GRUMBKOFF TAKES THE SULTAN'S PART.

Abdul Hamid, He Says, Is Not Wholly to Blame for Turkish Atrocities.

Empty Coffers Prevent Him from Carrying Out His Own Idea of Reform.

Were He Able to Do So, Says the German General, Turkey Would Soon Be a Happy Country.

CHUCKLING AT THE "JINGO" PRESS.

Extreme Members of the German Colonial Council Think Said Khalib's Removal from Zanzibar Was a Hard Slap at England.

Berlin, Oct. 11.—The lull in the excitement over affairs in the East continues, the newspapers having decided to await the developments which are expected to follow the departure of the Czar from France before resuming their campaign of agitation.

It is understood that the Czar will shortly give an audience to General Grumbkoff, the German officer in the Ottoman service, who is the bearer of an autograph letter from the Sultan to the Kaiser. General Grumbkoff is accompanied by the Sultan's Ambassador, Ghalib Bey, who will also be received by the Kaiser. The mission of General Grumbkoff, according to the semi-official Berlin Post, is one of great political importance.

In the meantime an interview with General Grumbkoff appears in a Berlin paper, in which the Turkish Commissioner vigorously defends the action of the Sultan and the leading Turkish officials, contending that no man occupying the Turkish throne would fulfil the demands of the powers unconditionally.

The Sultan of Turkey, he maintains, must always take into consideration the probable effect of the fulfilment of such demands upon the Mohammedan populace; otherwise there would be great danger of an outbreak of Moslem fanaticism leading to the total annihilation of the Christians within the empire.

In Defence of Abdul Hamid.

"Abdul Hamid," the General says, "is a wise man, and in all his actions he invariably looks carefully forward to the probable or possible results. If the Sultan could follow his own desires Turkey would be a happy country, but his most excellent aspirations are fettered by empty public coffers.

"The true reform which is needed in Turkey is financial assistance; perhaps administered under a European dollar to the administration of Egypt; but so long as there is no money there can be no reform. The pro-American movement in Germany is meeting with progress. Although the clamor which has been cast upon the movement wherever it has existed has not had the effect to quench the flame of agitation altogether, the movement itself has not been joined in with any degree of ardor by the public. Dr. Lepsius, the leader of the Armenian agitation, has been summoned to the Foreign Office and requested to desist from further activity in the matter, he being informed, it is understood, that as the movement was a strongly political and in no respect a philanthropic one the Government could not countenance it.

The Hamburg Nachrichten, the personal organ of Prince Bismarck, in its discussion of the Armenian question, argues that the Armenians are rebels, while Germany and Turkey have the most friendly relations. Therefore the German aiders and abettors of the Armenians, says this paper, are liable to punishment under the German criminal code.

Colonial Questions for Discussion.

The German Colonial Council will hold a meeting on October 19. The programme of the meeting embraces discussion of the Colonial Budget and the questions of slavery and slave trading, the military obligations of settlers in Southwest Africa, the training of colonial officials and the matter of penal procedure regarding natives.

In addition to discussion of these questions, the recent events in Zanzibar, including the matter of the removal from Zanzibar of the usurping Sultan, Said Khalib, by a German warship will receive the attention of the meeting. The more extreme members of the Colonial Council regard the removal of Said Khalib to Dares-Salam as an important score in favor of Germany and against Great Britain, and are chuckling at the furious utterances of the English "jingo" press in regard to the incident.

These extremists profess to regard the Said Khalib affair as being fraught with most valuable results to Germany, and believe that something serious is imminent, from the facts that the British warship St. George, the flagship of the Cape and West Africa station, which sailed southward from Zanzibar on September 24, has been ordered to return to Zanzibar, and that the cruiser Gibraltar, from Salonica, has been ordered to join her. The Gibraltar is now passing through the Suez Canal.

John Philip Sousa conducted the Berlin Exhibition orchestra at an entertainment given last night. The members and attaches of the American Embassy and Consulate, and the American colony in Berlin, were present. The "Washington Post" march was enthusiastically cheered, and the composer-conductor was presented with a wreath.

DECEIVES HER CALLERS.

A Woman Invites Gentlemen to Visit Her and Then Accuses Them of Robbery.

Rose Felterman, a pretty brunette, aged twenty-three, threw up the window of her apartment at No. 204 Forsyth street on Saturday evening and startled the neighborhood by yelling:

"Help! Murder! Police!"

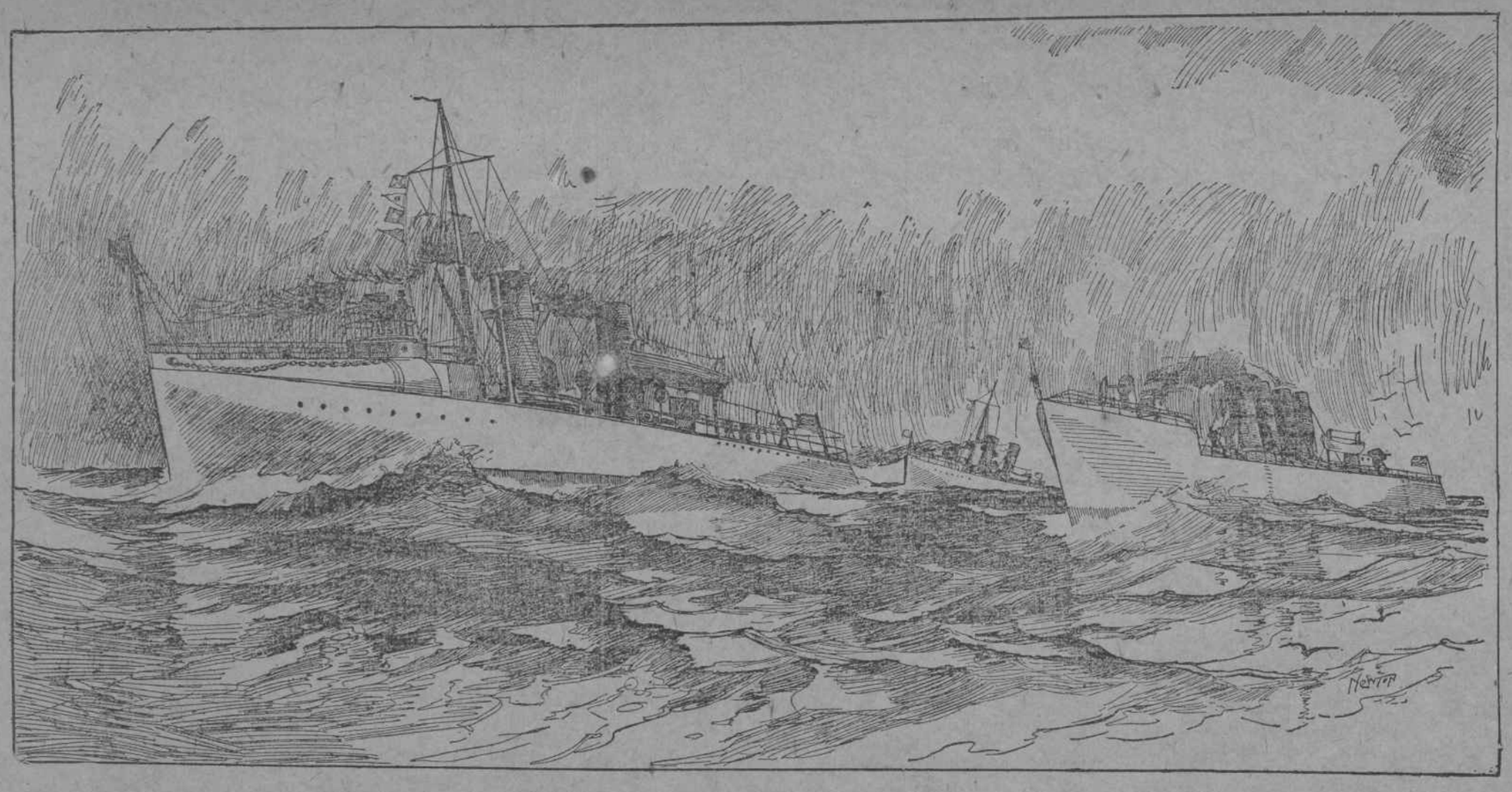
Policeman McMahon ran up the stairs and found the woman struggling with a man who was trying to escape. The girl said she had met her companion through a friend, and had invited him to call. This was his first visit, and she said after they had been chatting pleasantly for a time, he had suddenly picked up a knife from the table, and grabbing her purse had threatened to cut her throat if she made an outcry. She had taken chances, however, and screamed.

In the Essex Market Police Court yesterday the man, who described himself as Joseph Rabiner, of No. 107 East Fifty-third street, emphatically denied the charge and produced a number of witnesses who testified to his good character.

Then it came out that Miss Felterman had made a similar charge against another man some month's ago, and had succeeded in keeping him in jail seven days before he could prove his innocence. Magistrate Cornell discharged Rabiner.

New St. Luke's Hospital Chapel.

The chapel of the new St. Luke's Hospital, on Cathedral Heights, is to be consecrated on October 17. Bishop Potter will preside. The invitations have been limited to 300 persons, as the chapel will not accommodate more. Only clergy of the diocese, bishops of the church who may happen to be in New York and trustees of the hospital will be invited. It is hoped that the Bishop of Edinburgh, who is now in this country, will be present. After the services luncheon will be served to the guests.



TYPES OF THE NEW TORPEDO BOAT DESTROYERS DESIGNED FOR THE UNITED STATES NAVY.

Torpedo boat warfare is strangely akin to the conduct of a forlorn hope. Almost always the torpedo boat attacks a vessel many times superior in point of size and strength of battery. While the approach is generally under the cover of darkness and in a spirit of stealth, the electric search lights of the enemy may discover the advancing craft long before torpedo range is reached and the small craft is directly exposed to the fire of its antagonist's guns. She is at once under the storm of quick-firing rifles, and if not near enough to launch a torpedo her destruction at least is practically certain.

If near enough and discovered, onward she dashes, while the water is cut by a shower of shot and shell, and big red rents dot her blazing stacks and show how true is the enemy's fire. A point reached where it is wellnigh impossible to fail, and then, if the captain of the gun is yet alive, onward speeds the torpedo with that irresistible burden of pent-up death and demolition. A brief space in which one might easily hold one's breath, and then a dull, heavy boom, a column of water a hundred feet and more high quivering as if in hesitation at its apex, but falling a moment later with all the shattering force of untold thousand tons, and the destruction of man's proudest naval handiwork, a battleship, has been attained.

The advent upon the active list of these new boats and others building will bring the United States face to face with new fields of naval training, and the officers and men have yet really to be developed who shall make the most of these possibilities, and, perhaps, win laurels of undying fame.

The origin of the large boats, known as "destroyers," was due to the supremacy of the French torpedo boat flotilla some few years ago, and the advent of the torpedo boat catcher was the first effort on the part of the British to meet that menace to their merchant service. These boats proving failures, because of mechanical weakness and limited speed, the Admiralty turned its attention to the evolution of a type of torpedo boat of pronounced sea-keeping qualities and of speed several knots superior to the fleetest of the Frech torpedo boats. The result was that class known now as "destroyers," really magnified torpedo boats, and in them are seen the fruit of a ceaseless struggle between defence and destruction.

Of really light draught these boats will be able to follow well nigh anywhere that the torpedo boat may lead, and be able to bear upon their quarry the force of a well-distributed battery of quick-firing guns. They moreover carry a number of torpedo tubes for the discharge of the heaviest torpedoes, and their weatherliness makes them dangerous adversaries for larger prey in the shape of cruisers and battle ships.

In a prolonged war that type will survive which is either the most easily repaired or replaced. With the present knowledge of the complicated nature of our largest vessels, it is plain to see that only light gunboats and torpedo craft must then answer our needs. With European powers armed to the teeth, so to speak, with this class of naval might, it is not hard to realize how urgently we stand in need of a sufficient flotilla of torpedo boats.

Including the present boats, for which contracts have just been awarded, our mosquito fleet, built and building, consists in all of twenty boats, including the Holland submarine boat now under construction, but excluding the four vidette boats of the Maine and the Texas, and the instruction boat Stiletto, of the torpedo station at Newport. Compared with the 236 of Great Britain, the 244 of France and the fifty-six of German, wellnigh half of which could be brought to bear directly upon our coast, it is easy to see where we stand. In times of hostilities the value of torpedo boats will be active and potential; active in the destruction wrought among men-of-war and merchant vessels, and potential in their reputation and menace and the strain upon the nervous, watchful complements of the opposing force.

R. G. SKERRETT.

OIL MEN ARRAYED ON BRYAN'S SIDE.

His Opposition to the Standard Oil Trust Has Won Their Support.

Independent Producers and Refiners Weary of That Monopoly's Methods.

They Want Equal Rights on the Railroads and Cheap Rates for Their Product.

A LONG STRUGGLE FOR EXISTENCE.

At Every Point the Oil Trust Has Opposed the Efforts of Its Weaker Competitors to Protect Their Own Organizations.

Butler, Pa., Oct. 11.—Republicans of Butler County will vote for Bryan in this campaign for the same reason that Republicans generally who have any identity with the independent oil business as against the Standard Oil Trust will vote the same way. In brief, this reason is that the same people who have been most conspicuous in the continued efforts to destroy such protection as the independents have built up against the Standard are the most conspicuous in doing homage to McKinley and abusing Bryan.

Wherever the people have good oil to-day at competition prices, they are under obligation to these companies—The Producers' Oil Company, with headquarters at Warren, Pa.; the Producers & Refiners' Company, with headquarters at Titusville, Pa.; the United States Pipe Line Company, with headquarters at Bradford, Pa., and the Pure Oil Company, with headquarters in New Jersey, and offices at Oil City, Pa. The Producers' Oil Company represents an organization of about 1,100 producers, who banded themselves together a few years ago in a stock company, with a capital of $600,000, to be used in breaking the grip of the Standard upon their business. The Producers & Refiners' Company was next formed, and a pipe line for carrying crude oil was laid from Coraopolis, below Pittsburg, through the producing regions here, to Oil City and Titusville refineries.

PRODUCERS UNDER PRESSURE.

The Producers' Oil Company took a considerable amount of the stock in this company, and, in order to make it hard for the producers to pay their stock assessments the price of crude oil was arbitrarily forced down by the Standard Oil people to 50 cents a barrel as easily as it subsequently was forced up to $2.70 a barrel when another object was to be served. Many producers were forced to sell their stock by the pressure thus brought to bear upon them. This was bought by Standard agents, who have since been trying to get possession of the pipe line which so much effort was exerted to kill. The United States Pipe Line Company, the first to demonstrate the practicability of transporting refined oil as well as crude oil by pipe line, carries the refined oil from Oil City, Titusville and Bradford to the East, and is the company whose efforts to secure the passage of a free pipe bill in the New Jersey Legislature brought forth great opposition from McKinley's running mate, Garret A. Hobart.

The Pure Oil Company is one in which stock is held not alone by producers, refiners and transporters, but by all classes and is a company co-operating with the independent refiners in the extension of the market for pure Pennsylvania oil. Wherever competition has been killed, monopoly may substitute the inferior products for Pennsylvania oil and collect just as good a price for it. The stock of Pennsylvania oil is only about a third as large as that of the inferior oils, and the introduction of it by independent competition into regions where monopoly has been palming off poor stuff by reason of its control of the market, has had a most disturbing effect.

All these companies have been fought hard by the Standard. It has tried to kill them, tried to buy them, and, in two of them, the Producers' Company and the United States Pipe Line, the Trust is trying to secure control through purchases of stock. The independent oil men, disregarding party lines, are solid for Bryan. If they could have equal rights on the railroads to-day with the monopolists they would not need any other aid to free competition. They are against McKinley because he is truckling to those who do not want such free competition. They are for Bryan because he speaks out manfully against these trusts, the Standard Oil included, defies them all and gives assurance that he will appoint a man for Attorney-General who will enforce the anti-trust laws and bring about the enactment of more stringent ones if necessary.

MARINE NEWS.

PORT OF NEW YORK.

ALMANAC TO-DAY.

Sun rises.... 6:07 a. m. Moon rises... —
Sun sets.... 5:25 p. m. Moon sets.... 9:54 p. m.

HIGH AND LOW WATER TO-DAY.

GOVERNOR'S ISLAND		SANDY HOOK.	
H. W.	L. W.	H. W.	L. W.
— a. m.	5:52 a. m.	11:36 a. m.	5:19 a. m.
12:04 p. m.	6:52 p. m.	— p. m.	6:13 p. m.

Note.—High water at Hell Gate occurs 1 hour and 40 minutes later than at Governor's Island. The time used in this tide table is 75th meridian W.

Incoming Steamships.

ARRIVED YESTERDAY.

Ss. Rotterdam (Dutch), Voege, Rotterdam, September 28, in ballast to C. H. Randebroek.

Ss. British King (Br.), Freeth, Antwerp, September 27, with mdse. to Sanderson & Son.

Ss. Grenada (Br.), Legg, Trinidad, October 3, and Grenada, 4th, with mdse. and 11 passengers to Trinidad Shipping & Trading Co.

DUE TO-DAY.

Ss. Istria, Gibraltar, September 23; ss. Schiedam, Amsterdam, September, 26; ss. Alliance, Colon, October 4; ss. Seminole, Jacksonville, October 8; ss. El Mar, New Orleans, October 6; ss. Nacoochee, Savannah, October 5; ss. Kaiser Wilhelm II., Genoa, October 1; ss. Aller, Bremen, October 3; ss. Cevic, Liverpool, October 3; ss. Anchoria, Glasgow, October 1; ss. Croft, Dundee, September 27; ss. Llandaff City, Swansea, September 28.

Outgoing Steamships.

SAIL TO-MORROW.

	Mails close.	Vessels sail.
Trave, Bremen	7:00 a. m.	10:00 a. m.
Andes, Hayti	10:00 a. m.	12:00 m.
Muriel, Barbados	1:00 p. m.	3:00 p. m.
Yumuri, Hayti	10:00 a. m.	12:00 m.
Cherokee, Charleston	—	3:00 p. m.
El Norte, New Orleans	—	3:00 p. m.
Nacoochee, Savannah	—	5:00 p. m.

TWO YOUTHFUL BURGLARS

Mere Boys, But Caught Boldly Ransacking a Closed Store on the Bowery.

"I guess the jig is up this time, Ben! We'll probably go to jail and stay there!"

The speaker was little Lewis Alperin, fifteen years old, although he looked much younger. With his companion, Benjamin Wolf, aged fourteen, he stood on the platform of the Essex Market Police Court yesterday morning.

It was just after Policeman Kenny, of the Eldridge Street Squad had told how he had caught the boys red-handed in the act of looting a store that young Alperin turned to Wolf and made the above speech.

Saturday afternoon the policeman happened to look in the window of the hardware store of Solomon Kahn, at No. 71 Bowery. The doors were locked in honor of the Hebrew Sabbath, but in the rear, partly concealed by a pile of boxes, the policeman noticed two urchins industriously bundling up knives, forks and other articles of silverware taken from the cases. He summoned a messenger boy and sent him after the owner of the store, meanwhile keeping guard outside. When Mr. Kahn arrived and unlocked the door the boys tried to escape by way of the cellar to the street, the manner of their entrance, but were caught.

Magistrate Cornell held the boys on the charge of burglary. The police believe they are members of an organized gang. Alperin lived with his parents at No. 52 Division street, and Wolf, with an uncle at No. 8 Christie street.

Transactions in Stocks for the Week

Following are the transactions in stocks on the Stock Exchange for the week ending Saturday, October 10, including sales, opening, highest, lowest and closing prices:

Sales.		Open.	High.	Low.	Close.
40	Adams Express	144	144	144	144
261534	Am Sug Ref	100⅝	111	105	107
1691	Am Sug Ref. pf	99½	99½	97	97
727	Am. Spirits Mfg.	6	6	5½	5½
140	Am Spts Mfg pf	16½	16½	15¼	15¼
20	American Cable	91	91	90½	91
52668	Am Tobacco	63¾	69⅛	63¾	68⅛
20	Am Tobacco pf	97¾	97¾	97¾	97¾
130	Am Cotton Oil	12	12	12	12
105	Am Cotton Oil pf	48	49	47	47
20222	A, T & S F	13¼	13½	12⅛	12⅛
19893	A, T & S F pf	20¼	20⅝	18⅛	18⅜
200	Ann Arbor pf	20	20	20	20
1600	Balt & Ohio	14	14	14	14
7700	Bay State Gas	13	13	11	11
1200	Breese Mining	59	59⅞	59	59⅞
377	Brook R T	20	20	19½	19½
370	Bklyn Union Gas	90	90	89	89
1040	Canada So	45½	45½	44¾	45
150	Canadian Pacific	57½	57½	57	57
12	C & Gt West	4	4	4	4
4152	Ches & Ohio	15	15⅛	13½	13⅞
23000	Chicago Gas	61	61½	58½	58¾
1808	C, C, C & St L	25¾	25¾	24¼	24¼
5557	C & Northwest	98⅝	99	96¾	97
80	Chic & N W pf	143	143	143	143
82810	Chic, Bur & Q	68¾	70⅛	66¾	67⅝
174895	C, M & St P	71	71¼	67⅝	68
437	C, M & St P pf	124½	124¼	124½	124½
18891	C, R I & Pac	60⅝	61⅞	58½	58½
1930	Colorado Fuel	20	20¼	18½	18½
3423	C, H V & Tol	16½	17	16⅛	16⅛
60	C, H V & Tol pf	56	57¼	56	57¼
682	Consol Gas Co	146½	147	146	146
557	Del & Hudson	123½	123¾	122¾	120¾
1157	D, L & West	153	155	153½	153½
100	Den & R Gr pf	41⅞	41⅞	41⅞	41⅞
1000	Des M & Ft D	6	6⅛	6	6
100	D, S S & Atl	4½	4½	4½	4½
574	Erie R R	14	14	13¼	13¼
30	Erie R R 2d pf	17¼	17¼	17¼	17¼
415	Erie Tel & Tel	59	60	59	59
33	Evans & T H	23	23	23	23
100	Flint & P M pf	40	40	40	40
8241	General Elec	28	28⅝	25⅛	25⅝
705	Illinois Central	91¾	91¾	88	88
814	Illinois Steel	44¼	44½	40	40¼
550	Iowa Central	7	7¼	7	7¼
635	Iowa Central pf	27¾	28	26	26
305	L E & West	16	16	14¾	14¾
452	L E & West pf	64½	64⅞	63½	64⅝
1740	Lake Shore	145	145¼	144	144
200	Long Island	63	65	65	65
6035	Laclede Gas	25	25⅞	24⅝	24¾
5	Laclede Gas pf	80	80	80	80
41260	Louis & Nash	43	43¾	41¼	41⅞
1025	L, N A & C	1⅝	1¾	1½	1½
100	L, N A & C pf	5	5	5	5
92076	Manhattan con	91	93¾	88¾	90¾
535	Minn Iron	54½	56	53	56
735	Metro Trac	97½	97⅞	93⅝	93⅝
20	Michigan Central	88	88	88	88
20	Minn & St L	16½	16½	16½	16½
15	M & St L 1st pf	70	70	70	70
9080	Missouri Pacific	20	20⅝	18⅝	18⅞
625	Mo, Kan & T	10⅛	10⅝	10⅛	10⅝
5172	Mo, Kan & T pf	23½	23⅝	21¾	21¾
50	Mobile & Ohio	19	19	19	19
20	Morris & Essex	160	160	160	160
2474	N J Central	102½	103	100	100½
1203	N Y Central	91¾	91¾	91	91¼
1592	National Lead	21½	21½	20	20
728	National Lead pf	88	86	84	84
087	North American	5	5	4⅝	4⅝
205	N Y, C & St L	11¾	11¾	10½	11
108	N Y, C & St L 1st pf	70	70	70	70
500	N Y, C & St L 2d pf	24	24	23	23
20	N Y, L & W	113	113½	113	113½
5	N Y, S & W	8¾	8¾	8¾	8¾
1350	N Y, S & W pf	21⅝	21¾	19¾	19¾
5	Norfolk & West	9¾	9¾	9¾	9¾
250	Nor & West pf	15⅝	15⅝	14⅞	14⅞
2454	Northern Pac	13½	13⅝	12½	12½
2783	Nor Pacific pf	21	21	19	19
2710	Ontario & West	13⅞	13⅞	13	13¼
150	Oregon Imp	¼	¼	¼	¼
7	Oregon S L	14	14	14	14
5539	Pacific Mail	20	20⅛	18½	19
195	Peo, Dec & Ev	1½	1½	1½	1½
60735	P & R 3d ins pd	19⅝	20	18⅛	19½
39350	P & R all ins pd	21¼	24⅞	21¼	22⅛
25	Peoria & East	4½	4½	4½	4½
910	Pull Pal Car Co	148	148½	146¼	146½
1150	P, C, C & St L	12¾	12¾	12	12
120	P, C, C & St L pf	43	43	43	43
100	Quicksilver	1⅞	1⅞	1¾	1⅞
100	Quicksilver pf	4	4	4	4
420	St L S W pf	8¾	8¾	8½	8½
100	St P & Duluth	19	19	19	19
700	St P & Omaha	38½	38½	36	36¾
200	St P, M & M	110	110	110	110
100	Southern Pacific	15¼	15¼	15¼	15¼
4916	Southern R'way	8⅝	8⅝	7¾	7¾
16635	So Railway pf	24⅞	25½	23	23½
10097	Tenn Coal & Iron	22	22½	19⅝	20⅛
834	Texas Pacific	6⅞	7¼	6⅝	7⅛
6095	Union Pacific	6⅝	6⅞	5⅞	5⅞
100	U Pac, D & G	1¾	1¾	1¾	1¾
10	Utica & B R	151	151	151	151
1080	U S Rubber	16	16	15	15
190	U S Rubber pf	70	70	68	68½
1412	U S Cordage	4½	4½	4⅛	4⅝
402	U S Cordage pf	8	8¾	8	8¼
700	U S Cordage gt	17	17	15½	16
1675	U S Leather	8¼	8¾	8½	8½
21750	U S Leather pf	55¾	58	55½	56¾
1395	Wabash	6	6¼	5⅞	6
2805	Wabash pf	14¾	15	13⅝	13⅝
10	Wells, Fargo Ex	87	87	87	87
11192	West Union Tel	83	83⅞	81½	82
6896	Wheel & L E	6⅛	6⅛	5⅜	5⅜
630	Wheel & L E pf	29	29	26	27⅛
10	Wis Central	1¾	1¾	1¾	1¾

Total sales for the week, 1,088,457 shares.

Hurt by a Header from a Wheel.

Fred Williams, twenty-two years old, of 286 West Fiftieth street, New York, while riding his bicycle along the Hudson Boulevard, Union Hill, N. J., yesterday, took a header. His scalp was badly torn, and he also received internal injuries.

WHEELED IN SPITE OF WINDY WEATHER.

Very Rough for Those Who Had Planned Trips to the Country.

Boulevard and Riverside Drive Thronged with Cyclists All Yesterday.

Prohibitive Charges Exacted by Expressmen for Transporting Machines.

BROKEN GLASS ON EASTERN PARKWAY.

Many Complaints from Those Who Appear to Have Been Victimized in the Vicinity of Bedford Avenue.

All cyclists desiring to join the League of American Wheelmen can obtain application blanks and full information by addressing Cycling Department of this paper.

The threatening and windy weather yesterday prevented many cyclists taking trips into the country. The high wind, however, did not dampen the ardor of the cyclist in this city, and all morning and late into the afternoon the Boulevard and Riverside Drive were crowded with both wheelmen and wheelwomen. Many pretty costumes were seen, and the healthy glow on the cheeks of the fair wheelwomen made them look uncommonly pretty. Those who braved the strong headwind and rode up to Grant's Tomb saw a picture on reaching the top of the hill which they will not forget in a hurry. Ranged all along the fence that extends across the southern side of the Tomb now in course of erection were hundreds of wheelmen and wheelwomen, standing there in the protection from the wind that the high fence gave them in their rest after their climb. On the large grass plot in front of the fence the bicycles were stacked, after the same fashion as the guns of soldiers, while on the roads east and west of the spot the merry cyclers were pedalling along at a lively pace. With the massive tomb for a background, and the river and palisades in the distance, the picture was a most charming one.

It would certainly seem that in this great city, with wheeling as popular as it is, some enterprising express company would cater to bicycle riders. There is scarcely a time, however, when tourists want to send their bicycles to the downtown ferries or have them sent to their homes on their reaching the city that the expressmen on being applied to do not place at once a prohibitive charge on the service asked of them. Many wheelmen have experienced the unreasonableness of the demands made upon them for the carriage of wheels. On Saturday evening two gentlemen arrived at the Staten Island ferry about a quarter to 6, and, it being dark and not having their lamps with them, they concluded to send their wheels uptown by express. The distance was only to Sixtieth street, and yet every expressman applied to asked $2.50 for the service. This, too, when no short limit of time was placed on the service. It is almost needless to state that the parties refused to accede to the rapacious demands of the drivers to whom they applied and were compelled to leave their wheels downtown and come back later with their lamps and ride them home. There would be a good field for some company who would render such service for a fair compensation.

It has been noticed that in the vicinity of some repair shops in this city and Brooklyn there is a suspiciously large amount of broken glass distributed along the roadway. On one block in particular on the Eastern Parkway, near Bedford avenue, one gentleman counted the other morning seventeen pieces of freshly broken glass, and he has noticed the same state of affairs on other places in the vicinity of repair shops. It usually happens, too, that this broken glass and the necks of bottles are on the roadway in the morning, when so many ladies take their spins unaccompanied by escorts. Of course, a tire is punctured, and the cyclist, especially the wheelwoman, takes her wheel to the nearest repair shop to have the tire mended. The police should keep a watch for the perpetrators of this nefarious business. The glass certainly does not grow out of the ground and its proximity to repair shops is suggestive, to say the least.

At the last regular meeting of the Oriole Wheelmen twenty-two new members were admitted, making the membership sixty-eight, and the club is only two weeks old. The following officers have been elected: President, M. M. Parks; vice-president, L. Herzog; treasurer, Simon Schlessinger; secretary, Benjamin Fox; captain, L. Fox. The club took its first run yesterday, going to City Island.

At a special meeting of the Avis Wheelmen, held last Friday night, the following officers were unanimously elected: President, Edward Johnson; Vice-President, Eugene Ward; Secretary, Albert Millet; Treasurer, Arthur Kennedy; Captain, Matt Baird, and First Lieutenant, M. L. Neumaegen.

In the 5,000 mile contest of the Riverside Wheelmen, Dr. W. A. E. McKee has just completed the distance and he is therefore placed in first position.

OUR BEST ADVERTISEMENT

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SALES OF REALTY NEARLY TWO MILLIONS.

Have Not Reached That Figure Since the Early Weeks of Summer.

Transactions Confined Almost Exclusively to Private Purchases and Trades.

Some Doubt About the Genuineness of a Reported Fifth Avenue Sale.

THE AUCTION MARKET A FAILURE.

Only One Public Sale of Importance Last Week, and That Was Adjourned During Slow Progress Until After Election.

While there were few events of especial importance to chronicle in the real estate reports last week, the record shows a steady increase in the volume of small transactions, and this is really the best sign. The private sales of the week will reach, if the reported purchase of a $350,000 Fifth avenue parcel turns out to be true, a total of nearly $2,000,000, a figure not touched since the early weeks of last Summer.

The auction market was a failure. There was only one offering of importance permitted to go to a sale, the others having been adojurned until dates subsequent to the election. The sale of 121 Morris Heights lots was started, but the bidders displayed so much timidity that after twenty-four knockdowns had been recorded the auctioneer announced an adjournment until November 10.

Last week's auction sales reached a total of but $186,515, against a showing of $1,027,957 for the corresponding week a year ago. There are two large auction sales billed for dates prior to the election, each being for an estate valued at a million dollars. Application has been made to Judge Russell for the adjournment of the Chesterman sale until November, and although no ruling has yet been given, there is no doubt the sale will go over, the opportunities for properly advertising having slipped by. The Dimick heirs are going ahead with the partition of that estate, which is set for November 21, and from present indications the sale will be a drawing one, particularly as it is understood that every parcel will be sold whatever may be the prices obtained.

The more important private transactions of last week were the sale of Nos. 6 to 10 East Thirteenth street, for $180,000; the sale of the northeast corner of North Moore and Hudson streets, the trading of the Seventy-second street and Seventy-first street lots, at the foot of Riverside Drive, at $175,000; for the flats Nos. 511 to 515 West One Hundred and Forty-fifth street, at $180,000; the trading of the northeast corner of Manhattan avenue and One Hundred and Thirteenth street; for the flat, No. 76 East One Hundred and Fourteenth street, and the final closing of the purchase of the site, at Central Park West and Seventy-sixth street, for the new Church of the Divine Paternity.

J. Dreyfuss has bought of Samuel H. Stone and William Prager the four-story brick store and tenement and three-story rear tenement, with lot 24.8x100, No. 533 Third avenue, between Thirty-fifth and Thirty-sixth street.

Hall J. How & Co. have sold to Gunn & Grant, for James Kearney, at $25,000, a lot 25x100, on the northeast corner of Eighth avenue and One Hundred and Twenty-first street; and for Jacob Lawson a lot 25x100, on the west side of West End avenue, seventy-five feet south of Ninety-eighth street.

Alexander Brown, Jr., has sold, through Bernard Smyth & Sons, for about $21,000, the four-story limestone front dwelling, lot about 17x75, No. 51 St. Nicholas place.

Wagner & Wallace have sold one of their new row of eight four-story American basement dwellings, on the south side of Sixty-eighth street, being 195 feet west of Central Park W., lot about 19x56x100.5.

Rachel McAuley has sold, through M. E. Hewitt & Co., for about $20,000, the three-story stone front dwelling, 17.8x55x100.11, No. 130 West Ninety-seventh street.

Julius J. Lyons has purchased of William R. Bronk the five-story brick flat, with lot 40x102.2, No. 217 East Seventy-ninth street.

Mr. Stallregen has purchased of Walter E. Thompson, through Charles E. Schuyler & Co. and H. F. Schellhass, the five-story American basement dwelling, lot 18x102.2, No. 306 West Seventy-eighth street.

The sales billed for to-day at No. 111 Broadway are:

By Peter F. Meyer & Co., partition, No. 141 Norfolk street, 25x100, five-story brick tenement, with store.

By John T. Boyd, foreclosure, No. 334 Second avenue, 15.1x100, four-story stone-front dwelling.

Friendly Hints

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