TRI-BOROUGH SUBWAY BIDS

45 MILE BRONX TO CONEY LOOP IS ONE PLAN

Will be Built and Operated Privately or Built by City Only. The Cost Will Be [illegible] Considerable Bids are Sought to Adopt the Extensions.

[illegible] Board of Estimate and Apportionment [illegible] Tri-borough system [illegible] Bronx [illegible] Brooklyn [illegible] Fulton street [illegible] Lafayette avenue [illegible] Fulton street [illegible] Lafayette avenue [illegible] Lafayette avenue to Broadway.

That part of the Fourth avenue subway under consideration is to be a four track subway to Fourth avenue and Forty-third street.

The Fort Hamilton extension will be a two track subway with provision for two tracks in the future under Fourth avenue to Fort Hamilton.

The Coney Island extension will be a three track subway with provision for one more track in the future under Fortieth street and New Utrecht avenue to Eighty-sixth street, then under Eighty-sixth street to a point between Twenty-third and Twenty-fourth avenues, where it becomes an elevated structure and continues as a four track line over Eighty-sixth street and Stillwell avenue to Coney Island.

The system is to become the property of the city from the start and the city have first lien upon the equipment. If the contractor fails in any way to carry out the terms of the contract the Public Service Commission on forty days notice may be sure him in default and have the work carried out at the contractor's cost or make a new contract with another contractor or proceed upon the bond and bring suit for specific performance or to recover damages.

The successful bidder must start work within sixty days after the delivery of the contract and the entire work must be ready for operation within four years. All differences which may arise between the commission and the contractor will be settled by arbitration.

All the work in Manhattan and the greater part of the work in Brooklyn is to be done under what is known as the "cut and cover" system, which will prevent the closing of streets for long periods. In streets where open excavation is to be allowed bridges must be built giving access to the buildings facing the excavations.

It is not likely that actual work on the new subways will be begun before next spring. The bids will not be opened until the end of October, the commission will probably take several weeks in selecting the successful bidder or bidders and then the whole matter must go to the Board of Estimate for approval. And after the Board of Estimate has acted sixty days is allowed in which to begin the work.

The decision to begin advertising for bids was reached at a meeting of the Public Service Commission yesterday after Corporation Counsel Watson, following a conference with acting Mayor Mitchel and Chairman Willcox of the commission, officially approved of the revised form of contract. Chairman Willcox gave out this statement after the meeting:

It is not necessary at this time to point out the necessity of immediate commencement of rapid transit work in this city, nor does the fact that the commission is proceeding with the triborough system mean that it looks with disfavor on the logical extensions of the present subway. The opinion seems to prevail in some quarters that provision for rapid transit in this city is a choice between extensions of the present subways on the one hand and the building of the triborough system on the other. In my opinion both are needed, for it will be recalled that when the present subway was building and the operating contract entered into it was believed that the maximum travel per day would be about 800,000 persons. Already the daily travel is more than 1,000,000 passengers, so that if the extensions to the present system could be built in a day, and facilities could thus be doubled it would only keep pace with the actual increase of people carried as compared with the estimate made when the road was opened.

This does not take into consideration the travel that would come to such extensions by virtue of the new sections traversed by such lines. In the last three years the total number of passengers carried in New York city increased over 150,000,000, and it is therefore fallacious to assume that the needs of the city can be met by simply extending the present system in such a manner that even if it were immediately available it would not meet present requirements.

If work were commenced in the near future on extensions to the present subway and the triborough system completed as soon as the work can reasonably be done and the system put in operation there can be no doubt that the facilities thus afforded would be no greater than the need for them.

Commissioner Bassett refused to vote for the form of contract as finally amended. He was opposed to the stipulation that the successful bidder under the private capital clause must build and operate the outlying sections of the new subway system.

It is expected by the commission that there will be several bidders for the new subway under the municipal construction plan. Among those who have had engineers at work examining the drawings and specifications are some of the contractors who helped to build the present subway. As to getting a bidder to construct with private capital the commission is not so confident. Representatives of the Bradley-Gaffney-Steers syndicate, which was formed some time ago with the avowed purpose of bidding, said yesterday that they could not say what course they would follow until they had had studied the form of contract.

Although the differences of opinion between the commission and the Board of Estimate on the wording of the contract have led to several months delay it is argued that the conference between the two bodies will save the city several million dollars. For one thing it has been arranged that the contractors shall have the free use of docks for dumping excavated material. They will be able to put in lower offers than if they had to pay for dumping privileges. When the first subway was built the dumping docks were controlled by a group of politicians, and contractors who were not in the ring were held up for as much as a dollar a cubic yard for dumping their excavations.

How great will be the saving by the free dock arrangement may be gathered from the estimate that more than 4,000,000 cubic yards of material will be excavated from the Broadway-Lexington avenue line. By agreement already made with the Department of Docks at least six piers will be provided for the free use of the contractors.

Court Calendars This Day.

Supreme Court—Appellate Division—Recess.
Supreme Court—Special Term—Part I—Motion calendar called at 10:30 A. M. Part II—Ex parte orders.
Surrogate's Court—Chambers—For probate of will of Henry Begg, Thomas Mellett, Sarah Weiss, [illegible] M. Samuels, Elizabeth Maxwell, Jane M. Norris, George Ruckert at 10:30 A. M.
City Court—Special Term—Court opens at 10 A. M. Motions.

Complete Stock Tables

The Wall Street edition of THE EVENING SUN contains all the financial news and the stock and bond quotations to the close of the market. The closing quotations, including the "bid and asked" prices, with additional news matter, are contained also in the night edition of THE EVENING SUN.—Adv.

Kanawha & Michigan Ry Co

Second Mortgage Gold 5s, Due 1927

Secured by closed mortgage on entire property, subject to first mortgage limited to $15,000 a mile.

Net income for 12 months ended June 30, 1910, reported as about two and a half times fixed charges.

Price to yield about 5.25

White, Weld & Co

The Rookery, Chicago — 7 Nassau St, New York

GOSSIP OF WALL STREET.

The sudden burst of activity in the last four weeks has upset the calculations of the majority of Wall Street speculators, who had expected the market to continue in the same rut until after the approaching holidays at least. The selling was most commonly ascribed to liquidation by outsiders who had not fully discounted Mr. Roosevelt's impending address. This was also a factor, but the average trader had not reckoned with its the fact that the speech had not reckoned with. In the last few days Wall Street had come to the view that the Western speeches had lost their force, that the market had become numb to their influence and that anything Mr. Roosevelt might say in the future would have no effect upon prices. Perhaps this view was expressed most aptly by John J. Mitchell of Chicago, who was quoted as saying that the political situation was now so bad that no one man could make it worse.

Transactions in the first hour of trading aggregated 100,000 shares, or more than the total day's trading on Wednesday. Of this total all but 40,000 shares were done in Reading, Union Pacific and United States Steel. The second hour's business was less than half and thereafter the market was excessively dull. Average prices exhibited a net decline of 1.19 in the railroad shares and of 1.02 in the industrials, the first day showing a change of a full point since the sharp advance from the July 26 break culminated on August 17. Since that time half of this rally has been lost.

The weakest stock upon the list was Baltimore and Ohio, which sold down to 101½, a new low record for the last two years. There was no particular development to which to ascribe the conspicuous weakness in this stock, although the Pennsylvania earnings statement was referred to in this connection. Baltimore and Ohio has long sold higher than other railroad issues in the same class and there was a disposition to regard the movement as a natural return to its proper level.

The copper trade probably did not find any great consolation in the knowledge that copper exports from this side during August were the largest for over a year, since it was announced at the same time that the visible supply of copper abroad was 800 tons larger than on August 31, when the last fortnightly report on copper statistics was exhibited.

The fact that the Bank of England left its discount rate unchanged at 4 per cent was a favorable factor that was lost sight of. The bank made a good statement of condition, the percentage of reserve to liabilities standing at 51.52 against a ten year average of 49.40 per cent. This development, however, had no more than a momentary effect upon sterling exchange rates here. A more favorable influence in this regard was the buying in our market by London houses. These purchases were not heavy, but they reminded Wall Street once more of the large interest taken in American securities by foreigners upon the July 26 break. The apparent willingness of London to buy our stocks upon recessions cannot be looked upon as an unpleasant feature.

No little attention was paid yesterday to the figures of the *Journal of Commerce* on the cotton crop as of August 24 last, which placed the condition at 76.7, against 74.9 last month. This also compared with 66 a year ago, 78.1 in 1908, 75.9 in 1907, 75.8 in 1906 and 72.4 in 1905, and a ten year average of 73.7. Notwithstanding this falling off the condition of the crop is still 4.7 higher than last year, with an enlargement in acreage of 2.8 per cent. The detailed figures showed that it was in Texas that the largest decline in condition took place, that State falling off 16.9 per cent, to 64 per cent, against 83 as estimated by the Government report last year. Texas is the largest cotton producing State of the Union, being responsible for nearly one-third of the total output, and it is remembered that the poor return of this State last year had a good deal to do with the small total yield. The cotton market made no great response to this showing, but the Government report to-day is awaited with all the greater interest.

The Oklahoma State crop report yesterday made a showing for corn of 56, against 64 last month, and the estimate of the Kentucky State bureau on the same crop was put at 73, an improvement of 5 points since last month, but 11 points below the Government figures. The latest reports of the crop experts have also taken a somewhat less favorable view of the crop promise. On the other hand the *Price Current* took a much more favorable view of the situation as a whole than that indicated by many isolated cases. The opinion of this well known authority in the grain trade was that the drawback incident to the dry weather during the last month has not been sufficiently important to warrant more than a moderate reduction of promise. Very little damage resulted from the recent cold spell and the weather at present is normal. In certain limited sections the crop is pronounced out of danger, but as a whole from three to five weeks of favorable weather will be required for the remainder of the crop.

Every day after 3 o'clock the tin boxes of the stock brokerage houses are conducted in the usual impressive style over to the Stock Exchange and other safe deposit vaults for the night. There are always several clerks to accompany those carrying the boxes, which are generally chained together. In these days when the commission houses are reported absolutely bare of business, it might be considered an impudent intrusion to inquire just what was inside those imposing looking boxes.

The Metal Market.

The copper market yesterday was extremely dull and a shade lower. Lake was quoted at 12¾@13c. and electrolytic at 12¾c. Prices for standard copper closed as follows:

	Yesterday Bid.	Yesterday Asked.	Wednesday Bid.	Wednesday Asked.
Spot	12 15	12 30	12 20	12 40
September	12 15	12 30	12 20	12 40
October	12 15	12 30	12 25	12 50
November	12 15	12 30		
Lead	4 40	4 50	4 40	4 50
Spelter	5 37½	5 50	5 37½	5 50
Tin	35 62½	35 87½	35 50	35 75

London prices were:

	Yesterday	Wednesday
	£ s. d.	£ s. d.
Copper, spot	55 12 6	56 15 0
Copper, futures	56 5 0	56 11 3
Tin, spot	163 10 0	163 0 0
Tin, futures	158 0 0	159 5 0
Lead	12 10 0	12 11 3
Spelter	22 15 0	22 15 0
Pig iron, c. m. b.	39 10½	39 4½

National Bank Notes Outstanding.

WASHINGTON, Sept. 1—The total amount of national bank notes outstanding on September 1 was $717,321,061, according to an announcement to-day at the Treasury Department. This was an increase of $5,291,583 since August 1 last and an increase of $18,475,577 since September 1 of last year.

The total amount of bonds on deposit on September 1 to secure public deposits and national bank notes was $739,097,910. Of this amount $543,148,400 was in 2 per cent. consols of 1930.

Capital $5,000,000 — Established 1864 — Surplus $18,000,000

Main Office: 28 Nassau Street

Guaranty Trust Company of New York

Fifth Avenue Branch
Fifth Avenue & 43d Street
SAFE DEPOSIT VAULTS

London Branch
33 Lombard Street, E. C.

Transacts a General Trust Company Business
Foreign Exchange — *Investment Offerings*

CHARTERED 1866

Brooklyn Trust Company

Main Office: 177-179 Montague St.
Branch: Bedford Ave. and Fulton St.
Manhattan Office: Corner Wall Street & Broadway

Capital $1,000,000 — Undivided Profits $2,350,262

TRUSTEES

Thomas T. Barr	David H. Lanman	Charles M. Pratt
Samuel W. Boocock	Frank Lyman	George G. Reynolds
George W. Chauncey	Howard W. Maxwell	Charles A. Schieren
William N. Dykman	Theodore F. Miller	Edward M. Shepard
William Foster	Willis L. Ogden	J. S. Wainwright
Francis L. Hine	Joseph E. Owens	Alexander M. White
William A. Jamison	John J. Pierrepont	Willis D. Wood

CHICAGO CONSOLIDATED TRACTION COMPANY

BONDHOLDERS' PROTECTIVE COMMITTEE

TO THE HOLDERS OF THE 4½% GENERAL MORTGAGE BONDS OF THE

Chicago Consolidated Traction Company:

The undersigned have consented to act as a Committee for the purpose of protecting the rights and interests of the holders of the above bonds. A limited group of bondholders, acting through a Committee, have already obtained judgment against the Chicago Railways Company. There is grave reason to apprehend that, unless immediate steps are taken to enforce the payment of the guarantee upon outstanding bonds, the claims of such bonds will be disregarded in the proposed reorganization of the property, and will be made the subject of unfair discrimination in any allotment of new securities. It is therefore important that the holders of such bonds, of which there are still a considerable number outstanding, should act at once in co-operation for the protection of their rights.

For this purpose, the undersigned have been constituted a Bondholders' Protective Committee, and have executed and lodged a Deposit Agreement with the **Windsor Trust Company** of New York, as Depositary. Holders of the 4½% General Mortgage Bonds of the Chicago Consolidated Traction Company are invited to become parties to the agreement by depositing their bonds on or before **September 10, 1910,** with the **Windsor Trust Company,** No. 50 Cedar Street, New York city, in negotiable form, with coupons of and subsequent to **June 1, 1908.** Certificates of deposit will be issued for bonds deposited.

Bondholders are earnestly recommended to lose no time in depositing their bonds.

Dated, Aug. 25, 1910.

R. R. GOVIN, Chairman.
GEORGE W. YOUNG,
ARCHIBALD S. WHITE,
Committee.

JAMES RUSSELL SOLEY, New York.
MAYER, MEYER, AUSTRIAN & PLATT, Chicago, Counsel.

TEN EYCK B. BEAUMONT, Secretary, 50 Cedar Street, New York City.

THE COTTON MARKET.

September Drops Twenty Points—Spot Houses Free Sellers Against Southern Offerings—Another Bullish Crop Report—Reports of Rains in Texas Lower Spot Markets.

WEATHER FORECAST FOR COTTON STATES.

For North Carolina, South Carolina, Georgia, Alabama and Mississippi: partly cloudy to-day and to-morrow, with probably local showers; light to moderate variable winds.

For Louisiana: partly cloudy to-day and to-morrow, with probably local showers in southern portion; light to moderate variable winds.

For eastern Texas: generally fair to-day and to-morrow, except probably showers on the coast; moderate variable winds.

For western Texas: generally fair to-day and to-morrow; not much change in temperature.

For Arkansas: generally fair to-day and to-morrow.

For Tennessee and Kentucky: partly cloudy to-day and to-morrow, with probably showers to-day.

There was another break in prices yesterday, but with the exception of September there were no losses of importance. The current month, however, dropped $1 per bale under free selling by spot houses, against cheaper offerings of cotton in the South. For a time the big bulls tried to support September and on one transaction one of the leaders took 10,000 bales, his total purchases being estimated at 20,000 bales. Every time the bulls bid for September they got it, and it was evident that the weight of Southern hedge selling was beginning to tell. The buying by the bulls gave rise to rumors that they would carry their campaign into this month, but the great mass of traders predict failure. They say the price cannot be maintained in the face of the free "distress" selling even if the crop is a small one and the present large movement paves the way for bullish claims of shortage later in the year. The eagerness of the South to sell was demonstrated by their weak spot markets. Mobile spot prices fell from 14 to 13½c., and others were 1/16 to ⅛c. lower. The local spot price was lowered 50 points, making 425 points break in two days. Sellers were also encouraged in part by reports that it was raining in Texas as far north as Austin. To some it seemed that the market held up well in the face of the heavy hedge selling and the other factors mentioned.

The bullish elements in the situation are evidently potent enough to restrain free selling of the distant contracts. According to some traders, the bears may safely sell the nearby deliveries, depending upon the huge Southern movement to make such sales profitable. But the remote deliveries are another matter. The crop is not made yet. The Government report to be issued to-day is expected to be bullish. It will compare with 75.1 in August, 68.7 last September, 76.1 two years ago and a ten year average for September of 73.1. A bullish crop report compiled by the *Journal of Commerce* was one of the steadying features during yesterday's early trading. It showed a loss in condition during August of 4.2 points, the general condition being placed at 70.7, against 74.9 in August, 66 last September, 78.1 two years ago, and a September average for ten years of 73.7. Sellers reported yesterday were Hopkins, Dwight & Co., McFadden, Weld, Craig, Hentz, Gifford, Jester, Lee, Schill, Gwathmey, Springs. Among the buyers were Hutton & Co., Hayden, Stone & Co., Carpenter, Baggot & Co., Logan & Bryan, Finley Barrell & Co., Brown & Hayne.

Futures opened 3 points down to 5 points up, advanced 4 to 9 points, fell 11 to 27, and closed steady after estimated sales of 90,000 bales. Prices were as follows:

	High est.	Low est.	Clos ing.	Prev. Close.
September	14 25	13 96	13 98@13 99	14 18
October	13 60	13 43	13 47@13 48	13 59
December	13 51	13 36	13 36@13 38	13 44
January	13 50	13 35	13 37@13 38	13 41
March	13 57	13 44	13 45@13 46	13 48
May	13 62	13 50	13 51@13 52	13 54

New Orleans futures were as follows:

	Open ing.	High est.	Low est.	Clos ing.	Prev. Close.
October	13 35	13 38	13 25	13 30	13 32
December	13 31	13 35	13 22	13 27	13 29
March	13 45	13 50	13 38	13 41	13 44

Spot cotton here was 200 points lower. Middling, 15.50c. Spot sales, 92 bales. Delivered on contracts, 800 bales. The estimated receipts to-day are

	To-day.	Last week.	1909.
Galveston	9,000@9,500	9,682	4,885
New Orleans	500@ 500	171	275

Port receipts yesterday were 16,482 bales, against 11,968 on Wednesday, 7,245 a week ago, 11,314 a year ago and 11,931 two years ago.

In Liverpool spot cotton was in better demand at 5 points advance. Middling, good. Sales, 16,000 bales, including 15,000 American. Imports, 1,000 bales, all American. Futures opened quiet, ½ point up to 7 points down, and closed steady 2 points down to 4½ up. Prices as follows:

	12-15 P. M.	Closing.	Prev. Close.
September-October	7 83	7 35	7 81
October-November	7 17½	7 10½	7 15
January-February	7 07	7 09	7 05

Liverpool is due to come to-day 4½ to 12 points down.

Coinage at the Mints in August.

WASHINGTON, Sept. 1—The total coinage at United States mints during August consisted of 17,593,500 pieces, valued at $11,428,460, according to a statement issued to-day at the Treasury Department. The gold coinage consisted of 595,500 double eagles and eagles, valued at $11,045,000. The silver coinage, which was in half and quarter dollars, was valued at $219,000, and the minor coinage at $164,460.

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY.

Sun rises 5:23 Sun sets 6:29 Moon rises 3:54

HIGH WATER THIS DAY.

Sandy Hk 6:33 Gov Island 7:05 Hell Gate 8:58

Arrived—THURSDAY, September 1.

Ss Lusitania, Liverpool, Aug 27.
Ss Trent, Bermuda, Aug 30.
Ss Sao Paulo, Para, Aug 21.
Ss Proteus, New Orleans, Aug 27.
Ss City of Montgomery, Savannah, Aug 29.
Ss Principe di Piemonte, Palermo, Aug 18.
Ss Patricia, Hamburg, Aug 25.
Ss Cuba, Nipe, Aug 27.
Ss Oregon, Port Antonio, Aug 25.
Ss Queen Alexandra, Wilmington, Aug 31.
Ss Rosbeid, Matanzas, Aug 26.
Ss Ciudad de Reus, Barcelona, Aug 11.
Ss Iroquois, Jacksonville, Aug 29.
Ss San Giovanni, Naples, Aug 18.

SAILED FROM FOREIGN PORTS.

Ss Majestic, from Southampton for New York.
Ss Stefan Prince, from Yokohama for New York.
Ss Parthania, from Antwerp for New York.

OUTGOING STEAMSHIPS.

Sail To-day.

	Made Close.	Leaves Sail.
Princess Anne, Norfolk		5 00 P M
Matanzas, Tampico		12 00 M
Arapahoe, Jacksonville		1 00 P M
Sail To-morrow.		
Kaiserin Aug Vic, Hamb'g	6 30 A M	10 00 A M
St. Louis, Southampton	6 30 A M	10 00 A M
Caronia, Liverpool	6 30 A M	10 00 A M
Baltic, Liverpool	7 30 A M	11 00 A M
Panama, Colon	11 30 A M	3 00 P M
Byron, Rio Janeiro	8 30 A M	3 00 P M
Carolina, San Juan	9 00 A M	12 00 M
Zulia, La Guayra	8 30 A M	12 00 M
Magdalena, Kingston	11 00 A M	3 00 P M
Trent, Bermuda	8 00 A M	10 00 A M
Havana, Havana	10 00 A M	1 00 P M
Saratoga, Tampico	11 00 A M	3 00 P M
Tapajos, Pernambuco	11 00 A M	3 00 P M
Bornu, St. John's	7 30 A M	11 00 A M
Chicago, Havre		3 00 P M
Minnewaska, London		9 30 A M
Vaderland, Antwerp		11 00 A M
Madonna, Marseilles		12 00 M
Birma, Libau		2 00 P M
Duca d'Aosta, Genoa		11 00 A M
California, Glasgow		12 00 M
Patria, Patras		*
Iroquois, Jacksonville		1 00 P M
Concho, Galveston		1 00 P M
City of M'tg'm'y, Savannah		3 00 P M
Hamilton, Norfolk		3 00 P M

INCOMING STEAMSHIPS.

Due To-day.

La Provence	Havre	Aug 27
San Giovanni	Naples	Aug 18
Metapan	Santa Marta	Aug 24
Crown of Granada	Trinidad	Aug 25
Merida	Havana	Aug 30
Cedargrove	Huelva	Aug 16
Anhon	Cristobal	Aug 25
Kansas City	Cardiff	Aug 15
Benelli	Huelva	Aug 16
Bangor	Huelva	Aug 17
El Sud	Galveston	Aug 27
Delta Bickmers	Savannah	Aug 29
Santiago	Galveston	Aug 27
Scottish Prince	Fort Spain	Aug 27
Due To-morrow.		
New York	Southampton	Aug 27
Massilia	Naples	Aug 17
Ascania	Hayti	Aug 29
Justin	Barbados	Aug 31
Montevideo	Havana	Aug 30
City of Atlanta	Savannah	Aug 31
San Marcos	Galveston	Aug 27
Monawk	Jacksonville	Aug 31
Due Sunday, September 4.		
Lapland	Antwerp	Aug 27
Celtic	Liverpool	Aug 27
Cleveland	Hamburg	Aug 21
Rotterdam	Rotterdam	Aug 27
Genesee	Shields	Aug 21
Voltaire	Barbados	Aug 29
Siciliania	Nassau	Sept 1
Alliance	Cristobal	Aug 29
Cardium	Shields	Aug 20
Comal	Key West	Aug 31

By Marconi Wireless.

Ss Cleveland, for New York, was 1000 miles east of Sandy Hook at 12:30 A. M. yesterday.

Ss Lapland, for New York, was 1100 miles east of Sandy Hook at 10:30 A. M.

Ss Rotterdam, for New York, was 1100 miles east of Sandy Hook at 10:30 A. M.

Ss Celtic, for New York, was 1175 miles east of Sandy Hook at 9:00 A. M.

Ss New York, for New York, was 800 miles east of Sandy Hook at 5:55 P. M.

PUBLIC NOTICES.

INVITATION TO CONTRACTORS

Proposals for Subway Bonds and Contracts and Mechanics' Lien Law.

The City of New York, acting by and through the Public Service Commission for the First District, hereby invites proposals for the construction of a permanent rapid transit railroad in the Boroughs of Manhattan and Brooklyn, and for the equipping, operation and maintenance of such railroad, subject to the provisions of the Constitution of the State of New York, and of the Charter of the City of New York, and of the laws of the State of New York, and of the ordinances of the Board of Estimate and Apportionment of the City of New York, and of the Public Service Commission for the First District, and of the amendments thereto, and of the contracts, specifications and other documents on file in the office of the Secretary of the Board of Estimate and Apportionment of the City of New York, and in the office of the Secretary of the Public Service Commission for the First District, and in accordance with the terms and conditions of the following-named contracts, viz.:

CANAL STREET LOOP.

Section No. 1. Beginning at a point in Canal street, in the Borough of Manhattan, about eight feet west of the west building line of Canal street, and extending thence northeasterly under and along Canal street and Bowery to a point about seventy feet southwest of the southwest corner of Bowery and Division street, thence northerly under and along Division street to a point about seventy feet west of the northwest corner of Bowery and Division street, thence northerly under and along Bowery to a point about seventy feet west of the northwest corner of Bowery and Grand street, thence northerly under and along Bowery to a point about seventy feet west of the northwest corner of Bowery and Canal street, thence northerly under and along Canal street to a point about forty feet west of the northwest corner of Canal street and Bowery, thence northerly under and along Bowery to a point about forty feet west of the northwest corner of Bowery and Hester street, thence northerly under and along Bowery to a point about forty feet west of the northwest corner of Bowery and Canal street, thence northerly under and along Canal street to a point about forty feet west of the northwest corner of Canal street and Bowery.

BROOKLYN AND MANHATTAN LOOP LINES.

Section No. 1. Beginning at the northerly end of the Williamsburg Bridge and extending thence southerly under and along Bridge roadway to Broadway, at a point about forty feet west of the westerly line of Broadway, thence southerly under and along Broadway to a point about forty feet westerly from the center line of Broadway, thence southerly under and along Broadway to a point about forty feet westerly from the center line of Broadway and Delancey street, thence southerly under and along Broadway to a point about forty feet westerly from the center line of Broadway and Canal street, thence southerly under and along Broadway to a point about forty feet westerly from the center line of Broadway and Grand street, thence southerly under and along Broadway to a point about forty feet westerly from the center line of Broadway and Houston street, thence southerly under and along Broadway to a point about forty feet westerly from the center line of Broadway and Bleecker street, thence southerly under and along Broadway to a point about forty feet westerly from the center line of Broadway and Fourteenth street, thence southerly under and along Broadway to a point about forty feet westerly from the center line of Broadway and Thirty-fourth street, thence southerly under and along Broadway to a point about forty feet westerly from the center line of Broadway and Forty-second street, thence southerly under and along Broadway to a point about forty feet westerly from the center line of Broadway and Fifty-third street, thence southerly under and along Broadway to a point about forty feet westerly from the center line of Broadway and Sixty-first street, thence southerly under and along Broadway to a point about forty feet westerly from the center line of Broadway and Seventy-second street, thence southerly under and along Broadway to a point about forty feet westerly from the center line of Broadway and Eighty-sixth street, thence southerly under and along Broadway to a point about forty feet westerly from the center line of Broadway and Ninety-sixth street, thence southerly under and along Broadway to a point about forty feet westerly from the center line of Broadway and Ninety-ninth street, thence southerly under and along Broadway to a point about forty feet westerly from the center line of Broadway and Seventy-second street, thence southerly under and along Broadway to a point about forty feet westerly from the center line of Broadway and Ninety-ninth