ANOTHER GOOD WEEK FOR CORN

TEMPERATURE AND MOISTURE RIGHT IN ALL STATES.

Late Planting in Need of Rain at Some Places—Cutting Has Begun in Oklahoma and Indian Territories—Wheat Harvest Finished—Apples Promising.

WASHINGTON, Aug. 29.—The following general summary of climate and crop conditions was given out by the Weather Bureau to-day:

During the week ended August 28 the temperatures were highly favorable in the central valleys and in the Gulf and Atlantic Coast districts, with the exception of the northern portion of the middle Atlantic States and New England, where it was rather cool. Wet weather interfered with farm work and injured crops in portions of Virginia, the Carolinas, Alabama, Kentucky, Tennessee, Wisconsin, Iowa and the Dakotas. Rain is much needed over the southeastern Rocky Mountain slope, the greater part of Texas and on the north Pacific coast.

The principal corn States of the central valleys have experienced a week of exceptionally favorable weather for developing and maturing corn. There is everywhere ample moisture to insure satisfactory development of the crop except in Texas and portions of Kansas, but in the last named State it is only the late planted that is suffering for rain. Cutting is in progress in Oklahoma and Indian Territories, southern Missouri and over a large part of Kansas. The reports indicate that the bulk of the early corn will be safe from injury from frost by Sept. 15 and most of the late corn will be safe by Oct. 1. Some damage from local storms is reported from portions of Illinois and South Dakota.

Spring wheat harvest is finished, except in the northern portions of Minnesota and South Dakota and in North Dakota, where, although well advanced, it has been delayed by rains and the grain is overripe. Stacking and thrashing in the south portion of the spring wheat region have also been hindered by rains. Good yields are generally reported

In some northeastern counties in Texas, in Arkansas and in portions of Mississippi, Alabama and Georgia improvement in the condition of cotton is indicated, and in Oklahoma and Indian Territories and Missouri the crop is in fair to good condition. Elsewhere cotton has not made favorable progress. Complaints of shedding are received from every State, of rust from eastern districts, of premature opening from Texas, Arkansas and North Carolina and of rotting of bolls in South Carolina, Georgia, Alabama and Mississippi. The bolls are opening rapidly generally throughout the belt and picking is in progress in all but the northerly districts.

Tobacco has suffered from wet weather in portions of Kentucky and in Virginia and Maryland, but in the first mentioned State has generally made good progress. A good crop is promised in Pennsylvania, New York and New England. Cutting is general.

More favorable reports respecting apples are received from Maryland and Virginia, but elsewhere the outlook for this crop continues very poor.

The general outlook for potatoes is very unfavorable, except in the Missouri Valley, where a good crop is promised. Blight and rot are very generally reported throughout the Lake regions, Ohio Valley, northern portion of the middle Atlantic States and New England.

Plowing for fall seeding has been active nearly everywhere, except in Texas, where the soil is too dry. This work is much further advanced than usual and some seeding has been done.

PASSAIC STEEL WORKS CASH.

Local Stockholders Raising $125,000 to Put $5,000,000 Plant in Good Shape.

PATERSON, Aug. 29.—The outlook is good that the Passaic Steel Works, the $5,000,000 concern of this city, will weather its financial difficulties. All the local stockholders owning blocks of 10,000 shares have been in conference since the meeting of all stockholders at the works last Friday and have decided to make good the assessment of $125,000.

This is Paterson's part of the $400,000 which the management believes is absolutely necessary to put the works in good condition and cover the losses of the past two years.

Each stockholder is assessed 22 per cent.

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY.

Sun rises.....5:20 | Sun sets.....6:32 | Moon sets.. —

HIGH WATER THIS DAY.

Sandy Hook .6:5 | Gov. I'd.....7:27 | Hell Gate....9:20

ARRIVED—TUESDAY, Aug. 29.

Ss Kaiser Wilhelm der Grosse, Bremen, Aug. 22.
Ss Minneapolis, London, Aug. 19.
Ss Coronia, Liverpool, Aug. 22.
Ss Fuerst Bismarck, Hamburg, Aug. 20.
Ss Victorian, Liverpool, Aug. 19.
Ss Suwanee, Cardiff, Aug. 15.
Ss Goodwin, Sourabaya, June 19.
Ss Korona, St. Thomas, Aug. 23.
Ss Felarstjernen, Santos, Aug. 6.
Ss Morro Castle, Havana, Aug. 26.
Ss Thrift, Tilt Cove, N. F., Aug. 22.
Ss Kong Frode, Baracoa, Aug. 28.
Ss El Paso, New Orleans, Aug. 24.
Ss Jamestown, Norfolk, Aug. 28.

ARRIVED OUT.

Ss Kroonland, from New York at Antwerp.
Ss Graf Waldersee, from New York at Dover.

SAILED FROM FOREIGN PORTS.

Ss Kaiser Wilhelm II., from Bremen for New York.

OUTGOING STEAMSHIPS.

Sail To-day.	*Mails. Close.*	*Vessels Sail.*
Ryndam, Rotterdam	7 30 A M	10 00 A M
Oscar II., Copenhagen	11 00 A M	3 00 P M
Teutonic, Liverpool	8 30 A M	10 00 A M
Sicilia, Naples	8 30 A M	11 00 A M
Capri, Maceio	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
Cherokee, Santo Domingo	12 00 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 To-morrow.		
La Touraine, Havre	7 00 A M	10 00 A M
Hamburg, Hamburg	.....	10 00 A M
Grosser Kurfuerst, Brem	.....	10 00 A M
Ionian, Glasgow	.....	11 00 A M
Celtic Princess, Argentina	6 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
Carib, Charleston	.....	3 00 P M
Sail Friday, Sept. 1.		
Celtic, Liverpool	.....	7 00 A M
Jaggry, Campeche	12 00 M	3 00 P M
Yumuri, Santiago	12 00 M	3 00 P M
Niagara, Havana	12 00 M	3 00 P M
Rio Grande, Brunswick	.....	3 00 P M
Monroe, Norfolk	.....	3 00 P M
Arapahoe, Charleston	.....	3 00 P M

INCOMING STEAMSHIPS.

Due To-day.		
Amazonense	Para	Aug. 15
Main	Bremen	Aug. 19
Sarnia	Savanilla	Aug. 18
Denver	Galveston	Aug. 23
Oceanic	Liverpool	Aug. 23
Germania	Naples	Aug. 18
El Norte	Galveston	Aug. 24
Due To-morrow.		
Calabria	Palermo	Aug. 17
Comus	New Orleans	Aug. 26
Comal	Galveston	Aug. 25
Havana	Colon	Aug. 25
Oranie Nassau	Trinidad	Aug. 21
San Marcos	Brunswick	Aug. 28
City of Atlanta	Savannah	Aug. 28
Due Friday, Sept. 1.		
Giulia	Venice	Aug. 15
Yucatan	Vera Cruz	Aug. 24
La Lorraine	Havre	Aug. 26
Alps	Savanilla	Aug. 26
El Valle	Galveston	Aug. 24
Seneca	Savannah	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
Maracaibo	Trinidad	Aug. 26
Due Monday, Sept. 4.		
Prinz Adalbert	Naples	Aug. 22
Minnehaha	London	Aug. 26
Vaderland	Antwerp	Aug. 26
Potsdam	Rotterdam	Aug. 26
Prinzess	Curacao	Aug. 26
El Sud	Galveston	Aug. 30

GOSSIP OF WALL STREET.

That both Japan and Russia will need more money is evident, but the money markets of the world are relieved to know that neither country will need any more money to be wasted in war.

The stock market's response to the news from Portsmouth was what had been expected. Prices advanced sharply all through the list. As the peace announcement came more than two hours before the close of the market it was hardly to be expected that prices would advance steadily throughout the afternoon. The market's immediate response was not spontaneous. After the first rush of traders to cover short sales and the bidding up of active stocks by professional operators the market hesitated. It waited for some one to take the initiative in interpreting the news. It was evident that those who were best qualified to take the initiative were in no haste to buy stocks. They probably did not care to take more stocks than necessary in advance of the expected London and Continental buying in the morning. Toward the close heavy buying orders came into the market in nearly all of the international stocks. Much of the buying was by professional operators who were confident of a strong London market on which to sell stocks for a turn. But in many of the leading issues it was apparent that banking interests were encouraging the advance.

"I take my hat off to Witte," says the New street philosopher. "He sat behind his pair of deuces and won out."

The outcome of the peace conference is another illustration of the accuracy of the information in the possession of American financial interests. The news from Portsmouth has blown hot and cold by turns. The newspaper correspondents there for days were positive that the conference would fail, and even up to the last moment they had little idea that the two nations would agree. But the leading banking people in New York never for a moment wavered from their belief that the result of the negotiations would be the signing of a treaty of peace. Even Europe at times was less hopeful because of the very emphatic statements by the Russians as to what they were willing to concede to the Japanese. But the bankers of Europe as well as the bankers of this country went ahead preparing not for another war loan but for the financing of an indemnity. A year ago last winter when there was great doubt as to the possibility of war the banking community here was just as positive that there would be war as it has been the past few weeks that there would be peace.

Europe continues to buy the new Pennsylvania convertible 3½s, and the character of the buying indicates that the bonds will be taken out of the market by investors for the purpose ultimately of sending them back to this country to be converted into stock.

Now that the Eastern war is over it is of interest to recall the prices of American stocks at the outbreak of the war. Here are some of them: Atchison, 70; Baltimore and Ohio, 83; Canadian Pacific, 118; St. Paul, 143; Erie, 27; Illinois Central, 129; Louisville and Nashville, 106; Missouri Pacific, 93; New York Central, 119; Pennsylvania, 119; Reading, 44; Southern Pacific, 49; Union Pacific, 80; Steel preferred, 55. The advances in these stocks during the war have been more than the most optimistic prophet dared think of. There was a great deal of discussion at the outbreak of the war as to what would be its influence on our market. While it would be idle to say that the large advances in American stocks were the result of the war, it is not to be denied that the war gave an impetus to our Eastern trade which has been reflected in our securities.

The present attitude of some of the most prominent houses toward the market is worthy of note. One representative house, for example, which has been bullish on the market for a long time takes this view of the situation now that the war is over: "It is argued that with bounteous crops, with wonderfully favorable conditions in the iron and steel trade, with brisk business throughout the country and with money, for the time being at least, lending at low rates in spite of a slender surplus reserve in the New York banks, there seems to be but one thing for stocks to do and that is to go higher. What seems to be obvious in Wall Street often fails of accomplishment. The favorable factors referred to have been in existence for some time and have to some extent been discounted. Although the rates for call and time money are low, there are men in touch with leading financial interests who are by no means sure that the movement of money to the interior, which has begun earlier and reached larger volume than is usual at this time of the year, will not produce a stringency which will compel the banks to demand higher rates and to restrict accommodations to brokers. Further, the labor situation is not without its element of danger Already it appears that the anthracite coal workers are preparing for a struggle in the spring, and in other departments of trade mutterings of dissatisfaction are heard. If we are to have a bull market we are starting from a very high level. So far the public has not been attracted. Will they come in when securities have had a further advance and when the yields from investments are consequently smaller?" Another leading house says: "The announcement that an understanding has been arrived at by the peace envoys at Portsmouth came as a very considerable surprise and was received with much satisfaction; but it is often the case in Wall Street that the consummation of an event long looked forward to brings about a selling movement rather than renewed buying—in other words, the stock market generally discounts far in advance."

European bankers have been hoarding gold for months in anticipation of a huge indemnity loan. The estimates of the amount of money Japan would ask Russia to pay have varied from $700,000,000 to $1,000,000,000. Europe has been preparing for an indemnity of hundreds of millions of dollars. Foreign bankers were evidently not very confident that Mr. Witte, with all his diplomacy, would be able to make Japan give up the idea of forcing Russia to pay a huge indemnity. Now that Russia is not going to pay any indemnity at all, and will need only to raise enough money immediately to reimburse Japan for the care of the Russian prisoners of war, a large hoard of gold will be released in Europe. It is reasonable to suppose that the release of these funds will give a decided stimulus to the European markets.

The buying of Erie is inspired by the most prominent interests in the management of the property.

Now that reference to black rust in the spring wheat crop can be made without stirring up personal strife it is interesting to note what the best trained student of crop conditions in the Northwest has to say about the damage by rust. "The black rust," he says, "spread quite generally over central Minnesota and later over northern Minnesota and perhaps half of North Dakota. It manifested itself differently this year than last, but it has done an effectual work in the loss of 30,000,000 bushels from the promise of July 20 to 25. The straw died instead of maturing. It was thoroughly infected with the rust disease, becoming highly inflamed and apparently ready to break out with rust spots, which have been supposed to be the only sign of rust. The straw turned early to an unnatural color, showing the same rust shade as last year, and then the disease attacked the head directly, killing the chaff before the berry was fully formed, resulting in shrinkage of the berry and in a blight or scab that prevented full filling."

Court Calendars This Day.

Appellate Division—Supreme Court.—Recess.

Supreme Court—Special Term.—Part I. Motion calendar called at 10:30 A. M. Part II. Ex parte matters.

Surrogates' Court—Chambers.—Court opens at 10:30 A. M. For probate—Wills of Alan Wood, Christian G. Schmitz, Lucretia A. Tooker, Ives B. de Adalt, Charlotte L. Wells, John Spevak, Sander Cohn, at 10:30 A. M. Trial Term.—No day calendar.

City Court—Special Term.—Court opens at 10 A. M. Motions.

BANK REPORTS.

(No. 891.)

REPORT OF THE CONDITION OF
THE NATIONAL PARK BANK,
AT NEW YORK CITY, IN THE STATE OF NEW YORK, AT THE CLOSE OF BUSINESS AUGUST 25TH, 1905:

RESOURCES.

Loans and discounts		$73,084,574 87
Overdrafts, secured and unsecured		2,027 03
U. S. bonds to secure circulation		3,000,000 00
U. S. bonds to secure U. S. deposits		1,067,000 00
Premiums on U. S. bonds		120,000 00
Bonds, securities, etc		750,250 85
Banking house, furniture and fixtures		2,406,486 87
Due from national banks (not reserve agents)		2,468,067 07
Due from State banks and bankers		379,700 16
Checks and other cash items		210,450 98
Exchanges for clearing house		5,238,507 25
Notes of other national banks		70,000 00
Lawful money reserve in bank, viz.:		
Specie	$18,123,813 45	
Legal-tender notes	5,404,534 00	
		23,528,407 45
Redemption fund with U. S. Treasurer (5 per cent. of circulation)		150,000 00
Due from U. S. Treasurer, other than 5 per cent. redemption fund		254,000 00
Total		$111,678,510 52

LIABILITIES.

Capital stock paid in		$3,000,000 00
Surplus fund		6,000,000 00
Undivided profits, less expenses and taxes paid		1,221,597 32
National banknotes outstanding		2,994,450 00
Due to other national banks	$32,848,808 34	
Due to State banks and bankers	13,383,062 50	
Due to trust companies and savings banks	12,660,186 27	
Dividends unpaid	724 00	
Individual deposits subject to check	34,598,386 98	
Demand certificates of deposit	2,096,739 48	
Certified checks	1,088,730 81	
Cashier's checks outstanding	1,783,069 53	
		97,794,677 51
United States deposits		675,000 00
Liabilities other than those above stated		92,805 69
Total		$111,678,510 52

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

I, EDWARD J. BALDWIN, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

EDWARD J. BALDWIN, Cashier.

Subscribed and sworn to before me this 29th day of August, 1905.

WM. E. DOUGLAS,
Notary Public, Kings Co.
Certificate filed in N. Y. Co.

Correct—Attest:
AUGUST BELMONT,
W. ROCKHILL POTTS,
EDW'D C. HOYT,
} Directors.

(No. 1,250.)

REPORT OF THE CONDITION OF
THE MECHANICS NATIONAL BANK,
AT NEW YORK, IN THE STATE OF NEW YORK, AT THE CLOSE OF BUSINESS, AUGUST 25TH, 1905:

RESOURCES.

Loans and discounts		$20,088,553 84
Overdrafts, secured and unsecured		318 27
U. S. bonds to secure circulation		550,000 00
Bonds, securities, etc		2,056,416 41
Banking house, furniture and fixtures		1,541,000 00
Due from national banks (not reserve agents)		1,081,965 63
Due from State banks and bankers		232,827 50
Checks and other cash items		212,330 23
Exchanges for Clearing House		6,870,957 24
Notes of other national banks		35,000 00
Fractional paper currency, nickels and cents		308 59
Lawful money reserve in bank, viz:		
Specie	$5,146,063 00	
Legal tender notes	1,466,000 00	
		6,612,063 00
Redemption fund with U. S. Treasurer (5 per cent. of circulation)		27,500 00
Total		$30,250,240 71

LIABILITIES.

Capital stock paid in		$3,000,000 00
Surplus fund		3,000,000 00
Undivided profits, less expenses and taxes paid		384,310 13
National bank notes outstanding		508,800 00
Due to other national banks	$6,583,283 35	
Due to State banks and bankers	1,096,808 33	
Due to trust companies and savings banks	4,405,875 88	
Dividends unpaid	6,322 75	
Individual deposits subject to check	18,418,017 97	
Demand certificates of deposit	191,689 21	
Certified checks	5,408,465 68	
Cashier's checks outstanding	1,213,498 00	
		32,323,461 17
Reserved for taxes		42,669 41
Total		$39,250,240 71

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

I, FRANK O. ROE, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

(Signed) FRANK O. ROE, Cashier.

Correct—Attest:
A. E. ORR,
C. M. PRATT,
G. W. McGARRAH,
} Directors.

Subscribed and sworn to before me this 29th day of August, 1905.

C. E. LANGDON,
Notary Public.

(No. 1270.)

REPORT OF THE CONDITION OF THE
MERCHANTS NATIONAL BANK
AT NEW YORK, IN THE STATE OF NEW YORK, AT THE CLOSE OF BUSINESS, AUGUST 25, 1905:

RESOURCES.

Loans and discounts		$15,236,852 24
U. S. bonds to secure circulation		50,000 00
Stocks, securities, etc		1,419,1 01 32
Banking house, furniture and fixtures		995,257 34
Due from national banks (not reserve agents)		1,146,000 74
Due from State banks and bankers		256,500 01
Checks and other cash items		125,566 47
Exchanges for Clearing House		4,559,570 07
Notes of other national banks		26,743 00
Fractional paper currency, nickels and cents		1,504 54
Lawful money reserve in bank, viz.		
Specie	$3,977,951	
Legal tender notes	1,637,000	
		5,614,951 00
Total		$29,481,636 36

LIABILITIES.

Capital stock paid in		$2,000,000 00
Surplus fund		1,000,000 00
Undivided profits, less expenses and taxes paid		379,680 86
Reserved for taxes, 1905		27,350 00
Due to other national banks		7,053,178 16
Due to State banks and bankers		513,239 43
Due to trust companies and savings banks		10,898,427 89
Dividends unpaid		1,104 26
Individual deposits subject to check		6,649,088 23
Demand certificates of deposit		1,225 00
Certified checks		760,881 19
Cashier's checks outstanding		147,459 65
Total		$29,481,636 36

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

I, SAMUEL S. CAMPBELL, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief. (S. S. CAMPBELL, Cashier.

Subscribed and sworn to before me this 29th day of August, 1905.

(Seal.) O. E. PAYNTER,
Notary Public.

Correct—Attest:
E. A. BRINCKERHOFF,
DONALD MACKAY
JOSEPH W. HARRIMAN,
} Directors.

FINANCIAL.

HENDERSON BRIDGE CO. SINKING FUND.

THIS IS TO CERTIFY that at a drawing held this eighth day of August, 1905, in our presence, at the office of the Central Trust Company of New York, at 10:45 o'clock in the morning, the following thirty-nine (39) Bonds of the Henderson Bridge Company, viz., numbers

92	497	704	1016	1244	1396	1833
296	526	718	1068	1292	1420	1882
307	542	866	1083	1305	1619	1908
339	609	889	1145	1352	1813	1925
389	639	990	1161	1387	1827	1927
400	690	995	1283			

were designated by lot for redemption at the office of the Central Trust Company of New York on the first day of September, 1905, at 105 per centum on the par value in accordance with supplemental deed of trust of February 27th, 1884.

Interest on said bonds will cease on the day named for redemption.

New York, August 8th, 1905.

A. W. MORRISS,
For Henderson Bridge Company.
CHAS. E. HUMPHREYS,
With Central Trust Co. of N. Y.

I HEREBY CERTIFY that the above-numbered bonds were drawn as stated. Witness my hand and seal this eighth day of August, 1905.

W. H. SMIDT,
(Seal) Notary Public, Rockland Co.
Certificate filed in New York Co.

FINANCIAL NOTES.

Arrangements will be made to-day for the sale of the securities of the Hudson Valley Railway held by the receivers of the Merchants Trust Company to the managers of the road, John W. Herbert and former State Treasurer Addison B. Colvin. One of the receivers said yesterday that the sum to be realized would enable them to pay depositors in full and stockholders in part. Depositors have already received 40 per cent. and the court has ordered a further payment of 25 per cent.

The Sub-Treasury transferred $500,000 to Chicago yesterday on account of the crops. This makes $3,000,000 sent to Chicago this month.

Passaic Weavers Strike.

PASSAIC, Aug. 29.—A delegation of weavers employed at the Gera Mills asked to-day for increases in the wage schedule. The demands were not considered fair by the employers and no concessions were granted. An hour later 250 weavers stopped work and left the mills. The mill officers expect that a satisfactory arrangement will be made, and that the weavers will return to their looms to-morrow.

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, in, through, upon and along, and to, upon, over and across such portions of the streets, roads, avenues, highways, 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 now 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 and 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 Taw avenue, Sedgwick avenue, Fordham Road, West One Hundred and Eighty-fourth street, Exterior street (No. 1), Third avenue, Amsterdam avenue, Hampden Place, Cedar avenue, Harlem River 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 Shakespeare 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 a southerly 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-eighth 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 the 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, 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 West 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.

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.

(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.: Viaduct, Bradhurst avenue, Edgecombe avenue, St. Nicholas Place, Harlem River driveway, St. Nicholas avenue, Amsterdam avenue, Broadway, West One Hundred and Fifty-sixth street and West One Hundred and Fifty-seventh street; all in the Borough of Manhattan, in the City, County and State of New York.

(6) 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 at the intersection of Intervale avenue and 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, Hoe 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 and upon 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 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.: Viaduct, Bradhurst avenue, Edgecombe avenue, St. Nicholas Place, Harlem River driveway, St. Nicholas avenue, Amsterdam avenue, Broadway, West One Hundred and Fifty-sixth street and West One Hundred and Fifty-seventh street; all in the Borough of Manhattan, 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 Intervale avenue, East One Hundred and Fifty-sixth street; running thence in a northwesterly direction in, through, upon and along East One Hundred and Fifty-sixth street; running thence in a northwesterly direction in, through, upon and along Intervale avenue 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, East One Hundred and Fifty-sixth street, Boston Road and Sixty-ninth street; running thence in a northwesterly direction in, through, upon and along East One Hundred and Sixty-ninth 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.: 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, Throop avenue, Clinton 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, German 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 avenue and Sedgwick avenue; running thence in a southwesterly direction in, through, upon and along Dongan street to its intersection with Stebbins avenue; thence in a southwesterly 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 Westchester avenue; all in the Borough of The Bronx, in the City, County and State of New York.

The said extension or branch, as it win