WITH A RED DEVIL IN CHINA.

A FIRST TRIP IN AN AUTOMOBILE NEAR CANTON.

The Natives Took the Machine for a Devil in Fact—So They Were Scared—Then the Auto Broke Down—Some Perilous Moments for Its Passengers Thereafter.

"It amuses me to hear the plaints of chauffeurs who say they are persecuted by Long Island constables and over-zealous officials in the rural districts," said a man who has run an auto enough times to deserve the name veteran. "Wait until one of these persecuted ones has gone against the game in a country where the inhabitants actually believe the machine to be a red devil, or a white terror, and he will appreciate what hostility to the autos really means.

"I had that experience once in the suburbs of Canton, and I can truthfully say that once was amply sufficient. Other people can have the job of agent of civilization in that particular line without one jealous wail from me.

"I had run an automobile long enough to be fairly expert and mighty enthusiastic, when business of the firm made it imperative on me to take a trip to Canton, China. So I bade a reluctant adieu to my latest machine, boarded the Limited, and a few days later sailed out the Golden Gate on one of the big transpacific liners.

"I had become so fond of the sport that it was my principal recreation outside business hours and my main vexation at the long trip was because I would be deprived of my favorite amusement until I struck this country again. On board the same steamer was the agent for one of the big automobile companies. Of course it wasn't long before we were fast friends.

"The agent was on his way to Hong Kong to deliver some of the machines to wealthy foreign purchasers and to try to build up a demand for them in the Far East. He had billed one of the machines, a powerful, high-speed racer, with the understanding that he could drop off with it at any port if it seemed good business policy to exhibit it. The auto was a beauty and the sight of it made me tingle for a swift spin.

"After the steamer left Yokohama for Canton this desire kept growing on me until it was worse than that of an opium fiend for his favorite drug. This was a comparatively early period in the automobile industry and there was no chance that I could find one at Canton. So I laid siege to the agent.

"It wasn't such a difficult task, for he was nearly as anxious for a spin as I was. Then, too, it was a fairly good business proposition, or so it seemed to us at the time, for there was plenty of wealthy foreigners in Canton. The outcome of the matter was that the day before we reached Canton the agent made arrangements to have the exhibition auto unloaded there, while the rest of his machines were to be left in charge of the factor at Hong Kong until his arrival.

"To say that our racing machine made a sensation in Canton would be putting it mildly. It was the first one ever seen there, although, of course, the foreign residents had heard all about them. But if any enthusiast is looking for a place in which to test his machine I wouldn't recommend Canton.

"The streets aren't built for automobiles. And neither are the people. We were solemnly warned that it was dangerous to take the auto out of the hotel yards and on no account to venture beyond the foreign quarter.

"Canton has the largest foreign population of any Chinese city, is a treaty port, and the people are used to the vagaries of the foreign devils, but it was doubtful if they would stand for an automobile, we were told. As for venturing beyond the city limits our friends didn't even think to warn us against that. It never occurred to them that we would do anything so reckless.

"And we wouldn't if we had really appreciated what it meant. But after running the auto back and forth in the hotel yard for a few days and taking a couple of hundred yard trips in the foreign quarter, the agent and myself felt that we would be willing to take any risks for one good spin. Our little whirls, so far from satisfying us, had acted like a few starting drinks on a man who has been fighting his thirst too long.

"So one pleasant afternoon, without giving the people in the hotel a hint of our intention, we started out for a trip through the suburbs of the town. We ought to have realized what to expect from the reception we got the second we were beyond the foreign quarters. Scared? I never saw human beings look so utterly aghast as those Chinamen did at the sight of our automobile gliding along, apparently without any reason for its locomotion.

"They evidently thought it was either an invention of a devil, or perhaps some living personal devil himself, for I have no doubt that most of them thought the auto was alive. The streets of every Chinese city are narrow and crowded to such a degree that passage through them is slow and tedious. But this didn't trouble us at all. We had the whole street to ourselves—a clear case of a fleeing crowd ahead and solitude behind.

"The Chinese didn't offer to trouble us, probably they were too much frightened at the strange apparition. But it was a mighty unpleasant sort of journey at that.

"We put on more speed, so as to get to the open country as soon as possible. We figured that as there wouldn't be many persons to be frightened almost out of their wits we would enjoy our trip. Our calculations on the enjoyment part were all to the bad.

"The road was in pretty fair condition as soon as we left the city proper and I let the machine out a couple of notches. Most of the men were at work and the women were indoors and for a little while there was nothing to disturb our complacency.

"Then we spied a woman walking a short distance ahead. She didn't hear us at first and the agent tooted the horn. Then she glanced around. At the sight of the big puffing auto her face took on an absolutely ghastly expression. She started to run off to the side but fright had evidently deprived her of her powers of locomotion. She fell, and as we shot past she lay there shaking from head to foot and sending out wail after wail of hysterical terror. And it takes a good deal to scare Chinese, either men or women, into that condition.

"This was bad enough, but our troubles had only begun. A little further on near the top of a hill we overtook a party of lower class Chinese fishermen. One, in the rear of the party, heard the chugging of our machine and glanced back. And the next second there was a small and badly frightened Chinaman scudding across an adjacent field as fast as his legs could carry him.

"He didn't stop to alarm the rest, which wasn't particularly necessary, or even to let out a yell, just scooted to get out of the way of the puffing devil as quickly as might be. And he wasn't a bit more frightened than the rest. Some of them followed his example and ran as never before, others lay right down by the roadside with their faces in the dust in the hope of appeasing by their humility this new and terrible form of devil which was able to travel at such a rate of speed.

"One of them, though, evidently bolder than the rest, took a little courage after we passed and threw a stone which came whizzing past our heads. Probably he figured that the devil could not see with his back turned. His momentary bravery didn't last, however, for when we looked back every Chinaman was running for dear life. And for all we knew the rest could be little groups of circulating men explaining to each other the phenomenon that had attended the passing of this latest form of fiend.

"Even for such auto enthusiasts as the agent and myself there wasn't much sport in such a ride. And there was a good deal of danger, for if the natives should once overcome their dread they would certainly make an attack, wreck the machine, and probably tear us to pieces as emissaries and accomplices of the devil. So after a bit we turned back.

"Neither of us said much, but each had taken a resolution that the next time he acted as chauffeur it would be in some country where white men and western world inventions were a whole lot more familiar than they were in China.

"The first part of the return trip was without incident. In fact, we didn't meet a soul on the highway and the only persons we saw were a few who were watching us in fear and trembling from afar. About half-way back, though, the machine gave a little grunt, slowed down, and came to a full stop. Something had broken down.

"Both of us got down to search for the trouble. Up to this time we had been the parties who had done the scaring. Now we were to get our own share of it.

"Evidently there were a lot of Chinamen watching us from hiding places and when they saw the accident they began to come into the open and approach, although timidly. The devil was certainly disabled. And a disabled devil, while still formidable, was not so awe inspiring as one that could rush along with a puffing sound at the rate of twenty miles an hour.

"The crowd wasn't a friendly one, not a bit. By-and-by one of them shouted something, probably a taunt at the devil. As there was no immediate display of fiendish attributes they became bolder. One of them threw a stone. It fell far short, for no one yet dared approach within range. But they kept creeping nearer and nearer and things were looking decidedly bad for us.

"We had revolvers, but they would have been little use against such a crowd. For it wasn't any fear of us or our arms that was keeping the natives back. They had seen white men and firearms before. It was the awe inspired by the unknown powers of this new devil that was holding them in check.

"Just when things were looking at their worst we saw a party of mounted men galloping along the road from Canton. When they came nearer we recognized them as white and including some of the foreign residents we had become acquainted with.

"I never realized before what a welcome sight a civilized face was. They came out a rush. When the Chinese saw them the mob melted away. Then came the explanation of the opportune rescue.

"When our auto was missed the people at the hotel, knowing how wild the agent and I were for a good spin, concluded we had taken one despite their warnings. And they knew, which we in our bland ignorance didn't, what risk we were running. So a rescue party was organized as quickly as possible. It came just in time.

"And that was about all of Chinese automobiling for me. Little old New York and Long Island may have their inconveniences, but a man doesn't run a risk of being torn to pieces as the consort and director of some new form of Western devil."

AUTO MAKERS ON CONTESTS.

Old Ideas Derided and New Ones Offered by N. A. A. M.

An interesting discussion concerning what character road contests for automobiles should have in the future and at what time the national shows should be held cropped out at the annual meeting of the National Association of Automobile Manufacturers yesterday morning in the Assembly Room in Madison Square Garden.

The talk about contests was launched by H. Ward Leonard of New York, who said he thought there should be some consideration of what reliability contests should be like, because the manufacturer was the one most interested and having the most at stake in such contests. Mr. Leonard said that any run with a speed limit of fourteen miles an hour, such as the last one held, was a farce. His idea was that one of two sorts of contests should be adopted—have the cars compete in a contest that will embody every sort of test, including speed, hill climbing and gasolene consumption, or else have them join in an affair such as is held in France, where the first car to finish is the winner. He made a strong protest against the use of observers, which, he said, was a futility. Winsor T. White said he favored a run 1,000 miles in length.

After a little more discussion, Mr. Leonard made a motion that the association should favor a contest on similar lines to the Circuit de l'Herault, held annually in France. In this contest the course is about 100 miles, and a total of thirty marks is awarded, as follows; Gasolene consumption, 10; reliability, 8; hill-climbing (including brake test), 5; comfort and appearance, 5; speed, 2.

John Brisben Walker called attention to the half mile of road that extends north from the Harlem Speedway. This, he said, would make a fine place for a contest, which should begin at the Kingsbridge road and lead to the top of the hill and down again. It should be a speed contest to the top of the hill and coming down there should be a couple of stops made. A motion that such a contest should be recommended to the Automobile Club was carried.

With regard to the proper time for holding shows there was some difference of opinion as to whether it should be later or earlier, but the preponderance of opinion was in favor of continuing to hold them at the present time.

The meeting was called to order by President S. T. Davis, Jr., with Secretary Harry Unwin keeping the minutes. President Davis's report stated that the association was organized at the show held in November 1900, with a total membership of thirty-eight manufacturers; that in November, 1901, the membership was eighty-seven and at present it is 129, divided into fifty-four active and seventy-five associate members. President Davis said the present show would yield a gross profit of nearly $40,000, of which the N. A. A. M. gets 30 per cent., the Automobile Club 30 per cent. and the Madison Square Garden Company 40 per cent. At Chicago the N. A. A. M. gets one-half the profits.

He suggested that a plan should be devised under which a portion of the profits from the shows can be rebated to the exhibitors in proportion to the prices paid by them for rent of spaces. Another suggestion by the president was that the association should do something about arranging for a display at the St. Louis exposition.

The report of the secretary showed that the year 1902 had been entered upon by the organization with a deficit of $370.48, and closed with a balance on hand of $1,419.23, with $717.94 in liabilities in accounts payable.

The following five members of the executive committee were elected for a three-year term by a single ballot cast by the secretary: H. Ward Leonard, New York; Lucius T. Gibbs, New York; F. S. Fish, South Bend, Ind.; Windsor T. White, Cleveland; I. A. Page, Springfield, Mass. There are fifteen members on the executive committee, five to serve for three years, five for two years and five for one year. The directors elect the president and other officers from their number, and they will meet on Feb. 4 to do this.

Muscular Columbia Students Break Records

Three intercollegiate strength-test records were broken at Columbia University last week. Frederick S. Shaw, who recently scored a total of 2,136 points in a test, according to the Sargent system of measurement, succeeded in lifting 2,010 pounds with his legs alone, which is eight pounds more than the previous record, held by A. Tyng of Harvard. Edward H. Loder scored 120 and 118 points respectively, in the strength of right and left hand grips. The figures are equivalent to 300 pounds and 258 pounds, which is better than has ever before been done in the intercollegiate competition. The seven highest tests made at Columbia up to date are as follows: Frank S. Shaw, '03 science, 2,136 points; H. L. Jochum, '03 science, 1,622.4 points; M. L. Lawson, '05 college, 1,422 points; Irving A. Loder, '06 science, 1,122 points; D. A. Carter, '06 college, 1,060 points; John Miller, '06 science, 1,043 points, and C. A. Schlecter, '05 college, 980 points.

"The Sun's" a Storehouse

of mental furniture. Read it and give a goodly garb to your mind.—Adv.

SHAMROCK III.'S TRIAL HORSE

Will Be the Oldest of Lipton's Trio and Not the One in Erie Basin.

The Cup challenger Shamrock II., which is still in the Erie Basin, will not be used as a trial boat for the new challenger, Shamrock III. The Shamrock III. will be tried on the other side against the first of the Lipton trio, and if it is thought necessary to have a trial boat in these waters the Shamrock I. will be brought over with the Shamrock III. This information has been received from a reliable authority on the other side of the Atlantic.

When Sir Thomas Lipton first made his plans to build a third challenger he figured on trying the new boat with Shamrock I. in British waters and then having trials off Sandy Hook against Shamrock II., which he expected to put into commission. He has now been advised to confine the trials of his boat to Shamrock I.

In the trials between the first two Shamrocks the older boat early in the season made by far the better showing, and it was not until the last three races that were sailed on the smooth waters of the Clyde that the new yacht showed any marked superiority. The old boat showed that in a strong breeze or in a very light one she could sail faster than Shamrock II., and she was better whenever the sea was rough. The new yacht was faster only when the sea was smooth and in a 9 to 12-knot breeze.

Capt. Wringe, who sailed the Shamrock I. in these trials, was here to see the Cup races and he was sure that had Shamrock I. been the challenger's boat she would have beaten the Columbia. Designer Fife is also of the opinion that the Shamrock I. is a better all-around boat than the Shamrock II.

The spars of Shamrock II. are to be used as far as possible for the new yacht. They were all shipped to Glasgow recently. These spars are seasoned and have been thoroughly tested and will serve the new yacht well.

The *Yachting World* of Jan. 8 has this to say about the trials:

"Among the events which will give a special interest to the early part of the coming season will be the launch and preparation of Sir Thomas Lipton's new America Cup challenger, Shamrock III. These are matters which require to be arranged a long way ahead, and, although definite dates have yet to be settled, all the preliminaries are already in good order. One important change which will give a keener interest to the preparatory trial races has been made. It is, of course, agreed on all hands that a better boat than Shamrock I. is required to stand any good chance of success, and the plans have been laid in such a way as will put this matter beyond all doubt. One of the peculiarities of the trials sailed on the last occasion between Shamrock I. and Shamrock II. was that the start was made in a very informal manner, and no one but those aboard the boats—sometimes not all of these—knew what the courses were or where they finished. This thing will be done better on the next trials. The trial races will be round courses laid out in racing fashion and true to distance, and the boats will be started and finished to guns as in an ordinary regatta fixture. The ordinary spectator will therefore have some definite grounds on which to base his opinion of the respective merits of the challenger and defender.

"The question has been asked whether the older boat will be allowed to show the best of her powers, but an emphatic and affirmative answer to this is contained in the statement of the bare fact that Capt. Charles Bevis of Swanwick will be in supreme command of Shamrock I. in Ailsa and in Sybarita, to mention only the largest of his charges. Capt. Bevis proved himself to be in the very front rank of racing skippers. He is painstaking and eminently resourceful, and no man in Britain knows better how to humor and get the best work out of a dour boat. For crew he will have a full muster, all picked by himself and chosen because of special experience or smartness. Bevis's reputation is that he sails his boat to a finish. His work on this occasion will be to give the new racer the hardest tussle he can, and it is therefore safe betting that the new boat will be forced to sail for every flag she gets.

ROUGH TACTICS IN HOCKEY.

College and Other Clubs Stronger in Them Than in Team Work.

All the big colleges and many of the schools and the athletic clubs have hockey teams, and these teams, or the more important of them, have regular times for practising in the rinks. Some of the smaller ones have to wait until the natural ice has formed on the lakes and ponds before they can indulge in any practice, and so local players are at a great disadvantage. In Canada, where the game is almost a national pastime, all the contests are played in the open, and as there is lots of ice there in the winter the Canadians excel at the sport.

Hockey is not a drawing room game, but there is no reason why is should be as rough as it sometimes is. One trouble with the local teams is that they do not play hockey, but a game something like shinny, with a little football and baseball thrown in. The beauty of hockey is team work. When the puck is put in play it is the duty of the forwards to carry it toward their opponents' goal and try to send it between the posts. The Canadians and some of the big athletic club teams, which are largely made up of Canadian players, depend largely on team work to do this. One player will start off with the puck, but when he finds that he is going to be checked by an opposing player he passes it to another of the forwards on his own team, and this player will in turn pass it to another. So by many passes they are able to dodge their opponents and get the puck toward the goal. On a good team each player is playing for the team and not looking for an individual record. The trouble with the local teams is that many of the players are trying for records and want to be star players, and little attention is given to team work.

No player on a first class team will leave his position, and it is noticed that when a player is going to pass the puck he does not have to look first to see if his team mate is ready, but makes the pass, feeling confident that his mate will be there to get the disk and carry it along.

Many of the college and school teams rely on force to get the puck toward an opponent's goal and then rush it between the posts in the same way. A captain of one of the local college teams recently at a game played in St. Nicholas Rink gave the other players on the team a few instructions before the game began.

"Get the puck," he said, "and if an opponent is in the way, knock him down. The chances are that the referee won't see you, and if he does he will only send you to the bench for a few minutes."

This is where unnecessary tactics enter into the game and very much mar the beauty of the contest. Players frequently are hurt by these rough tactics and the sport gets a bad name. Occasionally one sees a player hit at the puck as though it were a baseball. In the Cornell-Princeton game the puck had been lifted, that is, raised from the ice, and one Cornell player made a swat at it just as he would at a baseball pitched, and succeeded in hitting it and sending it into the goal. This time the play was successful, but very often it is disastrous, and some time another player's head gets in the way of the stick and an ugly wound is the result.

Greater New York Skating Handicap.

The Greater New York interscholastic skating race at the Clermont avenue ice rink in Brooklyn brought out a field of thirty-two starters yesterday morning. They represented the leading public and private schools of the city. S. Eldredge, Poly. Prep. skater, was at scratch and went through his field in splendid shape. His schoolmate, S. Martin, however, won the event; he had 60 yards handicap and skated with rare judgment. Summaries:

Greater New York Interscholastic Skating Handicap, Half Mile—Won by S. Martin, Poly. Prep., 60 yards; S. Eldredge, Poly. Prep., scratch, second; A. Loughran, Adelphi, scratch, third. Time, 1 minute 43 2-5 seconds.

THE REAL ESTATE MARKET.

TRADING BRISK IN ALL KINDS OF DWELLING PROPERTY.

Some Notable Purchases of High-Priced Private Houses—Tenement Building and Other Construction Work—Cost of the Hotel Brunswick Site.

The activity in residence property which has been a feature of the brokerage business for some months appeared in undiminished volume in last week's trading. More than a hundred private sales were reported, and of these barely half a dozen affected business premises. Every class of residence property was represented, except apartment hotels, and the sales were fairly evenly distributed throughout the residence sections. The list included tenements, flats, private houses, lots, antiquated premises, and elevator apartment houses, which ranked numerically in the order named. The greatest number of transactions was reported from the lower East Side. Trading was active also in the midtown district, on the upper East Side, and north of 110th street. The upper and lower West Sides contributed a comparatively small amount of business.

The notable deals of the week were concerned for the most part with private houses. No. 12 East Fifty-second street was bought by Levi C. Weir, No. 13 East Thirty-sixth street by Gerald F. Hoyt, No. 17 East Sixty-third street by Mrs. H. B. Gilbert and No. 826 Fifth avenue by W. W. & T. M. Hall. John R. Drexel purchased Nos. 1 and 3 East Sixty-second street as a site for a new residence and W. K. Vanderbilt, Jr., completed negotiations for a site, 50x130, at the northeast corner of Fifth avenue and Fifty-second street, forming part of the Hotel Langham property. These transactions were supplemented by some twenty-five deals in less expensive private houses, a majority of which were located south and east of Central Park. The demand for dwellings in this locality continues apparently unabated, although owners have marked up prices to unprecedented heights.

Current brokerage reports reveal a tendency on the part of builders to return to the construction of elevator apartment houses. Several plots were bought last week for improvement with this type of housing. Most of the sites were located in Harlem and on Washington Heights, and it seems not unlikely that a considerable construction movement will be developed there in the course of the spring. An important building operation on Washington Heights, timed with reference to the opening of the subway, was announced and others will no doubt follow in rapidly increasing numbers. H. Raabe & Sons expressed their intention of beginning shortly the erection of two six-story elevator apartment houses, each containing accommodations for 240 families, on Boulevard Lafayette, between 161st and 162d streets.

Most of the building projects currently planned, however, have reference to the tenement district. The lower West Side is receiving a growing share of attention from builders. Many factories and loft buildings have been erected there in the last few years, while the shopping district in Sixth avenue has been extended half a mile northward. These changes call for new housing to accommodate an increasing population of wage earners employed in the department stores, wholesale houses and factories which are multiplying with unexampled rapidity on the lower West Side. The expansion of business there is not only creating a larger local demand for labor, but is constantly encroaching on the existing supply of residence housing, and it seems likely that the process of rebuilding the neighborhood on a large scale with tall tenements cannot be long postponed.

Meantime the bulk of the present movement in tenement house property is concerned with the East Side and is justified both by the existing demand for new quarters and by an increased investment demand that is expected to arise there. In the neighborhood of 400 tenements were destroyed a year ago to make way for the new Delancey street bridge. This change meant an expenditure, probably, of considerably more than $5,000,000. That money has not yet been paid, but when it is it will naturally flow back again into tenement house equities.

Not the least important news of the week was the announcement that the Brunswick Construction Company has finally secured title to the site of the proposed new Hotel Brunswick, which is expected to be a valuable factor in rehabilitating the lower end of the shopping section of Fifth avenue. The time which it has taken to obtain the site and the high prices paid afford an excellent illustration of the difficulties encountered in gathering together a plot of the dimensions needed for modern buildings in the built-up part of Manhattan.

Seven parcels were acquired. They form a square 197.6x190.6, occupying the block front on the east side of Fifth avenue, between Twenty-sixth and Twenty-seventh streets. Three of them were bought through Charles T. Barney, for a total of $1,300,000; the north corner of Twenty-sixth street at $550,000, the seven-story building to the north of it at $520,000, and No. 7 East Twenty-sixth street at $230,000. Through J. Delmage Trimble were secured three parcels at a total of $1,030,000. These were the south corner of Twenty-seventh street at $250,000; the Lottimer house, No. 3 East Twenty-sixth street, at $400,000, and the adjoining Burden house, No. 5 East Twenty-sixth street, at $380,000. The small building just south of the corner of Twenty-seventh street was bought from James G. Wallace at $190,000. The total paid for the entire plot was thus $2,520,000. It is understood that, with the additional expenditures required for buying up leases, the purchase price will be not far from $100 a square foot.

Private Sales.

Henry D. Winans & May have sold No. 11 West Fifty-seventh street, a four-story dwelling, on plot 20.6x100.5, for the estate of John Auchincloss to a client of the McVickar Realty Trust Company.

Douglas Robinson, Charles S. Brown & Co. have sold No. 62 East Fifty-fourth street, a four-story dwelling, 17x50x100, for Mrs. H. H. Chittenden, and Nos. 102 and 104 East Seventy-first street, two four-story flats, each on lot 20.6x96.5, for Mrs. Mary F. Betts.

Horace S. Ely & Co., in conjunction with Collins & Collins, have sold No. 31 West Fifty-sixth street, a four-story dwelling, on lot 25x100, for William S. Day.

Jesse C. Bennett & Co. have sold No. 45 West Seventy-fifth street, a four-story dwelling, on lot 21x100.2, for Joseph E. Nicholson and Isabella M. Doremus, at $58,000.

The firm of Leonard J. Carpenter has sold for Henry Schiff No. 566 Lexington avenue, a five-story flat, on lot 20x64.10, and for another client No. 707 East Twelfth street, a five-story tenement, on lot 22.10x100.2.

Reid & Murphy have sold for Mrs. Cecilie Hess to James B. Nimmons, No. 139 East Twenty-seventh street, a three-story and basement brick private dwelling, on lot 20x98.9.

Frederick T. Barry has sold for Mitchell A. C. Levy to W. Sanford Dunbar, No. 107 East Sixty-second street, a three-story brownstone dwelling, on lot 17.6x64.

The new American basement fireproof dwelling, on lot 87.6x100.5, at No. 18 East Fifty-third street, is reported to have been sold.

D. Phoenix Ingraham & Co. have sold for Charles W. Dayton Nos 9 and 11 West 124th street, two old dwellings, on a plot 47x100, facing Mount Morris Park. The buyer is a builder, who will erect a twelve-story apartment hotel.

The estate of Julia Elkus has sold No. 45 East Sixty-first street, a four-story and basement brownstone front dwelling, on lot 19x100.5.

Isaac Cohen has resold for Jackson & Stern to Davis & Levy Nos. 20½ to 22½ MacDougal street, three six-story brick tenements, on plot 75x100.

Herbert A. Sherman has sold for the estate of Obadiah Newcomb to Lowenfeld & Frager No. 233 East Twelfth street, a four-story building, on lot 25x103.3.

D. Rempner & Son have sold for a Mrs. Baer to the New Amsterdam Realty Company No. 428 and 430 West Fortieth street, two five-story tenements, on plot 50x98.9.

Layton & Rogers have sold for Eleanor Byrnes to John Einburger the southeast corner of Amsterdam avenue and 131st street, a five-story flat, with store, on lot 24x100.

Pepe & Bro. have sold No. 3 Franklin street, five-story front and rear buildings, on lot 23x100. They have also leased No. 364 Spring street, a seven-story building, for G. H. Pigureon to the Fuller-Burr Company.

Henry D. Winans & May have sold to a client of the McVickar Realty Trust Company No. 11 West Fifty-seventh street for the estate of John Auchincloss. The lot is 20.6x100.5 feet.

John H. Berry has sold for George Clinchy the premises No. 310 East Twenty-third street; for John Bayer No. 308 East Twenty-third street; for the estate of William Baumeister, No. 306 East Twenty-third street, and for the estate of Rudolph Prellwitz, No. 304 East Twenty-third street, all four-story brick buildings, forming a plot 72 feet on East Twenty-third street with a depth of 98 feet 9 inches. The buyer is Wesley Thorn.

Coming Auction Sales.

TUESDAY, JAN. 27.

By Philip A. Smyth.

Seventy-ninth street, No. 128, south side, 352 feet west of Columbus avenue, 24x102.2, four-story and basement brownstone front dwelling; executor's sale.

124th street, No. 124, south side, 242.9 feet west of Lenox avenue, 18.9x100.11, four-story single flat; sale by order heirs of Thomas C. Kennedy, deceased.

106th street, Nos. 512 and 514, south side, 120 feet east of Audubon avenue, 50x95.5x50.5x87.5, one and two-story buildings; trustee's sale in bankruptcy.

By Richard V. Harnett & Co.

Division street, No. 228, north side, 88.2 feet west of Attorney street, 24x74.4x66.3x25.9, five-story tenement, with stores; public auction sale.

By L. J. Phillips & Co.

Sixteenth street, No. 431, north side, 400.2 feet east of Tenth avenue, 25.2x92, five-story brick tenement (No. 1); Title Guarantee and Trust Company vs. M. B. Schramm, et al.; J. G. Boston, attorney; Emil Goldmark, referee; due on judgment, $16,139.30; subject to taxes, &c., $512.17.

Sixteenth street, No. 433, north side, 275 feet east of Tenth avenue, 25.2x92, five-story brick tenement (No. 2); same vs. same; same attorney and referee; due on judgment, $16,131.70; subject to taxes, &c., $512.17.

By Herbert A. Sherman.

Pleasant avenue, No. 350, east side, 50.8 feet south of 119th street, 25.3x75, five-story brick tenement; M. R. Callinder vs. Joseph Schwarzler, et al.; Howland, M. & P., attorneys; S. L. H. Ward, referee; due on judgment, $15,276.10; subject to taxes, &c., $1,356.

By Peter F. Meyer & Co.

152d street, No. 590, south side, 68 feet east of Broadway, 16x74.11, three-story stone front dwelling; H. W. Hall vs. C. C. Hall, five-story frame flat and one-story frame store on street; Almon Gunnison and another, as trustees, vs. N. B. Levin et al.; W. D. Truax, referee; due on judgment, $9,166.62; subject to taxes, &c., $1,054.65.

By John M. Thompson.

175th street, northwest corner Clinton avenue, 19.8x200x49.8x120x20.2x80, two-story frame dwelling and vacant; Metropolitan Savings Bank vs. Jane Bedell and another; A. S. Hutchins, attorney; C. S. Andrews, referee; due on judgment, $5,078.80; subject to taxes, &c., $2,342.85.

By Edward D. McGreal.

Cauldwell avenue, northwest side, 126.10 northeast of 138th street, 100x117.6; L. Dubin vs. Mary Benson et al.; J. J. Brady, attorney; Paul Halpin, referee; due on judgment, $522.10; subject to taxes, &c., $2,842.94; prior mortgage, $14,500.

By Bryan L. Kennelly.

Old Broadway, No. 2356, east side, 49.5 feet north of 126th street, 25x105; Sheriff's sale of all right, title, &c., which T. B. Moore had on Nov. 24, 1902, or since; J. W. Bryant, attorney; W. J. O'Brien, Sheriff.

WEDNESDAY, JAN. 28.

By Herbert A. Sherman.

St. Nicholas avenue, No. 390, northeast corner 129th street, 18.11x125, three-story stone front dwelling and two-story brick clubhouse; E. D. Russell et al. as executors vs. W. C. Moore, Jr., et al.; E. H. Westerfield, attorney; J. A. Walsh, referee; due on judgment, $21,558.68; subject to taxes, &c., $1,498.61.

By James L. Wells.

William street, No. 264, south side, 105.11 feet east of New Chambers street, 18.10x72.2x18.2x68.1, five story brick tenement; J. F. Commissy vs. Louis Commissy et al; Lexow, M. & W., attorneys; C. H. Murray, referee; due on judgment, $8,[illegible].

By George R. Read & Co.

Fifty-eighth street, No. 211, north side, 175 feet west of Seventh avenue, 25x100.5, five story brick flat; S. M. C. Livingston vs. J. J. Buley et al; E. R. Livingston, attorney; P. J. Kiernan, referee; due on judgment, $31,549.05; subject to taxes, &c., $1,408.

By Samuel Goldsticker.

Lexington avenue, No. 249, east side, 105 feet north of Thirty-fourth street, 20x100, four story and basement brownstone front dwelling. Trustee's sale.

By Bryan L. Kennelly.

Third avenue, No. 892, southwest corner Fifty-fourth street, 20.5x.0, five story brick tenement on avenue and two story brick store on street. Park avenues, Nos. 4343, 4347 and 4351, southwest corner 178th street, 92x129x50x50x42 to street x 97, two three story frame flats and two story frame dwelling. Henry Weyman and another vs. M. E. Wyman et al.; F. Kelly, attorney; W. J. A. McKim, referee; subject to taxes, &c., on parcel 1, $4,200; on 2, $8,000; partition.

THURSDAY, JAN. 29.

By Peter F. Meyer & Co.

Twenty-seventh street, 257 and 259, north side, 109.10 feet east of Eighth avenue, running through to 256 and 258 West Twenty-eighth street, 49.1x197.6x49.4 irregular, two four and five-story brick buildings. Public auction sale.

Elizabeth street, Nos. 49 and 51, west side, 175.1 feet north of Canal street, 50x94.8, six-story brick store, &c.; M. H. Cushing vs. C. Van Vechten et al.; Roby & T., attorneys; E. M. Leventritt, referee; due on judgment, $16,316; subject to taxes, &c., $1,272.88; prior mortgages, $55,000.

Third avenue, Nos. 561 and 563, northeast corner of Thirty-seventh street, 49.5x105, two five story brick tenements on avenue and one six story brick tenement on street; Sixth avenue, Nos. 650 to 654, southeast corner of Thirty-eighth street, 49.5x75, five-story brick store; Sixth avenue, No. 658, west side, 75.8 feet south of Forty-fourth street, 25x75, four-story stone front tenement; Sixth avenue, No. 661, southwest corner of Thirty-eighth street, 24.8x80, four-story stone front tenement; Eighth avenue, No. 972, east side, 158.6 feet south of Fifty-eighth street, 19.6x80, four story brick tenement; Sixth avenue, Nos. 503 and 505, northeast corner of Fifty-third street, 42x75x57.5x22x100.5 to street x 97, two four-story brick tenements on avenue and four-story stone front dwelling on street; C. M. Fresser vs. A. B. Travis, individual and as trustee et al.; W. M. Powell, attorney; W. L. Turner, referee; partition.

By Parish, Fisher, Mooney & Co.

136th street, No. 112, south side, 158 feet west of Lenox avenue, 17x99.11, three story stone front dwelling; Sheltering Arms vs. W. H. Jackson et al.; J. E. Roosevelt, attorney; W. L. Turner, referee; due on judgment, $10,786.95; subject to taxes, &c., $181.87.

Avenue A, No. 235, west side, 77.6 feet south of Fifteenth street, 25.9x94, four-story brick tenement; J. T. McRoy vs. A. J. Hildebrand et al.; L. V. Pickles, attorney; M. Spelr, referee; due on judgment, $4,712.01; subject to taxes, &c., $177.50.

By L. J. Phillips & Co.

Southern Boulevard, northeast corner of 144th street, 100x160 to Timpson place; J. M. Bowers, receiver, vs. Mary Lawrence et al.; Bowers & S., attorneys; C. A. Kalish, referee; due on judgment, $12,920.98; subject to taxes, &c., $1,800.45; prior mortgage, $7,000.

FRIDAY, JAN. 30.

By Bryan L. Kennelly.

Sedgwick avenue, Nos. 1749 and 1751, west side, 267.3 feet north of 176th street, 50x100, two-story frame dwelling and vacant; E. A. Schrader vs. Fredericka Rudolph and another; Fustis & F., attorneys; J. J. Jerolomon, referee; due on judgment, $5,404.93; subject to taxes, &c., $464.01.

Real Estate Transfers.

DOWNTOWN.

(*South of Fourteenth st.*)

(The letters q c stand for quit claim deed; b and s, for bargain and sale deed; c a g for deed containing covenant against grantor only.)

Forsyth st, 96, w s, 25x100; William Solomon to Dina Meyer, mtge $27,226.o c and Hester st, n s, 21.10 e Allen st, 42.9x75; Samuel Sass to Louis Livingston, ½ part, mtge $65,000 ..... nom

Hudson st, w s, 92.6 n Watts st, runs w 42x21x n 12x e 66.10 to st x s 17.7; James J Carey to William J Lawlor, q c, all title ..... nom

Lewis st, n w s at s w s 4th st, runs n w 101x s w 76.12 s e 25x n e 20.12 s e 75 to Lewis st x n e 42.6; Aaron Gottleb to Ignatz Roth and ano, q c ..... nom

Lewis st, n w s at s w s, 4th st, 42.8x75x52.42—; 4th st s w s, 75.8 from s w cor Lewis st, 24.4x78.62, 24.4x70.9; Aaron Gottleb to Ignatz Roth and ano, mtge $24,000; o c and Perry st, 45, s s, 25x95; Walter M Bennet, exr, to Thomas O'Donnell, mtge $15,000 ..... 100 / 30,000

Thompson st, e s, 193 n Broome st, runs e 94.8 n 13.8 w 42.8 n 20.8x w 90x s 33.9; Charles Feldman to Nathan B Forsyth, mtge $29,500 ..... nom

WEST SIDE.

(*West of Fifth av. between Fourteenth and 110th sts.*)

8th av, s e cor 25th st, 25x77.4; Charles Bradley to Saranac Realty Co, b and s ..... nom

14th st, 218 W., 25x100.1; Edward A Kerbs et al to Moses S Stern ..... nom

20th st, s s, 400 w 6th av, 100x98.9; Joseph J Meany to Henry F Sunstag et al, mtge $110,000 ..... o c and $100

52d st, 31 W, 17x100.4; Henry L Morris to Eleanor R McCormick ..... nom

BRONX.

(*Borough of The Bronx.*)

Jackson av, s s, 110.5 e 166th st, 19.8x72; Elias S Winterstein to New York Building-Loan Banking Co, b and s ..... nom

Jerome av, w s, 110.6 n from e s Anderson av, runs n 100x w 96.6x94.4x s 100x e 43.4x48.4; Jerome av, w s, 218.6 n from e s Anderson av, 108x100.4x120x88.2; Albert L Lowenstein to Regina Abrahams, b and s ..... nom

Macy pl, s s, 75 w Hewitt pl, 25x94.9, mtge $4,800; Macy pl, s s, 50 w Hewitt pl, 25x94.9, mtge $4,800; Macy pl, s s, 25 w Hewitt pl, 25x94.9, mtge $4,800; John Higgins and ano to Margaret Golden, q c, o c and Mary pl, s w cor Hewitt pl, 25x94.9; John Higgins and ano to Margaret Golden, q c, mtge $7,000 ..... nom

Park av, 469, e s, 16.8x100; Lawrence Davis and ano to George Doyt, mtge $9,000 4,000

Riverdale av, e s, nearly opposite Cuthberts lane, begins at s w cor land hereby conveyed as n w cor land Patrick Gleason, runs n e along av 402 n e along land of L Stewart 75, still n e 118x s w 189x n w 99 to beginning; John P Bolger to Mary A Bolger, ½ part, mtge $8,500 ..... nom

MISCELLANEOUS.

Pier 38, East River, being first pier east from Dover st and to bulkhead on outside of South st, &c.; Sadie E Harper et al, heirs to Helen C Van Bokkelen, all title, q c ..... nom

Same property; Florence W Williams et al, heirs, &c, Helen J Seeley to same, all title, q c ..... nom

Same property; Edward T Macey, heirs, &c, to same, all title, q c ..... nom

Same property; Amelia Thode to same, all title, q c ..... nom

Recorded Leases.

96 av, 567; Conrad F Wettyen to John Duggan, 5 yrs $2,000

Cherry st, 250 38; Morris Levy to Louis Stronger, 3 yrs 15,000

Cherry st, 250-54; Horace Stokes to Louis Stronger, 3 yrs 5,250

8th av, 398; Ralph T McCormick to Frank J Sullivan, 10 yrs 3,000

Broadway, 857; Conrad Schickerling and ano to Darke Business College from April 1, 1903 to Dec 31, 1904 1,200

Broadway, 867, "De Younge," a corpor