RAILROADS MAKE FREIGHT RECORDS

Show Greatest Handling Efficiency in History, Commerce Commission Reports.

SURPASS FEDERAL WORK

Train Miles and Loads Show Increase, but Cost of Operation Rises.

Special Despatch to THE NEW YORK HERALD.

New York Herald Bureau, Washington, D. C., Oct. 22.

The American railroads are now showing the greatest freight handling efficiency in their history and every factor entering into the work is improving, according to an official summary made public by the Interstate Commerce Commission to-night.

Comparative freight operating statistics for July, 1920, compared with July, 1919, under Federal control, and for the seven months period of the two years ending in July, were compiled by the Bureau of Statistics. In its conclusions the commission states:

"The monthly summary of operating statistics shows a marked improvement in the factors measuring efficiency in the movement of freight traffic, train loading and car performance, as compared with last year. Barring April, which was somewhat distorted by switchmen's strikes, there has been a gradual increase in all factors since the first of the year, with the exception of the per cent. loaded of total freight car miles, which shows a downward tendency, due principally to the necessity of moving large numbers of empty box cars from the East and South to grain originating lines in the West; also to the necessary restrictions placed on the use of open top cars, forcing, as it did, prompt return of empty cars to the mines.

Freight Service Tops Records.

"With the car surplusages of last year the necessity for these measures did not exist in 1919. Reports indicate that during July, 1920, 40,232,000,000 of net ton miles were produced in exclusive freight service by class 1 roads, which, according to statistics compiled by the United States Railroad Administration, tops all records for any one month's operation since April, 1916, and probably in the history of railroads. The next highest record was made in October, 1919, when 40,166,632,000 net ton miles were accomplished.

"July, 1920, compared with July, 1919, net ton miles increased 15.2 per cent.; train miles increased 14.0 per cent. and loaded car miles increased 8.7 per cent. There was an increase in train load of 1.1 per cent.; car load increased 6.1 per cent. and car miles per car day 8.7 per cent. While the per cent. of loaded total car miles decreased 0.4 per cent., the decrease was more than offset by the increases shown in the car load and the car miles per car day. As a result the net ton miles per car day, which is the ultimate measure of freight car utilization, shows the substantial increase of 14.8 per cent. This item is the resultant of car load, per cent. of loads and car miles per car day.

Cost of Operation Goes Up.

"For the seven months period ended with July, 1920, compared with the same period of 1919, there was an increase of 17.1 per cent in net ton miles. Train miles increased 15.5 per cent. and loaded car miles increased 16.3 per cent. Train load increased 1.4 per cent. and the car load increased 0.7 per cent. The per cent. loaded of total car miles increased 4.6 per cent. and car miles per car day increased 8.5 per cent. The changes in car load, the per cent. of loads and car miles per day resulted in an increase of 14.3 per cent. in net ton miles per car day."

A separate table on train loading shows that the average of 769 net tons per freight train not only exceeds the train load in any month since the Government relinquished control, but, according to the statistics compiled by the United States Railroad Administration, it is greater than any month during Federal operation.

Car loading has increased month by month; until July last the average car load was 29.7 tons. The maximum loading goal set is 30 tons per car.

The compilation also gives detailed unit costs of freight train operation, showing a substantial increase.

CANADIAN LIQUOR MEN TO END TRAFFIC TO U. S.

Quebec Dealers to Stop Shipments by Automobile.

MONTREAL, Oct. 22.—Discontinuance of liquor shipments by automobile, which are alleged to have resulted in extensive "rum running" to other provinces and to the United States, was decided upon today by Quebec wholesale liquor dealers, in conference with D. R. Murphy, general administrator of the Quebec prohibition law.

Methodist congregations throughout Saskatchewan have been urged to pray next Sunday that importation of liquor may be defeated in the provincial election the following day.

SEATTLE, Oct. 22.—Repudiation of the British Columbian provincial prohibition law in Wednesday's referendum opens a "great and limitless reservoir" and liquor will flow into the State of Washington in an endless stream unless preventive action is taken, declared Donald A. McDonald, Federal prohibition director.

Fifty automobile roads lead into Washington from the Canadian province and little more than a "corporal's guard" of Federal agents is available to guard it.

LAKE BOOZE SHIP HELD.

Passports Seized and Captain Ordered to Cleveland.

CONNEAUT, Ohio, Oct. 22.—Following the arrest to-day of two members of the crew of the steamship Lakeport, plying between here and Canadian ports, charged with transporting liquor, L. J. Bing, local revenue collector, acting on orders from Cleveland, ordered the steamer tied up at the dock, took away the passports of Capt. T. B. Greenway and sent him to Cleveland to appear before Chief Collector Stone.

$600,000 COTTON BURNED.

Arkansas Plant and Cotton Gin Are Set Afire.

EARLE, Ark., Oct. 22.—The plant of the Earle Compress Company was destroyed and approximately 5,600 bales of cotton burned in a fire early to-day. The loss was estimated at $600,000. The fire is said to have broken out simultaneously in several parts of the plant.

A cotton gin in another part of Earle was discovered afire about the same time, but the blaze was extinguished with slight damage.

Color Line (Hair) Is Drawn for Salesmen

Special Despatch to THE NEW YORK HERALD.

CHICAGO, Oct. 22.—That black haired salesmen succeed better in the South and light haired salesmen in the North was the statement of George W. Hopkins, general sales manager of the Columbia Graphophone Company, New York, who addressed the Executive Club of Chicago at its luncheon to-day in Hotel Sherman.

"Salesmanship is simply the ability to read human nature," he said. "The business man of to-day to be successful must know the relative value of the shady or the sunny side of the street. Modern business is built on the paltform of service to the other fellow."

30 BORDEN PLANTS REFUSE LEAGUE MILK

Producers Urged to Stop Buying Cows for Dairy Supply.

Special Despatch to THE NEW YORK HERALD.

MIDDLETOWN, N. Y., Oct. 22.—Thirty receiving stations of the Borden Farm Products Company in Dairymen's League territory will be closed to Dairymen's League milk on November 1. This announcement was made to-day by John Harfmann, president of the Orange county branch of the league. The thirty plants which will be closed include four in Orange county, at Warwick, Keeleytown, Hamptonburgh and Farmingdale.

All these plants are in addition to those which receive milk for the manufacture of condensed milk and chocolate which have rejected league milk at any price, since October 1. Since that time distributors in Orange county have found an outlet for their product, but in more northern counties such as St. Lawrence, thousands of cans of milk have been and are being held owing to the closing of manufacturing plants in their territories.

Present milk conditions are such that milk for manufacture of cheese and butter will not net the farmer much more than $1.50 a hundred pounds. Throughout the northern section of the league territory farmers are selling their entire dairies at an average of $50 a cow, which is from $50 to $75 below the normal figure. The league is advising all dairymen not to purchase cows for milk production at any price until market conditions right themselves.

TAKES 50 PER CENT. OF GRAMOPHONE INTEREST

Victor Company Buys Into London Concern.

CAMDEN N. J., Oct. 22.—A deal involving more than $9,000,000 was recently consummated, when the Victor Talking Machine Company took over 50 per cent. of the interest of the Gramophone Company of London, according to Eldridge R. Johnson, president of the Victor company, who has just returned from England. The Gramophone Company was the selling agent for the Victor, and controlled the English rights of the Victor products. They have factories in France, England, Spain, Germany and Russia.

Mr. Johnson and Walter J. Staats, treasurer of the Victor company, were appointed directors of the Gramophone Company, they announced.

The Gramophone Company's plant, Mr. Johnson said, was originally at Riga, Russia. When the Germans entered that city the plant was moved to Moscow, where, he said, the Bolsheviki confiscated the property, moneys and wares, valued at more than $3,000,000. The Hanover, Germany, plant, during the war was transformed into a munition plant, but has resumed its former activities. All of the company's plants in Europe, Mr. Johnson said, were fully operating and things practically normal again.

RADICALS WARN JUDGE LANDIS TO BE SILENT

Anonymous Note Sent Him at Indianapolis Hotel.

INDIANAPOLIS, Oct. 22.—A few minutes before his address here before the Indiana State Convention of School Teachers Federal Judge K. M. Landis received an anonymous note threatening him if he continued his attacks on the radical movement in America.

The note, unsigned, typewritten on business stationery, was addressed to him at the hotel where he is stopping, and said:

"For the last time you are warned to keep your d—— mouth shut concerning charges that you have made against 'radicals'' movements in speeches at Chicago and other towns in which you have spoken."

Judge Landis in referring to the note said: "My sole hope at this hour is that I may live out my life in full, about thirty years more, so that I may fight the treasonable crowd of men who planned and supported the St. Louis platform of the Socialist party. The Socialists did not omit one opportunity to embarrass the Government, and I intend to omit not one opportunity of calling it to the attention of the people."

ELECTRIC LOCOMOTIVE HELD RAILROADS' NEED

Engineers Compare It With Modern Steam Engines.

Solution of the nation's transportation problems lies to a large extent in railroad electrification, it was declared by advocates of the electric locomotive at a forum held last night in the Engineering Societies Building, at which engineers and railroad men discussed the relative advantages of modern steam and electric locomotives. It was believed to be the first time that the merits of steam and electricity as applied to transportation, over which there is much division of opinion, have been discussed publicly by engineering experts on a representative scale.

The speakers agreed that unless some broad and comprehensive programme is framed to meet the present congestion the situation may become extremely serious. Electrification, it was argued, would revolutionize methods and service in the movement of railroad traffic, and would increase the capacity of any line fourfold. A. H. Armstrong, chairman of the electrification committee of the General Electric Company, and F. H. Shepard, director of heavy traction, the Westinghouse Electric and Manufacturing Company, led the discussion from the electric point of view.

John E. Muhlfeld of Railway and Industrial Engineers, Inc., championed the steam locomotive. He argued that the cost of replacing steam with electricity on a considerable scale, with the scrapping that would be necessary, would open a new road to railroad bankruptcy, or mean a further burden in travelling and shipping costs.

ENGLAND SEES RIFT IN STRIKE

Continued from First Page.

day until Monday. Before adjournment, however, a bill was introduced to make exceptional provision for the protection of the community in cases of emergency. Premier Lloyd George's last words were: "We shall not cease to make every endeavor to seek a peaceful solution which will be satisfactory to all parties concerned and certainly satisfactory to the community as a whole."

Hope to Avert Rail Strike.

By the Associated Press.

LONDON, Oct. 22.—While it is hoped that at the joint conference to-morrow between the railmen and miners it will be arranged that the railmen postpone their threatened strike until after Wednesday's trades union conference, the greatest anxiety exists among Londoners, for if the rail strike becomes effective Sunday night the underground tube railways will cease working. It is possible also that the trams and buses, whose drivers are members of the Transport Workers Union, will suspend operations. The bus and tram drivers, however, have expressed themselves as reluctant to join the movement.

Should the strike come, the Ministry of Transport has an emergency plan in readiness for immediate operation of the railways by volunteers, and all machinery created for the purpose during last year's strike will be utilized.

Robert Williams, general secretary of the Transport Workers, announced in their behalf, with regard to the enrolment of volunteers by the Government, that the transport men "look upon the danger of the enrolment of volunteers, especially from the middle class and white guards of the community, as of more provocation than the use of troops."

Consequently, continued the announcement, the transport men are considering the granting of permits, in the event of an extension of the local strike, by which the appropriate trade unions would provide the necessary food for the community.

Threat Comes From South Wales.

The miners' conference of South Wales to-day asked the National Miners' Federation to call a national conference to consider the withdrawal of all labor from the coal mines. The mines are being kept in order by specially assigned forces and their withdrawal would render the pits useless for a resumption of work.

The desirability for a session of the House of Commons Saturday to pass the emergency bill, giving the Government wide powers in the event of public disorder, was considered this afternoon, but it was decided that the House should consider the bill Monday.

Emergency Income Urged.

In the House Edward Shortt, the Home Secretary, gave notice of the presentation of a bill to make exceptional provision for the protection of the community in cases of emergency.

It was said the measure was mainly a revival of the war time emergency regulations for a period of emergency.

It was stated at the office of Frank Hodges of the Miners' Union that no appeal had been made for assistance to the international organization of miners. No efforts had been made to approach Americans in connection with the miners' strike.

BRUSSELS, Oct. 22.—The strike movement among the Charleroi coal miners, where 2,000 men went out yesterday, will probably be followed by the railway post office men, street car employees and metal and gas workers, it was predicted in labor circles to-day. The movement is one of protest against the payment of an income tax.

HALIFAX, N. C., Oct. 22.—The captain of the Cunard liner Saxonia, on her way from Liverpool to New York, sent a wireless message here to-day stating he would stop here to take on board 600 tons of bunker coal. This is in accordance with instructions from the British Government advising steamships to bunker their coal wherever possible because of the British coal miners' strike, he explained.

EGAN DENIES INTENTION OF EXPLOITING CHINA

Banker Says Consortium Will Aid National Development.

Denial was made last night by Martin Egan, of J. P. Morgan & Co., that the Chinese consortium was arranged for the purpose of permitting foreign control of private enterprises in that country. To the contrary, he declared, it was planned because of the ambition of the American people to prevent the partition of China by hostile interests. Mr. Egan's statements were made in an address delivered at a dinner to Wellington Koo, China's new Minister to Great Britain, at the Columbia University Club, 4 West Forty-third street. Dr. Koo was the guest of the members of the class of 1909, of which he was a member.

The basic principle of the consortium, Mr. Egan made clear, is to promote, with the approval of the Chinese government, currency reforms, better railroads and highways and other economic improvements which will make for the stability of the Chinese people. He said the result of the movement would benefit the United States.

Professor Edwin R. A. Seligman, of Columbia, the first speaker, described Dr. Koo's rapid rise from Columbia student to envoy to the United States and prophesied that China is on the threshold of industrial and economic development.

In a brief speech, Dr. Koo praised Columbia for the work it has done in educating Chinese students. He will leave for Europe to-day on the steamship Lafayette.

Moscow Asks Back Gold Paid at Brest-Litovsk

LONDON, Oct. 22.—Gen. Wrangel, Anti-Bolshevik leader in southern Russia, says a Moscow wireless despatch, has asked for part of the 3,000,000,000 rubles in gold which Russia paid Germany in accordance with the Brest-Litovsk treaty and which is held by the Entente. But, adds the Moscow message, the request has been refused by Great Britain and the United States, "as they consider it a guarantee against Russia's debts which concerns all creditors."

IMPERATOR FITTINGS SENT TO JUNK HEAP

Continued from First Page.

cording to Mr. Hicks, attempted by roundabout methods to force his resignation, but he has consulted counsel for the purpose of obtaining his legal rights, and he is contemplating Federal court action.

As an example of the extremes to which certain persons connected with the army piers have gone to obtain revenge upon him for the exposures of their methods, Chief Inspector Hicks states that his pass to the piers was snatched from him one morning early last March when he went to Hoboken for the purpose of going to his desk, and that he was threatened with a beating. In depriving him of his pass, he states, a burly civilian employee tried to wrench the leather case which held it from his grasp and in so doing tore it in two.

Inspector Hicks is a man of advanced years who offered at the commencement of the war to take any post that might be offered him regardless of the salary in order that he might serve his country. In addition to passing upon vast quantities of life saving equipment for use on transports at the Hoboken piers and various other materials needed there, he inspected upward of half a million dollars' worth of equipment for teh army base at the Bush Terminal in Brooklyn. He received the highest commendation from several army officers.

He alleges that the assault referred to was committed in the presence of a Lieutenant attached to the Hoboken piers and upon the public street in front of one of the entrances to the property. The details of this also were gone into at the hearing on his charges, but as far as could be ascertained yesterday neither the Lieutenant nor the civilian who participated in the assault has been disciplined or punished.

M'NAB DECLINES POST ON U. S. SHIPPING BOARD

San Francisco Attorney Says Duties Prevent Acceptance.

SAN FRANCISCO, Oct. 22.—A telegram declining appointment to the United States Shipping Board on the ground that his professional duties would prevent him serving was sent to President Wilson by Gavin McNab, prominent San Francisco attorney, to-day.

Mr. McNab said in the telegram: "While I appreiate the courtesy which prompts the appointment, I am so situated at this itme that my service on the board would not be possible."

Mr. McNab was given a recess appointment by President Wilson yesterday.

31 NEW SHIPS APPROVED.

Board Indorses Construction Under Merchant Marine Act.

WASHINGTON, Oct. 22.—Approval was announced to-night by the Shipping Board of the construction of thirty-one vessels, aggregating 350,000 deadweight tons, under the provisions of the merchant marine act, which exempts shipowners from payment of the excess profits tax if an amount equal to the tax is devoted to shipbuilding.

Thirty of the new vessels are to be tankers and one a five mast wooden schooner. Of the tankers, fourteen are being built for the Standard Oil Company of New Jersey and ten for the Standard Transportation Company of New York.

SCHOONER A.G. PEASE OVERDUE

Anxiety at East Providence for Ship's Crew of Six Men.

PROVIDENCE, Oct. 22.—The seventy-four ton schooner A. G. Pease, which left Providence July 5 for the Cape Verde Islands has not arrived at her destination. Her owner, Manuel M. Laut of East Providence, said to-night that he had received word from St. Vincent that the craft was long overdue.

The schooner carried a crew of six men, five of whom were from this city.

Fire Record

P. M.		Loss.
2:40	209 E. 100th st.; Bessie Simmons	Trifling
3:20	2247 Ryder av., The Bronx; John Stintele	Trifling
3:30	79th st. and East Drive, Central Park; auto; George Automobile Exchange	Trifling
3:55	763 Columbus av.; auto; Edgar Gleason	Trifling
4:10	4290 3d av., The Bronx; unknown	Trifling
5:40	6 E. 69th st.; Mr. Peters	Trifling
5:45	885 Westchester av., The Bronx; unknown	Trifling
5:40	310 E. 81st st.; Carl Riley	None
6:40	592 W. 28th st.; unknown	Trifling
7:15	1522 Washington av., The Bronx; P. Schwartz	Trifling
7:30	159 W. 21st st.; Forth Co.	Unknown
7:45	795 Broadway; Crystal Cloak and Suit Co.	Unknown

WOOL MARKET.

BOSTON, Oct. 22.—The *Commercial Bulletin* of to-morrow will say: "The demand for wool continues moderate, with prices change1 but little. The choice Australian wools, bought largely by America, are firmer since the opening in Melbourne, although the average to inferior wools has shown a declining tendency and withdrawals have been heavy.

"The goods market here is rather chaotic still, but the willingness of operatives in the mills to accept cuts in wages of 15 to 20 per cent. in order to keep mills running is one of the most hopeful signs at the moment."

The *Commercial Bulletin* will publish to-morrow, with the statement that quotations are more or less nominal, wool prices as follows: Domestic—Ohio and Pennsylvania fleeces, delaine unwashed, 60c.; fine unwashed, 48@50c.; ½ blood combing, 50@55c.; ⅜ blood combing, 38@40c. Michigan and New York fleeces, Fine unwashed, 45@47c.; delaine unwashed, 55@58c.; ¼ blood unwashed, 50@52c.; ⅜ blood unwashed, 38@40c. Wisconsin, Missouri and average New England—½ blood, 48@50c.; ⅜ blood, 38c.; ¼ blood, 36@37c. Kentucky, West Virginia and similar—⅝ blood unwashed, 41@42c.; ¼ blood unwashed, 40@41c. Scoured basis, Texas—Fine 12 months, 90c.@$1.05; fine 8 months, 80@85c. California, northern—$1.05@1.10; middle county, 95c.@$1; southern, 85@90c. Oregon—Eastern, No. 1 staple, $1.10@1.15; eastern clothing, 95c.@$1; valley, No. 1, $1. Territory—Fine staple, $1.15@1.20; ½ blood combing, $1@1.05; ⅜ blood combing, 70@75c.; ¼ blood combing, 57@60c.; fine clothing $1@1.05; fine medium clothing, 80@90c. Pulled—Delaine, $1.05@1.10; AA, 90@95c.; A, supers, 80@85c. Mohairs—Best combing, 40@42c.; best carding, 33@35c.

PARIS BOURSE TRADING.

PARIS, Oct. 22.—Prices were firm on the Bourse to-day. 3 per cent. rentes, 54 francs 75 centimes; exchange on London, 53 francs 33 centimes; 5 per cent. loan, 86 francs 45 centimes; the dollar, 15 francs 46½ centimes.

ROUSSEAU GOES TO FRANCE.

Theodore Rousseau, formerly secretary to the late Mayor Mitchel, and more recently secretary to Charles H. Sabin, president of the Guaranty Trust Company, has been appointed assistant secretary of the Guaranty's Paris office and will sail for France next month.

LIVERPOOL COTTON STATISTICS.

LIVERPOOL, Oct. 22.—Weekly cotton statistics: Imports, 66,000 bales; American, 52,000. Stock, 905,000; American, 518,000. Forwarded, 50,000; American, 40,000. Exports, 5,000. Sales, 21,000; American, 19,000. Quantity afloat, all kinds, 203,000 bales. Quantity afloat, American, 162,000 bales.

NEW ORLEANS COTTON MARKET

NEW ORLEANS, Oct. 22.—Advances of well above $6 a bale were scored by cotton to-day. The close: October, 19.18c.; December, 19.50c.; January, 19.36c.; March, 19.24c.; May, 18.97c. Spot steady and unchanged; middling, 19.00c.

JUDGMENTS FILED.

MANHATTAN.

The following judgments were filed yesterday, the first name being that of the debtor:

Atlas Steam Laundry, Inc.—M. Foxman	$739.29
Albert C. Merckle, Inc., and Twelfth Street Garage Co., Inc.—E. A. Bradley	1,447.60
Burns, Madeline, and National Surety Co.—People, &c.	500.00
Blake, Helen—I. Friedenhelt	345.70
Bergen & Landerman, Inc.—American Writing Paper Co.	200.00
Bremer Waltz Corp.—Wallace M. Levett Co.	8,143.51
Blaustein, Nathan—Gimbel Bros., N. Y.	346.88
Biddle, Graham A.—F. D. Henderickson	255.20
Brown, Joseph—I. Leiman	390.82
Brodersen, Hans—United Distillers Co.	292.70
Brandt, Gabriel—S. D. Davis Construction Co.	128.26
Costello, Victor F.—R. Sacks	182.08
Callan, Edward—Hopewell Building Co., Inc.	3,747.21
Cooper, Joseph C.—G. H. Keeler	10,825.00
Christopher, Hannevig, Inc.—A. C. Barker	29,746.03
Cedar Crest Orchard and Produce Co.—E. I. du Pont de Nemours Co.	556.53
Curry, Ethel, and Harry Katz—People, &c.	200.00
Cedar Crest Orchards Produce Co.—Niagara Sprayer Co.	447.65
Callan, Edward F.—Hopewell Building Co., Inc.	2,526.88
Cuozzo, Ernest J.—A. Ragone	753.20
Campbell, Graham Co., Inc.—J. B. Bender	125.59
Crampton, William E.—Western Union Telegraph Co.	128.20
Cooper, Barnet—M. Neuburger	219.36
Devereaux, John, and John Shields—People, &c.	300.00
Degnon Contracting Co.—J. Mullvaney	750.00
Donaldson, Thomas B.—T. Branch et al.	435.41
David I. Ullman, Inc.—William E. Wiener, Inc.	2,764.89
East River Mill and Lumber Co.—A. Thompson	1,149.20
Export & Domestic Buyers Corp.—Archbold Mfg. Corp.	155.40
Fink, Harry—Gimbel Bros, New York	453.67
Field, Frank H.—C. L. Foster	1,755.77
Friedman, Henry S., and Frank Kupfer—M. Whinston	974.82
Gillespie, William; Howard K. F. Smith and William A. Griffin—M. Glucksmann	3,320.42
Goldman, Isidore G.—M. Kay	424.20
Harry Wind Co.—M. Rubin	500.00
Hall, J.—Cuenca Panama Hat Co.	144.00
Hudson Special Agency, Inc.—D. W. Gregory Adjustment Corp.	442.63
International Steam Navigation Co.—Western Union Telegraph Co.	138.69
Klein, Max (Knickerbocker Silk Co.)—M. Lazararowitz	2,840.97
Knapp, J. Arthur—Lowe Motor Supplies Co.	149.27
Keystone Brass Co., Inc.—L. Meier	112.40
Kaufman, Gustave, and William J. American Trust Co.	26,209.25
Landau, Jacob—L. Greenberg	908.58
Lang, William, and Maryland Casualty Co.—People, &c.	1,000.00
Logie, James (James Logie & Co.)—Western Union Telegraph Co.	143.95
McCarthy, John A.—F. C. Holden	191.48
Miller, Blanche, and Harry Katz—People, &c.	100.00
McNear, George P.—H. First	309.84
Malchie, Emma—L. Mandell et al.	155.50
Nicolaides, George—G. Kotopoulas	1,092.56
National Supply Co.—S. Cherkes	6,803.46
Pan-American Navigation Co., Inc.—Western Union Telegraph Co.	496.02
Phillips, Samuel, and Harry Mann (Phillips & Mann)—I. Sternshein et al.	1,314.37
Piccio, Dominick—G. F. Fish	269.68
Queen, Emmet—A. B. Benesch, et al	182.25
Relas, Edw. S.—T. Friedeberg	26,225.52
Reynolds, Geo. E.—A. Young, et al.	1,650.76
Raynor, Isaac M.—N. Y. Central Railroad Co.	132.19
Rosenblatt, Max—P. Haas	195.41
Rothschild, Max (Ross Service Co).—Western Union Telegraph Co.	917.70
Smith, James O.—Gimbel Bros., New York	130.24
S. A. Jacobson Co., Inc.—National Bank of South America, Ltd.	2,023.21
Simon, Louis—S. Stein, et al.	581.21
Silverstein, Aaron (Chic Mode Dress Co.).—Rubenstein & Levy, et al.	419.20
Saxe, Jonas H., of J. Saxe—P. Saxe	139.00
Sachs, Solomon—A. Eckstein et al.	2,954.86
Sigler, Anna—People, &c.	500.00
Scholz, Robert—P. Scholz	706.00
Sweet Overall Co., Inc.—Joseph Swinetsch or Joseph Sweet, Joseph Saltzman and James Braunstien	139.89
Stewart, Chas. G.—T. W. Broadhurst	1,003.45
Suffrin, Philip—Frank Gens & Co., Inc.	1,059.90
Suffrin, Philip—Frank Gens & Co., Inc.	1,058.70
Theodore A. Crane's Sons Co.—Mfrs. Liability Ins. Co., N. Y.	9,253.00
Telk, Irving—Bank of U. S.	118.87
Urban, Joseph—J. K. Hackett	1,010.24
Werner, Frank K.—E. Pallwarmo	100.00
Weinstein, Joseph—S. Siff, et al.	100.13
Wolfert, Belmont—P. Saslov	239.65
Woolf, Sam—H. Greenberg's Sons	215.07
Watson, Thomas H., and Edw. Bellmers, Prest.—A. Prusilin	543.82

THE BRONX.

The first name is that of the debtor:

Applebaum, Aaron, and Abraham Belter—M. Schechter et al.	$1,365.94
Ikoff, William—M. Relber	139.42
Katz, John, and Joseph Lerner—Interborough Metal Bedstead Corp., Inc.	127.92
Kay, Oscar—H. L. Gee	23.88
Laidlaw, Jennie—D. Martire	52.13
Sullivan, William M.—Groller Society of London	78.04
Scianto, Joseph, as adm.—C. C. Steppielle	111.85
Sommerfield, Henry—I. Messinger	653.60

SATISFIED JUDGMENTS.

MANHATTAN.

The first name is that of the debtor, the second that of the creditor, and date when judgment was filed:

Pressler, Gretchen, and William V.—M. Saracena; Feb. 13, 1917 (reversed)	$1,581.79
Peckworth, Charles H.—N. Y. County National Bank; June 25, 1915 (cancelled)	11,653.81
Cahn, Harry, Junius J. Pittman, and W. C. P. Realty Co., Inc.—H. Bloch; Oct. 15, 1920	1,954.87
Keyes, Marquis L.—C. I. Skinner; Jan 16, 1918	9,513.62
Griffin, Joseph E.—Detroit Cadillac Motor Co.; Nov. 6, 1918	418.92
Ramaigl, Pasquale—F. Greico; Sept. 18, 1917	216.83
Schoenfeld, Jacob—M. Davidman; June 23, 1920	774.60

THE BRONX.

Deitz, John—C. Deitz; May 1, 1920	$106.02
Miller, Solomon—F. W. Huber; June 26, 1916	101.32

PRODUCE MARKET.

BUTTER—Creamery, higher than extras, lb., 57½@58c.; extras, 92 score, 57c.; firsts, 90 to 91 score, 50@55c.; firsts, 88 to 89 score, 44@48c.; seconds, 83 to 87 score, 40@43c.; lower grades, 37@39c.; Danish, casks, 50@56c.; unsalted, higher than extras, 59½@60½c.; extras, 58@59c.; firsts, 45@56c.; seconds, 40@44c.; State, dairy, tubs, finest, 54@55c.; good to prime, 48@53c.; common to fair, 37@47c.; renovated, extras, 47@48c.; ladles, current make, firsts, 37@38c.; seconds, 34@35c.; lower grades, 32@33c.; packing stock, current make, No. 1, 34½@35c.; No. 2, 33@34c.; lower grades, 30@32c.

CHEESE—Fresh, specials, 24@25c.; average run, 22@23c.; lower grades, 20@21½c.; twins, held, specials, 27@27½c.; average run, 24@26c.; Wisconsin, held, twins, 25@26c.; single daisies, held, 26½@27½c.; double daisies, held, 26@27c.; young American, held, 26@28½c.; skims, held, specials, 18@20c.; prime to choice, 15@17½c.; fair to good, 12@14½c.; lower grades, 10c.

EGGS—Fresh gathered, extras, dozen, 71@72c.; extra firsts, 67@70c.; firsts, 63@66c.; seconds, 58@61c.; dirties, No. 1, 50@52c.; checks, fair to choice, dry, 45@47c.; refrigerators, special marks, fancy, 55½@56c.; firsts, 53½@55c.; seconds, 50@53c.; State, Pennsylvania and nearby, Western, hennery whites, extras, 97c.@$1; extra firsts, 93@96c.; firsts, 85@92c.; gathered whites, firsts to extra firsts, 85@96c.; under grades, 38@84c.; Pacific coast, whites, extra firsts, 92@95c.; firsts, 85@90c.; under grades, 58@84c.; Italians, small, 70@78c.; other Western and Southern, gathered whites, 55@88c.; State, Pennsylvania and nearby, Western, hennery browns, extras, 75@83c.; gathered brown and mixed colors, graded extras, 71@72c.; firsts to extra firsts, 63@70c.

POTATOES—Maine, 180 lbs., $3.50@4.35; State, $3.50@4.25; Long Island, bbl., $4.25@4.50; Jersey, long, 155 lbs., $2.75@3.25; 150 lbs., $2.50@2.85; No. 2, bbl., $1@2. SWEETS—Jersey, bsk., 50c.@$1.25; Maryland, bsk., 75c.@$1; Southern, bbl., $3@3.25; No. 2, bbl., $1.50@1.75.

POULTRY, DRESSED—FRESH KILLED—CHICKENS—Nearby, broilers, lb., 42@44c.; fryers, 34@36c.; Virginia, broilers, 38c.; chickens, 34c.; Western, dry picked, broilers, boxes, 36@47c.; fryers, 31-42 lbs. to dozen, 30@33c.; roasters, 37@43c.; broilers, bbls., 34@37c.; chickens, bbls., 31@35c.; Western, iced, bbls., broilers, 2 lbs. each and under, 32@36c.; fryers, 2½-3 lbs., each, 27@30c. FOWLS—Western, dry picked, milk fed, boxes, 27@30c.; corn fed, 26@28c.; dry picked, bbls. and kegs, 25@30c.; scalded, 28@30c.; old cocks, Western, 26@28c. DUCKS—L. I., spring, 39c. SQUABS—Large, white, 8-10 lbs. to dozen, $8@10; 6-7 lbs., $5@7; dark, $3.50@4; culls, $1.50@2.

POULTRY, LIVE—FOWLS—Freight, 20@29c.; express, 20@30c. CHICKENS—Freight, 30c.; express, 29@31c. OLD ROOSTERS—Freight, 20c. TURKEYS—Freight, 42@45c. DUCKS—Freight, 25@28c.; express, 25@30c. GEESE—Freight, 25@28c. PIGEONS—Pair, freight or express, 40@50c. GUINEAS—Pair, $1.25.

LIVE STOCK AND MEAT PRICES.

Common to prime steers, 100 lbs.	$8.00@16.00
Common to choice bulls, 100 lbs.	5.25@ 8.50
Common to choice cows, 100 lbs.	2.50@ 8.00
Common to prime veals, 100 lbs.	12.00@17.50
Common to prime sheep (ewes) 100 lbs.	3.50@ 6.50
Common to prime lambs, 100 lbs.	10.00@13.75
Live hogs, 100 lbs.	15.00@16.00
Dressed beef, steer sides, lb.	15.00@ .23
City dressed veals, lb.	18.00@ .28
Dressed mutton, lb.	8.00@ .15
Dressed lambs, lb.	18.00@ .27

WILL SELL 27 HOMES AT RYEGATE-ON-THE-SOUND

Auctioneer Offers Noted Property This Afternoon.

Twenty-seven houses which may be utilized at once for homes will be sold at auction this afternoon at 3 o'clock at Ryegate-on-the-Sound, in Rye, N. Y., by Arthur C. Sheridan, auctioneer, of this city. These houses are situated in a restricted section and are valued at from $15,000 to $32,000 each. The terms of the sale require only $1,000 cash down and $1,500 in thirty days and the balance on mortgage.

According to Mr. Sheridan, the sale will be an event in the history of auctions in Westchester county, as more than $500,000 worth of improved suburban realty will be disposed of. The auctioneer states that more than 2,000 persons have examined the property during the last ten days, and he anticipates the sale will be well patronized. The terms of the sale also provide for the future restriction of each parcel of the property.

IN THE AUCTION ROOM.

[BRONX EXCHANGE.]

By Joseph P. Day.

20TH ST, 413 E, n s, adj land of N Y & H R R Co, 86.1x105.8x84.7x131.3, 3 sty dwlg—David Virtue vs Chas B Gallagher et al; Elmer E Cooley, atty; Edw D Dowling, ref.; due, $11,806.16; taxes, &c, $414.35; to the plaintiff for.....$10,700

HUNT AV, e s, 200 s Morris Park av, 22x100, vacant—Samuel Polin vs Louis R Honeck et al; Nathaniel H Kramer, atty; Harold H Straus, ref; due, $835.19; taxes, &c, $500; to the plaintiff for.....$100

PENNSYLVANIA OIL MARKET.

OIL CITY, Pa., Oct. 22.—Credit balances, $6.10; runs 90,071, averages 60,559; shipments 53,478, average 64,155.

NAVAL ORDERS.

Special Despatch to THE NEW YORK HERALD.

New York Herald Bureau, Washington, D. C., Oct. 22.

These naval orders have been made public:

Lieut. Grove Baldwin, to U. S. S. Neptune; Commander Carl A. Carlson, to Government Inspector at works of Wellman, Seaver, Morgan Company, Cleveland, Ohio; Lieut John A. Cloyd, to duty Destroyer Squadron No. 7; Lieut. Walter A. Fort, to duty on Asiatic station; Lieut. Harry J. Noble, Second Provisional Brigade U. S. Marine Corps, Santo Domingo, D. R.; Lieut. Byron K. Presnell, to naval base San Diego, Cal.; Lieut. Peter Trenklein, to duty naval station Pearl Harbor, T. H.; Lieutenant Commander Alfred G. Zimmerman, to U. S. S. Florida; Lieut. John Stanley, to naval air station Hampton Roads, Va.; Lieut. Albert T. Weston, to U. S. S. Monterey.

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