Highly recommended; good at anything; respectful; best of references. Leonard S. Inness, care of Sundgreen, 136 East 28th st.

BUTLER AND USEFUL MAN.—Capable young Englishman, with excellent references from leading New York families, desires permanent position; city or country. L. Miss Fitzgerald's Bureau, 503 5th ave., corner 42d st.

BUTLER.—Useful man; excellent valet; Swiss; nine years same place; personal; city references, speaks French and little English; city or country. Conus, 222 West 34th st.

CARETAKER or BUTLER.By respectful colored man; in private family; best city reference. Call or address Harper, 588 7th ave.

CHEF.—French; twelve years' references of the highest order from leading New York families; thoroughly reliable in every respect; open for engagement. Chef, care J. Stewart, 42 West 64th st.

COACHMAN.—A lady wishes to secure a position for her coachman, whom she can highly recommend. J. C., 31 East 39th st.

COACHMAN.—Single, aged 25; just disengaged; city or country; first-class references. Apply R. Hansen, 120 West 52d st.

GARDENER, USEFUL.—Married; wife excellent cook; young couple, no children; can drive; six years' reference from last place. Carpenter's Bureau, 154 6th ave.

GARDENER.—By young Scotchman (23); as second gardener; seven years' experience in all branches of gardening. W. C., 463 West 57th st.

GARDENER.—Understands horses, cows, furnace, chickens; references; moderate wages; single. Box 13, Tribune Office.

HOUSEMAN.—By competent all around man; English; sixteen years in United States; sober, non-smoker; highest references; understands all work around house; handy with tools; honest and obliging; neat and clean. Address J. H. Ashmead, Ticonderoga, Essex County, N. Y.

DOMESTIC SITUATIONS WANTED.

Female.

COMPANION.—Useful; no objection to invalid, by capable young woman; best references; can speak French. Address E. K., 425 4th ave.

LADY'S COMPANION, at home or travelling; experienced in nursing; happy disposition; good reference given; small salary. Miss Wagar, 238 Penn st., Brooklyn.

YOUNG LADY, experienced rental office; can give best references; honest. Miss Anna M. Wahl, 274 Woodward ave., Brooklyn.

DOMESTIC SITUATIONS WANTED.

Male.

JANITOR or ENGINEER.—By colored man in office building or elevator apartment house; understands all motors, boilers, pumps, etc. Richard, Federal Building, 88-90 Centre st.

JAPANESE, first class cook, in a private family; has best reference. Irikawa, 107 Cherry st.

USEFUL MAN—COOK, &c.—By couple; city or country; woman good cook, first class laundress; man do anything about house; references. H. Just, Mamaroneck, N. Y.

USEFUL MAN.—Capable; understands indoor and outdoor work, gardening, etc.; willing to be generally useful; excellent references. B., Miss Fitzgerald's Bureau, 503 5th ave., corner 42d st.

WAITER, valet, generally useful, by young colored man. Protestant; particularly neat, refined, obliging; excellent references; city or country. H., Mrs. Collier's Agency, 122 West 23d st.

Female.

CHAMBERMAID and waitress; cook and laundress; two neat, competent women; together or separate; city or country. H. L., Mrs. Collier's Agency, 122 West 23d st.

CHAMBERMAID and WAITRESS.—By young Protestant; neat, industrious; very good references. D., Hofmayer's Bureau, 153 West 23d st. Telephone, after 10 a. m., 1804—Chelsea.

CHAMBERMAID.—Competent young girl; good sewer; willing to assist waitress; best references; city or country; wages, $22-$25. Call at Lang & Boecherer Co.'s Bureau, 43-45-47 West 33d st.

COOK.—Good cook and baker; assist with laundry; has friend as chambermaid and waiter; Finnish girl, good references. Jussila Bureau, 690 Lexington ave.

COOK, LAUNDRESS.—French; references, N., 152 West 25th st.

COOK.—First-class; $36 a month; $2 a day; will go accommodating; personal city reference. Address, by letter only, M. B. N., 146 E. 50th st.

COOK.—Swedish, young; very competent; first class references; city or country. Julien Bureau, 47 West 42d st. Tel. 4381—Bryant.

COOK.—Scotch Protestant; particularly neat, obliging woman; two years' personal city references; city or country. M. H., Mrs. Collier's Agency, 122 West 23d st.

COOK.—By young German; good references; city or country; $25-$30. A., Hofmayer's Bureau, 153 West 23d st. Telephone, after 10 a. m., 1804—Chelsea.

COOK.—Would do a little washing; by Protestant widow; can give reference. Call or address 219 East 30th st.

COOK.—Thoroughly competent English Protestant; wages $30 to $35; city or country; excellent personal references. Industrial Association of America, Inc., 9 East 42d st. Tel. 2093 38th.

COOK.—First class; $35 a month; $2 a day; will go accommodating, personal city reference. Address by letter only, M. B. N., 146 5th st.

FAMILY WASHING and IRONING by the month, week or dozen; private house; open air drying; will furnish best references. 332 East 72d st.

FIRST CLASS cooks, laundresses, waitresses, parlormaids, chambermaids and housemaids on hand; mostly Scandinavian girls; good help; references strictly investigated. Scandinavian Emp. Bureau, 947 Lexington ave., between 59th and 60th sts. Tel. 4887—Plaza.

HOUSEKEEPER.—By a capable, refined woman; Protestant; gentleman's home; city or country; best reference. Industrial Association of America, Inc., 9 East 42d st. 'Phone 3993 38th.

HOUSEKEEPER.—Nice plain cook; capable of taking charge of house; references Address E. M., 55 Windfield st., East Norwalk, Conn.

HOUSEKEEPER.—Protestant; first-class; experienced; would go South; excellent personal references. Industrial Association of America (Inc.), 9 East 42d st.

LAUNDRESS.—Young, first class Irish girl; best references; wages $25-$30; city or country. Call at Lang & Boecherer Co.'s Bureau, 43-45-47 West 33d st.

LAUNDRESS.—First class in all branches of fine washing and ironing; best references; city or country. E. G., Mrs. Collier's Agency, 122 West 23d st.

MAID.—By an experienced German girl; good hairdresser, sewer and packer; best references; city or country; wages $25-$30. Call at Lang & Boecherer Co.'s Bureau, 43-45-47 West 33d st.

NURSE, MAID or COMPANION to growing children; speaks English and good German; highest city references. Julien Bureau, 47 West 42d st. Tel. 4381—Bryant.

BUTLER.—Useful man; excellent valet; Swiss; nine years same place; personal; city references, speaks French and little English; city or country. Conus, 222 West 34th st.

NURSE.—Lady or gentleman; mental cases; ten years' references; willing and obliging. M., 146 West 62d st.

NURSE or NURSERY GOVERNESS.—Refined North German; good sewer; best references; city or country; wages $25-$30. Call at Lang & Boecherer Co.'s Bureau, 43-45-47 West 33d st.

NURSE.—French Protestant will take entire charge of infant; understands all foods; excellent references from employers. G., Miss Fitzgerald's Bureau, 503 5th ave., corner 42d st.

NURSE.—Graduate, trained; nine years' experience; will take entire charge of infant, child or invalid; excellent reference; will travel. J. H., Miss Fitzgerald's Bureau, 503 5th ave., corner 42d st.

NURSERY GOVERNESS.—French; speaks fluent German; refined; very competent; first class city references; city preferred. Julien Bureau, 47 West 42d st. Tel. 438.—Bryant.

WAITRESS and PARLORMAID.—Scotch Protestant; experienced girl; ten years' references; capable of taking butler's place; understands wines, salads; city or country. P. B., Miss Fitzgerald's Bureau, 503 5th ave., corner 42d st.

WAITRESS.—Experienced young girl; makes all salads; best references; city or country; wages $22-$25. Call at Lang & Boecherer Co.'s Bureau, 43-45-47 West 33d.

WORKING HOUSEKEEPER, to small family; by neat American woman. Address, by letter, Andrews, care Jones, 270 W. 125th 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 June 26, 1908, the following petition was received:

To the Honorable, the Board of Estimate and Apportionment of The City of New York:

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

1. Your petitioner is a street surface railway corporation, duly organized on or about the 24th day of March, 1902, under the laws of the State of New York.

2. The Board of Aldermen of the City of New York has heretofore, to wit, on the 16th day of March, 1903, granted to the said New York City Interborough Railway Company the franchise right and privilege to construct and operate a double track surface railway with all connections, turnouts, switches, crossovers and stands necessary for the accommodation and operation of the said railroad by an overhead system of electricity, or any other motive power which may be lawfully employed upon the same, in and upon and along certain streets, avenues, parkways, highways, public places, bridges and viaducts, all situated in the Boroughs of Manhattan and The Bronx, City, County and State of New York, and more particularly specified in the said ordinance of the Board of Aldermen adopted March 16, 1903, and approved by the Mayor, March 31, 1903, a copy of which is hereto annexed, the total mileage authorized by said resolution being about 22.8 miles.

3. The Board of Estimate and Apportionment of The City of New York, by a resolution adopted the 25th day of June, 1907, a copy of which is hereto annexed, granted the franchise or right to use certain streets, roads, avenues, highways or public grounds within or belonging to The City of New York for the construction and operation in and upon the surface thereof of a double or single track surface railway as alterations or changes of the route granted to it by virtue of the aforesaid ordinance of the Board of Aldermen, approved by the Mayor.

4. Pursuant to the franchise and right granted by virtue of the said ordinance of the Board of Aldermen and resolution of the Board of Estimate and Apportionment, your petitioner promptly commenced and diligently constructed and completed its road upon the following streets: One Hundred and Eighty-first street, from St. Nicholas avenue to Amsterdam avenue, in the Borough of Manhattan, across Washington Bridge to the Borough of The Bronx, on Aqueduct avenue from the east end of Washington Bridge to Kingsbridge road, Kingsbridge road from Aqueduct avenue to Creston avenue, One Hundred and Eighty-fourth street from Third avenue to the Southern boulevard, Southern boulevard from One Hundred and Eighty-ninth street to One Hundred and Eightieth street, One Hundred and Eightieth street from Southern boulevard to Third avenue. This construction is four and eighty-six one-hundredths (4.86) miles in length, and was operated as a system until on or about September 1, 1907, when there was added one and fifteen one-hundredths (1.15) miles in length of operation on Ogden avenue, from Aqueduct avenue to Jerome avenue. These routes continued to be operated on or about February 15, 1908, when there was added thereto additional routes operated on the following streets: Tremont avenue, from Aqueduct avenue to Webster avenue, One Hundred and Eightieth street, from Webster avenue to Third avenue; One Hundred and Eightieth street, from the Southern boulevard to Boston road; Boston road, from One Hundred and Eightieth street to One Hundred and Seventy-eighth street, of one and seventy-three one-hundredths (1.73) miles in length, making a total system as at present operated of seven and seventy-four one-hundredths (7.74) miles in length. The portions of the routes of your petitioner upon which its road is partially or wholly constructed but not operated are: Kingsbridge road, from Aqueduct avenue to Heath avenue; Sedgwick avenue, from Kingsbridge road to Fort Independence street; Fort Independence street to Two Hundred and Thirty-eighth street, Two Hundred and Thirty-eighth street to Broadway; Kingsbridge road, from Valentine avenue to Fordham road; One Hundred and Forty-fifth street, from Gerard avenue to St. Anns avenue; One Hundred and Fifty-sixth street, from Eagle avenue to Westchester avenue; Wilkins place, from Boston road to Intervale avenue, Intervale avenue to Dongan street; Dongan street to Southern boulevard, making a total mileage, partially or wholly constructed, but not operated, of four and twenty-five one-hundredths (4.25) miles.

The routes embraced within the franchise of your petitioner are shown upon a map hereto annexed, upon which the portions of said route which are operated appear in red, and those upon which the road is wholly or partially constructed, but not operated, are shown in blue.

5. The routes of the New York City Interborough Railway Company are almost entirely located in the Borough of The Bronx, and the streets in that Borough upon which the further construction of your petitioner's lines must be effected are in the course of reconstruction, the City being engaged in opening and grading streets and constructing sewers therein; all of which work it was necessary to complete before the lines of the Company could be laid in place and cars operated thereover. Among the public works which have interfered with the construction or operation of the Company's roads are the construction of the Grand Concourse across the Company's lines at Tremont avenue and at Kingsbridge road. This large public work absolutely prevented the operation and connection of the Company's lines between the east and west sides of the City through these streets, and the franchise during such time of operation was without any earning power whatsoever. This work was completed during the month of February, 1908, which permitted the partial operation of one of the Company's crosstown lines. One of the lines in your petitioner's franchise is a road upon the New Tremont avenue, or East One Hundred and Seventy-seventh street, east of the Bronx River. This street is being opened and the Company is unable to make any construction thereon. The streets and highways in the so-called Hunts Point section in the southeastern part of the Borough of The Bronx are in the course of construction, and it is now impossible for the Company to complete its railroad thereon sufficiently to enable the operation of cars over the same.

The portions of the Company's roads not operated are wholly disconnected from the portions which are in operation, and have been made so by the character of the City construction above referred to. Such disconnected portions have been wholly valueless and worthless to the Company, as they have not produced any income whatsoever, and have not been of any value to the public, as the Company has been unable to operate any cars over the same.

6. In and by said franchise, and more particularly by the fourth paragraph of section two of said ordinance adopted by the Board of Aldermen March 16, 1903, your petitioner is obligated to make certain payments to the City, to wit, as follows: During the first term of five years an annual sum which shall in no case be less than $15,000, and which shall be equal to 2 per cent. of its gross annual receipts if such percentage shall exceed the sum of $15,000; during the remaining twenty years of the term an annual sum which shall not be less than $30,000, and which shall be equal to 5 per cent. of its gross annual receipts, if such percentage shall exceed the sum of $30,000; and for the use of four bridges described in the said ordinance of the Board of Aldermen, constituting the franchise of your petitioner, during the first term of five years the annual sum of $4,000 for each bridge; during the second term of five years, the annual sum of $4,500 for each bridge; during the third term of five years the annual sum of $5,000 for each bridge; during the fourth term of five years the annual sum of $5,500 for each bridge; and during the last term of five years the annual sum of $6,000 for each bridge.

That your petitioner has, during the year ending September 30, 1907, used one portion thereof, made use of two of the bridges specified in its franchise, to wit, the Central or Macomb's Dam Bridge and the Washington Bridge.

7. That in said ordinance it was provided that said payments should be made on November 1 in each year after the commencement of the operation of any portion of the railroad, and that The City of New York has claimed that there has become due and payable to it by reason of the said provisions of said franchise the following sums, none of which have been paid:

For the use of the Central Bridge	$333 33
For the use of the Washington Bridge	4,000 00
Franchise payments to the City	15,000 00
Total	$19,333 33

8. In and by virtue of the construction of its street surface railway or railways, your petitioner has incurred as of June 30, 1908, certain debts, none of which has been paid, as follows:

Outstanding Obligations as of June 30, 1908 (Estimated From June 19 to June 30).	
State taxes on earnings claimed to have accrued to April 30, 1908, inclusive	$842 23
To City of New York, for Taxes—City taxes on earnings and for the use of bridges, accrued as claimed to June 30, 1908	40,583 33
To the Union Railway Company—As Shown By Bills Rendered:	
For housing, cleaning and repairing cars, from May 31 to October 31, 1906	$1,438 14
For rental of tracks, power supplied and maintenance of tracks from May 31, 1906, to December 31, 1907	11,931 21
	$13,369 35
Charges for Which Bills Have Not Been Rendered:	
For rental of tracks, power supplied and maintenance of tracks from January 1, 1908, to June 30, 1908 (estimated)	2,000 00
For their proportion of the fares collected by this company on cars running over the tracks of the Union Railway Company, from May 31, 1906, to June 30, 1908 (estimated)	5,875 00
Total due Union Railway Company	$21,244 35
Partly offset by a claim for the storage of the Union Railway's cars in the yard at One Hundred and Seventy-ninth street and Third avenue, as shown by N. Y. C. I. bill of May 15, 1908	$19 05
	20,425 30
To Interborough Rapid Transit Company—Demand loan of April 6, 1908	$60,000 00
For power supplied and miscellaneous labor and material furnished during the month of April, 1908	4,362 88
For power supplied during the month of May, 1908	3,390 38
For rental of offices and yard at One Hundred and Seventy-ninth street and Third avenue, month of May, 1908	446 67
For miscellaneous labor and material supplied during May, 1908 (estimated)	350 00
For power supplied, for rental of offices and yard and miscellaneous labor and material for the month of June, 1908 (estimated)	4,500 00
For the amount due under the eight cent transfer arrangement, from March 31, 1906, to June 30, 1908 (May and June, 1908, estimated)	1,225 00
	74,274 88
To Various Companies and Individuals—For supplies and various operating expenses accrued during the month of June, 1908 (estimated)	1,500 00
To the United States Mortgage and Trust Company, Trustee—For Sinking Fund payment due May 1, 1908	30,000 00
For Interest on First Mortgage 4 per cent. Sinking Fund Gold Bonds	117,000 00
Total obligations as of June 30, 1908	$284,535 54

In addition to the foregoing items of indebtedness, there are certain sums not yet determined, claimed to be due the Union Railway Company, either in the form of capital payment or an annual rental charge for the privilege of operating on the tracks of the said Union Railway Company over the Macombs Dam Bridge.

9. The income of your petitioner from the operation of its street surface railway or railways is wholly inadequate to meet the necessary expenses of operating said railways and make the payments to the City required by its franchises aforesaid, as more fully appears by the statement of the receipts and expenditures of your petitioner during the year ending on the 31st day of December, 1907, a copy of which is hereto annexed, and by its current quarterly report to the Public Service Commission, a copy of which is annexed hereto.

10. Your petitioner has been and is wholly unable to discharge its obligations under the certain mortgage to the United States Mortgage and Trust Company, dated the first day of May, 1905, and there is now due and unpaid, as of the first day of May, 1908, as accrued interest upon the outstanding bonds issued under said mortgage, the sum of $117,000, and your petitioner is further unable to discharge its obligations under and by virtue of certain contracts heretofore entered into by it for the power necessary to its operation and for the further construction of its said railways.

11. The financial condition of your petitioner is such that it is and will in an increasing measure be embarrassed and crippled in its desire and its ability to afford satisfactory and efficient service to the public; and unless it be materially relieved in respect to its financial obligations, it will be difficult, if not impossible, to discharge its obligations to the City and to the public within the intent and purpose of its said franchise.

12. The portions of the routes embraced within the franchise granted to your petitioner as aforesaid which command relatively the greatest volume of traffic per mile of operation, are those upon which the railway of your petitioner is now constructed and in operation, and in respect to which there has resulted from said operation a large and increasing deficit. A large portion of the routes or routes granted as aforesaid to your petitioner, and more especially the routes in the so-called Hunts Point section in the southeastern part of the Borough of The Bronx, cannot, as your petitioner is advised and believes, in the light of its experience in the operation of its present system, be constructed and operated without incurring not only a present deficit and a continuing loss during the term of your petitioner's franchise, but possible jeopardy of all or the greater part of any of the capital expenditures necessary to the completion of said routes.

Your petitioner, although unable, as aforesaid, to meet its contract and other obligations, is earnestly endeavoring to effect such arrangements as will enable it to continue not only the operation, but the further construction of its road, with a view to affording the largest accommodation and service to the traveling public within its territory, and the relief for which your petitioner respectfully prays is, in view of the financial embarrassment of your petitioner, essential, as your petitioner believes and respectfully shows herein, to the accomplishment of this purpose.

Wherefore, Your petitioner prays that it be relieved from each and every of its said obligations to make the payments in and for the use of the bridges specified in its franchises, and more particularly in the fourth paragraph of section 2 of the ordinance of the Board of Aldermen, approved by the Mayor as aforesaid, March 31, 1903, and the payments for the aforesaid franchises specified in said fourth paragraph of section 2 of said ordinance, except such annual sums which shall be equal to three per cent. of its gross annual receipts during the further term of five years specified in said paragraph fourth, and which shall be equal to five per cent. of its gross annual receipts thereafter. And your petitioner prays that public notice be given of the time and place when and where this application shall be held, and that the desired consent or grant herein applied for be embodied in the form of a contract, and otherwise in accordance with the provisions of the Greater New York Charter.

Dated at The City of New York, June 23, 1908.

NEW YORK CITY INTERBOROUGH RAILWAY COMPANY.
By Alfred Skitt, President.

[Seal]
Attest:
H. M. Fisher, Secretary.

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

Alfred Skitt, being duly sworn, deposes and says that he is the President of New York City Interborough Railway Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof; that the same is true of his own knowledge, except as to the matters therein stated to be alleged upon information and belief, and that as to those matters he believes it to be true; that the reason why this verification is made by the petitioner is that it is a corporation; that the deponent is an officer of said corporation, to wit: its President; and that the grounds of his information in regard to the matters stated in the foregoing petition, so far as the same are not within his personal knowledge, are statements made by officers or agents of the corporation to him as President thereof.

ALFRED SKITT.

Sworn to before me this 23d day of June, 1908.

Joseph W. Mason, Commissioner of Deeds, New York City.

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

On this 23d day of June, in the year one thousand nine hundred and eight, before me personally came Alfred Skitt, to me known, who, being by me duly sworn, did depose and say that he resided in the City of Yonkers, N. Y.; that he is President of the New York City Interborough Railway Company, the corporation described in and which executed the foregoing instrument; that he knew the seal of said corporation; that the seal affixed to said instrument was such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

JOSEPH W. MASON,
Commissioner of Deeds, New York City.

At a meeting held November 20, 1908, the following resolutions were adopted:

Whereas, The foregoing petition from New York City and Interborough Railway Company, dated June 23, 1908, was presented to the Board of Estimate and Apportionment at a meeting held June 26, 1908; and

Whereas, A second petition, dated November 12, 1908, was presented to the Board at the meeting held November 13, 1908, requesting an extension of time until December 27, 1909, in which to complete the construction of twenty-four miles of the petitioner's double track street railway;

Resolved, That in pursuance of law this Board sets Friday, the 11th day of December, 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 two (2) 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, November 20, 1908.

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Washington, Diner, Parlor	7.50 am	8.00 am
Washington, Diner, Parlor	9.50 am	10.00 am
Washington, Diner, Parlor	11.50 am	12.00 n'