T. F. RYAN ON THE EQUITABLE.

IT'S AS SOUND AS THE BANK OF ENGLAND, HE SAYS.

Any Wrongdoer Should Suffer and Any Graft Must Be Returned—Let the Investigators Have the Same Insight Into All the Insurance Companies.

SEATTLE, Wash., Aug. 28.—Thomas F. Ryan, the man who recently bought the control of the Equitable Life Assurance Society of New York from James H. Hyde, arrived in Seattle yesterday afternoon in his private car Père Marquette over the Northern Pacific from Vancouver. He left New York on Aug. 15, coming west from Montreal over the Canadian Pacific. In answer to questions Mr. Ryan said:

"This is my eighth visit to the Pacific Coast. I am astounded at the progress of the country since my last visit, in 1901, and the evidences of prosperity to be seen on all sides.

"As to Equitable Life, my purchase of the control of the stock and inducing of Mr. Morton to take the presidency was only a public duty which any number of other men would readily have performed had they been aware of the consequences of a continuation of the dissensions among the old officers and some of the directors. I happened, from my relations to some of the parties engaged in the conflict, to have a better view of the situation than some others. That was all.

"There is not the slightest doubt about the strength of the Equitable. It is as sound as the Bank of England. It will hereafter be run as an insurance company pure and simple, with an eye single to the welfare of its policyholders. As to the investigation by the New York Legislature, nothing could be better for the policyholders of the Equitable. Mr. Morton will afford the committee every facility and will aid in every way, to the end that a full and thorough investigation shall be made. If anybody connected with the company has been guilty of wrong doing he should suffer. If anybody has anything in his possession belonging to the company he must give it back.

"We insist, however, that the investigating committee shall demand from all the other insurance companies that the committee be given the same facilities for an insight into their management as the Equitable offers. We feel that this is not only fair but clearly in the interest of all policyholders. The management of all the great life insurance companies must become an open book, or confidence, which is the very foundation upon which they exist, will not be soon restored.

"The Federal Government should have practically the same supervision of life insurance companies as it has over national banks. The officers and managers of these companies have in their keeping a trust of the most sacred character and they should not object to the strictest supervision of their conduct consistent with the best interest of their business. I am quite sure that President Roosevelt has given this question much thought and I hope he will express his opinions to Congress in his usual vigorous and straightforward way."

"I suppose that you are not pleased at the adverse comment of some of the newspapers regarding your purchase of the control of the Equitable?"

"Oh, that can't be helped. It will come out right in the end when they see that the directors, Mr. Cleveland and his co-trustees are electing men to stand by Mr. Morton in his determination to have a thorough house cleaning, put the company on an economical business basis, reduce the cost of insurance to policyholders, manage the company in their interest and with due regard to the public sentiment. The new management must in this way appeal to the public conscience; it will then command confidence everywhere."

"Are you a candidate for United States Senator from Virginia?"

"No, indeed. I have no desire to hold any political office. I have responsibilities enough without that."

"You are of course interested in national politics?"

"Yes, always, and in Virginia State politics. I am glad to hear that Congressman Swanson has been nominated by the Democrats for Governor of that State. The Presidential election is a long way off and it is too soon to talk about the candidates. Democratic success can only come by the Democrats in the Southern States organizing and forcing the party to take a stand for conservatism and by appealing to the sober minded and thoughtful in the country. In the solid South lies the party's greatest hope of a revival of the principles of true Democracy. Without the South the Democratic party would long since have been a memory of the past. It is therefore entitled by right to dictate its policy."

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY.

Sun rises.....5:19 | Sun sets.....6:33 | Moon rises..4:08

HIGH WATER THIS DAY.

Sandy Hook .6:10 | Gov. I'd.....6:42 | Hell Gate....8:35

Arrived—MONDAY, Aug. 28.

U S Cruiser Columbia, Newport, Aug. 27.
Ss Rotterdam, Rotterdam, Aug. 19.
Ss Finland, Antwerp, Aug. 19.
Ss Parisian, Glasgow, Aug. 17.
Ss Astoria, Glasgow, Aug. 19.
Ss Koenig Albert, Genoa, Aug. 15.
Ss Philadelphia, Porto Cabello, Aug. 18.
Ss Admiral Farragut, Port Antonio, Aug. 22.
Ss Bradford, Port Antonio, Aug. 23.
Ss El Mar, Galveston, Aug. 22.
Ss City of Macon, Savannah, Aug. 26.
Ss Hamilton, Norfolk, Aug. 27.
Ss Northman, Port Arthur, Tex., Aug. 19.
Ss Apache, Jacksonville, Aug. 25.
Ss Manna Hata, Baltimore, Aug. 26.
Ss Joseph W. Fordney, New Orleans, Aug. 20.

ARRIVED OUT.

Ss Numidian, from New York at Glasgow.
Ss Barbarossa, from New York at Bremen.
Ss Prinzess Irene, from New York at Gibraltar.
Ss Minnetonka, from New York at London.
Ss Furnessia, from New York at Glasgow.
Ss Kroonland, from New York at Dover.

SAILED FROM FOREIGN PORTS.

Ss Koenigin Louise, from Gibraltar for New York.
Ss Patricia, from Boulogne for New York.
Ss Seneca, from Havana for New York.

OUTGOING STEAMSHIPS.

Sail To-day.	*Mails. Close.*	*Vessels Sail.*
Kronprinz Wm., Bremen	10 30 A M	2 00 P M
Slavonia, Naples	.....	2 00 P M
Grecian Prince, Argentina	1 00 P M	3 00 P M
Finance, Colon	9 30 A M	1 00 P M
Algonquin, Charleston	.....	3 00 P M
Monroe, Norfolk	.....	3 30 P M
Sail To-morrow.		
Ryndam, Rotterdam	7 30 A M	10 00 A M
Oscar II., Copenhagen	11 00 A M	2 00 P M
Teutonic, Liverpool	8 30 A M	10 00 A M
Sicilia, Naples	8 30 A M	11 00 A M
Capri, Macelo	9 30 A M	12 00 M
Valdivia, Hayti	9 30 A M	12 00 M
Bermudian, Bermuda	9 00 A M	11 00 A M
Chenokee, Santo Domingo	12 30 P M	3 00 P M
Prins Willem II., Hayti	11 00 A M	1 00 P M
Olinda, Calbarien	12 30 P M	3 00 P M
Chalmette, New Orleans	.....	12 00 M
Nueces, Galveston	.....	3 00 P M
Apache, Charleston	.....	3 00 P M
Jamestown, Norfolk	.....	3 00 P M
Sail Thursday, Aug. 31.		
La Touraine, Havre	7 00 A M	10 00 A M
Hamburg, Hamburg	.....	10 00 A M
Grosser Kurfuerst, Brem	.....	10 00 A M
Parisian, Glasgow	.....	11 00 A M
Celtic Princess, Argentina	8 00 A M	9 00 A M
City of Wash., Tampico	12 00 M	3 00 P M
Vigilancia, Havana	9 00 A M	12 00 M
El Alba, Galveston	.....	3 00 P M
Jefferson, Norfolk	.....	3 00 P M
Cleto, Charleston	.....	3 00 P M

INCOMING STEAMSHIPS.

Due To-day.		
Amazonense	Para	Aug. 15
Minneapolis	London	Aug. 19
Victorian	Liverpool	Aug. 19
El Paso	New Orleans	Aug. 23
Corona	St. Thomas	Aug. 23
Fuerst Bismarck	Hamburg	Aug. 20
Kaiser Wm. der Grosse	Bremen	Aug. 22
Main	Bremen	Aug. 19
Sarnia	Savanilla	Aug. 15
Denver	Galveston	Aug. 22
Morro Castle	Havana	Aug. 26
Due To-morrow.		
Oceanic	Liverpool	Aug. 23
Germania	Naples	Aug. 18
Coronia	Liverpool	Aug. 21
El Norte	Galveston	Aug. 24
Due Thursday, Aug. 31.		
Calabria	Palermo	Aug. 17
Comus	New Orleans	Aug. 26
Comal	Galveston	Aug. 25
Havana	Colon	Aug. 25
Due Friday, Sept. 1.		
Giulia	Venice	Aug. 15
Yucatan	Vera Cruz	Aug. 24
La Lorraine	Havre	Aug. 26
Alene	Savanilla	Aug. 26
El Valle	Galveston	Aug. 26
Seneca	Havana	Aug. 28
Due Saturday, Sept. 2.		
New York	Southampton	Aug. 26
Lucania	Liverpool	Aug. 26
Due Sunday, Sept. 3.		
Bluecher	Hamburg	Aug. 24
Columbia	Glasgow	Aug. 25

GOSSIP OF WALL STREET.

The speculative situation is not what it was in December last, when the public's pyramid tumbled over with a crash. The bear party was then able to break the market. Prices had been rising with only slight interruption for months, and as prices advanced the public bull account became more and more extended. Commission houses were loaded up with stocks like Union Pacific, Amalgamated Copper and the Steel stocks, and the speculation for the rise had extended all through the list. The market was ripe for a considerable reaction, and the psychological moment arrived when certain large interests temporarily removed their support from the market because of widespread uneasiness as to railway rate legislation. The bear party made the most of it. But the extent of the reaction surprised no one more than the leading bear operators themselves. The market as it declined disclosed an unexpectedly large public account, and it was the uncovering of stop orders in heavy volume that made the bear campaign so successful. In a successful bear campaign the volume of trading increases as the market declines, just as in a successful bull campaign the trading grows heavier as the market advances. When a market gets dull after extensive manipulative selling the purpose of which is to dislodge stocks the natural inference is that the real holders of stocks are not selling on the decline.

Some of the critics of the stock market have a great deal to say about manipulation when prices are advancing, but they do not discover any manipulation when prices decline.

On the present advance, which begun in June, there has been no distribution of stocks commensurate with the extent of the rise in prices. Those commission houses which do not handle accounts for banking interests or active professional operators have complained steadily of the lack of public interest in the market. The public's extreme conservatism has been due in a large measure to the conservatism of the commission houses. They have been in many instances out of sympathy with the bull campaign and have given little encouragement to their customers. The public which is not in personal touch with financial leaders has taken only a nominal interest in speculation since the completion of the heavy liquidation in the spring. The bear party therefore, which has made several unsuccessful attempts in the past few weeks to break the market, is deprived of one of the chief aids to a bear campaign—the underlying strata of stop loss orders of weakly margined public accounts.

This is the second time recently that Reading has been attacked on the story of a strike in the coal regions next spring, when the agreement between the mine workers and the mine owners expires. Five weeks ago, in a short week end bear raid on the market, which was helped along by the fear of some large operators as to the rust damage in the wheat fields of the Northwest, Reading broke from 105 to par on a story that there was to be a coal strike next April. Those who sold Reading on that decline were never able to get their stock back except at a loss. Since then it has had an extreme advance of 25 points. Reading was the weakest stock in the market yesterday, John Mitchell's Sunday talk about a renewal of the mine workers' demands in April giving the cue for the selling. After advancing to 121½ soon after the opening, it declined very rapidly to 118¾. It regained some of its loss in the recovery in the general market at the end of the first hour, but in the second drive at the market it sold down to 118¼, a loss of 3¼ from its best price and a loss of 7¾ from its top price of last week. It was only when the news from Portsmouth became more peaceful in the afternoon that any aggressive support was given to the stock. It showed a net decline of 1½ for the day.

Those who have been demanding a reaction on which to buy stocks now want to know what is the matter with the market.

The Atlantic Coast Line Company, which has increased its quarterly dividend rate from 2 to 2½ per cent., is the holding company which controls the Atlantic Coast Line Railroad. Its outstanding capital stock is only $10,500,000. The stock is not listed on the exchange. It is quoted somewhere above 425. The advance in the railroad stock yesterday was due to buying by a man, who thought the increased dividend was on the railroad stock.

While Reading led the decline in the market in the drive in the morning, the interest in the reaction was more in Amalgamated Copper, which is the stock used by the bear party to affect sentiment. It opened off ⅛ on moderate trading and sold down ¼ more. It then advanced easily from 86½ to 87½. The attack on it began at that price. It sold off easily, without any large volume of trading, to 85¾. The attack, while it had the appearance of a raid, lacked ginger. Much of the selling came from Boston.

The manner in which the market received the report from Portsmouth that Japan had waived the indemnity was peculiar. It was fully ten minutes after the news reached the floor before the market stirred. Some of the followers of the market who watched the ticker in brokers' offices thought the market was not going to take any notice of the news. Prices showed a tendency to sag. Then suddenly, when hope had about been given up in the commission houses, the market, like a ship that had been drifting with the tide, suddenly caught the breeze. Reading, Union Pacific, Amalgamated Copper, St. Paul and the Steels, the stocks which had been the targets of the selling, began to move up on active trading. It was plain that traders who had sold stocks for the decline were hurrying to get back their stocks. But the favoring wind was fluky. The market got into a calm again in a few minutes, when the rush of the traders to cover was over, and began to drift back. The commission house response to the news from Portsmouth was not spontaneous. Toward the close, the market strengthened again, but most of the stocks which showed considerable losses early in the day failed to regain fully these losses. Union Pacific was the notable exception. It closed at its closing price of Saturday. The fact that the stock sells ex dividend 2½ per cent. to-day probably had something to do with this. The speculator who is short of the stock must pay the dividend.

PROPOSALS.

Headquarters of the Fire Department of the City of New York, Nos. 157 and 159 East Sixty-seventh street, Borough of Manhattan, the City of New York.

SEALED BIDS OR ESTIMATES will be received by the Fire Commissioner at the above office until 10:30 o'clock A. M., on

TUESDAY, SEPTEMBER, 5, 1905.

Borough of Manhattan and The Bronx.

No. 1. FOR FURNISHING AND DELIVERING TWO EIGHTY-FIVE-FOOT AERIAL HOOK AND LADDER TRUCKS.

No. 2. FOR FURNISHING AND DELIVERING TEN FIRST SIZE HOSE WAGONS.

For full particulars see City Record.

THOS. W. CHURCHILL,
Deputy and Acting Fire Commissioner.

Office of the Department of Parks, Arsenal Building, Fifth Avenue and Sixty-fourth Street, Borough of Manhattan, The City of New York.

SEALED BIDS OR ESTIMATES will be received by the Park Board at the above office of the Department of Parks until 3 o'clock P. M. on

THURSDAY, SEPTEMBER 7, 1905.

Borough of The Bronx.

FOR FURNISHING AND DELIVERING VITRIFIED STONEWARE DRAINPIPE FOR PARKS, BOROUGH OF THE BRONX.

For full particulars see City Record.

JOHN J. PALLAS,
President;
HENRY C. SCHRADER,
MICHAEL J. KENNEDY,
Commissioners of Parks.

GENERAL DEPOT, Q. M. DEPT., Jeffersonville, Ind., August 26, 1905.—Sealed proposals, in triplicate, endorsed on cover "Proposals for Q. M. Supplies," and addressed to undersigned, will be received here until 10 o'clock A. M., September 26, 1905, for Miscellaneous Supplies, required for Manila, P. I., as per schedule, which will be furnished on application to this Depot and the Depots at New York City and San Francisco. Preference given to articles of domestic production or manufacture. The right is reserved to reject or accept any or all bids or any part thereof. J. M. MARSHALL, Ass't Qr. Mr. General and Depot Q. M.

U. S. ENGINEER OFFICE, Army Building, New York, August 26, 1905.—Sealed proposals for dredging in Bronx River, Harlem River and Bronx Creek, N. Y., will be received here until 12 M., September 9, 1905, and then publicly opened. Information furnished on application. W. R. LIVERMORE, Col., Engrs.

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 30, 1905, the following petition was received:

(EXTENSIONS.)

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

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

I. Your petitioner is a street surface railroad corporation duly organized and existing under the laws of the State of New York, and has duly filed, pursuant to section 90 of the Railroad Law, a statement of the extensions or branches of its road herein proposed.

II. Your petitioner desires to obtain from The City of New York, and hereby respectfully applies for its consent to a grant of the franchise or right to use certain streets, roads, avenues, highways, boulevards, driveways, bridges, public viaducts and approaches, parkways or public grounds within or belonging to The City of New York for the construction and operation in and upon the surface thereof of double or single track street surface railroads (including the necessary connections, switches, sidings, turnouts, turn-tables, cross-overs, and suitable stands or other structures necessary for the accommodation and operation of the said railroads by the overhead or other system of electricity or other motive power which may be lawfully used upon the same), as extensions or branches of its existing road, and for public use in the conveyance of persons and property for compensation.

III. The following is a description of the said certain streets, roads, avenues, highways, boulevards, driveways, bridges, public viaducts and approaches, parkways or public grounds within or belonging to The City of New York, in, through, upon and along, and to, upon, over and across which your petitioner desires to extend its road, or construct branches thereof, as aforesaid, to wit:

(1) Beginning on Route No. 1, as described in the certificate of incorporation of said New York City Interborough Railway Company, at the intersection of Aqueduct avenue and Featherbed Lane; running thence in a general northeasterly direction, in, through, upon and along Featherbed Lane to its intersection with Jerome avenue; thence in a general northeasterly direction upon and across Jerome avenue, and in, through, upon and along East One Hundred and Seventy-fourth street to its intersection with Clay avenue; thence in a general southeasterly direction in, through, upon and along Clay avenue to its intersection with Webster avenue and Wendover avenue; thence in an easterly direction in, through, upon and along Wendover avenue to the elevated railway station at the intersection of Wendover avenue and Third avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(2) Beginning on Route No. 1, as described in the certificate of incorporation of said New York City Interborough Railway Company, at the intersection of West One Hundred and Eighty-eighth street and Aqueduct avenue; thence running southwesterly in, through, upon and along West One Hundred and Eighty-eighth street to its intersection with Sedgwick avenue; thence southerly in, through, upon and along Sedgwick avenue to its intersection with Fordham Road; thence westerly in, through, upon and along Fordham Road to its intersection with West One Hundred and Eighty-fourth street; thence southerly and westerly in, through, upon and along West One Hundred and Eighty-fourth street to the easterly approach of the new (or Fordham Heights) bridge to be constructed; thence westerly in, through, upon and along the easterly approach to said new (or Fordham Heights) bridge; thence westerly upon, along and across said new (or Fordham Heights) bridge to the westerly approach to said bridge, or West Two Hundred and Seventh street, Borough of Manhattan; thence westerly in, through, upon and along said westerly approach or West Two Hundred and Seventh street to the proposed rapid transit station at Amsterdam or Tenth avenue; all in the Boroughs of Manhattan and The Bronx, in the City, County and State of New York.

The above extension or branch, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Aqueduct avenue, West One Hundred and Eighty-eighth street, Andrews avenue, Tee Tee avenue, Sedgwick avenue, Fordham Road, West One Hundred and Eighty-fourth street, Exterior street (Manhattan), West Two Hundred and Seventh street, Tenth avenue, Amsterdam avenue, Hampden Place, Cedar avenue, Fairview Terrace, Exterior street (The Bronx) and Ninth avenue; all in the Boroughs of The Bronx and Manhattan, in the City, County and State of New York.

(3) Beginning on Route No. 1, as described in the certificate of incorporation of said New York City Interborough Railway Company, at the intersection of Lind avenue and West One Hundred and Sixty-eighth street; running thence in an easterly direction in, through, upon and along West One Hundred and Sixty-eighth street to its intersection with Jerome avenue; thence southerly in, through, upon and along Shakespeare avenue to its intersection with Jerome avenue; thence in a southerly and southeasterly direction in, through, upon and along Shakespeare avenue to its intersection with Jerome avenue; thence in a southerly direction in, through, upon and along Jerome avenue to its intersection with McClellan street; thence in an easterly direction in, through, upon and along McClellan street to its intersection with River avenue; thence in a northerly direction in, through, upon and along River avenue to its intersection with East One Hundred and Sixty-seventh street; thence in an easterly, southeasterly and easterly direction in, through, upon and along East One Hundred and Sixty-seventh street to its intersection with Clay avenue; thence in a northerly direction in, through, upon and along Clay avenue to its intersection with East One Hundred and Sixty-eighth street; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension or branch, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Lind avenue, Ogden avenue, Nelson avenue, Woodycrest avenue, Shakespeare avenue, West One Hundred and Sixty-eighth street, Anderson avenue, West One Hundred and Sixty-seventh street, Jerome avenue, McClellan street, Cromwell avenue, River avenue, East One Hundred and Sixty-seventh street, Gerard avenue, Walton avenue, Grand View Place, Grand Boulevard and Concourse (not on grade), Sheridan avenue, Sherman avenue, Grant avenue, Morris avenue, College avenue, Findlay avenue, Teller avenue, Clay avenue and East One Hundred and Sixty-eighth street; all in the Borough of The Bronx, in the City, County and State of New York.

(4) Beginning on Route No. 1, as described in the certificate of incorporation of said New York City Interborough Railway Company, at the intersection of Two Hundred and Thirty-eighth street and Albany road; running thence northeasterly in, through, upon and along Albany road to its intersection with Van Cortlandt avenue and Van Cortlandt Park South; all in the Borough of The Bronx, in the City, County and State of New York.

(5) Beginning on Route No. 1, as described in the certificate of incorporation of said New York City Interborough Railway Company, at a point on the One Hundred and Fifty-fifth Street Viaduct, between Bradhurst and Eighth avenues, and on a line vertically above the westerly line of the Manhattan Elevated Railway Company's station at Eighth avenue and West One Hundred and Fifty-fifth street; running thence westerly upon and along said viaduct to the western extremity thereof; thence westerly in, through, upon and along West One Hundred and Fifty-fifth street to its intersection with Broadway; thence northerly in, through, upon and along Broadway to the rapid transit station at the intersection of Broadway and West One Hundred and Fifty-seventh street; all in the Borough of Manhattan, in the City, County and State of New York.

The said extension or branch, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: West Two Hundred and Thirty-eighth street, Albany road, an unnamed street, Van Cortlandt Park South, and Van Cortlandt avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(6) Beginning on Route No. 1, as described in the certificate of incorporation of said New York City Interborough Railway Company, at the intersection of West Farms Road, Boston Road and East One Hundred and Seventy-seventh street; running thence in a general southerly direction in, through, upon and along West Farms Road to its intersection with Home street; thence in, through, upon and along Home street to its intersection with the route of said New York City Interborough Railway Company upon Intervale avenue, at its intersection with Home street; all in the Borough of The Bronx, in the City, County and State of New York.

The said branch or extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Boston Road, East One Hundred and Seventy-seventh street, West Farms Road, Rodman Place, East One Hundred and Seventy-sixth street, East One Hundred and Seventy-fourth street, East One Hundred and Seventy-third street, East One Hundred and Seventy-second street, Jennings street, Edgewater Road, Boone avenue, Freeman street, Longfellow avenue, Home street, Bryant avenue, Vyse avenue, Roe avenue, Southern Boulevard, Simpson street, Fox street, Tiffany street and Intervale avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(7) Beginning on Route No. 6, as described in the certificate of incorporation of said New York City Interborough Railway Company, at the intersection of Prospect avenue and East One Hundred and Fifty-sixth street; running thence in a northwesterly direction in, through, upon and along Prospect avenue to its intersection with Longwood avenue; thence in an easterly direction in, through, upon and along Longwood avenue to its intersection with Dawson street; thence south in, through, along, upon and across Dawson street to the route of said New York City Interborough Railway Company upon Leggett avenue, at its intersection with Dawson street; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension or branch, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: East One Hundred and Fifty-sixth street, Prospect avenue, Macy Place, East One Hundred and Sixtieth street, Westchester avenue, Longwood avenue, Hewitt Place, Dawson street, East One Hundred and Fifty-sixth street and Leggett avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(8) Beginning on Route No. 6, as described in the certificate of incorporation of said New York City Interborough Railway Company, at the intersection of Leggett avenue and Dawson street; running thence northerly in, through, upon and along Dawson street to its intersection with Intervale avenue; thence in a northerly direction in, through, upon and along Intervale avenue to its intersection with the route of said New York City Interborough Railway Company at the intersection of Dongan street and Intervale avenue; all in the Borough of

PUBLIC NOTICES.

The Bronx, in the City, County and State of New York.

The said extension or branch, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Leggett avenue, East One Hundred and Fifty-sixth street, Longwood avenue, Stebbins avenue, Rogers Place, Intervale avenue and Dongan street; all in the Borough of The Bronx, in the City, County and State of New York.

(9) Beginning on Route No. 6, as described in the certificate of incorporation of said New York City Interborough Railway Company, at the intersection of Courtlandt avenue and East One Hundred and Forty-ninth street; running thence easterly in, through, upon and along East One Hundred and Forty-ninth street to its intersection with Austin Place; thence northeasterly in, through, upon and along Austin Place to its intersection with Whitlock avenue; thence northeasterly and northerly in, through, upon and along Whitlock avenue to its intersection with Leggett avenue, and connecting with the route of said New York City Interborough Railway Company at said intersection of Whitlock avenue and Leggett avenue; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension or branch, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Courtlandt avenue, Melrose avenue, Third avenue, Bergen avenue, Brook avenue, Gerard street, St. Ann's avenue, Eagle avenue, Park street, Trinity avenue, Robbins avenue, Concord avenue, Wales avenue, Tinton avenue, Union avenue, Prospect avenue, Southern Boulevard, Timpson Place, Austin Place, Whitlock avenue, Leggett avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(10) Beginning on Route No. 6, as described in the certificate of incorporation of said New York City Interborough Railway Company, at the intersection of Brook avenue and East One Hundred and Fifty-sixth street; running thence in a northerly direction in, through, upon and along Brook avenue to its intersection with Washington avenue; thence in a northerly direction in, through, upon and along Washington avenue to its intersection with East One Hundred and Sixty-eighth street; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension or branch, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: East One Hundred and Fifty-sixth street, Brook avenue, East One Hundred and Fifty-seventh street, Germain Place, East One Hundred and Fifty-eighth street, East One Hundred and Fifty-ninth street, Third avenue, East One Hundred and Sixty-first street, East One Hundred and Sixty-second street, Washington avenue, East One Hundred and Sixty-third street, East One Hundred and Sixty-fourth street, One Hundred and Sixty-fifth street, East One Hundred and Sixty-sixth street, East One Hundred and Sixty-seventh street and East One Hundred and Sixty-eighth street; all in the Borough of The Bronx, in the City, County and State of New York.

(11) Beginning on Route No. 7, as described in the certificate of incorporation of said New York City Interborough Railway Company, at the intersection of Dongan street and Intervale avenue; running thence in a southwesterly direction in, through, upon and along Dongan street to its intersection with Stebbins avenue; thence in a northwesterly direction in, through, upon and along Stebbins avenue to its intersection with East One Hundred and Sixty-third street; thence in a southwesterly direction in, through, upon and along East One Hundred and Sixty-third street to its intersection with Washington avenue; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension or branch, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Intervale avenue, Dongan street, Rogers Place, Stebbins avenue, Westchester avenue, East One Hundred and Sixty-second street; East One Hundred and Sixty-third street, Prospect avenue, Union avenue, Tinton avenue, Forest avenue, Jackson avenue, Trinity avenue, Cauldwell avenue, Eagle avenue, Third avenue and Washington avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(12) Beginning on Route No. 7, as described in the certificate of incorporation of said New York City Interborough Railway Company, at the intersection of Intervale avenue, East One Hundred and Sixty-ninth street and Morris street; running thence in a northwesterly direction in, through, upon and along East One Hundred and Sixty-ninth street to its intersection with Franklin avenue; thence in a southwesterly direction in, through, upon and along Franklin avenue to its intersection with East One Hundred and Sixty-eighth street; thence in a westerly direction in, through, upon and along East One Hundred and Sixty-eighth street to its intersection with Clay avenue; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension or branch, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Intervale avenue, Tiffany street, East One Hundred and Sixty-ninth street, Home street, Stebbins avenue, Lyman Place, Prospect avenue, Freeman street, Union avenue, Tinton avenue, Boston Road, McKinley Square, Clinton avenue, East One Hundred and Sixty-ninth street, Morris avenue, East One Hundred and Sixty-eighth street, Fulton avenue, Third avenue, Washington avenue, Park avenue, Brook avenue, Webster avenue and Clay avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(13) Beginning on Route No. 7, as described in the certificate of incorporation of said New York City Interborough Railway Company at the intersection of Wendover avenue and Crotona Park East; running thence southwesterly in, through, upon and along Crotona Park East, to its intersection with Prospect avenue and Crotona Park South; thence westerly in, through, upon and along Crotona Park South, to its intersection with Fulton avenue; thence northerly in, through, upon and along Fulton avenue to its intersection with Wendover avenue; thence westerly in, through, upon and along Wendover avenue to the elevated railroad station at its intersection with Third avenue; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension or branch, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Crotona Park East, Wendover avenue, Prospect avenue, Crotona Park South, Crotona avenue, Clinton avenue, Franklin avenue, Cottage Place, St. Paul's Place, Fulton avenue, East One Hundred and Seventy-first street and Third avenue; all in the Borough of The Bronx, in the City, County and State of New York.

IV. Your petitioner proposes to operate said extensions or branches by the overhead trolley system, or by any other motive power other than locomotive steam power, which may be approved by the State Board of Railroad Commissioners, and consented to by the owners of property bounded upon the same, as provided by law.

Wherefore, your petitioner prays that public notice hereof and of the time and place when and where this application will be first considered be given, as required by the provisions of section 82 of the Railroad Law and of all other laws applicable thereto, and that the desired consent or grant be embodied in the form of a contract, with all of the terms and conditions as to compensation and otherwise, in accordance with the provisions of the Greater New York Charter.

Dated at The City of New York, June 26, 1905.

NEW YORK CITY INTERBOROUGH RAILWAY COMPANY.

[CORPORATE SEAL.] BY ARTHUR TURNBULL, President.

Attest:
D. W. MCWILLIAMS, Secretary.

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

Arthur Turnbull, being duly sworn, deposes and says: That he is the president of the 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 not 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.

Sworn to before me June 26, 1905.

ARTHUR TURNBULL.

[SEAL.] R. M. NEUMANN,
Notary Public (9), New York County, N.Y.

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

On this 26th day of June, in the year one thousand nine hundred and five, before me personally came Arthur Turnbull, to me known, who being by me duly sworn, did depose and say that he resided in The City of New York; that he is the 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. R. M. NEUMANN,

[SEAL.] Notary Public (9), New York County, N. Y.

(10) Beginning on Route No. 3, as described in the certificate of incorporation of said New York City Interborough Railway Company, at the intersection of West Farms Road, Boston Road and East One Hundred and Seventy-seventh street; running thence in a general southerly direction in, through, upon and along West Farms Road to its intersection with Home street; thence in, through, upon and along Home street to its intersection with the route of said New York City Interborough Railway Company upon Intervale avenue, at its intersection with Home street; all in the Borough of The Bronx, in the City, County and State of New York.

The said branch or extension, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: Boston Road, East One Hundred and Seventy-seventh street, West Farms Road, Rodman Place, East One Hundred and Seventy-sixth street, East One Hundred and Seventy-fourth street, East One Hundred and Seventy-third street, East One Hundred and Seventy-second street, Jennings street, Edgewater Road, Boone avenue, Freeman street, Longfellow avenue, Home street, Bryant avenue, Vyse avenue, Roe avenue, Southern Boulevard, Simpson street, Fox street, Tiffany street and Intervale avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(11) Beginning on Route No. 6, as described in the certificate of incorporation of said New York City Interborough Railway Company, at the intersection of Prospect avenue and East One Hundred and Fifty-sixth street; running thence in a northwesterly direction in, through, upon and along Prospect avenue to its intersection with Longwood avenue; thence in an easterly direction in, through, upon and along Longwood avenue to its intersection with Dawson street; thence south in, through, along, upon and across Dawson street to the route of said New York City Interborough Railway Company upon Leggett avenue, at its intersection with Dawson street; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension or branch, as it winds and turns, crosses the following highways, avenues, streets and public places, etc.: East One Hundred and Fifty-sixth street, Prospect avenue, Macy Place, East One Hundred and Sixtieth street, Westchester avenue, Longwood avenue, Hewitt Place, Dawson street, East One Hundred and Fifty-sixth street and Leggett avenue; all in the Borough of The Bronx, in the City, County and State of New York.

(12) Beginning on Route No. 6, as described in the certificate of incorporation of said New York City Interborough Railway Company, at the intersection of Leggett avenue and Dawson street; running thence northerly in, through, upon and along Dawson street to its intersection with Intervale avenue; thence in a northerly direction in, through, upon and along Intervale avenue to its intersection with the route of said New York City Interborough Railway Company at the intersection of Dongan street and Intervale avenue; all in the Borough of

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certain streets, roads, avenues, highways, boulevards, driveways, bridges, public viaducts and approaches, parkways or public grounds within or belonging to The City of New York, in, through, upon and along, and to, upon, over and across which your petitioner desires to make such improvements and alterations and changes of its route, to wit:

Change No. 1 in Route No. 1, as described in its certificate of incorporation:

Continuing in, through, upon and along Sedgwick avenue, from Bronx street to the intersection of Sedgwick avenue with Boston avenue and Giles place; thence in a southwesterly direction in, through, upon and along Heath avenue or Fort Independence street, as described in said certificate of incorporation, as a change and in substitution for that portion of said route extending northwesterly on and along Perot street to Nathalie or Boston avenue; thence northeasterly on and along Nathalie or Boston avenue to Heath avenue or Fort Independence street.

Change No. 2 in Route No. 3, as described in its certificate of incorporation:

Continuing in, through, upon and along Kingsbridge road from its intersection with Heath avenue and across and over the proposed viaduct or bridge carrying the railroad tracks to the intersection of Kingsbridge road and West Two Hundred and Twenty-fifth (or Muscoota) street; thence in, through, upon and along West Two Hundred and Twenty-fifth (or Muscoota) street to the Muscoota street rapid transit station in Broadway (or Kingsbridge road), as a change and in substitution for that portion of said route extending from the rapid transit station at the intersection of Bailey avenue and East Two Hundred and Thirtieth street (now West Two Hundred and Thirtieth street), in the Borough of The Bronx; running thence easterly on and along said East Two Hundred and Thirtieth street (now West Two Hundred and Thirtieth street) to its intersection with Heath avenue; thence southerly on and along Heath avenue to its intersection with Kingsbridge road.

Change No. 3 in Route No. 2, as described in its certificate of incorporation:

Extending in, through, upon and along Tremont avenue, from former River avenue to the intersection of Tremont avenue with East One Hundred and Seventy-sixth street, Carter avenue, Webster avenue and Burnside avenue; thence in a northerly direction in, through, upon and along Burnside avenue to its intersection with Valentine avenue, and thence in, through, upon and along Valentine avenue to its intersection with East One Hundred and Eightieth street, as a change and in substitution for that portion of said route extending northerly on and along River avenue to East One Hundred and Eightieth street; thence southeasterly on and along East One Hundred and Eightieth street to said Valentine avenue.

Change No. 4 in Route No