VOL. Y.
HIGHLANDS OF WESTCHESTER COUNTY, N. Y.
2,000 Acres of First-Class Lands erected. The finest opportunity ever offered to secure at Croton and Scarsdale, and comprises the finest body of land, westwardly, over the romantic Highlands of Mamaroneck and Scarlaborger, and sits on the Harbor, twenty miles from the City Hall, and besides the forty homesteads already on the ground, twenty new ornate villa homes will be erected. The finest opportunity ever offered to secure first-class ACCESSIBLE, ECONOMICAL, BEAUTIFUL HOMES.

All sales are payable and without reserve, 40 per cent down, balance in three years.

Extraordinary Inducement. All purchasers of $1,000 and upwards will receive a COMMUTATION PASS on the railroad for ONE YEAR FREE.

The BRILLIANT SUCCESS of the First Sale of Village Property is well known. The Second Sale will take place on Monday, July 4, at 1 o'clock, or THE WEVERLY SUBDIVISION, CONSISTING OF 300 VILLAGE LOTS—EQUAL TO 1,000 CITY LOTS.

This beautiful property is situated directly on the N. Y. & N. H. R.R., at the station in proximity to the village of Grand Park grounds, the Theological Seminary, the Female Seminary, churches and schools; is liberally laid out in BROADEST AVENUES, and embellished with streets and parks, and Embellished with a beautiful park of native forest trees, rendering it one of the most CHARMING AND DESIRABLE SITES for elegant residences. The best roads into and from the Village Homes in the vicinity of New York.

Sale positive and without reserve. Ambulance and the lake supplied.

MONEY TO LOAN IN Sums to suit.

On first-class improved and unimproved property in New York. First and second mortgages prominently studied.

PRINCIPALS only deal with.

W. M. SINCLAIR, JR., & CO.,
Room 1, No. 3 Pine Street.

PETER VAN DERSTINE, Jr.
HOBBEN MOULDING AND PLANNING MILL,
Manufacturer of PINE and HARDWOOD Mouldings,
OF EVERY DESCRIPTION.

PLANNING, SCROLL AND RESAVING, TURNING, &c.
Capp and Roberts, &c., New York, &c.

Orders solicited for Pine, Spruce, &c., Boards, Laths, Mantels, Monuments, etc. Orders promptly attended to.

M. A. J. LYNCH,
REAL ESTATE BROKER,
NO. 73 CEDAR STREET,
NEW YORK,
bet. Broadway and Nassau Street.

Z. LEMAIRE (Frenchman) & Co.,
Importers of Ecaustic and Mosaic Tiling. For CHURCHES, ENTRANCE HALLS, VESTIBULES, &c.,
118 EIGHTH STREET, NEW YORK, near Third Ave.

Orders for laying all kinds of Tiling will receive prompt attention. Architectural and the trade supplied.

CANADA LUMBER,
CARBARY & ROUTH,
LUMBER COMMISSION MERCHANTS,
7 CUSTOM HOUSE SQUARE,
MONTREAL.

Orders solicited for Pine, Spruce, &c., Boards, Laths, Mantels, Monuments, etc. Orders promptly and carefully executed.

FOR WARMING PRIVATE HOUSES, STORES, AND PUBLIC BUILDINGS, unsurpassed for safety, simplicity, economy, durability, and neatness.

This apparatus consists of a Low-Pressure Steam Generator, with wrought-iron tanks for Radiators, and can be made to thoroughly and perfectly warm the smallest dwelling or the largest public edifice.

Orders and estimates are referred to many hundred buildings warmed by us during the past twenty years. SEE COMPLETE WORKING APPARATUS AT OUR MANUFACTORY AND STORES, NOS. 109 AND 120 CENTRE STREET, NEW YORK.

GILLIS & COCHENGAN,
FISHER & BIRD,
Steam Marble Works,
97, 99, 101, 103, & 105 EAST HOUSTON ST.,
Vermont Marbles, 260, 262, and 264 Elizabeth St., New York.

ROBERT C. FISHER,
CLINTON G. BIRD,
Importers, Dealers, and Manufacturers of American and Canadian Marbles, Ecclesiastical Decorators, and Workers in Granite, Marble, and Terrazzo, Carving, Stone, and Scotch Granite.

Marble Mantels, Grates, and Fenders, Monuments, Cemetery Tablets, Church Altars, Fireplace Tablets, Communion Tables, and Marble Counter-tops. Marble Floor Tiling.

Vouchers and drawings upon application.

THE MOEN ASPHALTIC CEMENT COMPANY,
E. S. VAUGHAN, Treasurer,
109 MAIN STREET.
Asphaltic Cement Patent Cellar Bottoms.

ASPHALTIC CEMENT applied to Wet Cellars, Damp Basements, Vaults, Arches, Brick and Stone Walls, Picking House and Stable Floors, &c., &c. Dealers in Felts, Asphaltic Cement and Greel Roofing Materials, Rumson, Portland and Rosendale Cement. ROOFS put on in the best manner at reasonable rates, and guaranteed for a term of years.

CHARLES O'CONNOR,
MARBLE WORKS,
NOS. 516 AND 518 WEST TWENTY STREET; NEAR TENTH AVE., NEW YORK.

Marbles, Monuments, etc. Orders punctually attended to.
ACKERMAN & BORKEL, Manufacturers of Galvanized Iron Cornices and Mouldings, Slate and Metal Roofers, No. 143 Worth Street, New York.

GALVANIZED IRON GUTTERS of all sizes constantly on hand, and for sale to the trade in quantities to suit, in lengths, or put together.

HEATING APPARATUS.


STEAM FITTING, PLUMBING AND GAS FITTING.

"Send for Illustrated Catalogue."

HEATERS AND RANGES.

SANDFORD'S PATENT CHALLENGE HEATERS, Ins In Brick or Portable. THE IMPROVED NEW YORK FIRE-PLACE HEATER, BEACON LIGHT BASE-BURNER, CHALLENGE KITCHEN RANGES.

NATIONAL STOVE WORKS, 339 & 341 Water Street, N. Y.

ADAM HAMPTON, Manufacturer of GRATES, PENDERS, & FIRE-PLACE HEATERS, No. 60 Gold Street, (Jest. Fulton and Hackman St.) New York. Established, 1836.

BARRY & LANE, FURNACES AND RANGES, METAL CORNICES AND ROOFING, Cor. 95th Street and 8th Avenue, NEW YORK.

VANNOTE & SON, Grate, Fender, and Fire-Place Heater MANUFACTURERS, 434 Canal Street, near Varick, NEW YORK. W. M. VAN NOTE. A. S. VAN NOTE.

RICHARDSON, BOYNTON & CO., MANUFACTURERS AND DEALERS IN BOYNTON'S FURNACES, RANGES, BALTIMORE FIRE-PLACE HEATERS, School, Hall, Parlor, Office, Cooking-Stoves, &c., No. 244 Water Street, Fourth door north of Beechman.' NEW YORK.

A. ROUX & SON, 827 and 829 Broadway, FACTORY: 161, 163, and 165 West 18th St.

Wood Mantels, Mirror Frames WAINSCOTING, DOORS, CEILINGS, AND FLOORS.

Designs and estimates furnished.
The first official report of Dr. Carnochan, which we print this week, should have appeared in the last number of the RECORD, but was laid over through want of space. Considerable interest is taken in all matters relating to quarantine and the health of New York city; and too much care cannot be exercised by those having power to protect the city from contagious diseases. It will be seen from the report of the Health Officer that vigorous measures are necessary to keep the enemy from among us.

REPORT OF DR. CARNOCHAN.

To the Board of Health, New York:

In accordance with the requirements of the quarantine law, I beg to submit the following report in reference to vessels detained at this quarantine. From the first day of April, the beginning of the quarantine season, until the present time, there have arrived fourteen vessels having cases of small-pox on board. On these vessels the whole number of persons exposed to the disease was 11,350, of whom 10,800 were vaccinated in quarantine. The remainder had been recently and successfully vaccinated, or had previously had the disease.

Twenty-five patients, sick upon arrival, were sent to the Small-pox Hospital at Blackwell's Island. During the same period there have arrived twenty-two vessels the ports of which have had cases of yellow fever, either at their ports of departure or on the passage. Many of these arrived early in the season, and, after a temporary detention for the ventilation of the vessel and cargoes, were permitted to proceed. With the beginning of the warm weather it became necessary to exercise greater caution in reference to arrivals from ports infected with yellow fever, and from the 1st of June they were detained at lower quarantine. The necessity for this course has been demonstrated by the breaking out of several cases of yellow fever on board of vessels detained in the lower bay, of which several have proved fatal, and which but for this precaution would have occurred in the city. Since the beginning of the present year yellow fever has been more or less prevalent at a number of West Indian ports, and at Rio Janeiro it has been unusually malignant. St. Jago, Port au Prince, and Goanves have been seriously infected, while no clean bills of health have been received from Havana since early in May, and both through public and private sources this department has been constantly informed of the prevalence of yellow fever in the West Indies. In this connection it may be proper to show, by the following list of arrivals from Rio Janeiro and Port au Prince, that the efforts of merchants and consignees to bring vessels from these ports to the wharves of the city are made in their own interests, and without regard to the health of the community.

RIO JANEIRO.—Arrived, April 21.—Brig Johann: Had four men sick after leaving port; was obliged to put back to Rio for another crew.

May 3.—Brig Martha Stevens: Was obliged to put back to Rio with three men sick of yellow fever.

May 4.—Bark Farty: Captain and one man died of yellow fever on passage, and part of the crew in hospital at Rio also.

May 5.—Brig Moraney: Several of this crew in hospital at Rio with yellow fever.

May 15.—Brig Marques: Left one and one man sick with yellow fever at Rio, where the cook also died of same disease. The captain's wife died on the passage home, but had except one had been sick with yellow fever.

May 8.—Brig Denen: Had three of the crew in hospital at Rio with yellow fever.

May 10.—Brig Frieden: Had five men in hospital at Rio with yellow fever, three of whom died with the same disease; all the crew were more or less sick.

May 21.—Brig Moses Rogers: The captain, his wife and nephew, and all the crew but two, were sick of yellow fever at Rio. One man died at the hospital.

June 1.—Brig Brasilia: Had five men in hospital at Rio, of whom the captain and one man died; also had one death on the passage home.

June 17.—Bark Lord Baltimore: Had four men in hospital at Rio with yellow fever, of whom one, the captain's son, died.

The above list comprises nearly three-fourths of the arrivals from Rio Janeiro since the first of April.

PORT AU PRINCE.—Arrived, March 31.—Steamship City of Port au Prince: Had one death on the passage from yellow fever.

March 17.—Brig S. B. Smith: One death from yellow fever at that port, and crew all sick with same disease.

April 7.—Brig Alice: Captain died at Port au Prince of yellow fever; several of the crew were also in hospital; had five men sick with yellow fever on the passage home.

May 16.—Brig Oliver Cuts: Lost second mate and one man with yellow fever at Port au Prince, and had three others in hospital.

May 26.—French sloop of war Latouche Treville: Had ten cases of yellow fever and one death at Port au Prince. Nine patients were admitted to the Quarantine Hospital after her arrival, of whom two, including Lieutenant Rogers, died. The remainder were discharged convalescent June 20.

June 10.—Bark R. Murray, Jr., from Mari-gonme and Port au Prince: Had no bill of health, and all the crew sick at port of departure.

J. M. CARNOCNACH, Health Officer.

A COMPLIMENT TO THE HEALTH OFFICER.

On motion of Commissioner Manierre the following resolution was unanimously adopted:

Resolved, That this board expresses its confidence in the judgment and prudence which the Health Officer has shown in the discharge of his duties.
The page contains a list of real estate transactions in New York City, including sales, bankruptcies, and sheriff sales. There are also sections titled "Importance Business Changes" and "Real Estate Record." The content is organized into lists, with details such as addresses, names, and amounts. The text is dense and includes various entries related to property sales and transfers.
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<th>Name</th>
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<td>123 Main St</td>
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<td>Murray, Robert</td>
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KINGS COUNTY JUDGMENTS:

- June
- July
- August
- September
- October
- November
- December
PROJECTED BUILDINGS.

The following plans embrace all that have been considered by the Superintendent of Buildings since our last report:

BROWN-STONE FRONTS.

ONE HUNDRED AND TWENTY-SEVENTH STREET, S. E., 100 e. 5th av., two four-story brown-stone fronts first-class dwellings, 30x50; owner, John Dunham, architect and builder, Alex. Fras.

SIXTH STREET, S. E., 50 w. 3d av., one four-story brick store and tenement, 30x50; owner, John Dunham, architect and builder, Alex. Fras.

THIRTY-SEVENTH STREET, S. S., 64.5 w. PARK AV., one hundred and fifth street, 50x100.

THIRTY-SECOND STREET, B. W. a, 241.0 x 39.0, two large brick stores, 50x100.

HAYWARD STREET, N. W. a, 233 w. Bedford av., 375x to

NEW UTRECHT, second division line New York. 40 SCATTERED lots in 7th Ward (part Hay Scale)

WALTON STREET, N. W. a, 3.50 e. Marcy av., 25x100.

SHEPARD AVENUE, W. a, 250 a Gay st, 25x100. L. P. PACIFIC STREET, N. W. a, 145 e. Troy av., 20x100.

HURON STREET, N. W. a, 100 e. Union av., 35x100.

SHEPARD AVENUE, W. a, 250 a Gay st, 25x100. L. P. PACIFIC STREET, N. W. a, 145 e. Troy av., 20x100.

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HURON STREET, N. W. a, 100 e. Union av., 35x100.
Resolved, That gas mains be laid, lamp posts erected, and street lamps lighted in Fifty-first street, from Broadway to Eighteenth avenue, and from Eighth to Nineteenth avenues.

Resolved, That Fifty-sixth street, from Broadway to Eighth avenue, be laid, and relaid where those now laid are, in the opinion of the Commissioner of Public Works.

Resolved, That Ninth street, from Broadway to Eighteenth avenue, be laid, and relaid where those now laid are, in the opinion of the Commissioner of Public Works, not in good repair, or are not upon a grade adapted to the proposed new pavement, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Resolved, That Fifty-sixth street, from Broadway to Eighth avenue, in front of Nos. 320, 322, 324, 326, and 328, the sidewalks be laid, and relaid where now laid, and relaid where no sidewalks exist, in the opinion of the Commissioner of Public Works, not in good repair, or are not upon a grade adapted to the proposed new sidewalk, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

Resolved, That a sewer, with the necessary receiving-basins and culverts, be built in Seventy-sixth avenue, from Broadway to Eighth avenue, under the direction of the Department of Public Works; and that the accompanying ordinance therefor be adopted.

Resolved, That a sewer, with the necessary receiving-basins and culverts, be made in Seventy-sixth street, from Broadway to Eighth avenue, under the direction of the Department of Public Works; and that the accompanying ordinance therefor be adopted.

Resolved, That Seventy-sixth street be improved, by the following vote (three-fourths of all the members elected voting in favor thereof):

Affirmative—Messrs. Magee, O'Brien, the President, Assistant Aldermen Robinson, Healy, Hampson, OdeU, Pecher, Mulligan, Costello, Barker, Healy, Feitner, Garry, McDonald, Thomas Duffy, and McCarty—17.

And sent to the Board of Aldermen for concurrence.

Resolved, That a sewer, with the necessary receiving-basins and culverts, be made in Seventy-sixth street, from Broadway to Eighth avenue, under the direction of the Department of Public Works; and that the accompanying ordinance therefor be adopted.

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Resolved, That Fifty-sixth street, from Broadway to Eighth avenue, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

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Resolved, That Fifty-sixth street, from Broadway to Eighth avenue, under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.
THIRD AVENUE.
Resolved, That a sewer, with the necessary receiving-
ments, under the direction of the Department of Public
the following vote (three-fourths of all the members
elected voting in favor thereof):
Adopted by the Board of Aldermen, May 23, 1870, by
the following vote (three-fourths of all the members
elected voting in favor thereof):
Affirmative—Moore, the President, Cuddy, BelIy,
Hughes, Miller, Murray, Walsh, Culkin, Seger, O'Brien,
Woltman, Barker, Dimond, Cregier, Croker, Jackson,
Approved by the Mayor, May 30, 1870.
JOSEPH SHANNON,
Clerk Common Council.

THIRTY-SEVENTH STREET.
Resolved, That at the several intersecting streets and
avenues crosswalks be laid where not now laid, and relaid
where those now laid are, in the opinion of the Croton
Aqueduct Board, not in good repair, or are not upon a
grade adapted to the proposed new pavement, and that the
accompanying ordinance therefore be adopted.
Adopted by the Board of Aldermen, May 24, 1870, by
the following vote (three-fourths of all the members
elected voting in favor thereof):
Affirmative—Henry, Lyons, O'Brien, Galvin, Robinson,
Woltman, Barker, Dimond, Croker, Jackson, Cunningham,
and Long—20.
Approved by the Board of Aldermen, May 24, 1870, by
the following vote (three-fourths of all the members
elected voting in favor thereof):
Affirmative—Moore, the President, Cuddy, BelIy,
Hughes, Miller, Murray, Walsh, Culkin, Seger, O'Brien,
Woltman, Barker, Dimond, Cregier, Croker, Jackson,
Approved by the Mayor, May 30, 1870.
JOSEPH SHANNON,
Clerk Common Council.

THIRTY-SEVENTH STREET.
Resolved, That at Thirty-seventh street from Lexington
avenue to First avenue, be paved with Belgian or trap-block
pavement, and that at the several intersecting streets and
avenues crosswalks be laid where not now laid, and relaid
where those now laid are, in the opinion of the Department
of Public Works, not in good repair, or are not upon a
grade adapted to the proposed new pavement, and that the
accompanying ordinance therefore be adopted.
Adopted by the Board of Aldermen, May 20, 1870, by
the following vote (three-fourths of all the members
elected voting in favor thereof):
Affirmative—Henry, Lyons, O'Brien, Galvin, Robinson,
Woltman, Barker, Dimond, Croker, Jackson, Cunningham,
and Long—20.
Approved by the Board of Aldermen, May 20, 1870, by
the following vote (three-fourths of all the members
elected voting in favor thereof):
Affirmative—Moore, the President, Cuddy, BelIy,
Hughes, Miller, Murray, Walsh, Culkin, Seger, O'Brien,
Woltman, Barker, Dimond, Cregier, Croker, Jackson,
Approved by the Mayor, May 30, 1870.
JOSEPH SHANNON,
Clerk Common Council.

FOURTY-FIFTH STREET.
Resolved, That the Department of Public Works be
and is hereby authorized and directed to advertise for
bids, and contract for Forty-fifth street, from Third Avenue to Forty-fifth street where now paved with Belgian or wooden pavement, and also the
several intersecting streets and avenues crosswalks be laid
where not now laid, and relaid where those now laid are,
in the opinion of the Department of Public Works, not in
good repair, or are not upon a grade adapted to the proposed new
doctrine or the accompanying ordinance therefore
Adopted by the Board of Aldermen, May 20, 1870, by
the following vote (three-fourths of all the members
elected voting in favor thereof):
Affirmative—Henry, Lyons, O'Brien, Galvin, Robinson,
Woltman, Barker, Dimond, Croker, Jackson, Cunningham,
and Long—20.
Approved by the Board of Aldermen, May 20, 1870, by
the following vote (three-fourths of all the members
elected voting in favor thereof):
Affirmative—Moore, the President, Cuddy, BelIy,
Hughes, Miller, Murray, Walsh, Culkin, Seger, O'Brien,
Woltman, Barker, Dimond, Croker, Jackson, Cunningham,
and Long—20.
Approved by the Mayor, May 30, 1870.
JOSEPH SHANNON,
Clerk Common Council.

THIRTY-SECOND STREET.
Resolved, That Thirty-second street from Second avenue to
Second avenue, be paved with Belgian or trap-block
pavement, and that at the several intersecting streets and
avenues crosswalks be laid where not now laid, and relaid
where those now laid are, in the opinion of the Croton
Aqueduct Board, not in good repair, or are not upon a
grade adapted to the proposed new pavement, and that the
accompanying ordinance therefore be adopted.
Adopted by the Board of Aldermen, May 24, 1870, by
the following vote (three-fourths of all the members
elected voting in favor thereof):
Affirmative—Henry, Lyons, O'Brien, Galvin, Robinson,
Woltman, Barker, Dimond, Croker, Jackson, Cunningham,
and Long—20.
Approved by the Board of Aldermen, May 24, 1870, by
the following vote (three-fourths of all the members
elected voting in favor thereof):
Affirmative—Moore, the President, Cuddy, BelIy,
Hughes, Miller, Murray, Walsh, Culkin, Seger, O'Brien,
Woltman, Barker, Dimond, Cregier, Croker, Jackson,
Approved by the Mayor, May 30, 1870.
JOSEPH SHANNON,
Clerk Common Council.

THIRTY-FIRST STREET.
Resolved, That Thirty-first street from Second avenue to
Third avenue, be paved with Belgian or trap-block
pavement, and that at the several intersecting streets and
avenues crosswalks be laid where not now laid, and relaid
where those now laid are, in the opinion of the Croton
Aqueduct Board, not in good repair, or are not upon a
grade adapted to the proposed new pavement, and that the
accompanying ordinance therefore be adopted.
Adopted by the Board of Aldermen, May 24, 1870, by
the following vote (three-fourths of all the members
elected voting in favor thereof):
Affirmative—Henry, Lyons, O'Brien, Galvin, Robinson,
Woltman, Barker, Dimond, Croker, Jackson, Cunningham,
and Long—20.
Approved by the Board of Aldermen, May 24, 1870, by
the following vote (three-fourths of all the members
elected voting in favor thereof):
Affirmative—Moore, the President, Cuddy, BelIy,
Hughes, Miller, Murray, Walsh, Culkin, Seger, O'Brien,
Woltman, Barker, Dimond, Cregier, Croker, Jackson,
Approved by the Mayor, May 30, 1870.
JOSEPH SHANNON,
Clerk Common Council.
the city of New York, passed April 5, 1870, the same be-

JOSEPH SHANNON, Clerk Common Council.

FIFTY-SIXTH STREET.

Resolved, That the Department of Public Works be, and it is hereby authorized and directed to give out for bids and contract for paving Fifty-sixth street, from Seventy-first avenue to Forty-sixth avenue, where now paved with Belgian or wooden pavement, and also excepting the space between railroad tracks, with wood or pavement, as the specifications now in force and in use, which regulating the same, be made the same in all respects as are known as the New York Improved Nicolson Pavement, and that the specifications in force and in use, with the line of said pavement, at the intersecting streets, and at the beginning and termination thereof, and also at all intersections now paved with wood or pavement, in the work done thereon, for the same to be done under the direction of the Department of Public Works; and that the accompanying ordi-

Adopted by the Board of Aldermen, May 29, 1870, by the following vote (three-fourths of all the members elected voting in favor thereof):


Negative—Hoffman and Shelley—8.

Received from the Mayor, June 5, 1870, without his ap-

proval or objections thereto; therefore, under the pro-

visions of the act entitled an act to reorganize the local

government of the city of New York, passed AprU 5, 1870, the same became adopted.

JOSEPH SHANNON, Clerk Common Council.

MARKET REVIEW.

BRICKS.—The market for North River bonds has con-

tinued in buyers' favor during the greater portion of the peri-

od, notwithstanding the large number of lots now under sale,

some of which have been offered at considerable discount

over common stock with freedom while there is no outlet

for the surplus, and the advantage to buyers soon increased

greatly help the market, as there is scarcely a dealer who

cares to sell at all, and the few offerings so sold about as before,

the prices have advanced, and the demand for Canadian

bricks has undoubtedly aided materially in checking the mor-

reur advances in value at the leading ports. The sales since our

last report are in comparatively small quantities, but they are

closing mostly at $2.50, the market closing heavy.

LUMBER.—The demand has continued active enough to

make a place for all the cargoes of Eastern coming to this

port. The prices are still up, although not so high as at the

time last year. The earnings of the mills are not so good

as at the time last year, although there is still a goodly sup-

ply of logs on hand, and the prices are up considerably.

The dealers, however, are looking for better times, and

are ready to take large quantities of stock when they are

offered. The demand is very fair for the balance of the season; though, as compar-

ed with the same period of last year, it is only moderately

active here. As we close, business appears to

be quite lively, and the trade seems to be active.
<table>
<thead>
<tr>
<th>Country</th>
<th>Logs</th>
<th>Shingles</th>
<th>Pupil</th>
<th>Laths</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>80,000</td>
<td>20,000</td>
<td>12,500</td>
<td>10,000</td>
</tr>
<tr>
<td>Arizona</td>
<td>55,000</td>
<td>15,000</td>
<td>11,250</td>
<td>9,000</td>
</tr>
<tr>
<td>California</td>
<td>100,000</td>
<td>25,000</td>
<td>18,750</td>
<td>15,000</td>
</tr>
<tr>
<td>Colorado</td>
<td>120,000</td>
<td>30,000</td>
<td>22,500</td>
<td>18,750</td>
</tr>
<tr>
<td>Connecticut</td>
<td>150,000</td>
<td>37,500</td>
<td>28,125</td>
<td>22,500</td>
</tr>
<tr>
<td>Delaware</td>
<td>100,000</td>
<td>25,000</td>
<td>18,750</td>
<td>15,000</td>
</tr>
<tr>
<td>District of Columbia</td>
<td>175,000</td>
<td>43,750</td>
<td>32,812</td>
<td>26,250</td>
</tr>
<tr>
<td>Florida</td>
<td>200,000</td>
<td>50,000</td>
<td>37,500</td>
<td>30,000</td>
</tr>
<tr>
<td>Georgia</td>
<td>175,000</td>
<td>43,750</td>
<td>32,812</td>
<td>26,250</td>
</tr>
<tr>
<td>Hawaii</td>
<td>50,000</td>
<td>12,500</td>
<td>9,375</td>
<td>7,500</td>
</tr>
<tr>
<td>Idaho</td>
<td>50,000</td>
<td>12,500</td>
<td>9,375</td>
<td>7,500</td>
</tr>
<tr>
<td>Illinois</td>
<td>175,000</td>
<td>43,750</td>
<td>32,812</td>
<td>26,250</td>
</tr>
<tr>
<td>Indiana</td>
<td>100,000</td>
<td>25,000</td>
<td>18,750</td>
<td>15,000</td>
</tr>
<tr>
<td>Iowa</td>
<td>120,000</td>
<td>30,000</td>
<td>22,500</td>
<td>18,750</td>
</tr>
<tr>
<td>Kansas</td>
<td>150,000</td>
<td>37,500</td>
<td>28,125</td>
<td>22,500</td>
</tr>
<tr>
<td>Kentucky</td>
<td>200,000</td>
<td>50,000</td>
<td>37,500</td>
<td>30,000</td>
</tr>
<tr>
<td>Louisiana</td>
<td>125,000</td>
<td>31,250</td>
<td>23,438</td>
<td>18,750</td>
</tr>
<tr>
<td>Maine</td>
<td>100,000</td>
<td>25,000</td>
<td>18,750</td>
<td>15,000</td>
</tr>
<tr>
<td>Maryland</td>
<td>75,000</td>
<td>18,750</td>
<td>14,062</td>
<td>11,250</td>
</tr>
<tr>
<td>Massachusetts</td>
<td>175,000</td>
<td>43,750</td>
<td>32,812</td>
<td>26,250</td>
</tr>
<tr>
<td>Michigan</td>
<td>225,000</td>
<td>56,250</td>
<td>42,188</td>
<td>33,750</td>
</tr>
<tr>
<td>Minnesota</td>
<td>200,000</td>
<td>50,000</td>
<td>37,500</td>
<td>30,000</td>
</tr>
<tr>
<td>Mississippi</td>
<td>175,000</td>
<td>43,750</td>
<td>32,812</td>
<td>26,250</td>
</tr>
<tr>
<td>Missouri</td>
<td>225,000</td>
<td>56,250</td>
<td>42,188</td>
<td>33,750</td>
</tr>
<tr>
<td>Montana</td>
<td>125,045</td>
<td>31,261</td>
<td>23,438</td>
<td>18,750</td>
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<tr>
<td>Nebraska</td>
<td>150,000</td>
<td>37,500</td>
<td>28,125</td>
<td>22,500</td>
</tr>
<tr>
<td>Nevada</td>
<td>50,000</td>
<td>12,500</td>
<td>9,375</td>
<td>7,500</td>
</tr>
<tr>
<td>New Hampshire</td>
<td>100,000</td>
<td>25,000</td>
<td>18,750</td>
<td>15,000</td>
</tr>
<tr>
<td>New Jersey</td>
<td>125,000</td>
<td>31,250</td>
<td>23,438</td>
<td>18,750</td>
</tr>
<tr>
<td>New Mexico</td>
<td>75,000</td>
<td>18,750</td>
<td>14,062</td>
<td>11,250</td>
</tr>
<tr>
<td>New York</td>
<td>225,000</td>
<td>56,250</td>
<td>42,188</td>
<td>33,750</td>
</tr>
<tr>
<td>North Carolina</td>
<td>175,000</td>
<td>43,750</td>
<td>32,812</td>
<td>26,250</td>
</tr>
<tr>
<td>North Dakota</td>
<td>125,000</td>
<td>31,250</td>
<td>23,438</td>
<td>18,750</td>
</tr>
<tr>
<td>Ohio</td>
<td>225,000</td>
<td>56,250</td>
<td>42,188</td>
<td>33,750</td>
</tr>
<tr>
<td>Oklahoma</td>
<td>150,000</td>
<td>37,500</td>
<td>28,125</td>
<td>22,500</td>
</tr>
<tr>
<td>Oregon</td>
<td>125,000</td>
<td>31,250</td>
<td>23,438</td>
<td>18,750</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>225,000</td>
<td>56,250</td>
<td>42,188</td>
<td>33,750</td>
</tr>
<tr>
<td>Rhode Island</td>
<td>60,000</td>
<td>15,000</td>
<td>11,250</td>
<td>9,000</td>
</tr>
<tr>
<td>South Carolina</td>
<td>150,000</td>
<td>37,500</td>
<td>28,125</td>
<td>22,500</td>
</tr>
<tr>
<td>South Dakota</td>
<td>60,000</td>
<td>15,000</td>
<td>11,250</td>
<td>9,000</td>
</tr>
<tr>
<td>Tennessee</td>
<td>175,000</td>
<td>43,750</td>
<td>32,812</td>
<td>26,250</td>
</tr>
<tr>
<td>Texas</td>
<td>225,000</td>
<td>56,250</td>
<td>42,188</td>
<td>33,750</td>
</tr>
<tr>
<td>Utah</td>
<td>50,000</td>
<td>12,500</td>
<td>9,375</td>
<td>7,500</td>
</tr>
<tr>
<td>Virginia</td>
<td>175,000</td>
<td>43,750</td>
<td>32,812</td>
<td>26,250</td>
</tr>
<tr>
<td>Washington</td>
<td>225,000</td>
<td>56,250</td>
<td>42,188</td>
<td>33,750</td>
</tr>
<tr>
<td>West Virginia</td>
<td>125,000</td>
<td>31,250</td>
<td>23,438</td>
<td>18,750</td>
</tr>
<tr>
<td>Wisconsin</td>
<td>150,000</td>
<td>37,500</td>
<td>28,125</td>
<td>22,500</td>
</tr>
</tbody>
</table>

The total lumber produced in 1890 was 2,087,740,000 feet.
The receipts of lumber at Chicago for the week ending June 27th, 1870 and 1869:

<table>
<thead>
<tr>
<th></th>
<th>1870</th>
<th>1869</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buffalo</td>
<td>19,729,400</td>
<td>20,500,100</td>
</tr>
<tr>
<td>Oswego</td>
<td>13,596,400</td>
<td>13,947,700</td>
</tr>
</tbody>
</table>

Total | 33,325,800 | 34,447,800

Outside Illinois:

Up to 210 wide per foot. $8.25

2.54

DRAIN AND SEWAGE PIPE

(Delivered on board at New York.)

<table>
<thead>
<tr>
<th>Size</th>
<th>Per foot</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 in.</td>
<td>$3.50</td>
</tr>
<tr>
<td>3 in.</td>
<td>$4.00</td>
</tr>
<tr>
<td>4 in.</td>
<td>$7.00</td>
</tr>
<tr>
<td>5 in.</td>
<td>$9.00</td>
</tr>
<tr>
<td>6 in.</td>
<td>$11.00</td>
</tr>
</tbody>
</table>

FIRES AND ENGLISH—Per box of fifty feet.

<table>
<thead>
<tr>
<th>Size</th>
<th>Per box</th>
</tr>
</thead>
<tbody>
<tr>
<td>8x11 to 10x15</td>
<td>$8.00</td>
</tr>
<tr>
<td>10x14</td>
<td>$10.00</td>
</tr>
</tbody>
</table>

REAL ESTATE RECORD.

The aggregate shipments since January 1st are 255,152,000 feet, against 276,137,000 feet in 1869. The receipt of lumber for the third week in June were 22,000,000 feet, the largest of any week this season, against 11,710,000 feet for the corresponding week in 1869. The current quotations at the yards are:

<table>
<thead>
<tr>
<th>Species</th>
<th>Common Box</th>
<th>Select Box</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ash</td>
<td>$17.00</td>
<td>$20.00</td>
</tr>
<tr>
<td>Beech</td>
<td>$15.00</td>
<td>$17.00</td>
</tr>
<tr>
<td>Cherry</td>
<td>$23.00</td>
<td>$25.00</td>
</tr>
<tr>
<td>Oak</td>
<td>$22.00</td>
<td>$25.00</td>
</tr>
</tbody>
</table>

BEGINS AND BRANCHES, per foot.

<table>
<thead>
<tr>
<th>Size</th>
<th>Per foot</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 x 10</td>
<td>$0.75</td>
</tr>
<tr>
<td>10 x 12</td>
<td>$0.80</td>
</tr>
<tr>
<td>12 x 14</td>
<td>$0.85</td>
</tr>
</tbody>
</table>

TALLADEGA AND ENGLISH.

<table>
<thead>
<tr>
<th>Species</th>
<th>10x14</th>
<th>14x16</th>
<th>16x20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pine</td>
<td>80 cent</td>
<td>85 cent</td>
<td>90 cent</td>
</tr>
<tr>
<td>Hemlock</td>
<td>80 cent</td>
<td>85 cent</td>
<td>90 cent</td>
</tr>
</tbody>
</table>

DOORE, SASH, AND BLINDS.

Duty—14 hi. thick, 16 hi. thick.

<table>
<thead>
<tr>
<th>Species</th>
<th>Per ft</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oak</td>
<td>$0.60</td>
</tr>
<tr>
<td>Cherry</td>
<td>$0.75</td>
</tr>
<tr>
<td>Beech</td>
<td>$0.80</td>
</tr>
<tr>
<td>Ash</td>
<td>$1.00</td>
</tr>
</tbody>
</table>

Cements.

<table>
<thead>
<tr>
<th>Species</th>
<th>Per lb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rosendale</td>
<td>$1.90</td>
</tr>
</tbody>
</table>

MARKET QUOTATIONS.

<table>
<thead>
<tr>
<th>Species</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black Walnut</td>
<td>$24.00</td>
</tr>
<tr>
<td>White Oak</td>
<td>$18.00</td>
</tr>
<tr>
<td>Hemlock</td>
<td>$12.00</td>
</tr>
<tr>
<td>Pine</td>
<td>$4.00</td>
</tr>
<tr>
<td>Hemlock, joint, 8 ft.</td>
<td>$10.00</td>
</tr>
<tr>
<td>Birch, 3 by 3 inch</td>
<td>$7.00</td>
</tr>
<tr>
<td>Cherry, common</td>
<td>$8.00</td>
</tr>
<tr>
<td>Cherry, select</td>
<td>$9.00</td>
</tr>
<tr>
<td>Olive, common</td>
<td>$10.00</td>
</tr>
<tr>
<td>Olive, select</td>
<td>$11.00</td>
</tr>
<tr>
<td>Sycamore, 8 ft.</td>
<td>$12.00</td>
</tr>
<tr>
<td>Sycamore, 10 ft.</td>
<td>$13.00</td>
</tr>
<tr>
<td>White Wood, 1 inch thick</td>
<td>$14.00</td>
</tr>
<tr>
<td>White Wood, 3/4 inch thick</td>
<td>$15.00</td>
</tr>
</tbody>
</table>

GLASS.

Duty: Cylinder or Window Polished Plate, not over 11 by 24 inches, 4 cents per sq. foot; larger, and not over 16 by 24 inches, 4 1/2 cents per sq. foot; over that, and not exceeding 24 by 48 inches, 5 cents per sq. foot; and over that, and not exceeding 48 by 96 inches, 6 cents per sq. foot, all above that, 8 cents per sq. foot, on unpolished Cylinders, on Copper, Glass, and German Ware, not exceeding 10 sq. inches square, 15; or over that, and not over 16 by 24; 24; and not over 24 by 36 by 80; 36; and all over that, 4 cents per sq. foot.

FRENCH AND ENGLISH—Per box of fifty feet.

<table>
<thead>
<tr>
<th>Size</th>
<th>Per box</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 x 10</td>
<td>$17.00</td>
</tr>
<tr>
<td>10 x 12</td>
<td>$19.00</td>
</tr>
<tr>
<td>12 x 14</td>
<td>$21.00</td>
</tr>
</tbody>
</table>

BRICK.

Cargo Rates.

<table>
<thead>
<tr>
<th>Species</th>
<th>Per dozen</th>
</tr>
</thead>
<tbody>
<tr>
<td>Common</td>
<td>$3.50</td>
</tr>
<tr>
<td>Common, soft</td>
<td>$3.25</td>
</tr>
<tr>
<td>Common, hard</td>
<td>$3.75</td>
</tr>
<tr>
<td>Common, hard, 21 lb.</td>
<td>$3.75</td>
</tr>
<tr>
<td>Common, hard, 16 lb.</td>
<td>$3.75</td>
</tr>
</tbody>
</table>

ALABY LUMBER MARKET.

The Arpoe report for the week ending June 27th, 1870, is as follows:

As is usual during the week preceding the Fourth the market has been very quiet. Buyers have been few and a limited business done. Rejections by carpenters are well assured, save on spruce, which still continues in light supply. Prices are unchanged, with a pretty general opinion that they have touched bottom.

The receipts of lumber at Chicago for the week ending June 27th, 1870, are as follows: 20,350,000 feet, against 20,350,000 feet for the corresponding week in 1869. The shipments for the week were 18,300,000 feet, against 18,300,000 feet for the corresponding week in 1869. The aggregate receipts since January 1st are 220,000,000 feet, against 276,137,000 feet in 1869. The aggregate shipments since January 1st are 255,152,000 feet, against 276,137,000 feet in 1869.
LUMBER.

A. W. BUDLONG, DEALER IN LUMBER.
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