INSTEAD OF RECEIVER.

Insurance Examiner to Administer Affairs of Washington Life.

There will be no receivership for the Washington Life Insurance Company, for the present, at least. Instead, the affairs of the company will be administered by Nelson B. Hadley, chief examiner of the State Insurance Department, pending the litigation over the reinsurance of Washington Life policies in the Pittsburg Life and Trust Company and the removal of the New York company to that city. This plan was agreed to on Monday at conferences held at Albany between Superintendent Hotchkiss of the State Insurance Department, William Hepburn Russell, a policyholder who brought the action for the appointment of two receivers; Richard Billings, a former director of the Washington Life, who holds a $50,000 policy in the company; Guy B. Van Amringe, son of Dean Van Amringe, of Columbia University, and about twenty more policyholders.

The suit for the appointment of receivers came up yesterday before Justice Erlanger, in the Supreme Court. The settlement of the question was adjourned until to-day. Superintendent Hotchkiss was present in court. He agreed to the adjournment with Mr. Russell and Henry A. Rubino, attorney for the two insurance companies.

Superintendent Hotchkiss expressed himself yesterday in favor of a law for the Insurance Department similar to the one under which the State Banking Department is authorized to take charge of banks that show weakness. At an early date he will appeal to the Legislature for the enactment of such a law.

"It is much more important," said Mr. Hotchkiss, "that there should be such a law for the Insurance Department than for the Banking Department. In the case of a bank in trouble, the loss is immediate, but in the case of an insurance company, such as the Washington Life, which has over thirty thousand policyholders and over one hundred thousand persons vitally interested in what happens, a receivership can do many times the damage it can to a bank."

In speaking of the agreement on the Washington Life controversy, Mr. Hotchkiss said:

"It seems that there is only one point involved in the litigation. Either the assets of the Washington Life belong to that company or they belong to the Pittsburg Life and Trust Company by virtue of its having bought them. With that in view, I could not see why the company should be compelled to pass through the perils of receivership until the courts had decided so simple a question."

TOPICS OF THE STREET.

FOREIGN TRADING.—Foreign houses sold 20,000 shares in the local market. In London consols were lower and foreign bonds were weak, while heavy selling pressure was reported in the copper issues. The general market was heavy, with great weakness in the American department. Money was in fair demand and slightly firmer. In the fortnightly settlement only a small bull account was disclosed. The contango on American stocks was 3½ per cent, and banks charged the same rate on stock exchange loans.

COPPER TRADE CONDITIONS.—The local Metal Exchange quotes lake copper off ¼ in the bid price at 12¾c to 13¼c, electrolytic off ¼ in the bid and ⅛ in the asked prices at 12½c to 12¾c, and casting is off ¼ in the bid and ⅛ in the asked price at 12⅜c to 12⅝c. The drastic cuts in the prices of finished steel have had a demoralizing effect on the copper market. No sales are being made, and consumers are making no bids. The United Metals Selling Company continues to quote electrolytic copper at 13½c a pound, but this is an artificial price. Sales are known to have been made at 12¾c a pound.

NATIONAL SAFE DEPOSIT COMPANY.—The United States Mortgage and Trust Company has assumed control of the National Safe Deposit Company, the offices of which are at No. 32 Liberty street. The vaults of the safe deposit company immediately adjoin the offices of the trust company, and as the latter already controls safe deposit facilities in connection with its branch offices at 73d and 125th streets, it is now able to afford the same advantages at the home office.

APPLICATIONS TO LIST.—Application has been made to the Stock Exchange to list $1,037,000 additional first consolidated mortgage 5 per cent bonds, due 1994, of the Southern Railway Company; $10,000,000 additional general mortgage 3½ per cent bonds, due 1987, of the Chicago & Northwestern Railway Company; $3,750,000 Manitowac, Green Bay & Northwestern Railway Company first mortgage guaranteed 3½ per cent bonds, due 1941; $2,500,000 Milwaukee & State Line Railway Company first mortgage guaranteed 3½ per cent bonds, due 1941, and $46,000 additional first general mortgage 4 per cent bonds, due 1949, of the Wisconsin Central Railway Company.

CALL FOR PENNSYLVANIA PROXIES.—George L. Ware, the writer of several open letters on the subject of the Pennsylvania Railroad's financing, has sent out a call for proxies in which he asks the stockholders to commit their interests at the annual meeting of the company on March 9 to George L. Ware, Moorfield Storey, John D. Long and Charles E. Ware. John D. Long is the former Secretary of the Navy and Moorfield Storey is a well known corporation lawyer of Boston. Charles E. Ware is the president of the Fitchburg Savings Bank.

DIVIDENDS DECLARED.—Dividends have been declared as follows: Lord & Taylor Company regular semi-annual 3 per cent on the preferred, payable March 1; United States Leather Company regular quarterly 1½ per cent on the preferred; Central Leather Company regular quarterly 1¾ per cent on the preferred, payable April 1.

PHENIX NATIONAL BANK.—The annual statement of the Phenix National Bank, of this city, shows total resources of $12,673,698. The figures present no loans or discounts on which officers and directors are liable, either as payers or indorsers; no secured overdrafts and no loans exceeding the limit prescribed by statute. The bank has securities carried on its books at a value of $327,504, the estimated market value of which is $553,650. It has no bad debts, as defined by statute, and no suspended or overdue paper. The bank is in a strong position.

LONDON GOLD MOVEMENTS.—The Bank of England bought yesterday £132,000 bar gold, and received £370,000 gold from Egypt.

LACKAWANNA YEAR.

Company Shows Big Earnings and 40.8 Per Cent on Stock.

The report of the Delaware, Lackawanna & Western Railroad for the year ended December 31, 1908, shows a surplus, after all expenses and charges, of $10,697,125, equal to 40.8 per cent on the company's stock. Detailed results for 1908 and for the preceding years follow:

	1908.	1907.	1906.
Gross earnings	$32,808,495	$37,264,473	$32,962,880
Expenses and taxes	19,804,455	22,889,439	20,472,442
Net income	$13,094,040	$14,375,034	$12,490,438
Other income	*5,836,151	5,165,155	4,499,375
Total income	$18,930,191	$19,540,189	$16,989,813
Charges, etc	8,233,066	9,450,861	11,162,741
Surplus	$10,697,125	$10,089,328	$5,827,072
Dividends	5,240,000	5,240,000	5,240,000
Surplus	$5,457,125	$4,849,328	$587,072

*"Other income" in 1908 includes $155,895 net from outside operations.

W. H. Truesdale in his report says, in part: "There is evidence on every hand that a revival of business activities generally is well under way, and, while seemingly slow in many directions, it is undoubtedly gaining strength and headway steadily, and unless something unforeseen happens during the coming year conditions existing early in 1907 as to traffic and earnings, so far as the railways of the country are concerned, are likely to be approximated before the close of the year 1909. Should this result the company is in a position to, and undoubtedly will, enjoy its full share of returning prosperity.

"Average rates received for both passenger and freight traffic were substantially the same as in 1907. The properties of the company, it is stated, have been in every respect fully maintained; in fact, at the close of the year they were in better condition, both physically and as regards their efficiency, than ever before. During the year 13,372 tons of new steel rails were laid and 681,144 cross ties. A large amount of the ties that will be needed for renewals in 1909 were purchased during the year at an average cost of 7½ cents a tie less than in 1907.

"The ratio of transportation expenses to operating revenues for the year was 28.31 per cent, a most favorable showing as compared with previous results of the company, or with those of others similarly situated. Additions and betterments were made during the year at an aggregate cost of $2,781,603. The total cost of new engines and cars purchased or built during the year was $1,266,549, which was charged to replacement of equipment account, leaving the balance to its credit at the close of the year $91,772.

"It is a striking fact that the large and important industries of the country which at this writing are still suffering more than any others from the aftermath of the late business depression are those whose activities and prosperity are most closely allied and identified with those of our railways. It is, therefore, difficult to resist the conclusion that a return of the general prosperity throughout the country existing prior to the year 1908 which is so much hoped for and anticipated is going to be dependent in greater measure than has heretofore been realized on a return of confidence, which has been so severely shaken, that the enormous investments in American securities are safe and secure, and not subject to regulation by laws which go so far as to amount in fact to confiscation."

NATIONAL CARBON COMPANY'S YEAR.

The National Carbon Company has issued its annual report for the year ended January 31, 1909. The income account compares as follows:

	1909.	1908.	1907.
Net earnings	$980,283	$924,801	$951,078
Preferred dividends	315,000	315,000	315,000
Balance	*$665,283	$609,801	$636,078
Common dividends	220,000	220,000	220,000
Balance	$445,283	$389,801	$416,078
Depreciation, etc	407,019	355,050	376,966
Surplus for year	$38,264	$34,751	$39,112

*After charging off preferred dividends, and before charging out depreciation, etc., the balance shows 12.09 per cent earned on the $5,500,000 common capital stock.

KINGS CO. ELECTRIC LIGHT & POWER.

The Kings County Electric Light and Power Company has issued its report for the year ended December 31, 1908. The report contains the earnings of the Edison Electric Illuminating Company of Brooklyn, as its capital stock is owned by the Kings County Electric Company. The combined earnings of the two companies for the year compare as follows:

	1908.	1907.	1906.
Gross earnings	$3,613,470	$3,471,740	$2,897,272
Operating expenses	1,747,757	1,786,395	1,511,687
Net earnings	$1,865,713	$1,685,345	$1,385,585
Depreciation	404,857	242,932	100,000
Balance	$1,460,856	$1,442,413	$1,285,585
Bond discount	24,782	50,000	50,000
Balance	$1,436,074	$1,392,413	$1,235,585
Fixed charges	606,560	606,560	606,560
Surplus	*$829,514	$785,853	$629,025
Dividends	800,000	764,000	592,000
Net surplus	$29,514	$21,853	$37,025
Previous surplus	1,178,061	1,159,360	1,122,334
Total surplus	$1,207,575	$1,181,213	$1,159,359

*Equal to 8.29 per cent earned on the $10,000,000 capital stock.

CHICAGO CLOSING STOCKS.

American Can	8	National Carbon	86½
do preferred	72¾	Quaker Oats pref	100
Am Radiator pref	128	Streets Stable Car	30½
A Booth Packing pref.	1	Swift & Co	101¾
Commonwealth Edison	108	Box Board	⅝
Chicago Telephone	131	do preferred	4¾
Chic Title & Trust	118	South Side Elevated	51¾
Diamond Match	128¼	People's Gas	110
National Biscuit	101		

RAILROADS.

BALTIMORE & OHIO R. R.
ROYAL BLUE LINE TRAINS.
"Every Other Hour on the Even Hour."
TO BALTIMORE AND WASHINGTON.
DIRECT CONNECTION IN NEW UNION STATION, WASHINGTON, WITH ALL LINES SOUTH.

Leave New York Daily.	23d St.	Lib'y St.
Washington, Sleepers	11.50 pm	1.30 am
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'n
Washington, Parlor	1.50 pm	2:00 pm
Parlor Car, New York to Richmond, Va.		
"Royal Ltd.," Diner, Parlor	3.50 pm	4.00 pm
Washington, Diner, Parlor	5.50 pm	6.00 pm
Washington, Buffet, Parlor	6.50 pm	7.00 pm
Through Daily Trains to the West.		
Chicago, Pittsburg	7.50 am	8.00 am
Chicago, Columbus	11.50 am	12.00 n'n
Pittsburg, Cleveland	3.50 pm	4.00 pm
"Pittsburg Limited"	6.50 pm	7.00 pm
Cin., St. L., Louisville	11.50 pm	1.30 am
Cin., St. L., Louisville	9.50 am	10.00 am
Cin., St. L., Louisville	5.50 pm	6.00 pm

Offices, 245, 434, 1300 Broadway, 6 Astor House, 225 5th ave., New York; 343 Fulton st., Brooklyn; West 23d st. and Liberty st.
After 6 P. M. Sleeping Car reservations and full information regarding trains, etc., can be obtained at Bureau of Information, B. & O. R. R., 23d St. Ter. 'Phone 3144—Chelsea.

LEHIGH VALLEY.
Foot of W. 23d st.; Cortlandt & Desbrosses Sts. B.
*Daily. Sunday: a7.25, b8.25, e7.45, d9.45, n5.25, x5.45.

	A	B
Buffalo Express	*a7.40 A M	*e7.50 A M
Buffalo-Chicago Express	*b9.40 A M	*d9.50 A M
BLACK DIAMOND EXPRESS	*11.55 A M	*12.00 N'N
Chicago-Toronto Express	*n5.40 P M	*x5.40 P M
THE BUFFALO TRAIN	*7.55 P M	*8.00 P M

Ticket Offices: 355 and 1460 Broadway.

CALIFORNIA LOW RATES.
Southern Pacific S. S. and R. R.

STEAMBOATS.

FALL RIVER LINE
(Splendid Steamers—Splendid Service)
New steamer Commonwealth—flagship of Fall River Line fleet resumes service from New York next Monday.
Fall River Line Steamers leave New York, Pier 19, North River, foot of Warren street, at 5:00 P. M. Get you to Boston as early as 7 o'clock next morning—later if you like.
Fare $3.00.
Telephone 5121 Cortlandt for information.

WOOD FLOORS.
WOOD FLOORS resurfaced and refinished by electricity; telephone. Rapid Floor Surfacing Co., 9 East 42d st.

DETECTIVE AGENCIES.
MYSTERIES untangled; expert discoverer and tracer—things unknown. Gerardo Luisi, 87 Nassau st. 'Phone 7951—Cortlandt.

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The maid who puts her Ad in The Tribune is worthy of your consideration.

She wants a position in a first class home, and is particular. To get a particular girl

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WHERE IT REMAINS UNTIL AFTER MARCH 4, 1909
OLD DOMINION LINE
From New York to Old Point Comfort, Hampton Roads, and Norfolk, Va., offers the most convenient and comfortable route for reaching the scene of this imposing spectacle. Steamers sail every weekday at 3 P. M., foot of Beach St., New York, and arrive at Hampton Roads the following morning at 10:30, passing close to the principal vessels of the fleet, thus affording exceptional opportunities for seeing this history-making fleet at short range. Tickets and stateroom reservations, Pier 26, N. R.
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23,000 TONS, 687 FT. LONG,
LEAVING N. Y. FEB. 27, 11 A. M.
Having unexcelled Ritz-Carlton a La Carte Restaurant, Gymnasium, Electric Baths and Swimming Pool.
Amerika..Feb.27,11am|Deutschland..Mar. 11
*Pretoria..Mar.6,10am|*Pennsylvania..Mar.13
*To Hamburg direct.
ITALY VIA AZORES—GIBRALTAR, NAPLES AND GENOA
S.S. HAMBURG, ‡†March 23, 11 a. m.
" BATAVIA, ‡Apr. 13, 10 a. m.
" MOLTKE, ‡**Apr. 27, 2 p. m.
*Calls Azores. †Gibraltar. ‡Naples and Genoa.
Tourist Dep't for trips everywhere.
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Fast Express Service.
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Kaiser Wm.II. Mar. 2|Kaiser Wm.d.G. Mar. 30
Cecilie.....Mar. 2|Kaiser Wm.II..Apr. 6
Twin-Screw Passenger Service.
BREMEN DIRECT, 10 A. M.
Brandenburg. Feb. 25|Gneisenau.....Mar. 11
Koelln.....Feb. 27|Roon.....Mar. 18
Mediterranean Service.
GIBRALTAR—ALGIERS—NAPLES—GENOA
Sailing at 11 A. M.
K. Luise.....Feb. 27|K. Albert.....Mar. 13
F. Irene.....Mar. 6|*Neckar.....Mar. 20
*Omits Algiers and Genoa.
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Less than two days from New York by the magnificent nineteen knot twin-screw ocean flyer "PRINCE GEORGE" (equipped with wireless), the fastest and most comfortable steamer to Bermuda. Sails every Thursday at 11 A. M.
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Special Round the World Tour via Japan, Manchuria, Korea, Siberia, etc., leaves March 26. A few vacancies.

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Pier 11, near Wall St. Ferry, Brooklyn.
For San Juan, Porto Rico.
AT REDUCED RATES.
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S.S. Philadelphia.....Saturday, Mch. 13, noon
For La Guayra, Pto. Cabello, Curacao and Maracaibo.
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These steamers have superior accommodations for passengers.
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Ryndam. Mar. 23, 10 am|Potsdam.....Apr. 6
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MARSTERS' "Travel" Magazines free; 100 inexpensive tours Florida, Bermuda, Cuba, etc.; Europe, under escort. Marsters, 41 W. 30th st., New York.

AMERICAN LINE From Pier 15 N. R. at 10 A. M.
PLYMOUTH—CHERB'G—SOUTHAMPTON
New York....Feb. 27|Philadelphia..Mar. 13
St. Louis.....Mar. 6|St. Paul.....Mar. 20
RED STAR LINE From Pier 14, N. R.
NEW YORK—ANTWERP—PARIS.
Vad'land. Mar. 3, 10am|Zeeland...Mar. 13, 11am
Kroonland. M'r 6, 11am|Vaderland. Apr. 3, 11am
WHITE STAR LINE From Pier 51, N. R.
NEW YORK—QU'NSTOWN—LIVERPOOL
Baltic. Feb. 27, noon|Baltic. Mar. 27, 10 am
Celtic. Mar. 13, 10 am|Cedric....Apr. 3, 9 am
PLYMOUTH—CHERB'G—SOUTHAMPTON
Teutonic. Feb. 24, 9:30am|Majestic. Mar. 10, 10 am
Adriatic. Mar. 3, 4 pm|Oceanic. Mar. 17, 2:30pm
NEW YORK & BOSTON TO ITALY & EGYPT
Via Azores, Madeira and Gibraltar.
Cretic.....Feb. 27, 4:30 P.M.; Apr. 3, May 15
Romanic. Mar. 6, 2:30 P.M.; Apr. 17, May 22
Finland...Mar. 23, Apr. 29, June 5, July 10
Canopic...Mar. 27, 3 P.M.; May 8, June 12
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From Piers 51-52-56, North River.
TO LIVERPOOL VIA QUEENSTOWN.
PASSENGERS BOOKED THROUGH TO LONDON AND PARIS.
M'retania. Feb. 24, 10am|Mauretania M'r 17, 10am
Lucania...Mar. 3, 10am|Campania. Mar. 24, 10am
L'sitania Mar. 10, 10am|Lusitania. Mar. 31, noon
The MAURETANIA & LUSITANIA, the largest and fastest steamships in the world, will hereafter sail on WEDNESDAYS.
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*Carpathia..Apr. 1, noon; May 20, July 8
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CARMANIA.....MAR. 4, NOON
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TO NAPLES AND GENOA DIRECT.
‡Verona (Phil.). Mar. 11|*Nord America. Mar. 4
*Campania.....Mar. 2|*D'to. Abruzzi. Mar. 6
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FIRST CLASS DRESSMAKER. — Latest models, styles; fit guaranteed. F. Watts, 25 West 135th st.
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PARLOR SUITS REUPHOLSTERED, INCLUDING TAPESTRY; springs repaired, $9; dining room chairs recovered, including leather, 50c.; don't throw your old frames away, we reupholster and polish them equal to new at half price; can be done in residence or free delivery; send postal, we will call with samples; city or country. TOPPERMAN, 301 East 52d st.

PUBLIC NOTICES.

NEW YORK SUPREME COURT, 3D JUDICIAL District, Ulster County.—Ashokan Reservoir, Section No. 11, Town of Olive.—Notice of application for the appointment of Commissioners of Appraisal.

PUBLIC NOTICE is hereby given that it is the intention of the Corporation Counsel of The City of New York to make application to the Supreme Court of the State of New York for the appointment of Commissioners of Appraisal under Chapter 724 of the Laws of 1905, as amended, and the acts relating thereto.

Such application will be made to the Supreme Court at a Special Term thereof to be held in and for the 3d Judicial District, at the City Hall, in the City of Albany, County of Albany, N. Y., on the 27th day of February, 1909, at 10 o'clock in the forenoon of that day, or as soon thereafter as Counsel can be heard. The object of such application is to obtain an order of the Court appointing three disinterested and competent freeholders, one of whom shall reside in the County of New York, and at least one of whom shall reside in the County of Ulster, to act as Commissioners of Appraisal under said act and discharge all the duties conferred by said act and the acts amendatory thereof.

The following is a description of the real estate to be acquired, together with a reference to the date and place of filing the map:

All those certain pieces or parcels of real estate situated in the Town of Olive, County of Ulster and State of New York, shown on a map entitled, "Reservoir Department, Section No. 11, Board of Water Supply, City of New York." Map of real estate situated in the Town of Olive, County of Ulster and State of New York, to be acquired by The City of New York under the provisions of Chapter 724 of the Laws of 1905, as amended, for the construction of Ashokan Reservoir and appurtenances, from Shokan to Boiceville, "East of Railroad," which map was filed in the office of the County Clerk of the County of Ulster, at Kingston, New York, on the 8th day of November, 1907, which parcels are bounded and described as follows:

Beginning at the point of intersection of the center line of Esopus Creek with the easterly property line of the Ulster & Delaware Railroad Company, at the southwest corner of parcel No. 515, and running thence along the westerly lines of said parcel and parcel No. 516, and along said railroad property line, N. 4° 9' E. 1898. feet and on a curve of 1943. feet radius to the left, 145. feet, to the north-west corner of said parcel No. 516; thence along the northerly lines of said parcel and parcel No. 517, S. 87° 50' E. 1063.6 feet, crossing said Esopus Creek, to the north-east corner of said parcel No. 517, in the easterly line of a road leading from Shokan to Phoenicia; thence along the easterly lines of said parcel and parcels Nos. 518 and 514, partly along the easterly line of parcel No. 512, and along the easterly lines of parcels Nos. 518, 509, 508, 504 and 496, the following courses, distances and curves: S. 20° 43' 50" E. 466.4 feet along said easterly road line, on a curve of 854.5 feet radius to the left, 329.3 feet, on a curve of 360 feet radius to the right, 249.4 feet, S. 1° 59' 20" E. 153.6 feet, on a curve of 600. feet radius to the right, 306.6 feet, S. 27° 17' 10" W. 254.9 feet, on a curve of 859.8 feet radius to the left, 290.5 feet, on a curve of 497. feet radius to the left, 571. feet, on a curve of 341. feet radius to the right, 342.4 feet, crossing a road leading from Boiceville to Shandaken Road, N. 24° 50' 20" E. 1308.7 feet, on a curve of 767. feet radius to the left, 287.7 feet, S. 21° 42' E. 1419.5 feet, on a curve of 833. feet radius to the right, 410.8 feet, on a curve of 1184. feet radius to the left, 593.6 feet, and on a curve of 1320.3 feet radius to the left, 542.8 feet, to the most northerly point of parcel No. 491; thence partly along the northerly and along the easterly lines of said parcel the following curves, courses and distances: on a curve of 1320.3 feet radius to the left, 162.2 feet, S. 50° 47' 40" E. 227.4 feet, on a curve of 230. feet radius to the right, 326.4 feet, S. 30° 31' 10" W. 171.1 feet, and on a curve of 101.1 feet radius to the left, 144.8 feet, to the most northerly point of parcel No. 519; thence partly along the northerly line of said parcel, on a curve of 101.1 feet radius to the left, 21.4 feet, S. 63° 41' 40" E. 103.9 feet and on a curve of 433. feet radius to the right, 166.7 feet, to the most northerly point of parcel No. 520; thence partly along the northerly line of said parcel, along the northerly line of parcel No. 522, and partly along the northerly lines of parcels Nos. 523, 524 and 529, the following curves, courses and distances: on a curve of 433. feet radius to the right, 145.6 feet, on a curve of 569.6 feet radius to the left, 260.2 feet, S. 43° 57' 20" E. 208.2 feet, and S. 6° 12' E. leading from Beechford to Shokan (Shandaken Road), on a curve of 2167. feet radius to the left, 392.9 feet, and S. 59° 21' E. 1165.8 feet to the north-east corner of said parcel No. 529; thence along the easterly line of same the following courses and distances: S. 19° 42' W. 357.1 feet, S. 62° 13' W. 435.8 feet, S. 25° 22' W. 1.7 feet, S. 66° 31' E. 297.3 feet and S. 76° 54' E. 90. feet to the south-east corner of said parcel; thence partly along the southerly line of same, S. 45° 06' W. 888.9 feet to the most southerly point of said parcel, in the easterly line of parcel No. 528; thence partly along said line, S. 33° 36' E. 215. feet to the south-east corner of said parcel; thence along the southerly line of same, N. 88° 09' W. 431.4 feet to the south-west corner of said parcel, in the easterly line of the before mentioned Shandaken Road, in the easterly line of parcel No. 527; thence partly along the easterly line of said parcel and along said easterly road line, S. 28° 10' E. 103.6 feet; thence continuing along the easterly line of parcel No. 527 the following courses and distances: S. 58° 16' W. 175.5 feet, crossing said road, S. 27° 40' W. 53.4 feet, S. 17° 21' W. 103.6 feet and S. 30° 13' W. 335. feet to the most southerly point of said parcel in the easterly line of parcel No. 530, in the westerly line of the before mentioned road leading from Boiceville to Shokan; thence along said road line and partly along said easterly line of parcel No. 530, S. 38° 06' E. 210. feet to the north-west corner of parcel No. 535; thence along the northerly lines of said parcel and parcels Nos. 534, 533, 532 and 531, N. 74° 34' E. 442.6 feet to the north-east corner of said parcel No. 531, in the center of said Shandaken Road; thence along the center line of said road and the easterly lines of said parcel and parcels Nos. 536 and 538, S. 44° 14' E. 83.4 feet and S. 17° 06' E. 478.6 feet to the point of intersection of said center line with the center line of said road leading from Shokan to Olive, in the northerly line of parcel No. 535; thence partly along said northerly line and along the center line of said road leading to Olive, N. 78° 46' E. 136.1 feet to the north-east corner of said parcel No. 535, at the point of intersection of said center line with the center line of a road leading from Shokan to Browns Station; thence along the center line of said road leading to Browns Station and the easterly line of said parcel, partly along the easterly line of parcel No. 530, and along the easterly line of parcel No. 541, S. 32° 23' E. 132.7 feet, crossing Butternut Creek, to the south-east corner of said parcel No. 541; thence along the southerly line of same, S. 61° 06' W. 93. feet to the south-west corner of said parcel, in the before mentioned easterly line of parcel No. 530; thence partly along said line, S. 61° 06' W. 91.1 feet, S. 25° 34' E. 370. feet and S. 25° 68' E. 344.8 feet to the south-east corner of said parcel; thence along the southerly line of same, S. 35° 29' W. 189.1 feet and S. 28° 48' W. 82.3 feet to the south-west corner of said parcel, in the easterly shore line of Esopus Creek; thence along said shore line and partly along the westerly line of said parcel, N. 24° 11' W. 372.8 feet to the south-east corner of parcel No. 542; thence along the southerly line of said parcel, S. 62° 24' W. 123. feet to the south-west corner of same, in the center of Esopus Creek; thence along said creek, the westerly line of said parcel, and partly along the westerly line of before mentioned parcel No. 520, the following courses and distances: N. 43° 19' W. 253.3 feet, N. 36° 11' W. 802.5 feet, N. 38° 39' W. 155.5 feet, N. 22° 49' W. 520.9 feet, crossing Shokan Avenue Bridge, and N. 38° 54' W. 1347.7 feet to the most southerly point of parcel No. 521; thence partly along the southerly line of said parcel, and continuing along Esopus Creek the following courses and distances: N. 38° 54' W. 22. feet, N. 61° 05' W. 824.9 feet, N. 67° 11' W. 704.1 feet, N. 73° 35' W. 208.3 feet, N. 58° 59' W. 184.4 feet, N. 48° 37' W. 270.4 feet, N. 72° 15' W. 564. feet and N. 20° 37' W. 153.5 feet to the south-west corner of parcel No. 491; thence partly along the westerly line of said parcel and continuing along Esopus Creek the following courses and distances: N. 20° 37' W. 79.1 feet, N. 9° 09' W. 432. feet, N. 13° 40' W. 204.4 feet, N. 2° 12' W. 208.4 feet, N. 11° 12' W. 437.3 feet and N. 26° 23' W. 88. feet to the south-east corner of parcel No. 490; thence along the southerly line of said parcel, S. 71° 53' W. 921.8 feet, crossing a road leading from West Shokan to Boiceville, to the south-west corner of said parcel, in the before mentioned easterly property line of the Ulster & Delaware Railroad Company; thence along said railroad property line and the westerly lines of said parcel and parcels Nos. 493 and 497, partly along the westerly line of parcel No. 499 and along the westerly line of parcel No. 499, N. 23° 49' 15" W. 1494.6 feet, crossing said road leading from West Shokan to Boiceville, on a curve of 3868. feet radius to the right, 1310. feet, again crossing said road, and N. 4° 06' E. 1327.3 feet, crossing Chestnut Bushkill and again re-crossing said road, to the south-west corner of parcel No. 507, in the center of Esopus Creek; thence along the westerly lines of said parcel and parcel No. 511, and continuing along said easterly railroad property line the following courses and distances: N. 4° 06' E. 1160.1 feet, N. 59° 39' E. 115. feet, N. 0° 17' W. 62. feet, N. 62° 04' W. 95. feet and N. 4° 06' E. 341.8 feet, to a point in a road leading from Boiceville to Phoenicia, to the point or place of beginning.

The fee is to be acquired by The City of New York in all the real estate parcels Nos. 490 to 542, inclusive, contained in the above description.

Reference is hereby made to the said map, filed as aforesaid in the office of the County Clerk of the County of Ulster, for a more detailed description of the real estate to be taken in fee, as above described.

In case any real estate hereinbefore described is used for highway or other public purposes, such use shall continue until such time as The City of New York may acquire the right to close the same.

Dated January 11th, 1909.

FRANCIS KEY PENDLETON,
Corporation Counsel,
Office and Post Office Address, Room 6, Old Records, Corner of Chambers and Centre Streets, Borough of Manhattan, New York City.

STORAGE NOTICES.

YORKVILLE STORAGE WAREHOUSE, 163-165 East 84th st.—To J. Arnold, Rose Worms, Mary Wring, Joseph Putanke, H. C. Ballock, J. Strasburger, Fannie Connolly, T. Tierney, J. Kelly, Mary Cunningham, Annie Norton, Helen Ried, Annie Delacroix, J. Fitzpatrick, Mrs. H. Abelest: You are hereby notified that the time for payment of my lien upon the property hereinafter described having expired, and after due notice thereof had been given you, I will cause such property, to wit, household goods, personal effects and merchandise, stored by you or in your name in my warehouse, to be sold at public auction, according to the statute in such case made and provided, at George Merle's auction rooms, 155 East 125th st., N. Y. City, on Tuesday and Wednesday, March 9 and 10, 1909, commencing at 10:30 a. m. and continuing every Tuesday and Wednesday thereafter at the same time and place until the sale is complete. YORKVILLE STORAGE WAREHOUSE, 163-165 East 84th st. N. W. WOOD, proprietor.

HARLEM STORAGE WAREHOUSE CO., 211-213 EAST 100TH ST., New York, Feb. 17, 1909.
To T. J. Bowden, H. H. Prattley, F. Stewart, P. McDonald, Mary Menze, Thos. Lynch, L. Weisberg, S. McGary, Calla Heany, R. Diehl, A. Rodriguez: You and each of you are hereby notified that, the storage being due and the time for the payment of this company's lien therefor upon