RAILROAD INTERESTS.

CONSOLIDATION FORBIDDEN.

DECISIONS IN THE GREAT NORTHERN AND LOUISVILLE AND NASHVILLE CASES.

Washington, March 30.—The efforts of Thomas W. Pearsall, a stockholder in the Great Northern Railroad Company, to prevent a consolidation of that corporation with the Northern Pacific Railroad had a successful issue to-day, when Mr. Justice Brown announced the opinion of the Supreme Court of the United States. The case came up from the Circuit Court for the Eighth Circuit, which ruled against Pearsall. He contended that the proposition to unite the two systems was in violation of the law of Minnesota, enacted in 1874, which prohibited the consolidation of competing lines of road. On the other hand, it was the contention of the railroad managers that the law was a violation of the provision of the charter of the Minneapolis and St. Cloud Railroad, the original link of the Great Northern line, authorizing it to lease or purchase other lines of road.

The question before the Supreme Court of the United States, said Justice Brown, was whether or not the law of 1874 was an impairment of the vested right of the Great Northern Company. Discussing the meaning of the term of vested right, the opinion stated that, in the view of the Court, it did not extend beyond a right acquired by or under executed contracts. It was within the power of the Legislature, under a general permission, such as expressed in the Minneapolis and St. Cloud charter to acquire other roads, to declare that it shall not be used to acquire competing lines, and thus construct a monopoly, which for 300 years has been held by the courts in England and this country to be odious and against public policy. The judgment of the Circuit Court was reversed and the case remanded, with instructions to proceed in accordance with the opinion. Mr. Justice Field and Mr. Justice Brewer dissented from the judgment of the Court.

Mr. Justice Brown also read the opinion of the Court in the similar case of the Louisville and Nashville Railroad Company against the Commonwealth of Kentucky, appealed from the Court of Appeals in that State. The Louisville and Nashville Company had arranged to purchase control of the Chesapeake, Ohio and Southwestern Railroad Company, which would give it a practical monopoly of the railroad business between Louisville and Memphis, and the State brought suit for an injunction to prevent the carrying out of the contract, on the ground that it would be a violation of the law of the State, forbidding the consolidation, by lease or purchase, of competing lines of road within the State. The injunction was issued by the inferior Court and sustained by the Court of Appeals. This judgment the Supreme Court of the United States affirmed. The opinion declared it to be the judgment of the Court that not only was the Louisville and Nashville Company forbidden to purchase, but by the constitution of Tennessee, of which the Chesapeake, Ohio and Southwestern was a citizen, the latter was incompetent to sell. The conclusion of the Court was concurred in by Justices Brewer and White.

INTERSTATE COMMERCE CASES.

TWO IMPORTANT DECISIONS HANDED DOWN BY THE SUPREME COURT.

Washington, March 30.—The Interstate Commerce law was the subject of construction by the Supreme Court of the United States to-day in two important particulars. The cases involving the controverted points have been on the docket of the court for many months, and the decision of the Court has been anxiously awaited for a long time.

The first case was that popularly known as the Social Circle long and short haul case, and grew out of the complaint of the James & Morgan Buggy Company against the Cincinnati Southern, Western and Atlantic, and Georgia Railroad companies, that they charged the same for transporting buggies from Cincinnati to Augusta, Ga., 845 miles, as from Cincinnati to Atlanta, 474 miles, and 30 cents more a hundred on buggies to Social Circle, between Atlanta and Augusta, than to either of the other places. It was also charged that the rate of $1 07 to Atlanta was excessive as compared with the same rate to Augusta, 171 miles longer haul, and that the charge of $1 37 to Social Circle was both excessive and undue.

As to the latter rates, the railroads held that the goods were not carried to that point under a common control, management or arrangement for continuous carriage or shipment, but that the additional 30 cents a hundred pounds was the local charge for similar service by the Georgia Company, and that, therefore, the case of goods carried to Social Circle was not within the provisions of the act.

The Interstate Commerce Commission ordered the railroads to make the rates on goods no more to Social Circle than to Augusta, and on the articles in question the Commission fixed the rate from Cincinnati to Atlanta at $1 a hundred. The case came to the Supreme Court of the United States from the Court of Appeals from the Fifth Circuit, whose judgment sustained the order of the Commission, except as to fixing the rates. The conclusions of the Court upon the points involved were:

The Georgia Railroad Company, by entering into the carriage of foreign freight, by agreeing to receive the goods by virtue of foreign through bills of lading and to participate in through rates and charges, thereby becomes part of a continuous line for the continuous carriage or shipment from one State to another, and amenable to the Federal act in respect to such interstate commerce. Having elected to enter into the carriage of interstate freights and thus subjected itself to the control of the Commission, it would not be competent for the company to limit that control, in respect to foreign traffic, to certain points on its road and exclude other points.

There is no provision in the act that expressly or by necessary implication confers the power on the Commission to fix rates. It was argued on behalf of the Commission that the power to pass upon the reasonableness of existing rates implied a right to prescribe rates. This is not necessarily so. The reasonableness of the rate, in a given case, depends on the facts, and the function of the Commission is to consider these facts and give them their proper weight. If the Commission, instead of withholding judgment in such a matter until an issue shall be made and the facts found, itself fixes a rate, that rate is prejudged by the Commission to be reasonable.

The judgment of the Court of Appeals was affirmed.

The other case was that of the Texas and Pacific Railroad Company against the Commission, involving the order of the Commission requiring the railroad company to carry freight arriving at New-Orleans from a foreign country to San Francisco at the same rate as freight originating at New-Orleans or at other points in the United States shipped via New-Orleans. The Court overruled the Commission. The opinion traversed the facts in the case, and concluded that the Commission was bound to consider all the conditions governing the carrying of traffic, and was not bound to any hard and fast rule. The interests of others besides shippers at Atlantic ports are to be considered by the Commission, and when thus considered the Court is of the opinion that the order of the Commission will be found to be unwarranted. The judgment of the courts below, sustaining the order of the Commission, was reversed, and the Circuit Court directed to dismiss the bill against the railroad company. From the judgment in the last case Chief Justice Fuller, Justice Brown and Justice Harlan dissented.

BALTIMORE AND OHIO AFFAIRS.

OFFICIAL ANNOUNCEMENT THAT THE APRIL INTEREST WILL BE PAID.

Baltimore, March 30.—It was officially announced this afternoon that the interest on the extended 4½ per cent bonds of the Baltimore and Ohio Railroad Company will be paid on April 1. The payment of the interest on this issue may mean that all interest charges will be met when due.

Considerable uncertainty had been felt among Baltimore and Ohio security holders as to whether or not the interest payments would be made. It was realized that default on April 1 (some of the oldest bonds of the company being included) would mean no hope of getting any returns on other bonds of the corporation, and there was, therefore, a better feeling in financial circles when the announcement was made.

There is some anxiety in regard to the interest payments on the securities of the Pittsburg and Western branch, which is operated by Thomas M. King as receiver. No default has yet occurred on the securities of the Pittsburg and Western, but there is doubt as to the payment of the coupons due on May 1 on the second mortgage bonds. The interest on the first mortgage bonds, due on July 1, it is stated, will be met.

It is not thought that anything in the way of reorganization of the Pittsburg and Western will be done during the present year. The floating debt of the company is declared to be between $2,000,000 and $3,000,000. As a partial offset to this the company owns $1,000,000 Pittsburg, Cleveland and Toledo Railroad bonds and $1,360,000 second mortgage bonds of the Pittsburg and Western Railroad. It is doubtful if the security holders will be called upon to provide any money to relieve the road of its embarrassment, or, should any assessment be levied, it will be exceedingly small.

PENNSYLVANIA EARNINGS FOR FEBRUARY.

Philadelphia, March 30.—The Pennsylvania Railroad Company to-day issued its statement of earnings and expenses for the month of February and two months of 1896, as compared with similar periods of 1895.

Pennsylvania Railroad, lines directly operated: Month of February, gross earnings, increase, $226,400; expenses, increase, $252,300; net earnings, decrease, $25,800; two months, gross earnings, increase, $542,000; expenses, increase, $505,400; net earnings, increase, $36,500.

Lines west of Pittsburg and Erie, directly operated: Gross earnings for month of February, increase, $112,000; expenses, increase, $154,300; net earnings, decrease, $42,200. Two months, gross earnings, increase, $287,100; expenses, increase, $373,600; net earnings, decrease, $86,500.

All lines east of Pittsburg and Erie: Gross earnings for month of February, increase, $265,900; expenses, increase, $306,300; net earnings, decrease, $41,000. Two months, gross earnings, increase, $649,900; expenses, increase, $621,600; net earnings, decrease, $41,700.

All lines west of Pittsburg and Erie: Gross earnings for month of February, increase, $145,400; expenses, increase, $174,900; net earnings, decrease, $29,400. Two months, gross earnings, increase, $375,000; expenses, increase, $461,700; net earnings, decrease, $86,700.

THE NEW-ENGLAND TO FORECLOSE.

Meriden, Conn., March 30.—At a meeting of the stockholders of the Meriden, Waterbury and Connecticut River Railroad here to-day a demand was made by the bondholders for the interest on the $450,000 first mortgage bonds. No money was ready to pay the interest, and the bondholders will at once begin proceedings to foreclose. The bonds were issued in 1888 and are to run until 1925. They are now held by the New-England road.

WHERE DOES THE BLAME LIE?

DENIALS OF RESPONSIBILITY FOR THE HUDSON-ST. FIRE.

Fire Marshal Hollister said yesterday that an investigation had failed to disclose the cause of the fire of Sunday, which wrecked the building at No. 374 Hudson-st., but he thought there was no reason to suspect that the fire was of incendiary origin. There will be another investigation of the origin of the flames when the Coroner begins the inquest in the cases of Mary McMahon, Thomas Malloy, Archibald Grogan and Margaret Ryan, who were burned to death at the fire.

Edward Welch, the fireman of Hook and Ladder Company No. 5 who was injured at the fire, was in a critical condition at the New-York Hospital yesterday, and the surgeons said he probably would be a cripple for life, if he did not die from his injuries. His spine is injured and his kneecap is broken. Kate Higgins, who was also hurt at the fire, was said to be recovering at St. Vincent's Hospital.

Colonel S. V. R. Cruger, the controller of the Trinity Church Corporation, which owns the building in Hudson-st., said to a Tribune reporter yesterday: "I went through the burned building this morning, and I was surprised that persons could have been fatally burned there. The building is only three stories high, and, although there were no fire-escapes on the walls, there was an easy way to the roof. Fire-escapes would have been placed on the building if the Fire Department had made a request of the corporation, but I think nobody considered the building unsafe in case of fire."

"Have you complied with demands to place fire-escapes on other buildings owned by the corporation?" Colonel Cruger was asked.

"Many times," he replied, "although in some cases we have thought that fire-escapes were not necessary. We did not comply with the order of the Board of Health to put water in some of the buildings owned by the corporation until the case was carried to the Court of Appeals, but there was no question of safety to tenants involved in that."

Mr. Rutherford, one of the assistants in the Department of Buildings, when asked by a Tribune reporter yesterday about the responsibility for the lack of fire-escapes on the building at No. 374 Hudson-st., said: "The building was owned by the Trinity Church Corporation. There were no fire-escapes on the building, but the blame for that cannot reasonably be laid on us. We have only a force of about forty inspectors, and if we tried to examine every building in the city it would take us about twelve years. Whether the Trinity Church Corporation has ever been warned about this particular building or not it would be impossible for me to say. We are always having trouble of some kind with them. But they know the law in such matters, and if there is any blame in this matter it must certainly be laid upon their shoulders. I do not believe that the lack of fire-escapes in this instance was the reason for the loss of life."

NEWS OF NAVY AND ARMY.

CAPTAIN REED'S CASE DISPOSED OF—MOVEMENTS OF VESSELS—ARMY RATIONS.

Washington, March 30 (Special).—The case of Captain Allen V. Reed, of the Navy, which has been before the President for several months, has at last been disposed of. This officer was up for promotion to the grade of commodore to fill a vacancy. The Examining Board reported in his favor, and the Secretary of the Navy approved the recommendation. While the case was under consideration by the President, however, it was represented to him through reports made by Admiral Gillis, now on the retired list, and other officers of the Navy that Captain Reed was not professionally qualified for promotion, and various incidents in his career were cited in support of that contention. As a result of a careful consideration of all the papers in the case, the President has disapproved the report of the Examining Board. In order, however, that officers of lower rank also entitled to promotion shall not suffer because of Captain Reed's alleged deficiencies, the President to-day nominated him to the grade of commodore, subject to examination to be held at the expiration of a year. A successful examination at that time will remove his present disabilities and give him the appointment without qualification. A failure to meet the requirements, however, will result in his being dropped from the rolls. Meanwhile, Commander F. C. Cook is promoted to the grade of captain, and Lieutenant-Commander C. T. Hutchins is appointed a full commander. Promotions below that grade will depend upon the disposition of the case of Lieutenant Charles H. Perkins, now before the President for consideration.

The official report of the inspection board charged with conducting the trial of the Government-built cruiser Raleigh has been received at the Navy Department. It shows a gratifying speed exhibit for the vessel, which made an average of 18.64 knots an hour for the four hours' run, despite unfavorable wind and weather, causing the Raleigh to roll from ten to fifteen degrees. During the first hour the Raleigh developed a speed of 19.20 knots, increasing it to 19.34 in the second hour. In the third hour the speed was 18.15, and in the fourth and last 17.88.

A dispatch to the Navy Department from Yokohama announced the departure to-day from that place for Honolulu of the United States gunboat Concord. The Concord is on the heels of the Petrel, also on her way to San Francisco via Honolulu, and will probably overtake her before the journey is completed.

The Charleston sailed from Che-Foo for Chemulpo to-day.

The dispatch-boat Dolphin sailed from Tampico, Mexico, to-day for Key West, en route to Norfolk.

Despite a belief to the contrary, the War Department has determined to reopen the question of obtaining an emergency ration for the Army, and orders have been issued appointing a board of officers to consist of Major Charles Smart, Surgeon; Major C. A. Wodruff, Commissary of Subsistence; Major E. A. Garlington, Inspector-General; Captain L. A. Craig, 6th Cavalry, and First Lieutenant W. C. Brown, 1st Cavalry, to meet in Washington immediately, "to examine the reports of the boards which were convened in the several military departments to consider and recommend a proper ration for troops operating in emergencies." Major-General Miles and Commissary-General Stanton will appear before the board to make suggestions and give views. The board has been directed to make recommendations on the subject and to report upon the minimum amount of articles of food necessary to sustain a soldier in health and activity while in active service in the field for a limited period.

The whole subject was considered some time ago by the Commissary Department, and investigations were made and reports written by the principal subsistence officers in the eight military departments. Samples of the emergency rations used by foreign countries have been received at the War Department, and it is proposed to look into the matter thoroughly.

The following Army orders have been issued: Captain William O. Owen, jr., assistant surgeon, will return to his proper station. Leave for three months on account of sickness is granted First Lieutenant Joseph B. Batchelor, jr., 24th Infantry. Captain Adrian S. Polhemus, assistant surgeon, will be relieved from duty at Fort Douglas, Utah, upon the expiration of his present sick leave, and will then report to the commanding officer at Fort Wingate, New-Mexico, for duty at that post.

Naval orders: Chaplain F. F. Sherman is detached from the Constellation and placed on waiting orders.

CLOSING PRICES AT SAN FRANCISCO.

San Francisco, March 30, 1896.

	Saturday.	To-day.		Saturday.	To-day.
Alta	.15	.14	Mexican	.51	.49
Belcher	.23	.20	Mono		.07
Best & Belcher	.64	.60	Ophir	1.20	1.20
Bodie Consol	.30	.30	Potosi	.38	.39
Bulwer	.40	.29	Savage	.33	.34
Chollar	.44	.43	Sierra Nevada	.65	.64
Con Cal & Va	1.65	1.60	Union Consol	.05	.60
Crown Point	.45	.42	Utah	.08	.08
Gould & Curry	.28	.26	Yellow Jacket	.38	.36
Hale & Norcross	1.15	1.20			

CLOSING PRICES OF BOSTON STOCKS.

Boston, March 30, 1896.

	Saturday.	To-day.		Saturday.	To-day.
Mexican 4s	69¾	69½	Bost W Power	50	50
Atchison R R	15¼	15¾	Cameron Store	18½	19
Bost & Albany	210	210	Gen Electric	—	35¾
Bost & Lowell	205	205	do pref	67	67
Bost & Maine	169	169	U S Rubber	26½	26½
Bost & Prov	263	263	do pref	85	85
Chic B & Qy	75¾	76¾	Dominion Coal	14¼	14
Fitchburg pf	64	64½	Allouez	1.10	1.00
Mass Central	10½	10½	Atlantic	17¼	17½
do pref	54	54	Bost & Mont	75½	74¾
Old Colony	176¾	176¾	Butte & Bost	1½	1½
Full Pal Car	155	155½	Cal & Hecla	310	305
Wis Cent	2⅞	2⅞	Franklin	11	11⅛
West End pef	88	89	Kearsarge	10	10¼
do common	67	67	Osceola	24¾	24¼
Bell Telephone	209	208	Quincy	123½	124
N E Telephone	90	90	Tamarack	90	85
Erie Telephone	59½	59¾			
Bost Land	3¾	3¾			

EUROPEAN FINANCIAL MARKETS.

London, March 30.—4 p. m.—Consols, 109⅝ for both money and the account; Canadian Pacific, 55⅝; Erie, 15⅛; do, second consols, 70⅝; Illinois Central, 97¼; Mexican ordinary, 18; St. Paul common, 76¾; New-York Central, 98⅝; Pennsylvania, 54½; Reading, 5; Mexican Central, new 4 per cent bonds, 71⅝; Louisville and Nashville, 50⅝; Atchison common, 15⅝.

5 p. m.—Money, ¾@1 per cent. The rate of discount in the open market for both short and three months' bills is 11-16 per cent. Paris advices quote 3 per cent rentes at 101 francs 2½ centimes for the account, and exchange on London at 25 francs 20 centimes for checks.

A MINISTER SENTENCED TO JAIL.

Fall River, Mass., March 30.—The Rev. Joseph Allard and Miss Ellen Smith, who were arrested in a raid on a house in Bedford-st. on Saturday night, were sentenced to-day to three months each in the House of Correction and held in $2,000 bonds each on charges of perjury made by Judge McDonough from the bench. Both prisoners appealed to a higher court. Allard is a French Congregational minister. He was found on Saturday night in a room with Miss Smith at McCoomb's City Hotel and arrested. He declares that he is innocent of any ill-doing. He says he left the girl at the house and went to the station for her bundle and, when a baggage check was demanded, returned to the house to get it. The girl unlocked her door and thoughtlessly locked it after he had entered. She went to her purse for the check, and at that moment there was a knock at the door. They opened the door and the police entered and found him standing with his hat on, his coat buttoned, one glove on and the other in his hand. Mr. Allard says that on the way to the station he met Dr. Collett and arranged to go with him to a Turkish bath establishment as soon as he had taken the bundle to Miss Smith. Mr. Allard preached yesterday morning. In the afternoon he told his congregation that he had learned what had been published about him and would not preach to them again until his innocence had been demonstrated. The evening service was abandoned.

SHE LIVED THREE YEARS OVER A CENTURY

Boston, March 30.—Mrs. Lucy Thomas, colored, died here from heart disease yesterday, 103 years and 10 months old. She was born a slave on the Alpheus Roulette plantation, Chesterfield County, Va., on May 18, 1792. She was a field hand. At the age of thirteen she became the wife of a man named Thomas, and they had twenty children, seven of whom are now living. Mrs. Thomas was the grandmother of over sixty persons, a large number of whom are living in Petersburg, Va.; Baltimore, Philadelphia and Boston. She had about forty great-grandchildren, some of whom are of age. Her husband was sold just before the breaking out of the Rebellion, and she never saw him afterward. Mrs. Thomas left Petersburg about the time of Lee's surrender and went to Baltimore. After living there several years, she went to Philadelphia, and finally she came to Boston to live with her son, David Thomas.

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REAL ESTATE.

BUSINESS AT THE EXCHANGES.

Auctioneer William Kennelly's stand was the attraction yesterday for the small investors, who consider property in upper New-York a safer investment than the savings banks.

Mr. Kennelly sold in partition proceedings, in the suit of William Gleeson against Mary Gleeson and others, No. 290 Alexander-ave., 140 feet north of One-hundred-and-thirty-ninth-st., a three-story English basement brick dwelling, lot 20x106.6, to Patrick Shea for $9,700; also Southern Boulevard, northeast corner of Bainbridge-ave., lot 25x100, to E. L. Marston for $2,650; lot adjoining, 20x100, to Max Stern for $1,600; next lot adjoining, 20x100, to the plaintiff, William Gleeson, for $1,500; next lot adjoining, similar size, to E. L. Marston for $1,600; also No. 2,327 Washington-ave., two-story frame-dwelling, lot 15.0¾x82.1 1-5, to James Boylan for $2,500.

Simon M. and Samuel Rosenblatt have sold through C. H. Diamond, No. 174 Wooster-st., three-story frame brick front tenement, with two-story frame tenement in rear, lot 23x100, on private terms. It was purchased by the sellers in May, 1892, for $25,600.

Maclay & Davies have sold for A. A. Pattou, the three-story frame private dwelling, No. 332 Palisade-ave., Yonkers, with lot 100x420, running through to Park-ave., to Dr. E. M. Morrell, on private terms.

REAL ESTATE TRANSFERS.

84th-st, No 228 to 232 East; Jacob Schlosser and wife to Clarence H Brown	$36,000
84th-st, No 228 to 232 East; Clarence H Brown to Otto H Dage	1
62d-st, n s, 40 ft e of Park-ave, 20x63.3; Mary B Finley to Caroline B Finley	1
2d-ave, w s, 25.8 ft s of 89th-st, 25x75; Eberhard Volk and wife to Wilhelm Pflug and wife	23,525
Beekman and Mitchell Places, n w corner, 19x80; Lizzie Doran to Henry I Lippe	1
72d-st, n s, 350 ft e of 2d-ave, 50x102.2; Mary Glantz to Wilhelmine Callister	51,750
86th-st, s s, 107.9 ft w of Park-ave, 31.11x102.2; Wilhelmine Callister to Mary Glantz	47,000
112th-st, n s, 500 ft e of Lenox-ave, 50x100; Clarence H Brown to Jacob Schlosser	18,000
120th-st, s s, 350.6 ft w of Avenue A, 18.9x100.10; Eugene R Huckel and wife to Le Grand L Clark and another	10,000
122d-st, s s, 206 ft w of Avenue A or Pleasant-ave, 19x100.10; Eugene R Huckel and wife to Le Grand L Clark	10,000
126th-st, n s, 290 ft w of 5th-ave, 20x50.11; Harriet B Manchester to Harriet G Manchester	1
Pleasant-ave, No 306; Emily R Mitchell and husband to Anna Dressler, ex property	1
5th-ave and 128th-st, s e corner, 24.11x110; Joseph W Hamburger and wife to Howard D Hamm	1
119th-st, n s, 72 ft e of 4th-ave, 18x75.5; Adelaide E Johnson to Charles H Johnston	1
120th-st, s s, 350.6 ft w of Avenue A or Pleasant-ave, 18.9x100.10; John Friedel and wife to Eugene R Huckel	20,000
123d-st, s w corner Manhattan-ave, 74x18.5, No 533 Manhattan-ave; Annie T Braham to Julia Tilford	18,000
143d-st, n s, 100 ft w of 8th-ave, 50x99.11; Edward Oppenheimer and Isaac Metzger and wife to Flora Sawyer	100
144th-st, n e corner 10th-ave, 100x99.11; William Rockefeller and wife to Jacob D Butler	1
144th-st, n s, 50 ft e of Amsterdam-ave, 50x99.11x irregular; Jacob D Butler and wife to Louis Ungrich and another	1
3d-st, s s, Lot 37, map of Unionport; Kate Herold to Morris Schellenberg and wife	2,200
6th-st, s s, lot 112, map of Unionport; Henry Ackermann, executor, etc, to Henry Schulz	1
6th-st, s s, lot 127, same map; August Mueller to Anna Mueller	1
6th-st, s s, being east ½ of lot 112, same map; Jacob Ackermann et al to Henry Schulz	1,250
East Prospect-st, s s, adjoining lands of Thaddeus Rolf, 101.6x100, City Island; William E Lowndes and wife to Sarah E Munson	2,650
Plots 1,273 and 1,274, map of Wakefield; Frederick C Dexter and wife to Mary L Gorvin	10
1st-ave, n w cor 135th-st, 201.5 ft w 66th-st x 1x irregular; Edmund J Bath and wife to Hugh O'Neill	14,000
97th-st, s s, 75 ft w of 2d-ave, 25x75; Louis B Hasbrouck, referee, to John A Aspinwall and another, trustees, &c	11,050
Wales-ave and Crane-st, n w cor, 50x100; August Mueller to Anna Mueller	1
135th-st, No 19 West; Charles S Clarke and wife to Demus McMahon	15,000
Lots 117 and 118, parcel 11, map 339 lots at Woodlawn Heights; George Makin to John C Hills and wife	900
27th-st, s s, 216 ft e of 6th-ave, 22x98.9; Martin H Goodkind to David Bettman	1
24th-st, No 41 West; same to same, ½ part	1
29th-st, No 28 West; same to Marcus A Bettman, ½ part	1
Bathgate-ave, s s, lot 4, map of Adamsville, 24th Ward; Mary A Scott to George E Scott	1
45th-st n s, 218 ft w of 9th-ave, 18x100.4; William Saler and wife to Benjamin Crum	11,000
25th-st, n w cor Broadway, 134.8x irregular; Isaac Townsend, trustee, &c, to Sarah H Winthrop, 1-10 part	80,000
Same property; same to Elizabeth A Bend, 1-10th part	80,000
Same property; same to Amy C Townsend, 1-10th part	80,000
Same property; same to Mary A Sackett, 1-10th part	80,000
Lewis-st, No 66; Samuel Bergoffen and wife to Jacob Schlesinger	12,000
Houston-st, No 289 East; Sarah Heilbroner to Max Hoffman	10
127th-st, s s, 229 ft e of 6th-ave, 21x103.3; Eugene S Monnserone to Mary E Lawson	2,000
127th-st, s s, 229 ft e of 6th-ave, 21x103.3; Jacob Day et al to same	16,000
Same property; Cassie M Monnserone, by guardian, to same	2,000
Avenue C, w s, 42 ft n of 17th-st, 20x66; John J Duffy to George W Fanning	10
21st-st, n s, 225 ft w of 1st-ave, 25x100; Sophia Beaudet to Catharine Hoeberg et al	361
10th-ave, e s, 88 ft s of 34th-st, 20x100; John J Rogers to Catharina E Moore	1
7th-ave, n e corner 14th-st, 25.10x100; 14th-st, n s, lot 29, map No 3, between 6th and 7th aves; 7th-ave, e s, 25.10 ft n of 14th-st, 22.1x100; William Rhinelander and wife et al, executors and trustees of Julia Rhinelander to Thomas F Keating	89,750
Same property; Thomas F Keating to William Rhinelander and another, executors and trustees et al	89,750
Clinton-ave, n w s, part of lot 101, map of Morrisania, 18.1x150; John Johnston to John S Johnston and another	400
20th-st, No 114 West; Francis Merrie to Anna Klotz	1
61st-st, No 38 West; Washington F Wood to George R Bourne	19,500
56th-st, s s, 275 ft e of 9th-ave, 50x100.5; John H Judge, referee, to Stephen Van R Cruger, as executor	100,000
53d-st, n s, 200 ft w of 8th-ave, 25x32.10x25x31.10; Frank Dunning and another, executors, to William E Pruden and another, trustees	1
76th-st, No 155 West; James B Gillie and wife to Cornelius Dunlea	15,000
89th-st, n s, 286 ft e of Columbus-ave, 21x100.8; Francis Crawford and wife to Henrietta Baumann	1
65th-st, s s, 367 ft e of 10th-ave, 17x100.8; William H Harris and wife to Isabella Schwenberg	14,000
129th-st, Nos 302 and 304 West; Edward W Blunn and wife to John Friedel	10
105th-st, s s, 200 ft w of 10th-ave, 18.9x100.11; Martha M Moore and another to Christian Frank	13,500
Morningside-ave, No 475; Anna Dressler to Emily R Mitchell	16,000
8th-ave, Nos 2651 and 2,653; Clarence Leviness and wife to John W Meyer	250
123d-st, No 347 West; Julia Tilford to Annie T Braham	15,000
8th-ave, s e corner 114th-st, 25.5x100; Philip Brander and wife to Herman A Bente	1
3d-ave, e s, 28.8 ft s of 144th-st, 25x88.2; John H Judge, referee, to Katharina Faulhaber and another	13,100
Lots 34 to 40 and lot 47, block 517, map lands of James L Parshall; James L Parshall and wife to John W Cornish	22,500
Boston-ave, e s, 58 ft n of Teasdale Place, 20x173x27x88.8; George H Gardner to Helen J Twigg	25,000
Stebbins-ave, e s, 26.89 ft n of Freeman-st, 15x114.10x15.7x118.11; Catherine Reynolds to George A Fryer	3,100
Parcel in 23d Ward, 137.6 ft s of 170th-st and 181.3 ft w of Bristow-st, 12.6x11.5; Fredrich Schmidt and wife to William Haynes	2
Parcel of land, 126 ft 3 in s of 170th-st and 181 ft w of Bristow-st, 12.6x11.5; William Haynes and wife to Fredrich Schmidt	2

RECORDED MORTGAGES.

Abbott, Austin, to Title Guarantee and Trust Co, No 16 East 64th-st, 3 years	$25,000
Ball, Sheldon W, and wife to Gertrude Schoonmaker, e s Claremont-ave, 575 ft n of 122d-st, 5 years	7,000
Bradish, Elizabeth I and George I, and Am