# A BAD SYSTEM

## Nellie Bly Says It Is the Cause of the Brooklyn Strike.

## She Is Convinced That Something Is Wrong in the United States.

### MEN NOT PERMITTED TO DISTINGUISH SUNDAY FROM OTHER DAYS.

**The Profitable Time Spent by the Fair Writer With the Strikers—Conductors and Motormen in Their Homes—The Scale of Wages—Living Plainly and Savingly—How New Men Are Kept by the Company.**

NEW YORK, Feb. 2.—I have spent a day among the strikers in Brooklyn, and I am more than ever convinced that something is wrong, not in Denmark, but in the United States, the land of the free and the home of the brave.

I am not a striker; I am not a capitalist; but I believe in justice, and I say that when a sober, industrious, saving man has worked for twenty-three years for one company, and in that time has not been permitted to know the difference between Sunday and any other day in the week, and whose only vacation has been one solitary day in the year, losing that day's wages that he might spend the hours uninterruptedly with his wife and children, and still this man, sober, industrious and saving, has only been able to earn enough to maintain the plainest life, devoid of everything except the most pressing necessities—then, I repeat, there is something woefully wrong in the whole system of things.

As I have said, I spent the day with the strikers, and it was profitably spent. It is one thing to see men in their uniforms as conductors and motormen, under the stern pressure of harshest rule, and another to meet them in their homes and in the dress that makes all men alike.

I rode in a trolley car from near the bridge to Ridgewood, I believe. At any rate, it was where the car stables are located and from where the cars start. I saw the stable, the long line of dead cars and a crowd of men standing idly by. Quite a number of policemen were in sight, as if to act as a threat to possible visitors.

Upon another corner at the foot of the elevated station stood a smaller group of men. They were very quiet, and I rightly judged them to be strikers.

A nice-looking man, with frank blue eyes and a winning expression, came to me, and I felt instantly that I liked him.

"I would like to visit some of the strikers' homes," I explained to him. "Will you kindly give me some addresses?"

Without asking who I was or my purpose he made reply: "If you will come with me to our hall I will get some addresses for you."

Side by side we walked down the sloppy streets until, having walked a number of blocks, we came to a side door. He preceded me up the icy steps, and pushing the door open I found we were in a large room closely packed with men.

My guide led me to a table in the corner, around which sat three men. I was given a chair first, and afterwards my guide explained my request.

The men were ready to grant it. They explained that if I wished they would have a man who was on the relief committee accompany me.

These people are naturally sensitive in regard to their poverty, one man explained, and if you, a stranger, should visit their homes alone they would tell you nothing.

As I had just come from the starving people in Nebraska, where I had been before and during the strike, and knew nothing of the cause events proceeding from it, I questioned the men.

"We are striking for three things," explained a good-looking, clear-eyed, well-spoken man. "First, we ask the enforcement of the ten-hour law. Second, if compelled to work over ten hours, we ask extra pay for the extra work. The rate we asked was 25 cents for a trip, and a trip meant two hours' work. Third, we asked for a reduction of the number of trippers."

"What had been the scale of wages previously to your strike?" I asked.

"For four years, or a little longer, we've had an agreement with the company that two-thirds of the employes should be straight—that is, work all day, and for the day receive the price of their labor, $2. According to the agreement, only one-third of the number employed should be 'trippers,' at $1.50 per day.

"Now," he continued, "the company refused to sign the old agreement, and proposed to make us all virtually 'trippers.' During the slack hours of the day few cars were to be run, and the men were to be paid according to the trips they made. This would at the best have reduced us to $1.25 a day; or, as we would have to spend all our day at the stables waiting orders, we might only get one trip a day, which meant 28 cents."

"So, as they refused to renew the old agreement and proposed by new methods to reduce your wages to almost nothing, you decided to strike?" I asked.

"That was it," they agreed.

"And how do you feel—as if you will win the strike?" I queried.

"Yes; we have the sympathy of the public, and we expect to win," was the confident reply. "We don't ask for an increase of wages; we only ask for the enforcement of the law that says ten hours is a day's work and wages enough to keep life in us."

"How is the other side progressing? Are they able to run many cars?" I inquired, curiously.

"They will tell you they are," one man answered, with a smile, "but watch our reports to-day, the eighteenth day of the strike, that on Myrtle avenue, where were run fifty-five cars, twenty-two are running, on and off. On Gates avenue, where forty-eight were run ordinarily, fifteen are running to-day. Union avenue, which usually runs thirty-nine, has only nine going, and that is the report so far as we have had it up to this hour."

"And the strikers? Have they stood firm, or have you many backsliders?"

"We have 7,000 members in our union," was the proud reply, "and up to date only seven out of that number have gone back. That is not many, is it? We certainly expected to have at least 700 deserters."

"And of your finances? Have you money enough to hold out?"

"We have money sent to us every day, and have so far not found it necessary to spend anything like our principal. We have a number of sick members that we must care for. Sickness soon uses up their little savings."

"There is one thing," added another proudly; "you will find our people have lived plainly and savingly. Many of them who had no families or, in many cases, small families have managed by close scraping to lay aside a little, and upon this they are living to-day. Others, who have large families, we have to assist. But they are all proud, and will suffer a long time before they will confess their wants, even to us."

"Then you have no fear of an empty treasury?"

"No, we believe the people see the justice of our complaint and will help us to hold out. We have to-day received a communication from the Cigar Makers' Union guaranteeing $4,000 for our relief."

"How about the non-union men? Are they all satisfied?"

"They are kept like prisoners at the 'barns,' as they call them, and would go away if they could. We managed to speak with some yesterday at the risk of getting broken heads from the policemen. The result was that we sent fifty back to their homes. We are sending men away every day, and if we could only manage to get a talk with the rest the cars would not be running long. For these men have all told how they have been brought here under misrepresentations."

"You should go to see how they are kept by the company," suggested one striker, with a smile.

"I should be delighted," I replied, eagerly. "How can I manage it?"

"Some of us will escort you to the stables, and then you can walk in the gates," another explained.

"But," he added, "it's not likely you'll get in. They won't let anyone approach the men for fear of persuading them to quit."

"They would all be glad to do it if they had the courage," spoke up another. "They say the Health Board will have to clean out the stables, the men being kept in a frightful condition. They eat and sleep in the same place, and having no means of keeping themselves clean they are all infested."

As I started to leave I noticed that the majority of the strikers had bandaged heads and hands, and quite a number were lame. They were quiet, peaceable-looking fellows, and amid the two or three hundred packed in the room, none were noisy and all were sober. So I asked the cause of their battered appearance.

"The majority of the men got clubbed by the policemen," explained a man whom I questioned. "If you will come with me I'll show where it was done.

He explained to me on the way that the Union had rooms in the Odd Fellows' Hall, where they had held their meetings previous to the strike, and naturally, after it.

One day, as some members were going along Myrtle avenue, or Gates avenue, forgotten which now, they saw some hoodlums stoning a car and the motorman in great fear, sprang from the car and ran towards them.

Naturally they stopped the frightened man, and in very few words explained to him who they were. He begged for their protection from the hoodlums and said he was tired of it, and wanted to leave if he could only get away.

They very gladly offered to send him out of the city and asked him to go with them to their hall.

Evidently the police saw the non-union man going off with the union men, and shortly after they reached their hall the door was burst open without ceremony, and policemen with revolvers in one hand and clubs in the other rushed in and pell-mell, without asking a question or giving any explanation, began to beat and shoot.

Few escaped some evidences of the brutal onslaught, and quite a number are still confined to their homes with broken heads.

They took me to the hall and showed me the walls covered with the marks of shot. One man very obligingly dug some bullets out of the plaster and presented them to me as evidences of what awaits the workman in the quiet and peaceful seclusion of his union.

They related many little incidents to me, and among others, told me how one man to escape the unmerciful blows and shots, jumped head first out of the window and into the yard where a large blood-hound was kept.

The blood-hound sprang upon the escaping man and pinned him to the earth, and the policeman who was about to follow, seeing what had happened, drew back. The striker had the good sense to lie perfectly still, and though the blood-hound stood upon him, he made no effort to bite, and when the building had been cleared and quiet reigned, the blood-hound walked away and the man rose and got away unharmed.

I went to visit several homes, as many as I could in the time. In one place a gray-haired, scholarly looking man had to ask the Relief Committee for a few dollars with which to buy groceries.

"It is only a loan," he said proudly. "I want you to consider it such, and I shall repay it as soon as I can."

"Have you never been able to save any money?" I asked him.

"How could I," he replied with a smile. "I lost my wife and three children in eight months. I had three children left to provide for. I earned $1.50 a day, and out of that I had to pay my rent, $10. You can see for yourself."

In another house I found the wife of a striker with four children, one a small baby. One only needed to glance at the pale face of the woman to know that want was there. Still she was too proud to confess it.

"We'll get along somehow," she said slowly. "We'll ask no aid, but how can people live who worked all their lives for such low wages that they could save nothing?"

"Do you want your husband to go back?" I asked.

"Not without the men," she answered firmly.

"If we could only exist on the old wages, it is no use to go back for less."

At another house I found a most interesting and intelligent German.

"I've worked twenty-three years for the company," he said, "and I never got a day's vacation unless it was deducted from my wages. I had ten children and we could not have lived on my pay but I had a good wife. Once every summer I used to take a day off and we went to Coney Island, but every other day in the year, work day and Sunday, was alike to us. We could not afford to lose the work and it was always fourteen hours every day for my two dollars, unless I happened to get sick and couldn't work."

"Will you go back?" I asked.

"Never," he said with spirit. "I only go back if all the men go back, otherwise I guess I'm not so old and played out that I can't get a job somewhere else."

"Don't you think yours is an unusually hard case?" I questioned.

"No, sir; I was used best of all. I was so long with the company, and I never cost them a dollar. I never had a collision or any breakdown. I was never a dollar's expense to them, never hurt anybody or ran over anything, but in all the twenty-three years they never even gave me a day's vacation without my wages were kept from me. I never drank and I never smoked. All my money went to keep my family."

His case was only similar to many others with whom I talked. All the men proved to be unusually intelligent, industrious and sober. All the wives I saw were good housekeepers and they seemed to have aided their husbands in trying to live within their small means. Though I asked many, not one did I meet who had accounts with the stores. They all said they paid as they bought. If they had money they had food; no money, nothing to eat.

NELLIE BLY.

### NO JOY ABOARD.

**The Miserable and Discontented Crew of the Little Gunboat Castine.**

**NEW YORK, Feb. 2.—When the little gunboat Castine, now at the Navy Yard, puts to sea within a few days on her way to the South Atlantic, she will take as miserable and discontented a lot of sailors as ever sailed together. They spent the day as they have every day since the ship went into commission bemoaning their fate, and hoping some relief would come before she sails. It is doubtful if there is a happy man on board. The officers wish that they had been ordered somewhere else for duty and the men seem to be watching every opportunity to skip. The commander has been harassed almost to death by the necessity of explaining why his men disappear as fast as they are assigned to the ship. There are various explanations. The officers say that the living quarters of the men are cramped and that the men received are of an undesirable class. Many of them, they say, are tramps, who are only looking for shelter until the warm weather. The men tell a different story.**

They complain of the treatment they received from Lieut. Davenport, and declare that they are restricted and have fewer privileges than slaves. Many of them do not want to serve on the ship on a foreign station, and are trying to get transferred to some other ship. They say that more than half of the original crew have deserted rather than serve under Lieut. Davenport. The Castine was to have sailed Friday, and she lay alongside the dock to-day with steam up ready to start on her voyage. A draft of seventeen sailors who were to take the place of deserters were ready to be put on board at noon. The ship's officers did not want them placed on board until the last minute for fear they would make a break for liberty. So the ship did not sail and may be delayed for several days for repairs. She will probably lose more men before she goes away and there will be further trouble and no end of official explanations.

# THE SEA'S MAW

## Fully 12,000 Lives Lost Each Year on the Ocean.

## Ships That Have Gone Down With Human Cargoes.

### IN TWENTY-FIVE YEARS THERE WERE 60,000 WRECKS.

**Many Vessels, Passenger-Laden, Have Sailed From Port and Were Never Heard From—Some of the Marine Horrors of Past Years.**

The Naval Hydrographer calculates that in recent years there has been an annual total loss of 2,172 vessels, representing in value about $100,000,000. The annual loss of life is placed at 12,000.

The loss of merchant and other ships from various causes was estimated at Lloyds in 1800 to be about an average of 365 ships a year. In 1830 it was shown that 677 British vessels alone were wrecked during that year, but the number of ships afloat at that period was insignificant compared with what it is now.

Subsequent years, particularly that of 1852, were very disastrous to shipping. The year 1852 was more prolific in marine disasters than any which had preceded it. In the following twenty-five years it is estimated that at least 60,000 wrecks occurred.

The long list of vessels whose loss at sea was attended with frightful fatality is led off with the British cruiser Mary Rose, sixty guns, which upset in a squall in the year 1545, drowning all hands. The next important wrecks were those of the Coronation, ninety guns; the Harwich, seventy guns, and the Royal Sovereign, Stirling Castle and Northumberland. The 100-gun battleship Victory drowned her crew of 700 off the Isle of Alderney on Oct. 5, 1744, and during the same year the Namur, seventy-four guns, foundered in the East Indies, losing all of her crew of 485 men except twenty-six persons. Almost at the same time the sixty-gun ship Pembroke was wrecked off Porto Novo, and 330 of her crew perished.

A few years later the fine line-of-battle ship Prince George was burned at sea while making a passage to Gibraltar. She lost 400 of her crew. The Lichfield, Tilbury and Ramilies, all British men-of-war, were the next to visit Davy Jones' locker. Some years afterward an entire British fleet was wrecked in a West Indian hurricane, all hands being lost. The vessels that met disaster were the Thunderer, 74 guns; the Stirling Castle, 64; Defiance, 64; Phoenix, 44; La Blanche, 32; Laurel, 28; Shark, 28; Andromeda, 28; Deal Castle, 24; Penelope, 24; Scarborough, 20; Barbadoes, 14; Chameleon, 14; Endeavor, 14, and Victor, 10 guns.

The wreck of the Villa de Paris, of 104 guns, one of Admiral Rodney's prizes, shortly followed. Then came the disasters to the 74-gun ship Superb; the Cato, Admiral Sir Hyde Parker's aflgship, and the brig Indiaman, Count Belgioloso, which went down off Dublin Bay, drowning 147 of her passengers and crew.

The wreck of the Indiaman Halsewell followed soon after. She carried 386 persons to the bottom. The frigate Pandora next drowned 100 of her crew, and then the British frigate Lutine was wrecked off the coast of Holland. Only one person was saved from the wreck, and he died before reaching England.

During the next decade many transports and men-of-war were lost. The frigate Ajax was destroyed off the Isle of Tenedos and 250 persons perished. Soon afterward the Prince of Wales and the Rochdale, two big British vessels, went ashore on the Irish coast, drowning 300 of those on board.

Scores of other disasters followed, but one of the most pitiful of all was the loss of the ship Amphitrite, bound to New South Wales with female convicts on board. The vessel was lost on Boulogne Sands, and out of 131 persons on board only three were saved.

The dreary record of death at sea without any effort being made to save the voyagers is broken by the account of the steamship Forfarshire. That vessel went ashore during a violent gale, but through the efforts of the Outer-Fern lighthouse keeper, James Darling, and his heroic daughter Grace, fifteen of the fifty-three who were on board were saved.

The Protector, an East Indiaman, went down with 170 of her 178 passengers and crew off Bengal, and then the transport Lord William Bentick went down off Bombay, taking recruits, passengers and crew with her.

In the early forties many vessels began to go a-missing. The President, a steamship which sailed from New York, bound for Liverpool, in March, 1841, was among the first of these. Among her passengers, of whom she carried a large number, was Tyrone Power, the comedian, a son of the Duke of Richmond. The vessel's fate is still unknown.

The next to disappear and leave no trace behind was the Glasgow steamship City of Glasgow, which cleared port with 480 persons on board, and has never since been heard from.

The Pacific, a Collins line steamship, left Liverpool for New York in January, 1866. She had 186 persons on board. It is supposed that the vessel struck an iceberg and sank immediately after, but her fate is mere conjecture, as nothing has been heard from her since she left port.

The Ocean Monarch and the Biervie were the next to make a mysterious exit. After them the steamship City of Boston went a-missing. The only trace ever found of her was a board picked up at sea, which bore some rude lettering to the effect that the vessel was sinking when the message was scratched upon it. It was found Feb. 11, 1870. Ten years later a bottle was washed ashore on the Irish Coast, which when broken open was found to contain a memorandum signed by an engineer, which stated that the steamship Zanzibar, a vessel which sailed from New York for Glasgow the previous year and had never been heard from, had foundered at sea. No other tidings were ever had of the ill-fated craft.

A marine disaster which attracted universal attention at the time it happened was the loss at sea of the British iron-clad Captain. By that accident 472 lives were lost including Capt. Hugh Burgoyne, and Capt. Cowper Coles, the designer of the ship. The vessel capsized in a heavy squall off Cape Finisterre son after midnight, Sept. 7, 1870, and sank within three minutes. Her destruction was attributed to a low free-board and a heavy top weight.

The next casualty to attract attention was that of the steamship Atlantic. She was stranded on the Nova Scotia coast, and 560 of those on board lost their lives. Many perished in the rigging from hunger and cold.

The steamship Ella sailed from London in the latter part of 1873 and has never been heard from since. Soon afterward the steamships Liberia and Borton sailed away, never again to be heard from.

The Elbe is the first ship to be lost with a great number of lives since the sinking of the British warship Victoria, which collided with the Camperdown of her Majesty's fleet in the Mediterranean last year. Over 500 British sailors and officers were drowned in that disaster.

The most important disaster in the trans-atlantic path previous to the loss of the Elbe was the sinking of the steamship Thingvalla of the Thingvalla line, 500 miles off the coast of Newfoundland, in 1888, when 370 persons, mostly Americans, were drowned like rats.

The Naronic of the White Star line, which sailed from Liverpool last spring with 110 persons on board, was supposed to have encountered an iceberg. No sign of the ship was ever found, but some of the pigeons which were carried as cargo subsequently turned up off the coast of Ireland.

The most appalling steamship disaster at sea ever chronicled was the burning of the Austria of the Hamburg Packet Co. on the fatal 13th of September, 1858. The Austria was the fourth of the first ocean liners built for the Packet company by the English builders, Caird & Co. She was a palace in those early days, and left Cuxhaven on Sept. 1 for New York with 420 passengers on board. A bucket of hot tar used in disinfecting the steerage proved its undoing, and caused the most terrible death by either fire or water of all on board except twelve passengers and nine men of the crew.

The most thrilling account of that awful catastrophe, a burning boat going at full speed in mid-ocean, because the engineers had been suffocated and unable to stop the engines, was carried to America by Mr. Phillip Berry of Hackensack, N. J., who was a passenger in the second cabin of the ill-fated Austria.

The winter of 1870-71 will be forever remembered by seafarers, especially those of the two German lines—the North German Lloyd and the Hamburg Co.. The war was on between France and Germany, and all ships from German ports for America were compelled to go up the whole length of the "Sea of Murder," around the points of Scotland and Ireland, and from there into the Atlantic Ocean, the English channel being unnavigable for them on account of the French cruisers. During the week of Christmas and New Year 1870, the Union, one of the strongest German Lloyd's ships, was lost at sea, having foundered off the coast of Ireland. The accident occurred near the break of day, and the boat carried a heavy load of passengers. Yet not a man was lost except one, who carried all his wealth in a satchel, which he insisted upon taking into the life boat with him. It was thrown overboard by the occupants, who considered space too valuable where human freight was concerned. The owner jumped out after it to recapture it, the big steamer gave a lurch, and man and satchel went together to the bottom of the sea.

# TO BE SOLD.

## Old City Hall Property to Be Sold Again.

The new City Hall Commission met yesterday afternoon and authorized the Mayor to again offer for sale the old City Hall property. This property, it will be remembered, was sold at auction some time ago for $263,000, and about $12,000 commisions were charged upon the sale of this and other city property.

The new commision, it is claimed, ought to clear $700,000 from the sale of this and the Bohle property. Liveryman Louis Bohle, it is said, has a very cheap lease on his property on the corner of the old City Hall and it is alleged that this lease has interfered greatly with the sale of the property.

# STOVE EXPLODED.

## Narrow Escape of Mrs. Wiess of East St. Louis.

A terrific explosion, supposed to have been caused by the accumulation of coal gas in a kitchen range, occurred early yesterday afternoon at the residence of John J. Wiess, 343 Broadway, in East St. Louis. The range was demolished and some of the kitchen furniture was wrecked, and Mrs. Wiess, who was in the kitchen at the time, was slightly injured. The force of the explosion, though not sufficient to do material damage to the house, a large brick structure, was really great, and as fragments of the stove and cooking utensils were thrown about the room, and even through the windows, with considerable velocity, it seems a mystery how Mrs. Wiess escaped serious injury.

Mr. Wiess, the proprietor of the Relay Depot restaurant, was at home when the explosion occurred, but was not in the kitchen at the time. His wife, who was Miss Celia Walsh, when he married her, several months ago, was only a few feet away from the range when it burst. She was stunned by the shock and sank to the floor, where she was found by her husband, who rushed into the kitchen as soon as he heard the report of the explosion. Mr. Wiess raised his wife from the floor and, as she recovered almost immediately, she was soon able to tell what she knew of the explosion, which was very little.

She had no idea what had caused it, and it is yet unaccounted for, except by theory. She said she felt a sudden heavy jar and hardly heard the report, as she lost consciousness for a short time and fell to the floor. Her husband found her lying in the midst of a heap of debris, which included fragments of the broken range, pieces of plastering fallen from the ceiling and half-burnt chunks of coal, the whole moistened with water from the range reservoir. The reservoir had been filled shortly before the explosion and the water was not hot enough to scald, but its quantity was such that the room was flooded to the depth of about two inches. The news of the explosion was carried almost immediately to Chief of Police Mike Walsh, Mrs. Wiess' father, who hurried to the place. Capt. Walsh reached the house about the time Mrs. Wiess recovered consciousness and immediately summoned a physician, but the medical man's services were not needed, as Mrs. Wiess' injuries were slight. She had been struck on the leg and arm, but a small bruise on her knee and a slight abrasion on her wrist were the only injuries she sustained. The range was completely wrecked and was turned upside down. All the doors were blown off and every joint was broken. Several fragments went through the windows and a kettle plowed its way through the snow across the yard to the alley. The concussion broke all the panes in the windows and loosened the plastering on the ceiling, some of which fell to the floor. The fire in the range was quenched by the water which ran from the overturned reservoir, and was thus prevented from causing any further damage.

### AN OCTOGENARIAN.

**Mr. Giles F. Filley Celebrates His Eightieth Birthday To-Day.**

Mr. Giles F. Filley will quietly celebrate his 80th birthday to-day at his residence, No. 1527 Lucas place.

Not many months ago Mr. Filley and his estimable wife celebrated their golden wedding anniversary, on which occasion they were showered with congratulations and remembrances from all over the country. The veteran stove manufacturer is one of the oldest business men in St. Louis, and no one stands higher in the estimation of the people. Years ago he lost over $1,500,000 through indorsing the paper of a man who had been his bosom friend. Every dollar of this Mr. Filley paid back, though it took him years to do so.

### NOT MARRIED NOW.

**The Pistol That Forced Jennie O'Brien To Wed Is Unavailing.**

**NEW YORK, Feb. 2.—Miss Jennie O'Brien of 195 Atlantic avenue, Brooklyn, who swore she was forced at the point of a pistol to marry William Meyer, while at the Catskills, to-day obtained a judgment dissolving the marriage. She met Meyer during the summer of 1889. He became infatuated with her and they were drawn into each other's society.** On Nov. 23, of that year while on one of their strolls he stopped in front of the residence of Rev. Mr. Woodruff and suggested that they be married. She laughed and said as she took his arm "Oh come on." Meyer said: "We will go in and be married. It will only be a mock marriage." She declined. Meyer then grasped her by the arm and tried to force her into the house. She tried to get away, and he drew a pistol and said: "You will either marry me or I will shoot you." His manner indicated that he was insane, and Miss O'Brien, to save her life, suffered herself to be led into the parsonage. The minister was at home and the ceremony was performed, Miss O'Brien being so terrified that she was unable to make any response to the minister's questions.

After leaving the parsonage they went to the hotel and she informed her friends. They were astonished and informed her that Meyer had been an inmate of an insane asylum. Her nervous system sustained such a shock that she was prostrated for some time and refused to see Meyer, although he endeavored to communicate with her. She has never lived with him nor has he contributed to her support in any way.

# REAL ESTATE.

## The Cold Snap Tends to Depress the Market.

### JANUARY TRANSFERS SHOW AN INCREASE OVER LAST YEAR.

**There Were 173 More Conveyances, Showing an Increase of $333,535 in Value—Sale of Masonic Hall—Weekly Record—Agents' Reports.**

The past week has been a quiet one in real estate circles owing to the continued cold weather which interferes greatly with the sale of real estate. The week has not been altogether uneventful, however, as there were several deals of more or less interest and significance consummated aside from the auction sale of the Masonic Hall at Seventh and Market streets. This old land mark was bought at a bargain. Wm. H. Thompson of the Bank of Commerce was the purchaser and secured the property for $137,000.

While the agents can make but few sales with the mercury hovering around the zero mark of the thermometer, they are in no way discouraged as there are a number of large deals on the tapis and the outlook is excellent. A glance at the records of the month of January 1895 and a comparison of its business with that of the first month of 1894 shows that the real estate business continues to improve over the business of last year as it has for four months past.

The records show that during the past month there were 735 conveyances of real estate recorded and the aggregate amount of the considerations named in them was $2,873,276 as compared with 562 conveyances in January, 1894, amounting to $2,539,741. A gain of 173 conveyances and $333,535 for January, 1895, over 1894.

WEEKLY RECORD.

The following table shows the number of real estate conveyances recorded each day during the past week together with the aggregate amounts of the considerations named:

| | No. of deeds. | Consideration. |
|---|---|---|
| Monday | 19 | $60,513 |
| Tuesday | 18 | 32,515 |
| Wednesday | 17 | 93,565 |
| Thursday | 29 | 119,974 |
| Friday | 30 | 123,952 |
| Saturday | 20 | 64,420 |
| Totals | 133 | $494,939 |

AGENTS' REPORTS.

Fisher & Co., report sales for the week amounting in the aggregate to $29,000. They are as follows:

West Belle Place—Southwest corner Newstead avenue, vacant lot fronting 100 feet on West Belle Place by a depth of 135 feet on Newstead avenue, property of E. M. Johnson, sold to J. J. Miltenberger for $110 per front foot or $11,000. Mr. Miltenberger will improve this ground with four two-story nine-room dwellings fronting on West Belle Place, also three two-story eight-room dwellings fronting on Newstead avenue with store on corner fronting the Suburban Railroad, improvements to cost $27,000.

Grand Avenue—Northeast corner of Shenandoah street, lot fronting 101 feet on Grand avenue by a depth of 268 feet on Shenandoah street, a two-story brick building, store and rooms above, renting for $75 per month, property of Louis P. Amplemen, sold to Anton Criesedieck for $16,000, purchased as an investment.

Cottage Avenue—North side, east of Pendleton avenue, a one-story three-room frame house, with lot 25x125 feet, numbered 4281A, property of R. D. Montgomery, sold to Mrs. Fannie B. Cole for $1,000, purchased for a home.

Also forty acres of land in Richland County, Ill., from the Samuel Gaty estate to John H. Biggerstaff for $1,000.

Henry Hiemenz, Jr., reports the following sales:

Fairview Avenue—North Side, between Cabanne and Gustine avenues, lot 25x167 feet, owned by Herman A. Sante, was sold to Frank Wetteroff for $262.50.

Virginia Avenue—East Side, between Magnolia avenue and Sidney street, lot 50x127 feet, owned by W. H. Gumersell, was sold to Miss Margareth O'Neil for $1,500.

Cleveland Avenue—South Side, between Klemm and Thurman boulevard, lot 50x121 feet, owned by B. F. Hammett, was sold to J. G. Zimmerer for $1,200.

Hodiamont Avenue—East Side, between Easton and Wells avenues, 50x180 feet, owned by D. W. Snider, was sold to A. Meglitsch for $1,350, who will improve with double flats.

Meisenbach & Schmitz report the following sales:

Lot 40x113 feet on the west side of Eleventh street, between Barton and Victor streets, from Ferdinand Glaser to William Koehm at $33 per foot.

Lot 32x117 feet on the west side of Jefferson avenue, between Utah and Cherokee streets, from Mrs. Emma Niemann to William Mauch at $50 per foot.

Archie F. Haskins reports the sale of lot 25x135 on Geyer avenue adjoining the southeast corner of Longfellow avenue, in Compton Heights, at $80 per foot from Mrs. Juliet S. Haskins to Wm. S. Relfe of Seattle.

Also lot 75x135 on the north side of Allen avenue, between Nebraska and Longfellow streets, at $25 per foot from W. S. Relfe to J. S. Haskins.

Ben E. W. Ruler reports the sale of No. 4233 North Market street, a five room residence with 25x136 feet of ground, from Caleb Stewart to Mrs. Ellen Ritchie.

F. H. Wood reports the following sales of property at Glendale Park on the Missouri Pacific and Frisco Railroads:

Lot No 7, block No. 1, 100 feet, for $800 on Sappington Road, also lot 12, block 5, 100x140 feet, for $700, on Frisco avenue, to Miss M. E. Norton.

Lots 2, 3 and 4, 300x175, on corner of Frisco and Lennoro avenues, and also lot No. 16 in block 2, 100x150 feet, on Missouri avenue, for $2,800, to Charles P. Keller.

Lots 3 and 4 in block 7, on Oakland avenue and Glendale Road, 310 feet front; also lots 3 and 4 in block 5, 100x150 feet, on Oakland avenue; also lot 2 in block 10, on Missouri avenue, 100x150 feet, for $3,500, to William Heil.

Lots 6 and 7 in block 5, 210x140 feet, on Oakland avenue, for $1,400, to John Morrisey.

Dyas & Co. report the sale of six eight-room residences at the northeast corner of McPherson avenue and Sarah street for $35,000 from the Borgess Investment Company, to John Baumann of the Baumann Safe and Lock Company. The houses occupy a lot with a frontage of 103 feet by a depth of 91 feet. They rent for $3,660 per annum.

L. V. Cartan & Co. report the following sales: West Pine boulevard, north side, between Sarah street and Boyle avenue, 150x213 feet, for $13,500, from Wm. H. Thornburgh to R. J. Medley.

West Pine boulevard, south side, between Newstead and Taylor avenues, 50x213 feet, for $6,250, from C. Blumeyer to G. H. Keller.

Laclede avenue, northwest corner of Taylor avenue, 120x213 feet, for $1,300; from Geo. Bruner to Charles H. Hills.

Greer avenue, south side, near Taylor avenue, 35x142 feet, for $1,050; from James M. Gettys to T. C. Witt.

Hebert street, No. 2625, a two-story brick dwelling, with 30x142 feet of ground, for $3,050; from C. Rausendorf to a client.

Mueller & Faribault report the sale of house No. 4278A St. Ferdinand avenue, a one-story, five-room brick, with lot 25x130 feet, for $1,650; from John J. Woodlock to Mrs. Bridget Schaeffer.

B. F. Hammett & Son report the sale of 50x125 feet of ground on the noth side of Flad avenue, 300 feet east of Klemm, for $25 a foot; from Guy H. Davis to S. J. Witherspoon. The Blackwelder-Holbrook agency represented the purchaser.

The Anderson-Wade Realty Co. reports sales, the total of which are $161,343.

The Masonic Hall property, lot 135x109, on the northwest corner of Seventh and Market streets, sold at auction, from the Mississippi Valley Realty Co. to W. H. Thompson, President of the National Bank of Commerce, for $137,000.

The Mississippi Valley Realty Co. is a corporation owned by Lorenzo E. Anderson and Festus J. Wade. They acquired the property from a syndicate of gentlemen very recently in a trade for stocks and bonds.

They also sold for the Edgewood Park Association 16 43-100 acres on the Jennings road, being a part of the old Jeff K. Clark farm, the purchaser being Mr. Chas. D. McLure and the price was $300 per acre. The greater portion of this property is a pond and creek and which to Mr. McLure is very valuable [illegible] he owns the adjoining property [illegible] is to use this property for a fish [illegible] pool.

They also [illegible] northwest corner of Shenandoah [illegible] in Tyler place, lot 100x125, from the Anderson-Wade Realty Co. to Mrs. Lucretia A. Crosswhite at $38 per foot—$3,800.

Lot 50x125, on the south side of Shenandoah, between Spring and Vandeventer avenues, from Anderson-Wade Realty Co. Mrs. L. A. Crosswhite; lot at $27.50—$1,375.

Lot 50x128, south side of Botanical avenue, between Spring and Vandeventer avenues, from the Anderson-Wade Realty Co. to J. G. Irwin at $25 per foot—$1,250.

Lot 50x125, on the northeast corner of Vandeventer and Shenandoah, from the Anderson-Wade Realty Co. to R. K. Nichols at $35 per foot—$1,750.

Fifty feet on the northeast corner of Burd and Minerva avenues, in Rose Hill, from Martin Shaughnessy to Alfred E. Le Hub at $20 per foot—$1,500.

Lots 2, 3 and 4, 150x125, on the north side of Burd avenue, between Wells and Ridge avenues, from Martin Shaughnessy to L. A. Crosswhite at $17 per foot—$2,550.

This is the cheapest piece to be bought in Rose Hill, which is building up very rapidly.

Lot 50x125, on the north side of Castleman avenue, between Tower Grove and Klemm avenue, from Anderson-Wade Realty Co. to C. W. Spencer at $32 per foot—$1,600.

Lot 50x150, on the north side of Palm street, 150 feet west of Grand avenue, from John D. Davis, the attorney, to Dr. H. N. Pierce. This lot adjoins the Clara flats, in which Dr. Pierce is interested; sold at $30 per foot—$1,500.

Lot 25x150, on the north side of Kennerly avenue, just west of Marcus, from John Shaughnessy to Michael Peeters, who will build at once, at $22.50 per foot—$562.50.

The Anderson-Wade Realty Co. also consummated a lease of a suite of rooms on the fifth floor of the Columbia Building to Alfred M. Baker, the architect. This makes the Columbia Building almost the home of the architects, Isaac S. Taylor occupying the entire ninth floor, Eames & Young the entire seventh floor, T. B. Annan & Son the greater portion of the sixth and Mr. Baker the suite of rooms as above.

REAL ESTATE TRANSFERS.

The following real estate conveyances were recorded yesterday:

| | |
|---|---|
| COTTAGE AV.—25 feet, city block 3688. Sylvester J. Fisher and wife to Fannie B. Cole—warranty deed.. | $ 1,000 |
| EWING AV.—17 feet 6 inches, city block 1736. Jacob Lippe and wife to Patrick Taaffe—quitclaim deed..... | 2,050 |
| CALIFORNIA AV.—25 feet, city block 1757. Ernst Hoge and wife to Jacob Harmacek, Sr.—waranty deed | 775 |
| CALIFORNIA AV.—25 feet, city block 1757. Ernst Hoge and wife to Wenzel Harmacek—warranty deed | 975 |
| PINE ST.—58 feet, city block 3907. Joseph R. Crabb and wife to John C. Crabb—warranty deed........... | 6,000 |
| PINE ST.—58 feet, city block 3907. John C. Crabb and wife to Harriet Crabb—waranty deed.............. | 12,000 |
| WHITTIER ST.—34 feet, city block 3731. Annie Burnett to Charles M. Munroe—warranty deed........... | 7,000 |
| BELT AV.—25 feet, city block 3806 E. Jay L. Gatwood to W. B. Sullivan—warranty deed............... | 675 |
| BELT AV.—25 feet, city block 3806 E. Jay L. Gatwood to O. H. Sullivan—warranty deed............... | 1 |
| NEOSHO ST.—53 feet, city block 2720. Ernst L. Schumann and wife to Ed W. Schumann et al.—warranty deed........................ | 530 |
| CITY BLOCK 4794—Part of lot 11. John N. Straat, trustee, to Fred M. Specht—warranty deed........... | 175 |
| WASH ST.—25 feet, city block 3954. Caroline Krafft to Fred Hueser—warranty deed.................. | 4,000 |
| WESTMINSTER PL.—1 foot, city block 3910 N. Sallie J. Guyre to Fannie E. Carroll—warranty deed.. | 135 |
| SHENANDOAH ST.—100 feet, city block 4923. McCormick-Kilgen-Rule Real Estate Co. to Herman J. Burgdorf—warranty deed......... | 3,000 |
| OREGON AV.—27 feet 6 inches, city block 1311. Frank Morton and wife to Margaret Bell—warranty deed.. | 2,800 |
| CASTLEMAN AV.—50 feet, city block 4942. Mark Buford and wife to Bernhard J. Otto—warranty deed | 1,425 |
| CITY BLOCK 6[illegible]—25 feet. Ann R. Allen to Mathias Hammer—warranty deed.................. | 1,300 |
| ILLINOIS AV.—30 feet, United States survey [illegible] Granville Wheat and wife, [illegible] to Julian T. Zeller—trustee's deed............... | 50 |
| ST. VINCENT AV.—25 feet, city block 2156. Jane M. Wimbush et al. to James S. Jackson—warranty deed | 6,000 |
| CITY BLOCK 930—Lot 40 and part of 41. James F. Brady and wife to Thomas Leonard and wife—warranty deed........ | 8,250 |
| DELMAR AV.—26 feet 8 inches, city block 3751. Adolph Rosenthal to S. C. Buckingham—warranty deed.... | 10,500 |
| COMPTON AV.—50 feet, city block 2760. J. Herman Belz and wife to Jos. O'Pfau—warranty deed........ | 850 |
| BARTMER AV.—113 feet, city block 3827. Wm. R. Barnhart and wife to Mary Lyons—warranty deed........ | 3,277 |
| LINDELL BOULEVARD—50 feet, city block 3913A. Eunice D. Pattee's executors and trustee to Geo. D. Reynolds—warranty deed......... | 5,500 |
| COTTAGE AV.—29 feet 11 inches, city block 4470. Margaret R. Noble et al. to Nancy R. Walters—warranty deed | 3,500 |
| LUCKY ST.—25 feet, city block 3683. Albert T. Cook and wife to Henry F. Ahlemeier—warranty deed........ | 4,800 |
| DOVER ST.—50 feet, Dover pl. Frank W. Choisel and wife to Ludlow Maury—warranty deed......... | 5 |

BUILDING PERMITS.

The following building permits were issued during the past week:

Brick buildings—

J. C. Crabb, dwelling 30x40 feet, two stories, south side Clemens, between Goodfellow and Hamilton, $4,000.

J. W. Nothstine, two dwellings, each 27x40 feet, south side Vernon, between Union and Belt, total $10,000.

Nicholas File, dwelling 20x52 feet, one story, east side Semple, between Market and Garfield, $1,000.

Lawrence Low, dwelling 17x55 feet, one story, north side McRee, between Klemm and Tower Grove, $1,400.

Mrs. A. A. Phillips, flats 22x47 feet, two stories, south side Vernon, between Walton and West End, $2,000.

J. H. Roach, dwellling 22x35 feet, two stories, north side Fassen, between Seventh and Virginia (applied for but not issued), $1,500.

S. Rotseger, store front, 40 feet long, south side Broadway, between Russell and Trudeau, $400.

James Laracy, alteration to dwelling, north side Florissant, between Sneed and King's highway, $300.

James Steers, office 16x16 feet, one story, west side Florissant, between Sneed and King's highway, $300.

Frame buildings—

Randolph Coal and Coke Co., office 10x16 feet, one story, near First and Lesperance, $150.

Randolph Coal and Coke Co., office 10x16 feet, near First and Dock, $150.

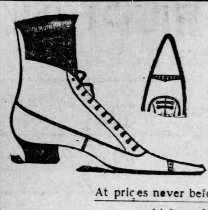
Louis Heuer, stable 12x25 feet, two stories, west side Blair, between Bremen and Newstead, $150.

### Medical Dictionary and Adviser.

Dr. Whittier of St. Louis has published a Medical Dictionary and Adviser, which will be sent to any reader of the Post-Dispatch free on receipt of 4 cents in postage to pay for mailing. The purpose of this dictionary is to define clearly to anyone the medical terms used in the Adviser which accompanies the Dictionary, and also the medical terms found in daily papers, books, etc. The Medical Adviser which goes with the Dictionary contains faithful and lifelike descriptions of disease in life as it is found to-day. The Adviser also contains an article on "Emergencies," which is extremely valuable in the household, and should be handy in every home, office and workshop. Remember that all readers of the Post-Dispatch can secure the Medical Dictionary and Adviser by remitting 4 cents in postage to Dr. Whittier, 516 Washington avenue, St. Louis, Mo.

### Withdrew From the Contest.

KANSAS CITY, Mo., Feb. 2.—J. H. Bremmerman to-day withdrew from the contest for Prosecuting Attorney of Jackson County and W. T. Jamison, the Republican candidate, was placed in possession of the office by Judge Henry in the County Court. The court proceedings resulted from an investigation into alleged frauds committed at the November election. The report of the commission which looked into the alleged bribery and fraudulent voting reported in favor of Jamison.

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Every pair guaranteed as represented or money refunded. None sent on approval or exchanged, and no more at this price when these are gone. Buy now while you have the chance.

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| | | | |
|---|---|---|---|
| Best Elgin Butter, per pound | 25c | A first-class barrel of Patent Flour | $2.85 |
| Choice Roll Butter, 2 pounds | 35c | 25 pounds Best Granulated Sugar | $1 |
| Best Sugar Corn, per dozen | 85c | 3½ pounds Old Government Java Coffee, parched | $1 |
| Best 3-lb. Tomatoes, per dozen | 85c | Four pounds Mexican or Guatemala Coffee, parched | $1 |
| Best Marrowfat Peas, per dozen | 85c | Best pound of Tea of any kind for | 50c |
| Corn Starch, per 1-lb package | 5c | A pound of Good Tea for | 40c |
| Eight pounds hand-picked Beans | 25c | A pound of Good, Cheap Tea for | 25c |
| Eight pounds Green Peas | 25c | First-class Sugar-Cured Cox & Gordon Hams, per pound | 10c |
| Oyster or Soda Crackers, per lb. by the box | 4½c | Breakfast Bacon | 10c |
| 5 lbs. California Prunes | 25c | Strip Bacon | 8½c |
| Side Meat, per lb | 7½c | California Hams | 7½c |
| First-class Cigars, per box | $1.75 | Best Kettle Rendered Lard, by the tub (or 3 lbs. for 25c) | 8c |
| | | Compound Lard, by the tub (or 4 lbs. for 25c) | 6c |

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