PLANS FOR BRIDGE TERMINAL.

TWO LEVELS FOR ELEVATED CARS; TROLLEYS UNDERGROUND.

Special Commission's Scheme Provides for Eight Tracks Overhead and as Many Trolley Car Loops as May Be Desired —A Provision for Temporary Relief.

Bridge Commissioner Stevenson submitted yesterday to the Board of Estimate the details of his scheme for increasing the transportation capacity of the Brooklyn Bridge by the building of a large terminal at the Manhattan end.

The general outline of the improvement was made known when the city acquired the three blocks north of the bridge from Tryon row to Duane street. A special commission consisting of Prof. William A. Burr of Columbia University, William Barclay Parsons and Ira A. McCormack, chief engineer of the New York Central Railroad, was appointed by Mayor McClellan some months ago to submit recommendations for the terminal. This commission reported yesterday that in order to develop the fullest capacity of the bridge three railway levels would have to be constructed in conjunction with the new terminal, one for trolley cars and two for elevated trains. The report went on to explain:

The trolley cars would be run into a subway, the incline commencing at the anchorage and be wholly under the bridge roadway at about Rose street. Four loops can be constructed beneath the present roadway and trolley floor. In order to avoid congestion it is recommended that only four loops be constructed at this point, and that the tracks be continued under Park row to the open space north of Chambers street and east of Centre which the city is now acquiring, and to construct beneath it another trolley station with as many loops as may be desired. This arrangement would divide and scatter the passengers.

There are two corporations operating trolley cars across the bridge. To one of these might be assigned the first station, while to the company running the greater number of cars might be assigned the new terminal north of Centre street. Provision could be made in either or both stations for the bridge locals.

The elevated trains will be run on two levels, four tracks to each level, the track and platform arrangements of the two levels to be substantially the same, the tracks from the two levels coming together at Pearl street.

There are to be eight terminal tracks to serve the seven elevated lines, one track for each, with one track in excess. The tracks are arranged so that a train entering either level can run into any one of the four pockets as desired and find platforms on either side, so that the passengers will be discharged on one side and loaded from the other.

The upper of these levels would occupy the same place as the present elevated level. The lower level would occupy substantially the space taken by the present mezzanine floor, which could be slightly lowered in order to give sufficient head room, because the trolley cars would be removed from the surface beneath the mezzanine floor and the passengers going to the promenade could begin to make the ascent after having passed the easterly end of the station overhead.

The increase in the capacity of the bridge to be governed by this plan, the Commissioners said, would be more than 25 per cent. About 400,000 persons now cross the bridge on the railway and trolley cars.

It would take about eighteen months to carry out the recommendations of the commission, but for quick relief it is proposed to extend the existing structure across Park row. This can be finished within six months from the time of letting the contract. This temporary structure would be removed when the permanent plan was put into operation.

In order to begin immediately the work of improving the terminal facilities Bridge Commissioner Stevenson asked for an appropriation of $3,250,000. The board postponed taking definite action until next week.

NO COAL IN MOHALL, N. D.

Bitter Cold and Business Houses Closing —J. J. Hill Asked to Relieve Situation.

WASHINGTON, Jan. 4.—The Interstate Commerce Commission made public the following telegram regarding the coal famine due to a car shortage in the Northwest:

MOHALL, N. D., Jan. 3.—No coal. Bitter cold. Business houses closing up. Farmers burning straw and lumber; no wood. No railway coal in the yard. Thirty cars in transit, fifteen cars shipped between the first and tenth of December, and cannot be traced. Situation desperate.

MOHALL COMMERCIAL CLUB.

On receipt of the above Commissioner Lane sent the following to James J. Hill:

To James J. Hill, President Great Northern Railway, St. Paul, Minn.:

Commercial Club, Mohall, N. D., telegraphs to-day: "No fuel or wood in town. Bitter cold. Business houses closing up. Farmers burning straw and lumber. Thirty cars in transit, fifteen shipped between the first and tenth of December, and cannot be traced." Can you not devise means for prompt relief?

FRANKLIN T. LANE.

CANADA'S RAILWAY BLOCKADE.

Montreal Merchants Losing Heavily Through Delay of Goods in Transit.

MONTREAL, Jan. 3.—The General Corn Exchange will meet Monday next to discuss existing complicated transportation conditions and a resolution will be adopted asking the Railway Commission to come to this city and endeavor to straighten matters out.

The terminals of the railways entering the city are heavily blocked; the congestion is increasing every day and business is almost paralyzed. Merchants state that they have had goods on the way for months and are losing large amounts of money.

These conditions are attributed to the scarcity of locomotives and rolling stock, a result of the unprecedented increase in Canadian business with which the railways are unable to keep up at the present time.

AN INSURANCE MAN 50 YEARS.

President Clark of the Ætna Will Celebrate His Semi-Centennial.

HARTFORD, Jan. 4.—Invitations were sent out to-day for the celebration of the fiftieth anniversary of the insurance career of President William B. Clark of the Ætna Insurance Company, at the Ætna Building, on January 13, from 3 to 6 o'clock.

In 1857 Mr. Clark became a clerk with the Phœnix company. Six years later, when he was 25, he was elected secretary of the company. He held that position until December 1, 1867, when he was chosen assistant secretary of the Ætna company. He has been with the Ætna ever since.

McCrea to Leave N. & W. and B. & O. Boards.

PHILADELPHIA, Jan. 4.—Because of added duties as president of the Pennsylvania Railroad James McCrea will resign from the boards of the Norfolk and Western and the Baltimore and Ohio. To be in direct touch with the New York, New Haven and Hartford he will be elected to the vacancy on that board caused by the death of Mr. Cassatt.

Must Show M., J. & K. C. Books.

MOBILE, Ala., Jan. 4.—A writ of mandamus was served to-day on Thomas F. Whitelsey, general manager of the Mobile Jackson and Kansas City Railroad, to compel him to turn over to Ambrose Monel, Thomas Morrison and John McLeod or their representatives all books, papers and records for their examination.

COPPERS

TRINITY--EXTRAORDINARY

The Trinity movement has grown to extraordinary proportions.

State and Wall Streets say that they have seen nothing like it in stocks.

The closing price last night was 30.

During the ten days of my advertising campaign it had risen to that figure from 11.

Stock Exchange members said at 30 it would surely stop.

Yesterday Stock Exchange transactions in Trinity were 50,000 shares.

This morning Trinity opened at 32 to 35, halted and rushed to 40, with the largest transactions in the history of the Stock Exchange, actually over 100,000 shares—which is the equivalent of over 1,000,000 shares of such a stock as Reading, where a large proportion of all transactions in an active market are manipulations.

The last price to-day was 38½, a rise of 8½ points for the day, or over 250 per cent. in eleven days.

That was not all.

I saw at the beginning of the day that the stock would run wild, as I predicted yesterday, unless held in check by quick and strong measures.

The buying would have carried the price to 50, 75, perhaps 100.

Therefore I jumped into the market and with my own stock endeavored to steady it at 35. I found that to hold it at that figure I would be compelled to sell more than I cared to part with, but I was able to persuade some of the recent large buyers to prevent a runaway market by taking their profits, and their selling steadied Trinity just under 40.

Even this would not have accomplished the desired result but for another extraordinary condition.

All the Boston Stock Exchange houses were early overwhelmed with orders. The congestion was so great and so unprecedented that the brokers were forced to call a halt.

Not only are the mail and telegraph fair facilities of the different Stock Exchange houses clogged, but Boston was filled with out of town buyers.

This condition of affairs necessitated a conference of the leading brokers in the early afternoon, and they requested that I either refrain from advertising tomorrow, or that in my advertisement I advise all buyers to postpone action until Monday, by which time the Stock Exchange houses will have devised some adequate system of taking care of the increasingly great volume of orders.

I regret that I cannot do this.

Now that the Trinity movement is under way, my only duty is to those who desire to follow my advice.

In asking them to delay action until Monday, I can see nothing but a worse congestion of orders.

But I do ask all intending buyers to bear in mind they may ruin what now looks like the beginning of one of the most far-reaching and (to the public) beneficial financial movements of the age.

If the Trinity movement, because of the over-anxiety of buyers, should get beyond my control, this is what will happen:

The stock will rush and leap to 75 or 100 in as many minutes; as suddenly drop 25 to 50 points and rebound; and, after violent fluctuations, it will be found that while reckless speculators have made large profits, small investors have lost—and the Trinity movement will go down as an ordinary stock speculation.

Instead, if it continues as it began, and after it has advanced, steadily and sanely, to 75, then to 100 and over, and after it has been proven a great investment property, it will have demonstrated to the public what I have always maintained: that the stock business can be conducted upon the same honest and safe basis as the dry goods business, or any other legitimate business, where no man is asked to part with his money before he sees the goods he is to get for it.

Let us see what the Trinity movement is:

In the past the public have been ruthlessly plundered in stocks by promoters, who buy shares at low prices and manipulate to high prices at which they unload on the public.

Because of this the public have been out of Wall and State Streets for two years. I have waited until Trinity has been shown to be a rich mine, until its value has been guaranteed by the best experts in the mining world, until the price of the metal is high, and until the company has entered into a long time contract with the greatest mining combination in the world.

Instead of keeping all this information, acquired by me as President of the company, until I have bought up the stock at 11, 22 or 33 and manipulated it to 75, and instead of then inviting the public to buy only to force them to sell when they are helpless because they purchased at the top, I publicly tell the story of this stock while the price is at the bottom that the public may take their share of any profits with myself and my associates, at no greater risk and with the same advantages.

The public, recognizing the fairness of this procedure, come into the market to secure the stock at any price up to the value I put upon it. Thus happens what is to-day happening in Trinity.

When the public buy Trinity at 20, they buy it not from promoters, or the company treasury, or insiders, or pools or syndicates, but from that part of the investing public who bought it at 11. And when the public pay 30 or 40 or 50 their money goes to those who bought it at 20, 30 or 40, and who in selling are taking their legitimate profit. It should also be borne in mind that the Trinity stock, when this movement began at 11, was owned by the 2,200 stockholders.

It is because of these conditions that Trinity steadily and continuously advances in price and will continue to do so.

And it is because the public will have all the profits when Trinity goes first to 75, then to 100, and because we, who have created and managed the company, will only receive our proportionate share with the public, that Trinity when it reaches the top price will remain there and advance as its earnings increased are paid out in dividends.

I ask all intending buyers to refrain from giving unlimited market orders, but to limit the price in their orders at or near the then Stock Exchange price; and in every case to insist that their order be executed upon the Boston Stock Exchange, where Trinity stock has been listed for six years.

This latter advice has not been necessary before, but the stock to-day, against my protest, has been entered for trading on the New York Curb.

Bear in mind I said:

As President of the Trinity Copper Company, and as an individual, I advise, unqualifiedly, the purchase of Trinity stock at any price under $65 per share.

I said: Buy Butte at 2. Buy Trimountain at 10. Buy Copper Range at 10. Butte went to 130 (Now 114); Trimountain to 125 (Now 84); Copper Range to 95 (Now 86).

THOMAS W. LAWSON.

Boston, January 4, 1907.

THE BUSINESS OUTLOOK.

Reports by "Dun's" and "Bradstreet's" on the State of Trade.

Bradstreet's review of the week says:

Quiet prevails in distributive trade, but industrial lines were never so active at this period. Post-holiday and weather conditions affect both wholesale and retail trade, the latter line noting slackness in demand for heavy wearing apparel. Clearance sales by jobbers have cleaned up stocks, which were at no time burdensome, and many cities report retailers already beginning to stimulate sales in winter goods by cut price sales. Prices of staples show remarkable strength, and iron and steel, leather, raw wool, cotton and cotton goods display notable firmness.

Inventories have been completed by wholesalers, excellent results being generally shown, and salesmen are not starting out for spring business, the prospects for which appear bright, the more so because most lines are sold ahead from three to six months. It is noted now, as last year at this time, that mild weather, while a drawback to some lines of trade, allows of building being carried on in a usually closed season.

Dun's Weekly Review says:

The new year opens bright with promise in business circles, no excessive stocks being carried over, and results of inventories fully equal sanguine anticipations. At many points the holiday interruption restricted operations, but these delays are now over and the only retarding influences are the scarcity of labor and traffic blockades.

It is especially noticeable in despatches from the West that there was less than the customary lull in business during the holiday season, while bargain sales are rapidly disposing of the moderate supplies remaining on hand. In the leading industries contracts on the books are very large and plants operate full time, except where materials or fuel cannot be secured or finished products cannot be forwarded to consumers. There is much complaint from Northwestern flour mills on this point, and export trade is also restricted because grain and other merchandise fail to reach the seaboard promptly.

COPPER, TIN AND LEAD.

3,000,000 Pounds of Electrolytic Sold at 24 5-8c.—London Copper Bulls Toss the Bears.

Slightly firmer conditions ruled yesterday's home markets for electrolytic, casting and lake copper. Proffers of 24½c. for 3,000,000 lbs. of electrolytic for March, April and May were declined by several producers. The order was placed at 24⅝c. Later in the day electrolytic was held at 24¾@25c. for all deliveries. Inquiries for casting copper are numerous, but the market is almost sold out for ninety days. Two important sales of prime brands, sixty days, brought 24¾c. Lake is very scarce. Most producers are all sold out for as far ahead as April. Prices are nominally 24¾@25c. Urgent demands are reported from foreign consumers. Many large domestic and foreign consumers are not covered beyond March and find that there is little metal available for April and May. Most consumers anticipate an early advance. The London copper bulls had a lively innings at tossing the bears and succeeded in advancing warrants to £105 12s. 6d. for spot and £106 17s. 6d. for three months. Sales, 1,700 tons. Best selected recovered and closed at £112 6s. Market strong.

Old copper is scarce and is stiffening for prime scrap, for which demands are largely in excess of supplies.

Most of the domestic copper and brass works which shut down December 30 will start up Monday next. Stocks of copper and brass manufacturers were never smaller in domestic markets.

Pig tin closed in London at £187 12s. 6d. for spot and £189 for three months. The local market is firm at 41¾@42c.

Pig lead is active at 6.25@6.30c., spot.

SUB-TREASURY STATEMENT.

THURSDAY.

Paid by Sub-Treasury to banks	$5,718,000
Paid by banks to Sub-Treasury	$5,438,000
Gain to banks on day's transactions	$280,000

SINCE FRIDAY LAST.

Paid by Sub-Treasury to banks	$22,839,000
Paid by banks to Sub-Treasury	22,914,000
Loss to banks	$75,000
Loss to banks same period previous week	$666,000

Court Calendars This Day.

Supreme Court.—Appellate Division—Recess.

Supreme Court—Special Term.—Part II.—Court opens at 10:30 A. M. Ex parte matters.

Surrogates' Court—Chambers.—Court opens at 10:30 A. M. Will for probate—Hariet E. Little, at 10:30 A. M.

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

RAILROAD EARNINGS.

Canadian Pacific:

	1906.	1905.	Changes.	
4th week Dec.	$2,680,000	$2,386,000	Inc.	$294,000
Month	6,543,000	6,180,000	Inc.	363,000
From July 1	37,928,792	31,849,251	Inc.	6,074,541

Denver and Rio Grande:

4th week Dec.	$542,000	$476,100	Inc.	$65,900
Month	1,743,900	1,577,000	Inc.	166,900
From July 1	10,615,900	9,957,200	Inc.	658,700

Iowa Central:

4th week Dec.	$83,034	$94,263	Dec.	$11,229
Month	265,582	273,009	Dec.	7,427
From July 1	1,614,229	1,524,180	Inc.	90,043

Minneapolis and St. Louis:

4th week Dec.	$102,197	$87,891	Inc.	$14,306
Month	304,092	297,274	Dec.	3,182
From July 1	1,964,065	2,020,065	Dec.	56,000

Southern Railway:

4th week Dec.	$1,477,512	$1,450,269	Inc.	$27,245
Month	4,872,661	4,662,595	Inc.	209,466
From July 1	28,223,143	26,404,440	Inc.	1,818,702

Colorado and Southern:

4th week Dec.	$825,941	$285,333	Inc.	$40,608
Month	1,176,054	1,050,577	Inc.	125,477
From July 1	6,759,029	6,014,450	Inc.	$744,577

SOUTHERN PACIFIC.

The Southern Pacific Company reports for November:

	1906.	1905.	Changes.	
Gross earn	$11,221,818	$9,618,799	Inc.	$1,606,019
Op. ex. & taxes	6,389,108	6,002,803	Inc.	386,305
Net earn	$4,835,710	$3,615,996	Inc.	$1,219,714
From July 1:				
Gross earn	$50,810,484	$44,674,005	Inc.	$6,136,479
Op. ex. & taxes	30,760,922	28,697,080	Inc.	2,003,842
Net earn	$20,109,562	$15,976,925	Inc.	$4,132,637

UNION PACIFIC.

The Union Pacific system reports for November:

	1906.	1905.	Changes.	
Gross earn	$6,646,596	$6,109,535	Inc.	$537,061
Op. ex. & taxes	3,407,951	3,276,506	Inc.	131,445
Net earn	$3,238,645	$2,833,029	Inc.	$405,616
From July 1:				
Gross earn	$32,607,216	$30,241,887	Inc.	$2,365,329
Op. ex. & taxes	16,639,187	15,669,189	Inc.	969,948
Net earn	$15,968,079	$14,572,698	Inc.	$1,395,381

ILLINOIS CENTRAL.

The Illinois Central Railroad Company reports for November:

	1906.	1905.	Changes.	
Gross earn	$4,630,897	$4,588,622	Inc.	$42,275
Op. ex. & taxes	3,288,709	2,974,879	Inc.	313,830
Net earn	$1,342,188	$1,613,743	Dec.	$271,555
From July 1:				
Gross earn	$22,983,607	$20,664,658	Inc.	$2,318,949
Op. ex. & taxes	16,397,620	14,672,185	Inc.	1,925,435
Net earn	$6,585,987	$5,992,473	Inc.	$593,514

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE.

The Minneapolis, St. Paul and Sault Ste. Marie Railway Company reports for November:

	1906.	1905.	Changes.	
Gross earn	$1,099,866	$1,149,649	Dec.	$49,783
Oper. exp	585,452	461,776	Inc.	123,676
Net earn	$514,414	$687,873	Dec.	$173,459
From July 1:				
Gross earn	$5,880,039	$5,217,978	Inc.	$662,061
Oper. exp	2,855,465	2,210,819	Inc.	644,646
Net earn	$3,024,574	$3,007,159	Inc.	$17,415

ST. LOUIS SOUTHWESTERN.

The St. Louis Southwestern Railway Company reports for the month of November:

	1906.	1905.	Changes.	
Gross earn	$945,388	$820,439	Inc.	$124,949
Oper. exp	607,866	545,683	Inc.	62,233
Net earn	$337,522	$240,806	Inc.	$62,716
From July 1:				
Gross earn	$4,362,128	$3,766,066	Inc.	$596,062
Oper. exp	2,811,460	2,708,085	Inc.	103,375
Net earn	$1,550,668	$1,057,981	Inc.	$492,687

YAZOO AND MISSISSIPPI VALLEY.

The Yazoo and Mississippi Valley Railroad Company reports for November:

	1906.	1905.	Changes.	
Gross earn	$899,200	$896,998	Inc.	$2,202
Op. ex. & txs.	660,195	675,041	Dec.	14,846
Net earn	$239,005	$221,957	Inc.	$17,048
From July 1:				
Gross earn	$3,630,456	$2,959,878	Inc.	$670,578
Op. ex. & txs.	3,404,194	2,979,015	Inc.	425,179
Net earn	$226,262	Def. $19,137	Inc.	$245,399

COLORADO MIDLAND.

The Colorado Midland Railway Company reports for November:

	1906.	1905.	Changes.	
Gross earn	$220,657	$190,506	Inc.	$31,151
Op. exp. & txs.	158,421	127,379	Inc.	31,042
Net earn	$62,236	$72,127	Dec.	$9,891
From July 1:				
Gross earn	$1,100,409	$917,945	Inc.	$182,464
Op. exp. & txs.	780,505	675,535	Inc.	104,970
Net earn	$319,904	$242,410	Inc.	$77,494

RIO GRANDE SOUTHERN.

The Rio Grande Southern Railroad Company reports for November:

	1906.	1905.	Changes.	
Gross earn	$85,492	$51,904	Inc.	$33,588
Oper. exp	29,117	32,318	Dec.	3,201
Net earn	$56,375	$19,586	Inc.	$36,789
From July 1:				
Gross earn	$295,803	$242,551	Inc.	$53,252
Oper. exp	151,294	140,233	Inc.	11,061
Net earn	$144,509	$102,318	Inc.	$42,191

TONOPAH STOCKS.

Closing bid and asked quotations for active Tonopah stocks on the Wall Street Mining and Stock Exchange yesterday were:

	Bid.	Asked.
Tonopah Extension	5.75	6.00
Montana Tonopah	4.00	4.25
Tonopah Mining	19.00	21.00
Tonopah Belmont	5.50	5.75
Montgomery Shoshone Cons	17.00	18.00
West End	1.90	3.00

IRON AND STEEL.

Active Markets for Eastern Basic Iron —Stiffening Premiums for Prompt Steel.

There is a high degree of activity in markets for Eastern basic. First quarter is at $23.50 @$24. First half is strong at $23@$23.50. Valley basic and bessemer are at $22.50@$24 for forward and prompt. These prices are for large tonnages at furnaces. So insistent are the demands for steel making irons that there are few furnaces which are not almost booked to August. In foundry iron Eastern and Western markets are strong, with moderate business going on for the second half and acute pressure for prompt iron. Eastern Pennsylvania foundry No. 2 X is at $23 for second half and $24@$24.50 for first half at furnaces. Southern foundry iron is firmer. No more is available under $19 for No. 2, at Birmingham, while notably good brands are fetching $19.50 for second half. Scotch foundry, No. 1, at North Atlantic ports is at $25; Middlesbrough, No. 3, is in small spot supply at $22.50. One of the largest consumers of pig iron in western New York writes that most of the furnaces in his section are practically sold up until well into the autumn. The production of pig iron in this State has increased upward of fourfold in five years, and the consumption within the State has almost kept pace with the measure of the growth of the making of pig iron. Charcoal iron, which until recent years ran along at an average annual output of 25,000 tons in this State, is no longer anything but a very small industry.

Steel markets report stiffening premiums for a long list of products. In structural steel there is a considerable inflow of specifications for requirements for midsummer and beyond. Favorable weather for building extending over upward of 800,000 square miles of territory is bringing about conditions which require much earlier deliveries of structural shapes than most architects and engineers anticipated when their specifications were set forth last autumn. All structural steel mills report most satisfactory prospects and engagements.

FINANCIAL NOTES.

The Great Northern Railway has postponed the closing of the books for subscription to the new stock issue of $60,000,000 until January 30. The first payment is due January 14. This change in date was caused by the postponement of the injunction proceedings brought by the State of Minnesota. It is hoped that a decision will be rendered in the case before the new date.

George J. Gould has gone on a short business trip to inspect his Southwestern lines. He will be joined in a week's time by his wife and children for a cruise of two or three weeks on the yacht Atalanta. The family will probably join the yacht at Tampa.

William A. Read & Co. offer to investors $1,000,000 4 per cent. registered gold bonds issued by the Philippine Government for sewer and water works construction in the city of Manila. The bonds bear date January 2, 1907, and run thirty years but are redeemable at the option of the Philippine Government at par and interest after ten years from date. The interest is payable quarterly from January 1 by the Treasury of the United States and the bonds may be registered and are transferable at the office of the Register of the Treasury at Washington. They are offered at 108¾ and interest, at which price they net 3 per cent. if redeemed in 1917 and over 3½ per cent. if held until maturity.

DAILY TREASURY STATEMENT.

WASHINGTON, Jan. 4.—The statement of receipts and expenditures of the Treasury shows:

	This day.	This month.	Fiscal year.
Receipts	$2,585,055	$7,069,530	$325,550,649
Expenditures	1,860,000	4,550,000	307,963,209
Surplus	$1,025,055	$2,539,530	$27,590,429

The receipts from customs to-day were $1,632,030, from internal revenue, $630,218, and miscellaneous, $322,502. National bank notes received for redemption, $963,755.

The cash statement of the United States Treasurer for January 4 shows:

RESERVE FUND.

Gold coin and bullion	$150,000,000

TRUST FUND.

To redeem outstanding certificates	$1,124,243,809

GENERAL FUND.

Gold coin and bullion	$102,946,507
Gold certificates	59,466,055
Silver dollars	1,891
Silver certificates	9,072,139
Silver bullion	734,936
United States notes	5,815,326
National bank notes	12,585,246
Subsidiary silver and minor coin	4,559,310
Total	$195,430,735
In national banks	162,245,800
Awaiting reimbursement	184,637
Total	$358,161,172
Liabilities	116,964,064
Cash balance	$241,197,138

NO EXTRA CHARGE FOR IT.

Advertisements for The Sun and Evening Sun may be left at any American District Messenger Office in the city.

PROPOSALS.

PROPOSALS FOR PAPER FOR THE PUBLIC PRINTING AND BINDING.

SEALED PROPOSALS will be received until January 24, 1907, at 10:30 o'clock A. M., for furnishing the PAPER for the PUBLIC PRINTING and BINDING for the year ending 20th of February, 1908, the said proposals to be opened before and the award of contracts to be made by the Joint Committee of Congress on Public Printing to the lowest and best bidder for the interest of the Government, the committee reserving to itself the right to reject any and all bids, as its judgment of the best interests of the Government may dictate.

Detailed schedules of the description, quantity and quality of the paper required, accompanied by samples and blank proposals, and giving the regulations with which bidders must comply, can be obtained by addressing Chas. A. Stillings, Public Printer, Washington, D. C.

The contracts will be entered into for supplying such quantities of paper as may be needed during the year, and no more.

The estimated quantities set forth in detail in the schedule comprise:

125,000 reams machine-finish printing paper, 24x38.
20,500 reams machine-finish printing paper, 38x48.
46,800 reams sized and super-calendered white or tinted printing paper, various sizes.
775 reams antique machine-finish printing paper.
18,600 reams white writing paper, loft dried, various sizes and weights.
6,900 reams colored writing paper, loft dried, various sizes and weights.
24,300 reams white writing paper, machine dried, various sizes and weights.
3,000 reams cover paper, various sizes and weights.
1,000 pounds of best plate paper.
125,000 pounds of best map paper.
708,000 pounds superfine (single and double) coated book paper.
8,700 reams manila paper, various sizes and weights.
404,000 pounds bond paper.
6,000 pounds artificial parchment, various sizes
1,000 pounds parchment deed.
20,000 sheets plated bullet patch, various size.
155,000 sheets cardboard, various colors, sizesand weights.
4,380,000 sheets bristol board, manila tag board, etc., various colors, sizes and weights.
9,240 reams first-class ledger paper, white or blue, laid or wove, various sizes and weights.
8,500 reams second-class ledger paper, white or blue, laid or wove, various sizes and weights.
1,450 reams tissue and copying paper.
20 reams blotting paper, any required color and weight.
385 reams marble, comb and lining paper, various sizes.
660 reams typewriter paper, various sizes and weights.
535 reams letter, note and quarto-post paper.
100 reams white French folio, 17x22 inches.
3,000 sheets parchment, 15x21 inches.

Proposals will be received for one thousand reams or more.

By direction of the Joint Committee of Congress on Public Printing.

CHAS. A. STILLINGS,
Public Printer.

Washington, D. C., December 15, 1906.

THE AQUEDUCT COMMISSIONERS' OFFICE,
Room 307 Stewart Building, 280 Broadway.
New York, December 18, 1906.

FLASHBOARD EQUIPMENT FOR NEW CROTON DAM.

Sealed bids or proposals will be received by the Aqueduct Commissioners at the above office until 12 o'clock noon on Tuesday, January 8th, 1907, at which place and hour the bids will be publicly opened and read; the award of the contract, if awarded, will be made by the Aqueduct Commissioners as soon thereafter as practicable, for furnishing and erecting flashboard equipment on the spillway of the New Croton Dam. The dam is located in the Town of Cortlandt, Westchester County, New York, about 2½ miles from Croton-on-Hudson, on the New York Central and Hudson River Railroad, Hudson River Division, approximately 35 miles from New York.

The length of the spillway is approximately 1,000 feet. The flashboard equipment consists of flashboards, cast-iron bents, a narrow gauge track, a car, a concrete walk, galvanized iron railings, a concrete storage house, and other minor accessories.

The security required will be $6,000. The contract will be required to be completed within 120 consecutive calendar days following the month in which the contract is signed by the Commissioners.

The work is authorized by Chapter 490, Laws of 1884 of the State of New York, and the amendments thereto.

No bid will be received or considered unless accompanied by a certified check upon one of the State or National Banks in the City of New York, drawn to the order of the Comptroller, or money to the amount of $500.00.

Copies of a pamphlet, containing further information for bidders, form of proposal, forms of contract and bond approved by the Corporation Counsel, and the specifications and contract drawings can be obtained at the office of the Aqueduct Commissioners on application in person or by mail.

JOHN F. COWAN, President.
HARRY W. WALKER, Secretary.

Police Department of The City of New York
No. 300 Mulberry Street.

SEALED BIDS OR ESTIMATES will be received by the Police Commissioner of the Police Department of The City of New York at the above office until 10 o'clock A. M. on

WEDNESDAY, JANUARY 16, 1907,

for completing contract executed by Thomas C. Carlin, July 29, 1904, which was declared abandoned.

For furnishing all the labor and furnishing and erecting all the materials necessary to build and complete the new station house prison and stable for the Seventy-second Precinct on the south side of Lawrence avenue, 300 feet easterly of Third street, Borough of Brooklyn.

For full particulars see City Record.

THEODORE A. BINGHAM,
Police Commissioner.

Dated January 3, 1907.

Department of Water Supply, Gas and Electricity, Room 1536, Nos. 13 to 21 Park Row, Borough of Manhattan, The City of New York.

SEALED BIDS OR ESTIMATES will be received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock P. M. on

WEDNESDAY, JANUARY 16, 1907,
Borough of Queens.

For furnishing, delivering and storing anthracite coal in the following amount: 4,600 gross tons of anthracite coal.

For full particulars see City Record.

JOHN H. O'BRIEN,
Commissioner of Water Supply, Gas and Electricity.

The City of New York, December 31, 1906.

Department of Water Supply, Gas and Electricity, Room 1536, Nos. 13 to 21 Park Row, Borough of Manhattan, The City of New York.

SEALED BIDS OR ESTIMATES will be received by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock P. M. on

WEDNESDAY, JANUARY 16, 1907,
Boroughs of Manhattan and The Bronx.

No. 6. For furnishing and delivering double nozzle standard New York hydrants, repair parts for the same and lead-lined elbows.

For full particulars see City Record.

JOHN H. O'BRIEN,
Commissioner of Water Supply, Gas and Electricity.

The City of New York, December 31, 1906.

DEPARTMENT OF DOCKS AND FERRIES.

Sealed bids for FILLING IN at Old Slip Section on the East River, Borough of Manhattan, will be received by the Commissioner of Docks at Pier A, Battery Place, until 12 o'clock (noon), January 11, 1907.

For particulars see City Record.

RECEIVERS FOR WIRE CO.

Liabilities of Failed New Haven Concern Said to Be $8,000,000.

NEW HAVEN, Jan. 4.—Before Judge A. T. Roraback in the Superior Court this afternoon there was a further hearing in the suit of the National Steel Wire Company against the National Wire Corporation of this city.

Permanent receivers were appointed to take charge of the affairs of the National Wire Corporation, which recently failed with liabilities amounting to about $3,000,000.

The receivers are H. Stuart Hotchkiss and ex-Mayor F. B. Farnsworth, both of this city. Each furnished a bond of $150,000.

Among the creditors are the Federal Trust Company, Boston, $470,000; Manhattan Company, New York, $250,000; Henry Hastings, agent for steamship lines in Boston, $250,000; Pennsylvania Steel Company, $75,000; National Steel Wire Company, $1,900,000, and Knickerbocker Trust Company, New York, $150,000.

Mexican Milling Co. Incorporated.

Articles of incorporation of the Mexican Milling and Transportation Company, a $7,000,000 concern, were filed yesterday afternoon at County Clerk John Rotherham's office in Jersey City. The charter sets forth that the company can engage in almost every business under the sun. The capital stock is divided into 20,000 shares of $ per cent. preferred of the par value of $100 each and 500,000 shares of common of the par value of $10 each. The incorporators are H. O. Coughlan, C. L. Rotzel and L. H. Gunther, employees of the Corporation Trust Company, an incorporating agency at 15 Exchange place, Jersey City.

$1,000,000 Shipment of Ore From Goldfield

VALLEJO, Cal., Jan. 4.—A consignment of ore valued at $1,000,000 has arrived at the Selby Smelter from the Mohawk mine, Goldfield, Nev. It filled three box cars attached to an express train and was guarded by eight Wells, Fargo & Co. messengers.

Charter for New Chicago Bank.

CHICAGO, Jan. 4.—Application has been made for a charter for the National City Bank of Chicago, which is being organized by E. E. Forgan. Mr. Forgan has selected six of the eleven members, but the names will not be given out until the list is completed.

PUBLIC NOTICES.

NEW YORK SUPREME COURT.
NINTH JUDICIAL DISTRICT.
CATSKILL AQUEDUCT.
NOTICE OF APPLICATION FOR THE APPOINTMENT OF COMMISSIONERS OF APPRAISAL.
PUTNAM COUNTY.

Public notice is hereby given that it is the intention of the Corporation Counsel of the City of New York to make application to the Supreme Court of the State of New York for the appointment of Commissioners of Appraisal under Chapter 724 of the Laws of 1906 as amended. Such application will be made at a Special Term of the Supreme Court to be held in and for the Ninth Judicial District at the COURT HOUSE IN THE VILLAGE OF WHITE PLAINS, WESTCHESTER COUNTY, N. Y., ON SATURDAY, THE NINETEENTH DAY OF JANUARY, 1907, AT 10 O'CLOCK in the forenoon of that day or as soon thereafter as counsel can be heard. The object of such application is to obtain an order of the Court appointing three disinterested and competent freeholders, one of whom shall reside in the County of New York and at least one of whom shall reside in the County where the real estate hereinafter described is situated, to act as commissioners of appraisal under said act and discharge all the duties conferred by the said law and the acts amendatory thereof, upon such commissioners of appraisal, for the purpose of providing an additional supply of pure and wholesome water for the City of New York.

The real estate sought to be taken or affected is situated in the Town of Phillipstown in the County of Putnam and State of New York.

The following is a brief description of the real estate sought to be taken, a reference to the date and place of filing of the map, and of the route of the Aqueduct and of the greatest and least width of its tract.

All those certain pieces or parcels of real estate, situated in the Town of Phillipstown, Putnam County, and State of New York, shown on a certain map, entitled "Northern Aqueduct Department, Section No. 2, Board of Water Supply of the City of New York. Map of Real Estate, situated in the Town of Phillipstown, County of Putnam, and State of New York, to be acquired by the City of New York, under the provisions of Chapter 724 of the Laws of 1906, as amended, for the construction of Catskill Aqueduct and appurtenances from Westchester County line to Foundry Brook Valley," which map was filed in the office of the County Clerk of the County of Putnam at Carmel, New York, on the 17th day of October, 1906; and is bounded and described as follows:

Beginning at a point on the line between the Counties of Westchester and Putnam, in the Town of Phillipstown, where the said County line is intersected by the west property line of Frank Hyde; and running thence along the said property line the following courses and distances:

N. 2° 42' E. 207.84 feet, N. 3° 41' 30" E. 123.58 feet to the west property line of Joel Gale; thence along the same N. 3° 51' E. 147.51 feet, N. 3° 7' E. 306.32 feet, N. 5° 57' 30" E. 151.35 feet, S. 64° 28' W. 247.07 feet, S. 68° 35' W. 169.96 feet, S. 27° 50' W. 103.33 feet, S. 24° 10' W. 185.75 feet, S. 50° 10' W.