NEWS OF THE MINING WORLD

TRACING A SMALL SEAM OF GOLD ORE TO A RICH LEDGE.

Great Gold Diggings in Gilpin County, Col.—Improvements at Cripple Creek—Director Comstock's Views on Arizona Mining—A Rich British Columbia District.

IDAHO CITY, Idaho, Sept. 9.—Three or four years ago a small seam of very rich gold ore was found on the highest butte of Summit Flat, but as it was only from half an inch to an inch wide it would not pay. A few days ago three prospectors discovered a ledge of which it is an offshoot. It is six inches wide and the ore is very rich. They traced it to a point several hundred feet below the apex of the mountain and started a tunnel, following the vein. It is their intention to erect a small mill before snow flies.

The shaft sinking at this place to ascertain whether there is gold below the cement bedrock is down nearly ninety feet, but at that point the water came in so fast that work had to stop until an additional boiler could be put in to furnish sufficient steam to keep the pump running up to its full capacity. The contractor will be ready to resume work in three or four days.

The Vienna mill at Sawtooth will soon start up on Solace ore. This is a fine 20-stamp dry crusher mill that was erected several years ago, but, owing to the product of the Vienna mine failing, has been idle since the first year after it was erected. The Solace has been known for years as a good mine, and it is believed that it will henceforth be worked without cessation.

In the Belfast tunnel, on the Phillips & Sullivan mine, Florida Mountain, the vein has been cut about 300 feet south of the ore chute on the upper level and at a much greater depth. The ore here is showing up very rich, surpassing in value any former find. It shows masses of wire and very coarse gold that are very rich. Messrs. Phillips & Sullivan are now hauling ore from the upper working to the Silver City reduction works for treatment. The Ontario, in the neighborhood, is under development at two points. At the Discovery a cut has reached the depth of thirty feet, out of which considerable ore has been taken, some boulders of which show plentifully of free gold and assay very high. The vein is so badly broken up that its width cannot be ascertained, but the indications are that it is very large.

The De Lamar mine, in Owyhee county, is still turning out large quantities of bullion.

Surfleet & Dunnigan are developing a splendid silver mine in the Sunlight location, near the Half-way House, between this place and Boise City. They have run a long tunnel that will soon cut the vein at the depth of nearly 200 feet, and some mining investors are watching the work with a view of buying should it continue good at that depth. Several other locations in the same district are developing into fine properties, and much work will be done on them during the coming winter.

J. J. Smith's mine on the Golden Fleece, near Centreville, was obliged to shut down a few days ago owing to an accident to the boiler. As soon as the injuries can be repaired it will make a run on ore from a mine on Willow Creek, owned by Gus Schlosser.

COLORADO.

DENVER, Sept. 8.—Recent development work in the Yankee Hill district of Gilpin county shows that section to be one of the most important yet prospected in Colorado. The summer work has been profitable in remarkable discoveries, and some of the results have demonstrated that this section will prove one of the greatest gold districts ever opened in the West. The ore occurs in true fissure veins that assay from three ounces to thirty-six ounces per ton. Denver capital has been introduced in the camp, and already some big properties have been discovered. The district is near the head of Fall River, close under the Continental divide, and is in Gilpin and Clear Creek counties, eight miles from Central City.

The new mining camp of Copper Rock, in Boulder county, continues to attract great attention, the phenomenal discoveries of virgin gold in its mineralized matter. The town is in a most prosperous condition, a new hotel and Democratic evening newspaper with special reports adding zest to the general life.

Improvements are being made at Cripple Creek daily, and the prospects for a big and undiminished. The Midland Terminal Railroad Company have obtained a franchise to run their line through the town, and in a few weeks the camp will be in direct communication with Denver.

There is no end to new discoveries in Colorado. Another camp has come to the front. It is a rich mineral district, carrying gold, silver, and copper, located in the Henry Mountains. It is down in the cliff dwellers country.

The output for Creede during August for the six shippers was: Amethyst, 2,000 tons; Last Chance, 1,000; Ethel, 120; New York, 75; Bellow Jacket, 15; Bachelor, 15; making a total of 4,225 tons. The output is expected to exceed this in September.

The Eclat of the King Solomon group is putting up a tramway preparatory to shipping some good ore reserves.

Several important strikes of gold ore have been made at Tin Cup recently.

A party of prominent capitalists under the guidance of William Gelder will leave in a few days for the Trinity River gold placers in California, which was recently purchased for a very large sum. The properties are being actively worked and the gold shipments are large.

ARIZONA.

TUCSON, Sept. 10.—Dr. Theodore B. Comstock, director of the Arizona School of Mines, has made another tour of inspection among the mines, this time covering the territory between Tucson, Globe, and Florence, including side trips to Mineral Creek and the Reymert and Silver King mines. Though, as the primary purpose in visiting the mining camps is to become familiar with the mineral resources of Arizona. First of all, Arizona's needs must be understood and our efforts must be directed to the solution of Arizona problems in mining and metallurgy. I am familiarizing myself with the geology of the region as far as possible.

"You ask me what I think of the mining interests of Pinal and Gila counties, which is the area covered in my last trip. As is well known, there have been some remarkable mines in that region, a few marvellously rich. There are some which are to-day yielding well under good management, and it is my opinion that many others will become profitable. Enormous sums of money have been expended here, as in other parts of Arizona, for results mostly attributable to the working of surface ores. Many of these throughout the Territory have been paid for from the mined product, and part of the machinery could be utilized in the erection of plants adapted to the treatment of deep-seated ores below the permanent water level.

"One mistake, which has been a common one in Arizona, is the expenditure of too much money outside of the mine before the ore bodies have been sufficiently determined to make a safe estimate possible for a period long ahead. Such errors are as often the fault of investors as of the mine managers. There is a wrong notion among Eastern capitalists that it is always best to reduce ores at the mine. As a general rule, the more valuable the metal the less this idea can be commended. Even iron ores are now transported long distances. There should be less money expended in reduction works and more for effective development of our resources.

"There are distinctive features in the Globe district and in the mines near Richmond Basin, as well as in the Reymert and Silver King areas, which will make their future history somewhat unique. I cannot doubt from my cursory survey of this field that other bonanzas similar to that of the Silver King will yet be discovered in that region. Notwithstanding the supposed exhaustion of this property, there is still something to be gleaned from its outcrops. Under the direction of Superintendent Champion, the new ten-stamp mill now working at the mine is concentrating thirty tons per day to a bulk of one and one-half tons of ore said to carry 350 ounces of silver per ton. Much of this comes from unworked ground at the surface, but prospecting is being conducted at greater depths with some success. There is by no means complete discouragement in this instance, although the future of the property is beyond safe prediction. The Reymert mines are not producing at present, but Superintendent Carson is pushing forward the lower tunnel, now in about 700 feet, with some indications of approach to ore bodies belonging to the 'Blue Ledge,' which yielded very rich ore at the surface about 150 feet higher. The persistence of the veins and general character of the ore bodies augur well for the future of this property under favorable working conditions.

"Down the cañon of Pinal Creek, below the Miami Flat, and off in the direction of Richmond Basin, there are indications of rich ore. Mr. R. E. Humphreys is prospecting an area which he regards as fabulously rich. The success of his efforts will depend largely upon the value of his theory as to the position of the lodes. He has milled several tons of ore, and shipped a few pounds of bullion. Some excellent prospects have been opened at the head of Lane Springs, Carlton, and in the Pinal Mountains, between this and Mineral Creek. Owing to the unstable condition of the copper market, the Buffalo group of mines near Globe, owned by Phelps, Dodge & Co. of New York, are not working regularly, although a few men are engaged in exploring under the direction of Dr. Alexander Tripple. Mr. A. C. Cook is working the Rescue mine, and some indications of ore are shown in the breast of the drift on the third level. The mill, which has previously been mentioned, has been running successfully, but has been temporarily shut down. The McMillan mine, lying across the line of the Indian reservation, is necessarily idle, but a number of valuable properties in Richmond basin and the neighboring gulches are being worked with more or less success.

"Upon my return, the more I see of the mineral wealth of the territory the more strongly I am impressed with the great future which awaits us if we are careful in our methods of mining, and if the problems which confront us in the workings of our ores be taken in hand with sound judgment.

"The Harquahala and surroundings are becoming famous as containing great mineral wealth. In those mountains and in the Harcouver range is found gold ore running over $500 a ton. Several prospecting parties from Phoenix are now in the country, and more will go when the cool weather sets in. The Bonanza mine is said to be producing from $40,000 to $80,000 monthly. Excavations are being made for an additional twenty stamps. From the present appearances the ore supply is practically inexhaustible. The Yuma mine averages over $60 in free gold, and the vein, it is said, holds out in width."

Some rich gold discoveries have recently been made on the north side of the Dos Cabezas Mountains, about three miles from the railroad. Our informant says that assays from the ledge have run as high as $2 in gold and eleven ounces silver, all surface ore. It has been asserted for some time past that rich bodies of ore existed on the north side of these mountains, but until recently no one cared to search for it. In the same range a bismuth mine has also been discovered, which also promises well.

J. S. Johnson, who returned from the East yesterday, is prepared to do extensive work in the Golden Rule district. A double compartment shaft will be put down at the junction of the St. Paul and Minneapolis, two adjoining claims in the same ledge. The shaft will go down as fast as possible to the 100 level.

BRITISH COLUMBIA.

OTTAWA, Sept. 14.—The Canadian Pacific Railway Company sent an expert in mining matters into the Slocan country, British Columbia. After spending two months there he has sent in a report to headquarters, which says:

"Two months' investigation has proved this section of the Kootenay country to have the richest surface showing on the continent of high grade galena ores deposited in slate and black lime between porphyry dykes, and mostly true fissure veins, carrying from 3,000 ounces of silver. The veins vary from two to twenty feet in width. James S. Wardner, so well known in the Coeur d'Alenes, has secured the Freddie Lee, and is putting out ten tons of ore per day, valued at $200 per ton, and he has a large force of men at work. Several new discoveries lately sold S. R. Warton has purchased the Rico and C. D. Garrison the Blue Bird, and development is going on at Slocan Star, Bonanza, Freddie, Lee and Payne.

"The immediate building of a wagon road into the heart of the country by the Government is under consideration. Already good pack trails exist, and 200 animals are now packing ore and supplies on the Nakusp trail. All mining men who have visited this section have pronounced it the richest mineral belt yet discovered and affording such a large and easily accessible mining field for the capital to be explored territory. Toad Mountain, the great copper camp of the Kootenay, is opening up by the sale of the Silver King for $20,000,000. This will stimulate the numerous good claims in the camp. A well-known expert says he would place the richness of the ledges on the parallel lands. Nelson bids fair to be the Butte of Canada, with its large crop ores and a good belt of gold bearing country undeveloped. Such camps as Nelson and Slocan, with the greatest showing of any mining section, already attracting mining men from all parts of the world, are bound to make one of the greatest mining centres of this continent."

Mrs. Flies Well Known in Yorkville.

Mrs. Clothilde Flies, who attempted to kill herself in Berlin on Saturday, first by trying to jump from a window and then by stabbing herself, was well known in Yorkville. Her late husband, Dr. Emil Flies, had a good practice there, and lived with his wife in the first flat of the house at 326½ East Seventy-ninth street. Dr. Flies died suddenly of diabetes on March 18, 1891. The couple had one married daughter, who lives in Germany with her husband. Mrs. Flies went abroad shortly after her husband's death and took up her residence in Berlin. Dr. Flies was graduated in Berlin in 1858, and came here in 1861 with his wife. He was a member of the County and German Medical Societies.

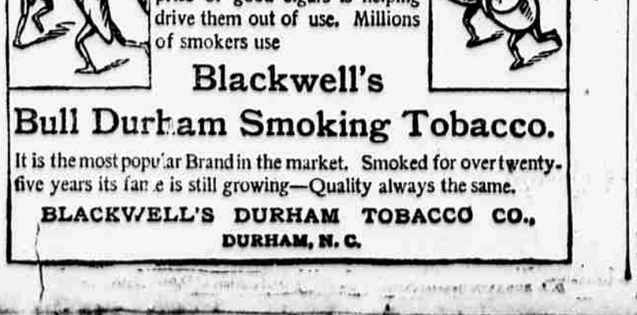
Dedication of the 140th New York Regiment's Monument at Gettysburg.

GETTYSBURG, Pa., Sept. 18.—Twenty thousand veterans visited this battlefield to-day. The principal event of interest was the dedication on Culp's Hill of the granite monument of the 140th New York Infantry, Gen. H. W. Barnum's old regiment. The oration was delivered by Gen. Lewis A. Stegman. Miss Nellie Collins unveiled the monument. Gen. H. W. Slocum was present and made an address. Many veterans from Syracuse and vicinity are on the battlefield. Other portions of New York are largely represented.

Was This Boy Kidnapped?

The six-year-old son of Alexander Macpherson, a stonemason living in the old Schemerhorn mansion at Sixty-sixth street and East River, disappeared on Tuesday evening. The boy was last seen flying a kite in front of his home at 6 o'clock. Half an hour later he could not be found, although the grounds and neighborhood were thoroughly searched. Yesterday morning his little coat was found a few feet from the river. This spot, his father says, has been examined every day since the boy disappeared. The river has been dragged without result.

The Pennsylvania Railroad's
Service of fast and well equipped trains to Chicago, Cincinnati, Cleveland, and St. Louis is unsurpassed.—*Adv.*



Saratoga Kissingen Water

is without a peer as a table drink. Its merits? Absolute purity, natural effervescence; a delicious twang and snap that starts a thrill of health tingling through the veins. Nature's remedy for Nervousness, Dyspepsia and all Stomach Ills. Absolutely non-cathartic.

Sold everywhere. In bottles only.

Saratoga Kissingen Spring Co., Saratoga Springs, N. Y.

ENFORCING A BLUE LAW.

Nobody in Stonington Can Swear, Shout, or Quarrel.

STONINGTON, Sept. 18.—In pursuance of a right given by a Connecticut blue law statute Warden S. H. Chesebro of this old seashore borough has posted in conspicuous places notices stating that "the using of profane or obscene language, also shouting, brawling, and quarrelling," are in violation of the law; that hereafter the law will be rigidly enforced, and that all offences will be impartially prosecuted.

Stonington is the quaintest and quietest place along the coast. Rarely is a loud word heard in its streets. It is easy to determine a Stonington abode of quality. All quality houses have fluted wooden columns, wide lawns, and, as a rule, one of the cannon balls that the British tossed into the borough when three of his Majesty's ships bombarded Stonington in the war of 1812. Another sign of a quality house in Stonington is a tin pail pendant, on a field verdant; that is to say, the folks of the house hang their milk pails over night, to a hook in a shade tree at the door-yard fence. The milkman takes the pail down in the morning, fills it with milk from a tin on its hook, and drives on to the next tree pail. The tree pails get Jersey milk. The custom is peculiar to Stonington. Still that fact throws no light into the mystery about the inspiration of Warden Chesebro's proclamation.

WESTPHAL'S AUXILIATOR.
Unexcelled for the preservation of the hair. Keeps it from coming out, dries up dandruff, cures itch, scalp and strengthens the nerves; it will free the head from all dandruff immediately; is most refreshing and leads the scalp to a healthy condition; trial size (5 oz.), 25c.; regular size (12 oz.), $1. Druggist or express paid on receipt of price.
PAUL WESTPHAL, 823 West 38th st., New York.

Legal Notices.

SUPREME COURT.—In the matter of the application of the Board of Education by the Council to the Corporation of the City of New York, relative to acquiring title by the Mayor, Aldermen, and Commonalty of the city of New York, to certain lands on the northerly side of Twenty-third street, from Fifth avenue to Seventh avenue, and from Third avenue, in the Twelfth ward of said city, duly selected and approved by said Board as a site for school purposes, under and in pursuance of the provisions of chapter 191 of the laws of 1888, as amended by chapter 35 of the Laws of 1890.

PURSUANT TO THE PROVISIONS OF CHAPTER 191 of the Laws of 1888, as amended by chapter 35 of the Laws of 1890, notice is hereby given that an application will be made to the Supreme Court of the State of New York, at a special Term of said Court, to be held at Chambers thereof, in the County Court House, in the City of New York, on the 7th day of October, 1892, at the opening of the Court on that day, or as soon thereafter as counsel can be heard thereon, for the appointment of Commissioners of Estimate in the above-entitled matter.

The land, and extent of the improvement hereby intended is the acquisition of title by the Mayor, Aldermen, and Commonalty of the city of New York, to certain land, and premises, with the buildings thereon and the appurtenances thereto belonging, on Rivington street, in the Thirteenth ward of the said city, in fee simple absolute, the same to be converted, appropriated, and used for the purposes specified in said chapter 191 of the Laws of 1888, as amended by said chapter 35 of the Laws of 1890; said property being selected and approved by the Board of Education as a site for school purposes, and in pursuance of the provisions of said chapter 191 of the laws of 1888, as amended by said chapter 35 of the laws of 1890, the following described lots, pieces, and parcels of land, namely:

All those certain lots, pieces, or parcels of land situate, lying and being in the Thirteenth ward of the city of New York, which, taken together, are bounded and described as follows:

Beginning at the southeasterly corner of Rivington and Ridge streets, and running thence westerly along the southerly side of Rivington street, fifty-one feet; thence southerly parallel, or nearly so, with Ridge street about eighty feet; thence easterly parallel with Rivington street fifty feet eleven inches to the easterly side of Ridge street, and thence northerly along the easterly side of Ridge street eighty feet to the point or place of beginning.

Dated New York, Sept. 10, 1892.
WILLIAM H. CLARK,
Counsel to the Corporation,
No. 2 Tryon Row, New York City.

COURT OF COMMON PLEAS FOR THE CITY AND COUNTY OF NEW YORK.—Thomas Tracy, plaintiff, against Justus H. Zimmermann, H. Isaac S. Steinline, Max Hahn, Adolph Friedman, and Louis Roth, defendants. Summons.

To the above-named defendants: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorneys within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.

Dated New York, Aug. 11, 1892.
BARTLETT, WILSON & HAYDEN,
Plaintiff's Attorneys.
Office and Post Office address, 48 Wall st., New York.

To the defendant, Justus H. Zimmermann: The foregoing summons is served upon you by publication pursuant to an order of the Hon. Leonard A. Giegerich, a Judge of the Court of Common Pleas for the city and county of New York, dated the 15th day of August, 1892, and filed with the complaint in the office of the Clerk of the Court of Common Pleas for the city and county of New York in said city.

Dated New York, Aug. 19, 1892.
BARTLETT, WILSON & HAYDEN,
Attorneys for Plaintiff,
48 Wall st., New York.

IN PURSUANCE OF AN ORDER OF HON. LEONARD A. GIEGERICH, one of the Judges of the Court of Common Pleas for the city and county of New York, notice is hereby given to all persons having claims against Jeffrey L. Elmer to present the same with the vouchers therefor, duly verified, to the subscriber at the office of Henry G. Harris, his attorney, 120 Broadway, New York, on or before the 4th day of October, 1892. MICHAEL CARLHEAKE, Assignee.
H. G. HARRIS, Attorney for Assignee, 120 Broadway, New York city.
Dated Aug. 5, 1892.

Meetings.

MASS MEETING, COOPER UNION, Sept. 22, 7:30 P. M., in behalf of oppressed humanity—the Americanized Chinese. Every intelligent man and woman is invited to attend. Franchise, equal rights, and liberty.

Miscellaneous.

GILLIES 1c Mocha and 5c Java Coffee, 30 and 32c.
GILLIES Hot Roasted Brazilian Java, 20c. per lb.
GILLIES Formosa Oolong Tea, 30 and 50c.
GILLIES Good Family Tea, 30 and 35c.
At GILLIES, 235 to 239 Washington st., New York.

Public Notices.

COPY RECEIVED UNTIL 11 P. M.

SUN UP-TOWN OFFICE,
1,265 BROADWAY, NEAR 32D ST.

RATES AT THE FOLLOWING OFFICES WILL BE THE SAME AS THOSE CHARGED AT THE MAIN OFFICE:

All American District Messenger Offices.

AVE. A, 52, BET. 3d AND 4TH STS., EDWARD J. HANSEN.
2D AVE., 1,520, NEAR 80TH ST., LEHMANN & FRANKEL.
2D AVE., 1,563, E. GANZ.
3D AVE., 1,338, BET. 76TH AND 77TH STS., C. APT.
3D AVE., 80 TOMPKINS MARKET, BET. 6TH AND 7TH STS., THOMAS F. MARTIN.
3D AVE., 2,051, BET. 112TH AND 113TH STS., LAW.
6TH AVE., 152, COR. 12TH ST., W. H. FORDHAM.
8TH AVE., 704, ANDERSON & CO.
30TH ST., 173 EAST, F. W. SCHILLING.
34TH ST., 20 WEST, ROOM 2, JAMES A. McGINNIS.
23D ST., 162 EAST, S. W. CORNER 3D AVE., C. OTTO OLSEN.
30TH ST., S. W. COR. BROADWAY, ALLEN ADVERTISING AGENCY.
42D ST., 320 WEST, MORGAN'S ADVERTISING AGENCY.
SLEECKER ST., 323, JEWELL'S ADVERTISING AGENCY.
MOWERY, 162, NEAR BROOME ST., A. WEIDMAN.
CANAL ST., 17, JULIUS BLUMBERG.
DIVISION ST., 157, JULIUS BLUMBERG.
GRAND ST., 340, RENT GUARANTEE CO.
COLUMBUS AVE., 708, J. S. McGLYNN.

BROOKLYN, L. I.
68 Court St.

ATLANTIC AVE., 377, J. H. DAVIDOV.
ATLANTIC AVE., 2,500, PRATT & CO.
BEDFORD AVE., 1,260, MOORE ADVERTISING EXCHANGE.
BROADWAY, 190, MOORE ADVERTISING EXCHANGE.
BROADWAY, 290, NEAR MARCY AVE., N. N. GREENE.
COURT ST., 63, MOORE ADVERTISING EXCHANGE.
DR. KALB AVE., 505, MOORE ADVERTISING EXCHANGE.
FULTON ST., 397, BROOKLYN ADVERTISING AGENCY.
LAFAYETTE AVE., 1,116, LAWSON & CO.
MYRTLE AVE., 1,199, NEAR BROADWAY, F. ROTHE.
NOSTRAND AVE., 352, I. CUNNINGHAM.
5TH STREET, 340, PHILLIP PEET.
GRAHAM AVE., 408, G. DYER.

LONG ISLAND CITY, L. I.

BORDEN AV., 5 (Telephone Call, 60 Greenpoint), JOHN W. DAVIEN.

HOBOKEN, N. J.

WASHINGTON ST., 101, J. LICHTENSTEIN.
WASHINGTON ST., 170, OTTO L. REITMEYER.

NEWARK, N. J.

ACADEMY ST., 25, W. B. GORDON.

TOWN OF UNION, N. J.

BERGENLINE AV., 226, JOHN BEST.

PATCHOGUE, L. I.

JAMES CANFIELD GREAR BUILDING.

POST OFFICE NOTICE.—Foreign mail for the week ending Sept. 24, will close (promptly in all cases) at this office as follows:

MONDAY.—At 5 P. M. for Belize and Guatemala, per steamship Gulfwater, from New Orleans.

TUESDAY.—At 2:30 P. M. for London, France, Belgium, Netherlands, Switzerland, Italy, Spain, Portugal, Austria, Turkey, Germany, Denmark, Sweden, Norway, and Russia, per steamship F. Bismarck (via Southampton and Bremen; letters must be directed "per F. Bismarck"); at 2 P. M. for Progreso, per steamship C. Condal (letters for other parts of Mexico must be directed "per C. Condal"); at 10 A. M. (supplementary 12 M.) for Central America, except Costa Rica and South Pacific ports, per steamship Colombia, via Colon (letters for Guatemala must be directed "per Colombia"); at 12 M. for La Plata country, except Buenos Ayres, per steamship Pedro.

WEDNESDAY.—At 2:30 A. M. for Europe, per steamship Hothnia, via Queenstown (letters must be directed "per Hothnia"); at 12:30 P. M. (supplementary 2:30 P. M.) for Europe, per steamship Rhynland, via Antwerp (letters must be directed "per Rhynland"); at 12:30 P. M. (supplementary 2:30 P. M.) for Europe, per steamship Majestic, via Queenstown (letters must be directed "per Majestic"); at 1 P. M. for Netherlands direct, per steamship Didam, via Amsterdam (letters must be directed "per Didam"); at 2 P. M. (supplementary 3:30 P. M.) for Europe, per steamship City of Chester, via Queenstown (letters must be directed "per City of Chester"); at 4:30 P. M. for Brazil and the La Plata countries, via Pernambuco, Rio Janeiro, and Sao Paulo, and Seventh Avenue Branch line is less than one-half mile.

That the Broadway and Seventh Avenue Company, as aforesaid, is unable to give its patrons, customers, and the public continuous transportation over its lines as now existing to, or a connection with the Thirty-fourth Street Ferry or the Grand Central Depot; that it will be necessary for the public that it be allowed to furnish such transportation over a continuous line for one fare to those desiring to pass over its lines to either of said points.

That the Broadway and Seventh Avenue Railroad Company desire to construct or establish less than one-half mile of branch railroad from its own tracks at or near Twenty-third street and Fifth avenue, to connect Railroad line, with suitable curves and appliances, over Twenty-third street to Lexington avenue, and operate the same over the tracks of the Houston, West Street and Pavonia Ferry Railroad Company's road for the accommodation of the public, and to make and file this application before said authorities to be allowed to build the branch and extended lines of the railway as aforesaid, and to do all things herein described.

Said Broadway and Seventh Avenue Railroad Company says that it is a street surface railway company organized and existing under and by virtue of the laws of the State of New York, and as such corporation has built and now owns and leases a double track line of railway from south Ferry in said city on and over the surface of Broadway to a point thereon north of Forty-fourth street and thence over Seventh avenue to Central Park in said city, that said line on said route between said points crosses Twenty-third street at a junction therewith at Madison Square; that Lexington avenue is a public road, street, and highway in said City of New York and extends north and south therein from Gramercy Park in said city to Harlem River; that Twenty-third street in said city is also a public street, road, and highway and extends east and west through said city.

That said corporation has filed in each of the offices in which its certificate of incorporation is filed a statement and description of Twenty-third street from its junction with Broadway, that Lexington avenue from its junction with Twenty-third street to and across Twenty-seventh street in said city, and that said corporation desires to build and establish a branch and extended line of its road agreeably to law from a point at or near the intersection of Twenty-third street, with suitable curves and appliances, along and over Twenty-third street to Lexington avenue, and from said Twenty-third street where Twenty-third street crosses Lexington avenue to Twenty-seventh street to a connection and union with the extended line to be built thereon by the Houston, West Street and Pavonia Ferry Railroad Company, if this application be granted.

That the corporate powers and franchises of the said Broadway and Seventh Avenue Railroad Company by virtue of its corporate powers and franchises, the said Broadway and Seventh Avenue Railroad Company's line and is now operating the same as a part of one system of railway, with known lines; that it continues from the point in Twenty-third street, at or near where the tracks of the Broadway and Seventh Avenue Railroad cross Twenty-third street, to Lexington avenue, and thence over Twenty-third street to Lexington avenue, and over said avenue to Twenty-seventh street, is less than one-half mile; that the distance between Thirty-sixth street and Thirty-seventh street, over which the Houston, West Street and Pavonia Ferry Railroad Company wishes to extend its line to a connection and union with the Broadway and Seventh Avenue Branch line is less than one-half mile.

That the Broadway and Seventh Avenue Company, as aforesaid, is unable to give its patrons, customers, and the public continuous transportation over its lines as now existing to, or a connection with the Thirty-fourth Street Ferry or the Grand Central Depot; that it will be necessary for the public that it be allowed to furnish such transportation over a continuous line for one fare to those desiring to pass over its lines to either of said points.

That the Broadway and Seventh Avenue Railroad Company desire to construct or establish less than one-half mile of branch railroad from its own tracks at or near Twenty-third street and Fifth avenue, to connect Railroad line, with suitable curves and appliances, over Twenty-third street to Lexington avenue, and operate the same over the tracks of the Houston, West Street and Pavonia Ferry Railroad Company's road for the accommodation of the public, and to make and file this application before said authorities to be allowed to build the branch and extended lines of the railway as aforesaid, and to do all things herein described.

Said Broadway and Seventh Avenue Railroad Company says that it is a street surface railway company organized and existing under and by virtue of the laws of the State of New York, and as such corporation has built and now owns and leases a double track line of railway from south Ferry in said city on and over the surface of Broadway to a point thereon north of Forty-fourth street and thence over Seventh avenue to Central Park in said city, that said line on said route between said points crosses Twenty-third street at a junction therewith at Madison Square; that Lexington avenue is a public road, street, and highway in said City of New York and extends north and south therein from Gramercy Park in said city to Harlem River; that Twenty-third street in said city is also a public street, road, and highway and extends east and west through said city.

That said corporation has filed in each of the offices in which its certificate of incorporation is filed a statement and description of Twenty-third street from its junction with Broadway, that Lexington avenue from its junction with Twenty-third street to and across Twenty-seventh street in said city, and that said corporation desires to build and establish a branch and extended line of its road agreeably to law from a point at or near the intersection of Twenty-third street, with suitable curves and appliances, along and over Twenty-third street to Lexington avenue, and from said Twenty-third street where Twenty-third street crosses Lexington avenue to Twenty-seventh street to a connection and union with the extended line to be built thereon by the Houston, West Street and Pavonia Ferry Railroad Company, if this application be granted.

That the corporate powers and franchises of the said Broadway and Seventh Avenue Railroad Company by virtue of its corporate powers and franchises, the said Broadway and Seventh Avenue Railroad Company's line and is now operating the same as a part of one system of railway, with known lines; that it continues from the point in Twenty-third street, at or near where the tracks of the Broadway and Seventh Avenue Railroad cross Twenty-third street, to Lexington avenue, and thence over Twenty-third street to Lexington avenue, and over said avenue to Twenty-seventh street, is less than one-half mile; that the distance between Thirty-sixth street and Thirty-seventh street, over which the Houston, West Street and Pavonia Ferry Railroad Company wishes to extend its line to a connection and union with the Broadway and Seventh Avenue Branch line is less than one-half mile.

That the Broadway and Seventh Avenue Company, as aforesaid, is unable to give its patrons, customers, and the public continuous transportation over its lines as now existing to, or a connection with the Thirty-fourth Street Ferry or the Grand Central Depot; that it will be necessary for the public that it be allowed to furnish such transportation over a continuous line for one fare to those desiring to pass over its lines to either of said points.

That the Broadway and Seventh Avenue Railroad Company desire to construct or establish less than one-half mile of branch railroad from its own tracks at or near Twenty-third street and Fifth avenue, to connect Railroad line, with suitable curves and appliances, over Twenty-third street to Lexington avenue, and operate the same over the tracks of the Houston, West Street and Pavonia Ferry Railroad Company's road for the accommodation of the public, and to make and file this application before said authorities to be allowed to build the branch and extended lines of the railway as aforesaid, and to do all things herein described.

Said Broadway and Seventh Avenue Railroad Company says that it is a street surface railway company organized and existing under and by virtue of the laws of the State of New York, and as such corporation has built and now owns and leases a double track line of railway from south Ferry in said city on and over the surface of Broadway to a point thereon north of Forty-fourth street and thence over Seventh avenue to Central Park in said city, that said line on said route between said points crosses Twenty-third street at a junction therewith at Madison Square; that Lexington avenue is a public road, street, and highway in said City of New York and extends north and south therein from Gramercy Park in said city to Harlem River; that Twenty-third street in said city is also a public street, road, and highway and extends east and west through said city.

That said corporation has filed in each of the offices in which its certificate of incorporation is filed a statement and description of Twenty-third street from its junction with Broadway, that Lexington avenue from its junction with Twenty-third street to and across Twenty-seventh street in said city, and that said corporation desires to build and establish a branch and extended line of its road agreeably to law from a point at or near the intersection of Twenty-third street, with suitable curves and appliances, along and over Twenty-third street to Lexington avenue, and from said Twenty-third street where Twenty-third street crosses Lexington avenue to Twenty-seventh street to a connection and union with the extended line to be built thereon by the Houston, West Street and Pavonia Ferry Railroad Company, if this application be granted.

Said corporation further states that the Houston, West Street and Pavonia Ferry Railroad Company has, by virtue of its corporate powers and franchises, the said Broadway and Seventh Avenue Railroad Company's line and is now operating the same as a part of one system of railway, with known lines; that it continues from the point in Twenty-third street, at or near where the tracks of the Broadway and Seventh Avenue Railroad cross Twenty-third street, to Lexington avenue, and thence over Twenty-third street to Lexington avenue, and over said avenue to Twenty-seventh street, is less than one-half mile; that the distance between Thirty-sixth street and Thirty-seventh street, over which the Houston, West Street and Pavonia Ferry Railroad Company wishes to extend its line to a connection and union with the Broadway and Seventh Avenue Branch line is less than one-half mile.

That the Broadway and Seventh Avenue Company, as aforesaid, is unable to give its patrons, customers, and the public continuous transportation over its lines as now existing to, or a connection with the Thirty-fourth Street Ferry or the Grand Central Depot; that it will be necessary for the public that it be allowed to furnish such transportation over a continuous line for one fare to those desiring to pass over its lines to either of said points.

That the Broadway and Seventh Avenue Railroad Company desire to construct or establish less than one-half mile of branch railroad from its own tracks at or near Twenty-third street and Fifth avenue, to connect Railroad line, with suitable curves and appliances, over Twenty-third street to Lexington avenue, and operate the same over the tracks of the Houston, West Street and Pavonia Ferry Railroad Company's road for the accommodation of the public, and to make and file this application before said authorities to be allowed to build the branch and extended lines of the railway as aforesaid, and to do all things herein described.

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That said corporation has filed in each of the offices in which its certificate of incorporation is filed a statement and description of Twenty-third street from its junction with Broadway, that Lexington avenue from its junction with Twenty-third street to and across Twenty-seventh street in said city, and that said corporation desires to build and establish a branch and extended line of its road agreeably to law from a point at or near the intersection of Twenty-third street, with suitable curves and appliances, along and over Twenty-third street to Lexington avenue, and from said Twenty-third street where Twenty-third street crosses Lexington avenue to Twenty-seventh street to a connection and union with the extended line to be built thereon by the Houston, West Street and Pavonia Ferry Railroad Company, if this application be granted.

That the corporate powers and franchises of the said Broadway and Seventh Avenue Railroad Company by virtue of its corporate powers and franchises, the said Broadway and Seventh Avenue Railroad Company's line and is now operating the same as a part of one system of railway, with known lines; that it continues from the point in Twenty-third street, at or near where the tracks of the Broadway and Seventh Avenue Railroad cross Twenty-third street, to Lexington avenue, and thence over Twenty-third street to Lexington avenue, and over said avenue to Twenty-seventh street, is less than one-half mile; that the distance between Thirty-sixth street and Thirty-seventh street, over which the Houston, West Street and Pavonia Ferry Railroad Company wishes to extend its line to a connection and union with the Broadway and Seventh Avenue Branch line is less than one-half mile.

That the Broadway and Seventh Avenue Company, as aforesaid, is unable to give its patrons, customers, and the public continuous transportation over its lines as now existing to, or a connection with the Thirty-fourth Street Ferry or the Grand Central Depot; that it will be necessary for the public that it be allowed to furnish such transportation over a continuous line for one fare to those desiring to pass over its lines to either of said points.

That the Broadway and Seventh Avenue Railroad Company desire to construct or establish less than one-half mile of branch railroad from its own tracks at or near Twenty-third street and Fifth avenue, to connect Railroad line, with suitable curves and appliances, over Twenty-third street to Lexington avenue, and operate the same over the tracks of the Houston, West Street and Pavonia Ferry Railroad Company's road for the accommodation of the public, and to make and file this application before said authorities to be allowed to build the branch and extended lines of the railway as aforesaid, and to do all things herein described.

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That said corporation has filed in each of the offices in which its certificate of incorporation is filed a statement and description of Twenty-third street from its junction with Broadway, that Lexington avenue from its junction with Twenty-third street to and across Twenty-seventh street in said city, and that said corporation desires to build and establish a branch and extended line of its road agreeably to law from a point at or near the intersection of Twenty-third street, with suitable curves and appliances, along and over Twenty-third street to Lexington avenue, and from said Twenty-third street where Twenty-third street crosses Lexington avenue to Twenty-seventh street to a connection and union with the extended line to be built thereon by the Houston, West Street and Pavonia Ferry Railroad Company, if this application be granted.

Said corporation further states that the Houston, West Street and Pavonia Ferry Railroad Company has, by virtue of its corporate powers and franchises, the said Broadway and Seventh Avenue Railroad Company's line and is now operating the same as a part of one system of railway, with known lines; that it continues from the point in Twenty-third street, at or near where the tracks of the Broadway and Seventh Avenue Railroad cross Tw