# IN THE CYCLING WORLD.

## THE WINTRY WEATHER HAS HUNG ON LONG.

STREET SIGNS AND GUIDEPOSTS ARE A GREAT CONVENIENCE TO WHEELMEN—APPROPRIATIONS FOR ASPHALT PAVING—ACCESSIONS TO THE L. A. W.

This time a year ago the streets and roads were thronged with riders of the wheel, and the makers were taking orders for bicycles which they could not guarantee to deliver within several weeks. Since early in February the weather hereabouts has been so villanous that pleasant outdoor riding has been all but impossible, except at rare intervals. The cyclists hope that the end of March will see a change in the weather, a drying up of the roads and lots of good sport ahead. One would think that with the conditions as they have been lately the cycling trade would have been affected considerably, but such does not seem to have been the case. The local dealers are selling many wheels, and the output to date is far in advance of that of 1895 at this time. The dealers and the manufacturers ought to be able to gauge the situation correctly, and their confidence in the future is shown in the enormous number of bicycles forwarded to this district every day. Every indication points to a wonderful cycling parade as soon as the frost is out of the ground, and the veteran wheelmen are wondering where all the cyclists will ride as soon as the outdoor season sets in in earnest. It will be worth while to take a trip to Sixtieth-st. and the Boulevard, or in Brooklyn to the Cycle Path, on the first Sunday or Saturday when the weather is clear and warm and roads are good. The cycling procession will be well worth seeing.

The recent articles in The Tribune about the lack of street signs in this city have met the earnest approval of wheelmen. On Manhattan Island it is usually no great hardship to have to search for the cross-street into which you want to turn, but it is annoying to go beyond your objective point merely because there are no indications of the names of the streets on lampposts or house-corners. But beyond the Harlem the inconvenience is greater. The old Twenty-third and Twenty-fourth wards have been part of the city now for a generation, and there is no good reason why the corners should not be marked with proper signs. The distances are great up there, and the streets and roads are not laid out regularly, so that it is especially important that the wheelman or other traveller know just where he is. If he doesn't, and goes beyond his destination, he may waste a lot of time. It is a curious fact that the few signs along Aqueduct-ave. still bear its former name of Macomb's Dam Road, although the change was made perhaps a decade ago.

Closely allied to this subject is that of guideposts throughout the rural districts. City wheelmen make many complaints about the lack of these; every one who has done much touring can testify personally to the difficulties which arise from their absence. Here is a field for agitation by bicycle riders, the law being such that, with public sentiment only a little aroused, it is easy to secure a proper equipment of signboards in any township or county. Chief Consul I. B. Potter is the father of the Guideboard Law. Under it commissioners of highways shall cause guideposts with proper inscriptions to be erected at the intersections of such highways as they may deem necessary. If these officials will do nothing of their own volition, five resident taxpayers of the town, or twenty of the county, may request the erection of such signposts, indicating the direction, distances and names of towns, villages or cities to or through which the highways run. If the Commissioner of Highways refuses or neglects to comply with such request for sixty days he is subject to a fine of $25, the money to be set apart for the erection of guideboards. It is, therefore, only necessary that wheelmen bestir themselves at once; if they do, all the ridable roads of the State will be properly marked with signboards by the end of the year. Comparatively little use seems to have been made of this law up to now. New-York is wofully behind her neighboring States in this regard.

The New-Jersey Legislature was extremely considerate of the interests of wheelmen, passing five laws which will directly add to the attractions of that State from the cycling point of view. The Francis measure will enable wheelmen to build cycle paths all over the State. A beginning will probably be made from Trenton to the seashore. A bill introduced by Senator Johnson, providing for uniform municipal regulations for bicycles, was also passed, as was that of Mr. Skinner, authorizing towns to vote money for building macadam roads. Another new law grants a rebate of taxes to those using wagons with tires four inches wide, and still another enables Boards of Freeholders to restore any road destroyed by storm. The record of the New-York Legislature on good roads measures is, up to the present, in lamentable contrast to this.

Sing Sing reports progress in the good roads movement. A meeting of taxpayers has been called for to-morrow night to consider the question of organizing a board of street commissioners and bonding the village for $150,000 to be expended in improving the streets.

All but four miles of the cycle path from Patchogue to Port Jefferson, Long Island, have been finished, and the rest, it is hoped, will be in readiness before long. The wheelmen out there now have the additional plan of a path from Port Jefferson to Jericho, a distance of twenty miles. In that part of Long Island good roads connecting the north and south shores are wofully lacking, and these special thoroughfares for wheelmen are great boons. At present Riverhead has only one good road running into it, and that from the east. It is practically unapproachable for wheelmen from the south or west. The path to connect it with Eastport, on the South Shore, it is hoped, will be finished ere long, work on it having already begun.

Just when the all-asphalt route downtown seemed in reach of wheelmen a change in the plans of the city authorities has delayed its completion for several years. Commissioner Collis had recommended that Eighth-ave. from Thirteenth-st. to Hudson and Hudson from Eighth-ave. to Chambers be repaved with this material. The Board of Estimate and Apportionment, however, laid this improvement over for two good reasons. For one, the present pavement is in fair condition, and for another, the Metropolitan Traction Company expects to construct a cable-road in the avenue and street within two years. Naturally, these considerations outweighed the desire for smooth paving. The Board last week, however, granted money for extensive stretches of asphalt, including First-ave., from Twentieth to One-hundred-and-ninth-st.; Madison-ave., from One-hundred-and-twenty-fifth-st. to the Harlem River and the east side of the Boulevard, from Ninety-second to One-hundred-and-sixth-st. There is still a considerable part of the $1,000,000 appropriation for repaving streets in 1896 not yet appropriated.

The effects of the Cycle Show held a fortnight ago in Brooklyn were clearly perceptible in the issue of "The L. A. W. Bulletin" for March 20. Doubtless many readers of that interesting publication were surprised, on looking at the applications for membership, at the large number of names of Brooklyn people desirous of connecting themselves with the League. They occupied nearly a column and a half, and there were 144 of them in all. This great number of accessions was due to the efforts made in connection with the show to arouse interest in the League and show riders the advantages of belonging to it. Among the well-known names in the Brooklyn list are Dr. John G. Johnson, of No. 153 Joralemon-st., one of the best-known physicians in the city, and Theodore L. Cuyler, jr., of No. 176 South Oxford-st., a son of the celebrated preacher. There were ten women among the new Brooklyn members. New-York City also did well, as represented in this issue of "The Bulletin," contributing sixty-eight new members, and the entire number from this State was 293.

There is something new in chain adjustments. Riders who have had occasion to tighten the chains on their bicycles are well aware that not a little skill is required to get the rear wheel set exactly true. On some wheels there is an adjusting screw, or something corresponding to it, on each side; on others the adjusting is all done on one side, and then the wheel has to be "trued" with the eye or by measuring the distance between the tire and the rear sidebars of the frame. This has been the general principle in all wheels until recently. Now there is a bicycle on the market in which the notches for the rear wheel are cut on the under side of the sidebars, so that the wheel cannot be moved forward on either side. Thus it is impossible for it to get "out of true." The chain adjustment is provided for in connection with the large sprocket wheel, and by a simple apparatus the chain can be tightened or loosened much more easily than is the case when it is necessary to loosen both nuts on the rear axle and move the attachments on one or both sides.

Attention was called in this column some time ago to the fact that the Brooklyn Library has the road books for several of the States on its shelves, so that its patrons have an opportunity to get detailed information in laying out routes for extended tours. Road-books, as is well known, are made in such a shape that they can be easily put into the pocket of a rider. It is plain, therefore, that they could be easily slipped into the pocket of a reader who did not chance to be over-scrupulous and who wished to get possession of them without money and without price. As a consequence, an attendant in the library explained the other day, these books are kept under lock and key, and when they are called for a fairly close watch is kept on the reader, to see that he does not, by accident or otherwise, carry one of them away. The writer had occasion to examine the road-books for New-Hampshire and Vermont recently. Each is issued by the State Division of the League of American Wheelmen. As for the New-Hampshire book, not much can be said for it. Only a few routes are outlined, and the information regarding them is incomplete and unsatisfactory. No map at all is given. One unfamiliar with the White Mountain region, for example, would learn little of real value from this book if he were planning a trip in that interesting region. The Vermont road-book, on the other hand, is a creditable affair. A good, though small, map is given, with the main bicycle routes in the State marked out in red, and while the number of trips described is not large the description is full, distances, the character of roads and the nature of the country traversed being noted with considerable detail. One of the routes described extends into New-Hampshire, through the Franconia Notch, the information given being far superior to the meagre outline of the New-Hampshire road-book.

In connection with the foreging it is interesting to note that, as a dispatch printed on Thursday showed, the State Board of Agriculture of New-Hampshire has, in accordance with instructions of the Legislature, issued a call for a Good Roads Convention, to be held in Concord on May 13 and 14. There is decided need of road improvement in that part of the Union. While the valley roads, those running in the main north and south, are fairly good, there is sand in many places, and the cross-country roads are hilly, if not mountainous, and many of them unridable. Vermont boasts of some excellent roads. Going north from Burlington, for example, across Grand Isle, one finds roads made of shale that are simply superb.

The recent account of the rider who got a bad cut in one of his tires when a long distance from a railroad, and was helped out of his troubles by a farmer who filled the broken tire with bran, has suggested to a rider of this neighborhood the possibility of using a light grain like oats to fill the outer tube of a double tube tire in case of emergency. The idea seems a practicable one, but in this part of the country there would be few occasions on which resort to such a device would be necessary. It is altogether likely that a puncture-proof tire will soon be devised, if those already offered for sale do not prove satisfactory, that will do away, practically, with the making of repairs on the road, save in exceptional cases.

In the old times young men and women at school, when they wanted to engage in debates, were wont to discuss such questions, as "Resolved, That the pleasures of anticipation exceed the pleasures of realization," or "Resolved, That patriotism is one of the greatest virtues." But the present is a practical age, and the human mind now turns to practical subjects. No one can be surprised, therefore, to learn that in a literary society in the Boys' High School in Brooklyn, the other day, there was a debate on this question, "Resolved, That it would be advisable to build a bicycle path above the elevated roads." Nor is it surprising that the judges decided that the affirmative side had made out the better case.

Cyclists who think of going to Canada will be interested in the new order issued by the Customs Department in reference to tourists' bicycles, which does away with the order previously in force. The order prescribes that persons bringing bicycles into Canada shall deposit at the port of entry an amount equal to the duty on the retail price of the machine, with a full description of the machine and a statement of the place and date at which the bicycle is to be taken out of the country. At the place and date mentioned, the amount of the duty will be refunded, but if report is not made at the time named, and if evidence of the exportation of the wheel is not furnished to the collector at the port of entry within fifteen days thereafter, the duty will be retained. Such a provision will not encourage bicycle tours in the Dominion, for a wheelman is liable to change his plans at any time, or circumstances may compel him to cut his trip short, so that he may not be able to depart at the point and time previously set. It would seem that a certificate setting forth the amount paid should be sufficient to cause its refund from the collector at any point where the rider goes out of Canada.

The dog is not going to have things all his own way, after all—at least not in the State of Massachusetts. There is a law there which provides that any person may kill a dog that suddenly assaults him while he is peaceably walking or riding without the inclosure of its owner or keeper. Riding, as used in the statute, may not signify riding a bicycle, but the courts would undoubtedly construe it to have that meaning at the present time, especially as a man on a wheel is more exposed to the attacks of dogs than a man on a horse. Dogs are certainly a great nuisance and source of danger on country roads, and a cyclist would apparently be justified in resorting to almost any means to defend himself in case of attack, but no one would actually kill a dog unless forced to do so. To disable him by the use of ammonia or by some other method would assuredly be justifiable.

## BRIGHT PROSPECTS FOR WHEELMEN.

A DIFFICULT PROBLEM IN BICYCLE-MAKING—THE COST OF WHEELS—INCREASING POPULARITY OF THE TANDEM.

The blue skies, the balmy atmosphere, the pavements growing dry under the influence of the sunlight and the unmistakable signs of coming spring tempted the cyclist and made the good streets in the city and the good roads near by populous with wheelmen yesterday. The fact that the roads had been poor for some time previous made their improved condition yesterday doubly acceptable, and there were few wheelmen who could spare the time who were not in the saddle. If these fine conditions continue to-day there will be a lively bicycle parade in the Boulevard and in Riverside Drive this afternoon. The parade in Prospect Park, in Brooklyn, may be even larger, but it is doubtful if the wheelmen will go down the cycle path in large numbers on account of the poor condition of that popular route. There are several club runs scheduled for to-day, and, unless there is a change in the weather, most of them will take place.

The Triangle Wheelmen of the Twenty-third-st. branch of the Young Men's Christian Association will have an entertainment and reception for both sexes in the Young Men's Christian Association parlors on the evening of April 1. All the members are invited, together with the members of any other wheeling organization. The Triangle Wheelmen is a flourishing organization, comprising the riding members of the Twenty-third-st. branch of the Young Men's Christian Association. Their membership comprises 220, and is rapidly increasing. They will be joined by the New-York County Wheelmen, together with some of the members of the Greenwich Wheelmen.

The idea of the Century Wheelmen of separating the riders into squads on their forthcoming century run to Patchogue, Long Island, and return, on Sunday, April 26, is not a bad one. Parties are now being formed for the purpose of entering for the run in a body, in order to qualify as a squad with their own pacemaker and compete for the prizes offered. Some of the bicycle clubs are considering whether it would not be like having their own club run if they participated as a squad in the run. They think the prizes offered would be an incentive to draw out a much larger number of their members than could reasonably be expected on a regular run of their own so early in the season.

The manufacturer of the modern bicycle encounters one of the most complex and delicate problems known in mechanical engineering. The reason is that what scientists call "factor of safety" is lower in the bicycle than in almost any other mechanical product. In high pressure of guns, for instance, the factor of safety is even as great as twenty, which means that the guns are made twenty times as strong as is theoretically necessary for the strain they must bear. In ordinary guns the factor of safety is twelve, in boilers it is about six, in bridges usually five, and in almost every construction of machines it is at least four. These wide margins of extra strength are considered necessary as an offset to errors in theoretical computations or defects in construction and material. With the lightness of construction in bicycles this factor is reduced to a very small margin, being as low in some instances as 1.25. This being so, one can readily understand why the makers of standard machines maintain such a rigid system of inspection.

One of the most popular topics of conversation, when a number of people begin to talk of cycling, is the high cost of wheels, and the probability of a reduction in prices within the near future. The favorite argument is that, with the largely increased number of bicycle factories in the country, and new ones constantly springing up, an over-production must result, and, following the ordinary laws of supply and demand, lower prices should ensue. Were there only one grade of bicycles, such a conclusion would not be far wrong, but from the present outlook, while there may be an over-production of cheap grades, there is a strong probability that manufacturers of high-grade machines will experience considerable difficulty in supplying the demand for some time to come. There is really no reason for any outcry against the price of wheels. In a wheel, the price of which is maintained at $100, the buyer is sure of obtaining his $100 worth, if not more, while if he pays only $50 the chances are vastly against his getting even $50 worth, gauging the proportionate value from the $100 wheel.

There will be more tandems built this year than were put together in the last three years. "A bicycle built for two" is a wheel that meets with ready popularity for several reasons. It is possible to be more companionable on a two-seater. The wheelmen who ride in pairs can converse along the road, while on single wheels this is a difficult occupation. Then, too, the exertion is much less. Two men on a thirty-five-pound tandem can cut pigeon wings around cyclists on single wheels, and then not half try. A woman who is not able to guide the silent steed may be escorted around the country without danger of a mishap, or at least without so much chance of it, as though she were riding a single wheel.

A single-tube tire which has met with much favor of late is the Hodgman, which is made by the Hodgman Rubber Company, of this State. One of the virtues claimed for this tire is "that it is made of rubber." The tire can be had at all the bicycle dealers, and many of the purchasers of new wheels are asking that the Hodgman tire shall be put on their bicycles.

## *EXAMINE THE VACUUM TUBES.*

THE TRIBUNE'S EXHIBIT GREATLY INTERESTS ALL CLASSES OF PEOPLE.

IT AFFORDS ELECTRICIANS AND OTHERS UNUSUAL OPPORTUNITIES TO WITNESS X RAY EXPERIMENTS—SOME OF THE COMMENTS MADE BY ONLOOKERS.

The Tribune exhibit of vacuum tubes continues to attract the attention of all classes of people as nothing in the way of glaring posters could possibly do. This refined method of advertising especially attracts every intelligent reader and delights mechanics; and many expressions of approval have come from those engaged in electrical work, because their duties in making electrical machinery do not afford them an opportunity to see experiments outside of their particular line of work. This fact has been brought out by the observations made by onlookers.

A workman who knew the meaning and practical application of volts and amperes in producing the high tension necessary to fluorescence in a vacuum tube made the observation that his work did not require this class of experiment, and he had never seen the effect produced by The Tribune vacuum tubes, although engaged for years in electrical work; and he was immensely pleased to be able to do so.

"Why, It's a piece of a comet," said one observer. "It's the northern lights," said another. Both remarks were so apt that the men must have been keen observers, although the fact would not be guessed from their working clothes.

The impression which seems to be general, gained from ordinary sensational accounts of laboratory work, is that the newly discovered properties of the rays from a vacuum tube must proceed from a light which is extremely intense, one which is as much more brilliant, in fact, than the ordinary arc light as that is brighter than a tallow candle. If the rays can go through a board like an auger, people think they must be so intense that the eye cannot look upon them, any more than it would be possible to gaze at the sun fixedly. They do not know that a perfect insulator is yet to be found, and that high-tension electricity will go through anything, a fact which explains perhaps why some high-vacuum tubes have been spoiled in the effort to use the highest pressure obtainable in order to reduce the time exposure of plates to the Röntgen rays.

One observer in Brooklyn could see no mysterious effect in a fluorescent light, but he "never could understand why they always wound colored strings around copper wires when they used them in electrical work." He was referred to the Century Dictionary as a good starting point for enlightenment.

The line of experiment now meeting with favor among inventors is to discover first and then patent the fluorescent substance best adapted for showing the shadows produced upon it by the X rays, and to anticipate all others in making a commercially profitable use of this wonderful discovery. There are a number of substances which have the peculiar property of fluorescence even under ordinary light, but the very best for X ray use has not yet been discovered, unless, perhaps, the great Röntgen himself discovered it in the barium-platina-cyanide which he has freely made known to all the world.

The head bookkeeper at The Tribune uptown office, No. 1,242 Broadway, is so rushed with work that he thinks the X rays are the very thing to show him photographed in the condition to which his work is bringing him, namely, a skeleton with a cloud of figures and questions surrounding his head. He is a German, and can make himself understood in the American language to some extent, but prefers to refer inquirers to The Tribune's sign in the window.

## *POTATOES SOLD WITHOUT PROFIT.*

A DISASTROUS SEASON FOR FARMERS—DEALERS CONTENDING WITH DIFFICULTIES—GREAT CROPS AND CROWDED MARKETS EVERYWHERE.

"Potatoes are fully 40 per cent cheaper now," said a leading receiver to a Tribune reporter yesterday, "than they were on the corresponding date of last year. This is on account of the enormous crop of 1895, which is estimated at 400,000,000 bushels. The average annual crop is about 285,000,000 bushels, and the difference between it and the last crop shows that there are 115,000,000 bushels in excess of ordinary requirements. This great surplus has entirely cut off importation and there are no foreign potatoes in the market. The duty on foreign potatoes is 15 cents a bushel and the freight ranges from 6 to 10 cents a bushel, so that in view of the extremely low prices of domestic potatoes foreign potatoes could not be handled here, except at a large loss. This, of course, does not include new Havana and Bermuda potatoes, which are now coming in and being sold for from $4 50 to $5 50 a barrel for Havanas, No. 1 Bermudas selling for from $5 to $6 a barrel and No. 2's from $3 to $4 a barrel.

"No. 1 Hebron potatoes for family use, which were sold at wholesale for $1 a barrel early last October, can now be bought for 70 cents a barrel, including the cost of the bags in which they are received. Family potatoes of fair quality can be bought at wholesale as low as 60 cents a barrel. There are some extra choice selected potatoes that are sold at considerably higher prices, but the high-price potatoes are used mainly for seed. On account of unusually large potato crops in Europe, potatoes are relatively as cheap there as they are here. Exports to Havana have been very small and insignificant on account of the disturbances in Cuba.

"Some extensive dealers in this city bought large quantities of potatoes of the farmers early in the season for 8 cents a bushel. The farmers deliver these at the cars. The cost of buying and loading is about 2 cents a bushel and the cost of the bags in which they are received is about 2 cents a bushel. The freight charges average about 9 cents a bushel. These charges, with other incidental expenses, would make the cost of the potatoes landed in this city about 60 cents a barrel, so that they must be sold without profit, if not at an actual loss. Dealers generally have adjusted their business according to the prevailing conditions. They have made very little money, and when they have managed to secure a profit of only $10 on a carload of 250 barrels of potatoes they have thought that they were doing pretty well under the circumstances.

"The season has been a very disastrous one to farmers, who have hardly received enough money to pay for digging their potatoes, only the best of which were worth sending to market, while enormous quantities of less choice potatoes have been extensively fed to live stock or left to decay in the ground. In their anxiety to sell their crops the farmers have kept the market continually overburdened, and there is now a large surplus stock on hand. New potatoes will begin to come in about July 1. Meanwhile, under existing conditions prices cannot advance, and are not unlikely to experience a still further decline."

## *FALSE ALARM FROM WARD'S ISLAND.*

An alarm of fire sent from Ward's Island Insane Asylum, yesterday, brought a number of engines of the city Fire Department to the foot off East Twenty-sixth-st. and foot of East One-hundred-and-tenth-st., where they halted and awaited further instructions. None were needed, however, for upon a thorough investigation, which was made by Dr. Pettit, of the male department, and Dr. Roe, of the female ward, no trace of fire could be discovered.

Engineer Morrison, of Engine No. 16, who responded to the fire alarm, went immediately into Bellevue Hospital, and sent a telephone message to the Island, asking if any assistance was needed. He was told that there was no fire, and that the alarm, it was thought, was sent out by some mischievous person.

# MARKET IN FAIR CONDITION.

## TRANSACTIONS IN REAL ESTATE.

REPORTED SALES BY PRIVATE CONTRACT AMOUNT TO $2,700,000—CONVEYANCES AND MORTGAGES.

Transactions in real estate the last week were on a fair scale. The sales by private contract which were reported footed up $2,700,000. The chief inquiry was for tenement and flat houses, but at the same time there was a good demand for vacant lots. There was almost no market for dwellings, which was surprising in view of the activity that had previously been noted in this class of property. The transfers of realty for the week included the following:

SALES IN THE WEEK.

William G. Rule sold for the Twenty-third Ward Improvement Company ten lots in Freeman-st., bounded by the Southern Boulevard and Intervale-ave., for $35,000. The purchaser, John A. Knox, will improve the plot by the erection of nine four-story apartment houses, to cost about $110,000.

R. V. Harnett & Co. sold Nos. 573 and 575 Boulevard, two four-story brick flathouses, lots each 27.8x100. The price is understood to be about $60,000.

S. H. Stone sold No. 27 Scammel-st. and No. 328 Madison-st., being the southwest corner of Madison and Scammel sts., plot 25.3x91, with the two four-story tenement-houses thereon, for $25,500.

Folsom Brothers sold the flathouse No. 330 East Sixteenth-st., 21x103 feet, for Seligman Frank, to John Doran.

Douglas Robinson & Co. sold for the estate of A. H. Roosevelt Nos. 106 and 108 Beekman-st., 33.4 inches in front by an average depth of about 26 feet, a four-story basement business building, to Meyer Kahn, on private terms.

Bryan L. Kennelly sold the Cliff House property at Rye on the Sound to A. A. Curtis, for $29,000.

Potter & Noel sold for Thomas W. Keogh No. 40 Great Jones-st., a seven-story building, to Hoffman Brothers, and J. N. Kalley & Son resold the same for Hoffman Brothers at an advance.

The executors of Charles Moran sold the Moran mansion, No. 12 East Fifty-third-st., four-story brownstone dwelling, lot 37.6x112, and also connecting with stable at rear.

M. Donohue purchased the three four-story apartment-houses Nos. 352, 354 and 356 West Fifty-sixth-st., on private terms.

S. H. Stone sold No. 254 Delancey-st., five-story front and six-story rear tenements, lot 25.3x100, for $28,500; also No. 51 Sheriff-st., four-story tenement, lot 20.3x90, for $15,700.

Prescott Hall Butler leased the four-story brownstone building No. 3 East Thirty-fourth-st. for ten years, at $5,000 a year.

Hoffman Brothers sold for Warren E. Dennis the southeast corner of Liberty and Church sts., a business building, for $150,000, to Joseph L. Buttenwieser, who gave in part payment the seven-story building No. 39 Great Jones-st., lot 26.10x100, at a valuation of $95,000. The latter building is new, and is rented for $7,175.

Mandelbaum & Lewine bought from the Cornell estate, through Richard V. Harnett & Co., the five-story brick building, lot 22x72, No. 116 Wall-st., on private terms. The property had been owned in the Cornell family for more than fifty years.

Mandelbaum & Lewine sold to M. Secor No. 182 to 186 Pearl-st., a seven-story business building, plot 47x129, on private terms. The sellers bought this property on Wednesday at the Liberty Street Exchange for $92,000.

The same firm also sold to a Mrs. Baker No. 21 Charles-st., northeast corner of Waverly Place, a four-story brick dwelling, lot 22x75.9, on private terms.

Hoffman Brothers together with J. N. Kalley & Son have sold for Warren E. Dennis the seven-story new modern brick building known as No. 69 West Houston-st., dimensions 25x95, to a private party living in Brooklyn for investment for about $95,000.

CONVEYANCES AND MORTGAGES.

Following is the record of conveyances, mortgages and buildings projected in New-York the last week compared with the corresponding week in 1895:

CONVEYANCES.

| | 1895. Mar. 22 to 28, inclusive. | 1896. Mar. 20 to 26, inclusive. |
|---|---|---|
| Total number for entire city | 261 | 304 |
| Amount involved | $2,617,509 | $2,129,877 |
| Number nominal | 148 | 164 |
| Number 23d and 24th Wards, omitting new annexed district (for 1895) | 62 | 60 |
| Amount involved | $195,124 | $99,560 |
| Number nominal | 23 | 39 |
| Number 23d and 24th Wards, including new annexed district | — | 91 |
| Amount involved | — | $124,519 |
| Number nominal | — | 59 |

MORTGAGES.

| | | |
|---|---|---|
| Total number | 256 | 279 |
| Amount involved | $2,747,027 | $3,629,879 |
| Number over 5 per cent | 100 | 118 |
| Amount involved | $688,162 | $895,968 |
| Number at 5 per cent | 114 | 134 |
| Amount involved | $1,291,115 | $2,268,211 |
| Number at less than 5 per cent | 42 | 27 |
| Amount involved | $767,750 | $495,700 |
| Number of above to banks, trust and insurance companies | 51 | 48 |
| Amount involved | $815,450 | $1,174,600 |

PROJECTED BUILDINGS.

| | 1895. Mar. 23 to 29, inclusive. | 1896. Mar. 21 to 27, inclusive. |
|---|---|---|
| Number of buildings | 175 | 101 |
| Estimated cost | $5,158,850 | $2,796,000 |

## *MONEY FOR THE ARMENIANS.*

ACKNOWLEDGMENT BY BROWN BROTHERS & CO., AS TREASURERS.

Brown Brothers & Co., as treasurers of the National Armenian Fund, acknowledge the receipt of the following items:

Previously asknowledged, $75,956 17; James R. Corning, treasurer Armenian Relief Committee, through Franklin Trust Company, Brooklyn, N. Y., $2,000; John D. Rockefeller, $1,000; W. H. Lawton, treasurer, $428 85; Central Presbyterian Church, Orange, N. J., $250 20; Lanman & Kemp, $250; "C. S. S.," a friend, $250; W. R. Palmore, treasurer Armenian Relief Committee, St. Louis, $116; Cooper, Hewitt & Co., J. W. Goddard & Sons, Mennonite Evangelizing Board, Elkhart, Ind.; Austin, Nichols & Co., Eaton, Cole & Burnham Company, John E. Adriance, Hitchcock, Darling & Co., Hackett, Carhart & Co., Mrs. W. E. Benjamin, "A. Z." and "Cash," each $100; M. T. Gilmore, treasurer Young Men's Christian Association, San Diego, Cal., $3 60; Central and Chestnut Street Presbyterian churches, through First National Bank, Erie, Penn., $24 55; Mrs. George De Forest Lord, Mrs. Jonathan Edwards, A. M. Palmer, Charles T. Wills, R. Darling, treasurer; Miss J. A. Maxwell, R. S. Williams, Armenian Relief Committee, Utica, N. Y.; George F. Crane, T. E. Hinshaw, W. G. Hitchcock, Ashley, Bailey & Co., Huyler's, R. S. Douglass and Mrs. John J. Kane, each $50; Mrs. J. Warren Goddard, $45; F. V. Wolfe, treasurer Presbyterian Church, Dover, N. J., $46 30; the Rev. George P. Byington, Congregational Church, East Hartwick, Vt., $31 74; Miss M. E. Vanderpoel, $30; Church of the Holy Sepulchre, W. H. Mallory treasurer, $30; King's Daughters Society, Washingtonville, $25 50; A. A. Weeks, treasurer Trinity Presbyterian Church, Brooklyn, $25 64; Enos Richardson & Co., American Press Association, James McGee, L. P. Hepburn, Joseph Ullmann, Fairchild M. Post, Potter Printing Press, Robert Jaffray, Evangelical United Brethren Church, J. S. A., Mama, New Home Sewing Machine Company, Mrs. G. G. Smith, New-York Leather Belting Company, Wesendonk, Lorenz & Co., Mrs. George Hill, for Merrysville L. M. S., Mrs. George Hill, for Boys and Girls' M. Bd., Frank Naile, Westmoreland Club, Richmond, Va., Miss Helen S. Chase, "H.," anonymous, Stewart Hartshorn, W. J. Youngues, each $25; J. B. Ferguson, treasurer Olivia Union, $22 31; the Rev. L. Agermann, Wapakoneta, Ohio, $21 25; cash, Pratt & Farmer, Mrs. William E. Bunker, William Taylor, Theodore L. De Vinne, Mrs. V. Terry and Miss E. M. Jaffray, each $20; George C. Edgar's Sons, J. V. R. B., John E. Roberts, $15; Miss Georgie A. Bulkley, $13; Miss Eliza A. Bulkley, $12; Leonard W. Bacon, $11; Harriet D. Nanadin, George F. Bassett & Co., Henry Middendorf, W. & F. Livingston, Carter Medicines Company, Haviland & Abbott, Salim Elias, Orlando H. Jadwin, Dr. W. H. Williams, J. Mark Baldwin, J. T. W., F. Rogers, Jarraline, Kemp & Jardine, F. Harper, Mary L. B. Ramland, Cornelia Prime, Thomas Harrington, F. T. Jenkins, Rebecca Leeds, the Rev. Henry van Dyke, A. H. Smith, E. A. Halls, A. H. Flint, Callahan & Kemp, J. E. Boyd, Mrs. H. O. Du Bois, Mrs. William Lambert, W. A. S., William M. Wood, Mrs. Stout, each $10; William F. Bevers, $8 05; J. N. H., $8; the Rev. J. L. Anstutz, $7 40; R. W. Adams, secretary Christian Endeavor Presbyterian Church, Tekamoah, Neb., $7 35; Mrs. Frances Ellison, $6 25; Pascal Harrower, $6; J. M. Silliman, J. O. Niles, C. W. Leavitt & Co., Garfield Tea Company, D. F. Davids, Schroeder Brothers, Asa L. Shipman's Sons, R. L., Roth & Goldschmidt, John B. Baxter, Selmar Hess, W. A. Ross & Bro., the Rev. C. W. Wyckoff, Pelton Water Wheel Company, C. H. P., Edward Richards, E. W. Hollis, Strait Brothers, W. M. Daniels, J. F. Smith & Co., John V. Black, Oscar E. A. Weissner, J. M. Brosman, L. M. Fanning, the Rev. E. S. Gaddis, Methodist Episcopal Church, Mason, Ohio; Miss Annie Gillender, William C. Barker & Co., Mrs. J. R. Edwards, Hawk & Wetherbee, C. H. Hawley, Charles M. Aikman, C. A. Starr, Weber & Bunke, Mrs. James R. Steers, jr., Mrs. H. O. Taylor, Yorkville Methodist Church, A. Beller & Co., M. H. Chamberlain, H., Solomon Zarbough, D. B. Harvey, Women's Missionary Society, Edinboro, Penn.; Mrs. C. W. Thompson, the Rev. Henry van Dyke, J. F. S., W. J. Kingsland, Miss Edwards, F. W. Chapin, Pohain & Malhaine, each $5.

Various smaller items, $98 65; Brown Brothers & Co., Boston, $1,394 09; Brown Brothers & Co., Philadelphia, $522 57; grand total to date, $85,850 87.

Brown Brothers & Co., as treasurers of the American National Red Cross (Clara Barton, president), also acknowledge receipt of the following items:

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