SOME WHO SAW THE FLIGHTS

INTERESTED MEMBERS OF THE CLUBHOUSE COLONY.

Knights Who Attended the Meet and Attracted the Attention of Others Were Present The Luncheon Guests of the Day The Costumes.

[illegible] many empty boxes at [illegible] yesterday afternoon. A [illegible] arrived early and those [illegible] privilege visited the hangars. [illegible] Bregassière, a sister of [illegible], accompanied by the [illegible] of Toronto, Canada, early and witnessed a flight [illegible] de Lesseps which was [illegible] of a preliminary. Later [illegible] another aeroplane, Count [illegible] sister and her guests [illegible] clubhouse. Countess [illegible] made two ascensions [illegible] but says she has no [illegible] a machine. She wore [illegible] sable coat and a black [illegible] trimmed in white feathers.

[illegible] Harkness, who was a pupil [illegible] Latham at his flying school, [illegible] with Mrs. Harkness sat at a [illegible] Mrs. Harkness wore a [illegible] gown with a white fur hat.

[illegible] the first time since the tournament [illegible] the spectators had fun in the [illegible] air. On Saturday there was a downpour of rain and Sunday brought cold weather and yesterday was really the first time the weather offered any degree of comfort. The bright sunshine caused many to desert their boxes for chairs on the lawn. Other spectators moved about from place to place seeking the best views of the machines in the air.

Mrs. W. K. Vanderbilt, Jr., was one of those who preferred the lawn. She arrived late with her white fox terrier and was immediately recognized by the camera squad, but before they had an opportunity to make a snap she appealed for help and secured it. Mrs. Vanderbilt wore a polo coat of a queer shade of pink and a navy blue bell shaped hat. Stephen P. Sykes, Jr., and Foxhall Keene chatted with her frequently. She came and left alone.

Miss Eleanor Sears, the sportswoman, was with Devereaux Milburn, the polo player. She wore a navy blue suit with the skirt at least six inches from the ground and a beaver hat to match. When she was not on the lawn watching the machines she was in a box with Mrs. [illegible] Thomas and Mrs. Philip Livermore. Mrs. Thomas wore a brown coat and large [illegible] velvet hat.

[illegible] August Belmont watched the flights through her field glasses and spent [illegible] in a box. She wore a gray coat [illegible] velvet hat. On every turn she was caught by a photographer. Anthony [illegible] went out early, but spent almost [illegible] day at the hangar of his brother, [illegible] Drexel.

[illegible] Drexel was courteous to all visitors [illegible] allowed his flying toggery [illegible]. He is one of the few aviators [illegible] a helmet for protection. [illegible] exhibited yesterday is leather [illegible] inches of padding. The [illegible] are perforated so that [illegible] his engine is working [illegible] not be able to give his [illegible] as he has no passenger [illegible].

[illegible] have posted requests for [illegible] said that the Wrights [illegible] bound rule not to [illegible] to carry women. Miss Katherine Wright, a [illegible], who was the first [illegible] in their machine, [illegible] late in the afternoon. [illegible] Moroney, who [illegible] joined Mrs. [illegible] a gray suit and black [illegible] the lines and was [illegible].

[illegible] Bishop had in her [illegible] Beatrice Bend. Mrs. [illegible] blue gown and a [illegible] with a chiffon veil of [illegible] put in the drill time [illegible]. Mrs. Harry Harkness, who brings [illegible] Clifford B. Harmon had [illegible] Mr. and Mrs. Pendleton [illegible] Benedict. Mr. [illegible] yesterday that he [illegible] only for the benefit [illegible] Reserve, of which he [illegible].

[illegible] Stokes and daughter [illegible] and Nancy [illegible]. The Stokes girls both [illegible] and blue beaver [illegible] the four in hand [illegible] obtained several guests [illegible] heavy brown coat [illegible] and a black hat. [illegible] Harry Lee Montagne [illegible] gown and duffled with [illegible] and Foxhall Keene.

[illegible] H. Valentine [illegible] Mrs. Ormonde Smith [illegible] Mrs. Preston Battershall. [illegible] Mr. and Mrs. F. S. Battershall had with them Mr. and Mrs. Philip Jennings.

Other spectators included Mrs. Clarence Mackay, Mrs. Allan A. Ryan, Mrs. Arthur Scott Burden, Mr. and Mrs. L. B. Gilbert and Miss E. L. Gibson.

AERO FOLKS SPEED AUTOS.

Cortlandt Field Bishop and Mrs. A. A. Ryan Arrested.

When Cortlandt Field Bishop and Mrs. Alan A. Ryan, wife of the general manager of the Belmont Park meet and the candidate to succeed Mr. Bishop as president of the Aero Club, were on their way home from the aviation field last night they both were held up for speeding. A bicycle policeman caught Mrs. Ryan's machine at the moment that her chauffeur was trying to pass Mr. Bishop's car. The policeman said they must be racing. He arrested Mrs. Ryan's chauffeur and then turned toward Mr. Bishop.

"You're on to this too," he said. "The two of you were racing."

Mr. Bishop tried to explain that he was merely being passed and that he wasn't going very fast, but the policeman wouldn't understand it so. He took them from Hillside avenue, where he caught them, to the Jamaica police station.

Mr. Bishop had his police identification card in his pocket and therefore didn't have to produce bail. Mrs. Ryan and her chauffeur between them scraped up $18, which wasn't enough. The lieutenant wanted $100, and for a minute it looked as though the chauffeur would have to be locked up. Mr. Bishop, however, found a $100 bill in his pocket and offered it. Mrs. Ryan took it and the chauffeur was let go. He and Mr. Bishop will appear in the Lee avenue, Brooklyn, court this morning.

CARD SHARPS AT THE MEET.

Two Three Card Monte Men Sent to Jail for Sixty Days

HEMPSTEAD, L. I., Oct. 24.—It was learned here to-day a three card monte game outside of the Belmont Park Aviation field yesterday afternoon, while several automobiles parties were waiting in hope of flight, resulted in the impoverishment of the gathering to the extent of $309. The automobilists had chosen a place in view of the last pylon of the course about which the aviators were expected to fly. If there were no flights they would miss nothing and if there were flights, they could see some of them. Time began to hang heavy when along came some three card monte men. When officers of Nassau county, Joseph Foster's staff, ran across them, they were doing a flourishing business. The two men who gave their names as Oliver Vane and Charles Rothenstein, were taken to Hempstead in Sheriff Foster's car to Justice of the Peace Gittens. He sent them to jail for sixty days and fined them $30 each.

The Weather.

[illegible] There was a depression central north of Lake Superior yesterday, the influence of which reached southward over the lake regions, causing warmer weather in that section and south to the Gulf.

There was little or no precipitation attendant upon the depression, but only cloudy or partly cloudy conditions prevailed in the Northern States.

Extensive high pressures were central on the South Atlantic coast and over Oregon and Nevada. There were showers in the west Gulf region, but elsewhere the weather was generally fair.

It was colder in New England, eastern New York and Pennsylvania and in Wyoming and Utah. There were freezing temperatures in parts of Nevada, Utah, Colorado, Arizona and New Mexico.

In this city the day was fair and cooler, wind fresh west to southwest; average humidity 64 per cent; barometer, corrected to read to sea level, at 8 A. M., 30.01, 3 P. M., 29.95.

The temperature yesterday, as recorded by the official thermometer, is shown in the annexed table:

	1910	1909		1910	1909
9 A. M.	46°	47°	6 P. M.	55°	46°
12 M.	52°	46°	9 P. M.	55°	42°
3 P. M.	56°	45°	12 Mid.	53°	44°

Highest temperature, 56°, at 3 P. M.

Weather bureau forecast for to-day and to-morrow.

NEW YORK

For New York and New England: Increasing cloudiness and warmer to-day, with possibly showers north portion to-morrow; fresh southeasterly winds.

For eastern Pennsylvania and New Jersey: Partly cloudy and warmer and probably unsettled to-day; fair to-morrow; moderate southwesterly winds.

Duffy's Sparkling Apple Juice

Better than fruit for breakfast—an appetizing relish.

For sale everywhere. Write for recipes. American Fruit Product Co., Rochester, N. Y.

Photo by Paul Thompson, N. Y.

WATCHING AND BEING WATCHED.

From Left to Right: Miss Robbins, Miss Leonie Burrell and Miss Zelina Clark.

STICKS ALONE TO HIS SHIP

MASTLESS AND HELPLESS, BUT HER SKIPPER WON'T QUIT.

Sends His Crew of Seven Away by a Rescuing Steamer. He Owns No Interest and Can Draw No Salvage. Revenue Cutter and Wireless Asked for Help.

Sloshing about in the middle of the Gulf of Mexico, with a lone navigator, grizzled veteran of many voyages in square rigger and fore and after, is the mastless Yankee schooner Holliswood, once four masted. Under hatches she has more than $20,000 worth of lumber and she herself, even in her battered condition, is valued by her owners, Pendleton Bros. of this city, at not less than $25,000. To save her from becoming a derelict and the prize of some fortune hunting tug or steamship Capt. F. F. Walls of the Holliswood decided to stick to her alone, defying cyclonic weather that might come, after he had sent off his crew of seven men, who arrived here yesterday by the Norwegian steamship Harald from Tampico.

The seven are all of foreign birth, but some are American citizens, and they say they never ran into so fierce a gale as the 100 mile screecher that the masters of coastwise steamships have been telling about for the last week. It sent the four master on her beam ends. She was hove down for more than an hour and the skipper and his men were forced to cut away the weather shrouds of every mast before she righted. Her deck cargo of lumber went overboard and one of the crew, Erik Erickson, who was hit by a plank, has a broken leg.

There was not a strip of canvas or a fragment of boom or gaff left when the Holliswood righted. Every spar had gone, but some no further than the lee side of the ship, against which they banged and swung with flailike energy until the gale softened enough to permit the crew to cut them away. It was three days before the tumult was over and then navigating the ship was impossible. It was a question merely of holding on until a friendly vessel hove in sight and then abandoning ship. At least that was the sentiment of the crew.

The skipper made no remarks on the subject, being of reticent temperament. But when the Harald's smoke appeared on the horizon from the westward the skipper unbosomed himself a bit, saying that all who wanted to leave the ship had better get their dunnage together. They did so and were surprised to find that Capt. Walls made no preparations to leave. Capt. Berg of the Harald ran to the windward of the wreck and lowered a lifeboat in charge of Mate Thomas Paulsen. Capt. Walls then announced that he was going to stick by the ship but did not want anybody else to risk a life with him. The mate, Paul Mangold, expressed a desire to stay aboard with the skipper, but the latter said that there was no need of a crew on a ship that was without sails or spars. As each man went over the side into the lifeboat of the Norwegian he shook the skipper's hand and wished him good luck. The skipper handed this note to the mate of the Harald:

"Please report to Pendleton Bros., 130 Pearl street, New York, that the schooner Holliswood is half filled with water. Latitude 24 degrees 41 minutes, longitude 87 degrees 41 minutes.

Pendleton Bros., who own a great fleet of coastwise craft, got the message yesterday, and Fields S. Pendleton had this to say about the skipper:

"I cannot recall an act exactly like this of Capt. Walls in the history of lumber carriers. Of course the Holliswood, which is stanch of hull, will float a long time on her cargo, and Capt. Walls may not be hurt. Still he is in danger, and he must also be mighty lonesome. He is 55 and lives in Hallowell, Me., when he is not navigating the Atlantic and the Gulf, which is most of the year. He has a wife in Hallowell, but no children. He has been a master since he was 20 and never has been in a wreck before so far as we know. He is a navigator of the old school, the kind that would look into the muzzle of a gun in the hands of a mutineer without moving an eyelash.

"He works for wages, so he is not sticking to the ship because he is a part owner, as many other coastwise masters are. We are much concerned about him and we are going to do all in our power to save him and the schooner. We have notified the wireless companies to tell all the wireless stations to send messages to all steamships in the Gulf trade or that cross the Gulf telling of the plight of Capt. Walls. We have also asked the Government to send out from Key West the revenue cutter. Forward to seek the skipper, and we will charter a tug and send it out. When the Harald left the Holliswood she was out of the track of steamships bound to and from Gulf and Atlantic ports, and we have a hope that she may have been picked up by some steamship bound to or from Tampico or Vera Cruz. It is possible that we may hear of her from a Ward liner."

The lonesome skipper has plenty of provisions and water, and as the deck houses had not been carried away when the Harald gave him good-by he probably will not want for shelter in the periods when he sleeps.

A despatch from New Orleans last night says that the Morgan liner Antilles, there from this port, passed on Sunday about 180 miles northeast of the position where the Holliswood was abandoned by her crew on October 18 a schooner dismasted and partly submerged. The impression of the captain of the Antilles was that the schooner had been a three master. There was no one aboard her.

The Holliswood was originally a barkentine and was built in East Boston in 1893. She is 185 feet long and measures 1,081 tons net.

NEW ORLEANS, Oct. 24.—A wireless despatch to the United Fruit Company from the steamer Ellis that a wrecked schooner had been sighted latitude 2 north and longitude 88.8 west will probably lead to a relief expedition from Mobile, as the boat is supposed to be the Holliswood.

The derelict sighted by the Ellis answers the description of the Holliswood in all respects except that the abandoned schooner had a mast standing. The location is southeast from Mobile. The despatch from the Ellis says that the abandoned boat is very low in the water.

ANSWERS FRENCH AVIATORS.

Mr. Bishop on the Speed Situation—Orders the Course Improved.

The chief response yesterday to the protests of the foreign aviators on Sunday came in the form of a statement issued at the instance of Cortlandt Field Bishop, president of the Aero Club of America, in which he emphasized the fact that alighting is permitted in the Gordon Bennett contest, and also that it is easy to avoid obstacles when high in the air by gliding.

"Mr. Bishop, president of the Aero Club of America," read the statement, "and the chairman of the contest committee, which has charge of the contest for the international trophy, stated that the rules of the International Aeronautic Federation required that the contest for 1910 shall take place over a course not less than five kilometers (3 1-10 miles) in perimeter in circumference, without reentrant angle. Nothing is specified as to the character of the ground over which the course shall be run. The distance to be covered shall be 100 kilometers (62 1-5 miles), and this makes twenty laps of the three kilometer course.

"When Mr. Le Blanc arrived from Europe two weeks ago he went over the course which has been laid out for this contest and inspected it carefully.

"Mr. Bishop was not there to meet Mr. Le Blanc before his departure for St. Louis, but Mr. Le Blanc addressed to Mr. Bishop a telegram in which he vigorously protested against the condition of the course, alleging that it contained obstacles which made flying dangerous.

"It should be remembered that the rules permit of landing or alighting, and in this the Gordon Bennet contest differs from other contests in which landing involves disqualification. On receipt of Mr. Le Blanc's telegram Mr. Bishop went carefully around the course with another member of the contest committee and noted certain obstacles.

"When aviators are flying high it is easy by gliding to avoid obstacles which it is impossible to avoid when the aviator is close to the ground. Therefore if there are open spaces which permit of landing between the obstacles safety lies in high flight. The objection to flying high in a contest purely of speed is that the distance is thereby lengthened.

"This morning Mr. Bishop again went over the course and made other suggestions as to improvements. This work will be done to-morrow in order that the course may be ready for the elimination race on Wednesday. The small trees and signposts are to be removed, and it is suggested that one of the pylons be placed more to the north in order to avoid one or two houses and sheds which are in the way. It is not expected nor is it possible to provide a billiard table for the entire five kilometer course, but every effort will be made to render the course as safe as possible."

The preparations which are being made to conform to the ideas of the flying men from the other side may not be enough to clear the course of the dangers that they and many others have seen upon it. In that event there is another solution which may have to be substituted. That is to have the race flown over the shorter course. There was considerable discussion yesterday by the officials and in more than one quarter this latter idea seemed to be the best possible way out of a delicate situation.

"It's all up to the Aero Club," said George F. Campbell Wood, starter of the events in the meet and a member of the club, when he was speaking of this way of getting around the difficulty last night. "And the chances are that every one would be pleased if they do it. It is being considered very seriously and a decision will have to be reached to-morrow."

This would mean that the racers would scarcely have to touch the tip of the objectionable woods in the northeast corner of the field, and the difficulties of tracks and houses and wires would be wholly obviated. The only question seems to be whether the speeders would be able to let themselves out on the course that measures only two and one-half kilometers. The foreigners don't expect to fly over a billiard table, nor do they want to be obliged to fly so high as to clear the worst obstacles. That would mean, as one man put it, flying about eighty miles for a credit of sixty on account of the trouble that would be encountered in making the turns. The result of the Aero Club's deliberations on the subject will be watched with a great deal of interest by the contestants.

M. Latham made it clear yesterday that the matter of whether or not the French team will make the attempt to lift the Bennett cup at Belmont depends altogether upon the instructions issued to them by the Aero Club of France. The reply to Le Blanc's inquiries for instructions is expected hourly and Latham says he will abide by the decision of the Parisian officials.

THE BLUEFIELDS SAFE.

New Orleans Steamer, 8 Days Overdue Puts in at Havana

Special Cable Despatch to THE SUN.

HAVANA, Oct. 24.—The steamship Bluefields of the Vaccaro Line, eight days overdue at New Orleans and given up as lost, reached here safely to-day. She had a harrowing experience in the tropical hurricane.

The vessel was blown off her course off San Antonio. She drifted helplessly for four days in the storm. Finally she regained headway and steamed into port here. She will leave for New Orleans to-morrow.

The steamship carried about fifty in crew and passengers.

Packard MOTOR CARS

"ASK THE MAN WHO OWNS ONE"

Licensed Under Selden Patent

Packard Motor Car Co. of New York

Broadway and Sixty-first St.

1911 BUDGET IS $171,505,787

$8,000,000 EXTRA FOR THE DEBT AND THE TAX DEFICIENCY.

Outside of That the Figures Have Been Held Down to Last Year's. Item for Debt Service Is Likely to Increase Annually as We Build More Subways.

The tentative budget for next year was finished last night by Comptroller Prendergast, President Mitchel of the Board of Aldermen and Borough President McAneny, a committee of the Board of Estimate. It will be adopted without much change. There may be some few cuts or additions.

The total is $171,505,787, as against $163,128,270 for this year, an increase of $8,377,517. This increase, it was explained yesterday by the Board of Estimate's committee, is made up principally of increases in two items. That of the "debt service," or provision for principal, interest and redemption of the city debt, is $50,661,821, as against $46,443,693 for this year, and the item for deficiency of taxes is $8,000,000, as against $4,000,000 this year.

These two items, it is explained by the committee, account for all but about $100,000 of the total increase. "In fact, therefore," the committee reports, "the administrative cost to the city of New York other than these two items specified has been kept substantially at the present level, although in doing so large reductions have been made in the appropriations to a number of departments, which has permitted equivalent increases to be granted to other departments where such increase in appropriation was deemed imperative."

This is the tentative budget:

	1911	1910	Increase or Decrease
Mayoralty	$188,520	$135,390	$51,130
Aldermen and City Clerk	779,602	761,395	18,196
Law	812,660	843,410	*30,750
Bridges	793,053	881,541	*88,487
City Court	239,000	234,000	5,000
Police	15,450,463	15,110,797	339,666
Correction	1,266,714	1,271,351	*4,636
Docks	2,710,415	2,821,932	*111,516
Health	2,823,109	2,747,333	75,776
Public Charities	2,858,446	2,682,612	175,834
Bellevue &c	1,196,095	1,142,060	54,035
Elections	1,220,650	1,056,750	163,900
Armory Board	173,523	111,950	61,573
Municipal Courts	993,012	993,100	*88
Coroners, Manhattan	64,075	64,429	*354
Coroners, The Bronx	30,300	29,390	910
Coroners, Brooklyn	35,050	32,476	2,574
Coroners, Queens	20,850	23,400	*2,550
Coroners, Richmond	12,250	13,250	*1,000
Licenses	52,425	53,820	*1,395
Census Board	31,005	34,550	*3,455
Board of Plumbers	6,120	6,124	*4
Board of Estimate	123,120	133,820	*10,700
Magistrates, 1st Div.	347,400	233,900	113,500
Magistrates, 2d Div.	338,200	242,500	95,700
Special Sessions	268,350	193,450	74,900
Charitable Institutions	4,598,575	4,734,252	*135,677
Miscellaneous City Expenses	360,091	384,226	*24,165
Manhattan	2,553,605	2,235,136	*181,532
Brooklyn	2,214,179	2,374,135	*159,956
The Bronx	1,115,468	1,225,466	*109,997
Queens	1,240,774	1,349,708	*108,934
Richmond	754,343	789,549	*35,206
Bd. Ambulance Service	27,950		27,950
Parks, Man. & Rich.	1,482,823	1,515,863	*63,040
The Bronx	589,557	587,632	2,014
Bkln. & Qns.	1,107,133	1,145,385	*38,252
St. Cleaning	7,221,080	7,531,362	*310,281
Library Purposes	1,193,862	1,165,758	28,104
Taxes and Assessments	494,160	493,640	540
Assessors	41,925	44,500	*2,575
Civil Service	140,710	154,036	*13,326
Com. of Accounts	219,169	219,369	*220
Tenement Dpt.	812,412	835,102	*21,690
City Record	1,030,370	1,321,450	*291,080
Education, Special fund	8,017,091	8,446,418	*431,326
General fund	25,874,068	25,130,014	744,054
City College	629,477	613,959	15,517
Normal College	385,338	366,270	17,068
Dist. Training School	59,210	59,290	*80
Fire Dept.	8,136,825	8,153,542	33,083
Dept. of Finance, Comptroller	1,350,550	1,200,640	*150,090
Chamberlain	61,400	54,850	6,550
Debt Service, Interest on City Debt	34,214,137	32,178,760	2,035,376
Redemption City Debt	8,658,945	7,104,320	1,554,625
Installments payable, City	7,785,739	7,160,614	625,124
Water Supply, Gas &c	7,172,579	6,943,638	229,241
Rents	1,119,757	1,059,655	60,102
Standardization	10,000		10,000
County of New York	3,373,161	3,223,541	154,620
County of Kings	1,623,055	1,662,475	*39,422
County of Queens	335,210	336,045	*22,835
County of Richmond	116,130	113,062	3,067
Deficiency in Taxes	8,000,000	4,000,000	4,000,000
Totals	$171,505,787	$163,128,270	$10,712,656
Less decreases			2,335,141
Net increase			$8,377,517

*Decrease.

Public hearings for the consideration of the final budget will be held in the City Hall to-morrow and Friday. The report of the committee says:

The so-called debt service, which includes the items of principal, interest and redemption of the temporary and permanent debt of the city, has been substantially increasing during the last few years and represents the penalty which must be paid in the annual tax budget for liberal corporate stock appropriations for great public improvements under way. This item will continue to increase in the subsequent budgets of the city for several years to come if many improvements already projected (including new subways) are carried out.

The item of deficiency in taxes is very largely increased this year because of the cancellation of franchise taxes by the courts, these deductions being put upon the records as the result of the recent adjustment of unpaid franchise taxes according to the decisions of the Court of Appeals, which has held that in the earlier years franchise taxes were assessed at a rate one-third greater than other real estate taxes and for later years at 11 per cent in excess of other real estate taxes.

The Budget Committee has made very earnest efforts to keep the budget total down to the total for 1910. Several of the departments, notably those of the Comptroller, Borough Presidents of Manhattan, The Bronx, Brooklyn and Richmond, the Department of Docks and Ferries, Department of Bridges, Department of Street Cleaning and the Supervisor of the City Record, have requested and received allowances materially below those of last year. Other departments whose allowances represent the principal part of the total budget claim they have been unable to effect economies sufficient to make such reductions possible and at the same time provide for the services which they must render in 1911.

The battles of the tailor are being fought for him

Pick up any one of a dozen of the big magazines and you will find page or half page advertisements of woolen manufacturers who seek to take up the tailor's cudgels by directing popular attention to "custom-made" garments.

The reason why is not hard to guess. Steadily and surely, ready-to-wear clothes are forcing recognition of their superior merits.

Where is the man whose time is money and whose tastes are assertive who would not avail himself of the easier selection and broader choice of ready-for-service clothes?

Our own assortments are matchless. More materials, more colorings, more patterns than the average man would believe it possible for a single season to produce.

As for our models, they personify the perfection of modern garment-designing, the refinement and distinction that is beyond the skill of craftsmen less talented than ours.

Fall Suits and Overcoats for Men, at 15.00 to 45.00, ready for service

Saks & Company

Broadway at 34th St.

W. & J. SLOANE

Plain Color Carpets

OUR stock of carpets is always an index of the latest and best ideas in interior decoration. In the matter of Plain Solid Color Carpets, which are becoming more and more widely adopted, our present display is particularly strong. From the following list of weaves we can meet every possible requirement of our patrons:

English Baroda, Saxine, Angora and Saxonia, 1 yd., 1½ yds., 2¼ yds., 3 yds., 4 yds. wide.
English Velvet, 12 ft. wide.
French Wilton, 1 metre wide.
Domestic Wilton and Domestic Axminster, 27 and 36 in. wide.
High Pile Axminster, 27 in. wide.
English Durries, 36 in. wide.
English Felt, 48 in. wide.
Domestic Ingrain, 36 in. wide.

Samples and prices upon request.

Free delivery within 100 miles.

Broadway & Nineteenth Street

CHARING CROSS BANK SMASH.

Many Assets of Doubtful Value Against $12,500,000 of Liabilities.

Special Cable Despatch to THE SUN.

LONDON, Oct. 24.—Alfred Carpenter, the owner of the Charing Cross Bank, which closed its doors on Oct. 17, issued to-day a statement of the affairs of the institution. The number of creditors is about 25,000 and Mr. Carpenter places the liabilities at £2,500,000, or about $12,500,000. The assets include £133,000 in cash, £60,000 in book debts, and shares, securities and properties of the value of £156,000. The latter include shares in the Gaspe lumber trading mills and sawmills, 40,000 acres of freehold land, timber rights and other properties at Gaspe valued at £60,000.

There are also shares of a new Canadian company and about £300,000 worth of first mortgage debentures and all the common stock of the Atlantic, Quebec and Western Railway, the value of which is doubtful, but it is stated that Carpenter's expenditures on this road have been £1,250,000.

There are also gold claims and mining rights in the Transvaal of doubtful value on which the debtor is stated to have expended nearly £50,000.

The official receiver of the bank in issuing Mr. Carpenter's statement disclaims responsibility for the accuracy of the figures.

CRIPPEN MAY APPEAL.

Attorney of Condemned Man Asks Permission to Consult With Him.

Special Cable Despatch to THE SUN.

LONDON, Oct. 24.—It has not yet been decided whether an appeal shall be taken to the new Criminal Court against the death sentence imposed on Dr. Crippen last Saturday.

Arthur Newton, Crippen's solicitor, has applied to the Home Office for permission to visit the condemned man at Pentonville prison. If the permission is granted, Mr. Newton and Crippen will hold a consultation as to the advisability of lodging an appeal.

BROKAW BROTHERS

ASTOR PLACE AND FOURTH AVENUE

The styles of the day in Men's Clothes favor grays and browns alike.

Our extensive variety of Sack Suits in beautifully blended grays and browns, in real attractive patterns, will easily satisfy your choice for color and design.

Sack Suits ..... $18 to $50
Fall Overcoats ..... $16 to $42

ESTAB. OVER HALF A CENTURY

GOUT WORRIES THE POPE.

Pius X. However, Refuses to Suspend the Reception of Visitors.

Special Cable Despatch to THE SUN.

ROME, Oct. 24.—The Pope is slightly indisposed. His old complaint, gout, is troubling him, and the physicians have ordered the Pontiff to take a rest.

The Pope, however, has refused to interrupt his audiences.

BROOKLYN ADVERTISEMENTS BROOKLYN ADVERTISEMENTS.

LAFAYETTE SQUARE ART GALLERIES

Junction Fulton St. and Lafayette Ave., Brooklyn.

VALUABLE MODERN PAINTINGS

TO BE SOLD BY AUCTION WEDNESDAY EVENING, OCTOBER 26, AT 8 O'CLOCK. By orde of Mr. M. S Hierapolis and Miss M. McDermot of Brooklyn. Also Paintings sold for the account of a former purchaser.

EXHIBITION DAY AND EVENING

P. H. McMAHON, Auctioneer