We suppose this work may be justly con-
idered one of the grandest specimens of en-
gineering skill, not only of this continent, but of
the world; and yet, who can look at its splendid-
ly built, but formless abutments of masonry,
without wishing that the distinguished engineer
had expended at least some little thought upon
beauty, while devoting so much to magnificence
of construction.

Our Viaduct Railroad authorities seem, at
any rate, not likely to fall into this grave error,
by having selected two men of such varied, but
co-operative knowledge and taste, as their en-
gineer and architect. The one bears the high-
est name among us for his scientific abilities;
the other is a consummate artist, who, in all
the large number of edifices erected by him in
this city and neighborhood, has in every case,
however large or small, left behind him a work
of art to grace our city and improve the public
we may therefore expect to see the bridges
that are soon to go vauling across our streets,
the stations and stairways that are to
welcome us at every few blocks in our flying
transit, instead of mere unsightly contrivances
for the purposes of locomotion, real artistic
objects of beauty that will be a delight in them-
sestos to look at. The same combination of the
beautiful with the useful which has, so far,
made our Central Park a glory among all works
of the kind—no matter to what quarter of the
world we look for a comparison—will attend
the construction of our Viaduct Railroad, for
the work is in the hands of precisely the men
who can ensure it.

THE NEW RAILWAY DEPOT.

The grand depot now in rapid course of
completion at the junction of Forty-third street
and Park avenue, for the New York and Harlem,
Hudson River and New Haven Railroads, has
arrived at a stage in which its grandeur can be
fully appreciated. We have, in former num-
bers, given such full descriptions of this build-
ing as to make a repetition here unnecessary;
but no verbal description can give an adequate
idea of the commanding character of this struc-
ture—not so much from any artistic beauty of
detail as from its enormous size, and the bold-
ness of conception which permeates the whole
design. The immense roof of curved orna-
mental iron ribs and glass which spans over
the huge space in unbroken span is in itself
worthy of a visit from a long distance. We
question if anything more simple in form and
yet effective in arrangement can be found
among any of the most vaunted roofs of iron
construction to be found in Europe. In spite
of all the hurry among the operatives who are
at work there, like a swarm of bees, it must be
several weeks yet before the building can be
completed, and everything prepared for practi-
cal use. The artificial stone attracts attention,
the whole of the platforms being laid down
with that material, and apparently doing the
work of the hardest blue-stone. The whole
thing, when completed, will undoubtedly be one
of the grandest additions to the architecture of
New York which has occurred in many years.

A SUGGESTION.

It may not be altogether in the line of Real
estate business, but as a matter in which our
Central Park Commissioners may be interested,
we would suggest to them the propriety of
using classical words as little as possible upon
the different signs in the Park, if they would
accommodate themselves to the comprehension
of all who visit it. For “Carnivorium,” for
instance, we would suggest “Animals;” and
English names accompanying the Latin ones, in
the museum, might prevent many a searcher
after knowledge from mistaking a rattle-snake
for an electric eel.

Our reason for these remarks is philanthropic.
We were seated near the Fifth avenue entrance,
watching the gay cavaliers passing to and fro,
when a bewildered son of Erin, accompanied by
his wife and two children, asked us the way to
the wild animals. We pointed to the sign right
before us, on which was printed very distinctly,
“To the Museum and Carnivorium,” etc., etc.
Our friend demurred, and said that was the
Carni-something; but on our persuading him
that we thought it meant to include such
things as tigers, lions, etc., he thanked us and
went off, rejoicing in his new discovery.

DEPARTMENT OF PUBLIC PARKS.

The following extract from the recent Report
of the Department of Public Parks is of inter-
est, as reflecting the opinion of the Department
in regard to two important parks, and from the
paragraph on “Conducting Daily Busi-
ness” we are enabled to judge of the manner
in which the Eight-Hour Law works as regards
the employer. The Department declares that
this law increased the cost of maintaining Cen-
tral Park alone $50,000 per annum, which cer-
tainly is not a very pleasant pill for our tax-
payors to swallow.

MOUNT MORRIS SQUARE.

Mount Morris Square, the great public park of
Harlem, and one of the most beautiful public
places on the island for capabilities of ornamen-
tation, has received a large share of considera-
tion. The former chief landscape gardener,
Mr. Pilat, believed it to be capable of being
improved to a very high degree; the roads
winding up to the hill in its centre, rising far
above the grades of the streets adjacent, make
it an agreeable place for resort when the at-
mosphere is clear and a walk up the hill is in-

REAL ESTATE RECORD
AND BUILDERS’ GUIDE.

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TERMS.
One year, in advance..........................$6 00
All communications should be addressed to
C. W. SWEET,
AND 9 WARREN STREET.

No receipt for money due the REAL ESTATE RECORD
will be acknowledged unless signed by one of our regular
collectors, HENRY D. SMITH or THOMAS F. CUMMINGS.
All bills for collection will be sent from the office on a regu-
larly printed form.

THE VIADUCT RAILROAD.

Besides the confidence inspired by the brilli-
ant array of distinguished names which have
been published in connection with the Viaduct
Railroad, and which go far to convince the pub-
lc that the scheme is a reality soon to be ac-
complished, we have additional cause to re-
joice that this great work will not only be
speedily, but well done, if we look to the in-
struments that have been selected for practi-
cally carrying it into full effect; we mean Mr.
SHERILL, the engineer, and Mr. ERDLITZ,
the architect.

In all great engineering and architectural
works—although every architect should be
properly an engineer, and every engineer an
architect—it has been the custom, not only
here, but in other countries, to consider them
as the representatives of two distinct profes-
sions. Unquestionably there are works of
magnitude, such, for instance, as the construc-
tion of railroads, tunnels, water-works, etc.—
works requiring nothing but a knowledge of
mechanical forces, and involving no question
whatever of aesthetic beauty—in which the
engineer may be said to be totally independent
of the architect, as a fine Art, in the execu-
tion of his labors. But then, again, there are
many cases in which it is impossible for him to
work without an intimate knowledge of archi-
tecture, and where this is lacking, his work—no
matter how otherwise grand and imposing as a
mechanical production—is sure to prove un-
est satisfactory as a whole; for there is no good
reason why the largest amount of strength and
usefulness should not be embodied in a pleasing
as well as in an unbroken form. The whole sur-
face of the country is dotted with instances of
the kind:—Splendid constructions embodying
all the triumph of scientific ingenuity, but so
deficient in agreeable form that the merest tyro
in a good architect’s office could have improved
them. One memorable instance of this occurs
to us as we write, and that is the great suspen-
sion bridge over the Ohio River, connecting Cin-
cinnati with Covington on the Kentucky side.
Estate Record.

Highbridge Park.

Highbridge Park has been partially surveyed, and as soon as the topographical survey of it is completed, its improvement will receive the attention of the Board.

Morningside Park.

Morningside Park became part of the city property about the time this Department organized. Improvements have been performed at all other points during the great heat of the last summer, prevented work until the winter months, when engineers prepared to lay it out, and present a map from which to prepare a plan for its improvement. It is, as is well known, a very difficult piece of ground to treat for a residence, garden or public park or place, being on a side hill composed of alluvial rock, with a small plateau at the lower end. It is not only a very expensive work to undertake, but the result is poorly exhibit any attempted improvement.

Recently Conferred Jurisdiction.

The Legislature, at its session just closed, enacted a law with respect to this District. The act in respect to Westchester County very largely increased the jurisdiction and duties of the Board over that county, besides imposing upon them the care of the bridges across the Harlem River. There is now work upon Macomb’s Dam Bridge a force of engineers and workmen to prevent, if possible, any injury happening to that structure. This bridge was regarded as dangerous; and the timbers had been damping for some time. The chief civil and topographical engineer of the Department, Mr. Grant, with the force of competent assistants, has this matter in charge, and no injury can happen provided the necessary repairs be made while undergoing the necessary repairs, shall be observed. The municipal policemen and two police constables attached and instructed to enforce the regulations. The greatest care and caution shall be exercised until the necessary support are placed under it. The Board hopes to be in a condition that will allow it to construct at this point an iron bridge, and to provide until that bridge is constructed, that the present wooden bridge may be used without the control of the Department, prepared, this Department will proceed with the construction of a new bridge.

The Suspension Bridge.

The suspension bridge authorized across the Harlem River, within half a mile above High Bridge, will soon be commenced. The report of the Board gives all necessary particulars upon this subject.

Conducting Daily Business.

This report will not be complete without referring to the change that has been made in the method of conducting the daily business at the Department. The offices in which the late Commissioners carried on their business were ill adapted for the purpose. The public had not ready access to the information which should be within their reach at all times and without favor. The offices have been removed to a convenient and well-lighted place, and at the same time so arranged as to afford the public every facility for information without the slightest difficulty; any one seeking knowledge on any subject within the control of the Department, or information respecting its employees, is now able to procure it at all times. The maps of the various contemplated improvements, and all information respecting them, can now be had without the slightest difficulty. The system of accounts has also been changed, by means of which every structure and every city park has a separate account of its expenditure, so that at any time the cost of any single improvement can readily be ascertained. The Board propose to continue this system, and have discontinued the Former account of all such expenditure in one general account. They think it is desirable that the public may be able to know what any improvement is, and they are willing that the public should have all the information on this subject within the control of the Board. In addition to all this work, the Board have moved the Board to the greatest heat and drought within the recollection of the oldest inhabitant. All kinds of work were in a great degree suspended, and it was difficult to enforce rules upon labor with a summer sun at a temperature of 130 degrees. Another difficulty had to be encountered in conforming to the law of 1797, declaring eight hours to be a day’s work, directing that all public officials should contrive thereto, and declaring that all attempts to evade this law would be forbidden, and removed from office. The most material effect of this law was to reduce the proportion of actual results in the working of the Department one-fifth in some instances. The summer working day of ten hours, four-fifths only of the quantity of work is performed for the same amount of money. This was equivalent to increasing the cost of maintaining Central Park alone $50,000 per annum, while the appropriation for this purpose remained at $300,000, the Board has been found necessary for its maintenance during former years when under the control of the late Park Commissioners.

Improvements Expected.

The Board expect the present season closes to complete all the city parks, and thereupon to begin the erection of the great and to the completion of the principal avenues already referred to—the Morningside and River side Park, the improvement of Hadam River, the construction of bridges over it, and the improvement of the portion of Westchester County committed to their jurisdiction. They also propose to continue upon the consideration of the improvements of the east side of the city authorized by the Laws of 1871, establishing the Eastern Boulevard. They have also before them the necessary topographical surveys of the city above Fifty-seventh street and east of the Fifth and Sixth avenues. The subject of the grades of all this section of the city is the location of the Eastern Boulevard, the widening or closing of such streets as may be considered advisable within that district, is one of the most important duties, and the Board have given careful consideration. Not only must the Board have the necessary surveys prepared, but also the localities of every structure within the district laid down the work is to be done, in order to enable them to make the necessary improvements authorized by this law. They will consider this subject during the present season, and define the bounds of the Fifth and Sixth avenues. The Board have given careful consideration.

Mechanics’ Liens Against Buildings in New York City.

June 31 Eighty-fourth St., s., s., & Bridge 78, s. 9th st., running 60. J. L. F. H. Jackson & Co., $345 60.

Forty-sixth St., s., s., s., 175 W. Broad way, Henderson & Manson, A. C. T. Beman, to A. S., $345 60.

Fifty-seventh St., s., s., 185 W. Broadway, Henderson & Manson, A. C. T. Beman, to A. S., $181 85.

Fifty-seventh St., s., s., 343 to 443 in blocks, Henderson & Manson, A. C. T. Beman, to A. S., $14,000 00.


Mechanics’ Liens Against Buildings in Essex County.

June 15 Tenth St., n., N. 150 E. 57th St., 100 200,450. John Smith & Son, A. C. T. Beman & Currier, $1,917 75.
[The text of the page contains a list of names, possibly related to real estate transactions or judgments, with some names crossed out and others highlighted.]
ONE brick building, No. 9 Mansfield place, (Fifty-first street, between Eighth and Ninth avenues), three stories, 30 by 46, extension rear, 13 by 15, 30 feet high; G. F. Walden, owner.

One brick store and dwelling, No. 305 Sixth avenue, four stories, 17 by 40, basement to be extended under sidewalk, 17.6 by 20.6, and lower part of house to be one-story, Murphy, owner.

One brick building, No. 19 Laspérande street, three and one-half stories, 23 by 50, to be remodelled for first-class unsafe cor., Joseph A. Paulson, owner.

One brick house, No. 509 Pearl street, four stories, 16 by 60, extension 37 by 17 and 11 feet high; M. T. Collins, owner.

One brick frame dwelling, No. 44 Dominick street, two stories and attic, 20 by 68, attic story to be raised; Andrew Stewart, owner.

One brick house, No. 181 Walter street, two and one-half stories, 20 by 40, attic story to be raised and building remodeled; James Stewart, owner.

One brick store and dwelling, No. 36 Bowery, three stories and basement, 25 by 30, 30 feet high; Roosevelt estate, owner.

One brick first-class store, south-east corner Ninth and Sixth streets, 20 by 50, own feet to sidewalk, 40 by 50, on Nassau street, and 70 feet deep on Spruce street, attic story, with Mansard roof to be added; American Tract Society, owner.

One brick store, No. 53 Bowery, five stories, 30 by 14, mostly destroyed by fire, to be repaired; Wm. E. Bowne, owner.

One brick machine-shop and foundry, Nos. 513, 515, Fifth avenue, between Fourty-second and Fourty-third streets, 20 by 50, one story to be added; Woodward and Swift, owners.

One brick stable and coach-house south side of Forty-fourth street, 125 feet west of Fifth avenue, three stories, 30 by 40, one story to be added; Henry E. Elders, owner.

UNSAFE BUILDINGS.

Water street, No. 254, D. Armstrong, owner; building out of plumb and unsafe.

Eighth avenue, No. 110, Morris Phillips, owner; unsafe party walls and ceilings.

Sixth avenue, No. 371, John Wolfsenstetter, owner; unsafe 2d and 3d stories, 30 by 60, 30 feet high; Seventh Ward National bank, owner.

First street, Nos. 57 and 59, Saydam estate, owner; unsafe 2d and 5th stories, 20 by 45, to be remodeled; Hariman & Wallace, owners.

One brick brewery south-east corner of Fifty-first street and Fourth avenue, three stories, 30 by 44, one story, with Mansard roof to be added; F. & M. Schupp, owners.

One brick stable and coach-house south side of Fourth street, 125 feet west of Fifth avenue, three stories, 30 by 40, one story to be added; Henry E. Elders, owner.

York street, No. 23, James Burke, owner; unsafe ceilings.

West Twenty-third street, Nos. 50 and 54, Trustees of Church, owner; unsafe east and west gable walls.

Canal street, No. 193, Van Bommelser & Gruger, agents; unsafe party wall.

Cabinet street (rear), No. 193, Wagner & Schneider, agents; unsafe party wall.

PROCEEDINGS OF THE COMMON COUNCIL.

AFecting REAL ESTATE.

[Under the different headings indicates that a resolution has been introduced and laid over for further action. It also indicates that the resolution has been referred to the Board and rent to the other for concurrence. * indicates the resolution has been referred to both, and has been sent to the Mayor for approval.]

IN BOARD OF ALDERMEN, 
SCHULZ, President, June 19, 1871.

SHEILA PATENT.

Warren st., from College place to West st. at 55th st., from 5th to 7th avenue at 66th st., from Madison to 42d st. at 65th st. at 7th avenue. 15th st., from 5th to 4th st. at 114th st, from 4th to Harlem river.

DURA PATENT.

Warren st., from Broadway to College place.

BURGESS STONE CEMENT PATENT.

57th st., from 2d to 4th st. at 65th st., from 5th to 4th st. at 5th avenue at 5th avenue.

REGULATING, GRADING, &c.

40th st., from 5th to 10th avenue at 64th st., from 9th to 10th avenue at 65th st., from 5th to 10th avenue at 66th st., from 8th to 9th avenue at 67th st., from 11th to 12th avenue at 38th st., from 3d to 4th st. at 5th avenue.

CUM AND BUTTER STONES.

9th st., from West st. to 8th st. at 9th st., from 8th to 9th st. at 10th st., from 8th st. to W. 3rd st.; from 10th st. to 11th st. at W. 3rd st.

GAS LAMPS.

15th st., West st., No. 59.*

15th st., bet. 6th and 11th st. at 64th st., bet. 3d and 4th st. at 65th st., bet. 11th and 12th st. at 67th st., bet. 1st and 2nd st. at 2nd st. at 13th st.; from Kingsbridge road to 12th st.*

GAS MANS.

5th st., bet. 10th and 11th st. at 7th st., bet. 1st and 2nd st. at 4th st. at 18th st., from 1st to 2nd st. at 12th st.*
there has also been a few—shipping orders filled, and we hear of cargoes taken for (Galveston). The production continues and supplies are available at points along the river. Indeed we learn on the days new and great amount of cargoes collected under a sort of combination of manufacturers, and that a certain understanding that 'must not be $10 per M. This policy of holding
back cargoes probably will not last this season, for while taking for a very large portion of the day, very little space was kept at a reasonable figure, buyers are insisting on a fair and just advance, whereas the goods are drawn, and are inclined to believe that it is about time to lower quotations, with a view to preventing such, as the premium business also report a slightly better demand, and advanced quotations seem to be bringing out a good view of
the market, although it is not clear how much is being influenced there for;
though shippers
do not, as a general thing, operate on positive orders, or in the case of such little lots as are
so often offered, and buyers feel the necessity of.
The market has met with a fair demand, considering the comparatively slow movement as reported by the
firms, and the amount of business was not sufficient to reduce this season, and in a general way prices may be called steady.
In the Sohio business, the buyers are receiving speci speci
fication of a number of extra
GBs; feeling confident of their position, and insisting with much persistence on the supply markets from and through the way from exporters. Dealers are looking around the market or-
preferably a fair and firm one, and they are trying to get the best of
the trouble. On values, sellers retain former figures for quotations, but the scarce, on account of an ex-
cess, as the margin for profit over the last few days' prices are $46.00 to $50.00 per ton, and a further advance is expected
at some time in the near future, to about $52.00 for prime timber. Yellow Pine in the way of random cargoes has few friends, and the market is slightly lower. Foreign sales have been of small
lengths are very fair, and most agents doing a little business in the way of
$132.05 in the ordinary way; and $38 to 39 on sche
the same time the advanced quotations, the
the tone of the market will be a little more stable, and the lower rates may help to re
the consumption of the goods 

MARKET REVIEW.

BRICKS.—The inclination to weakness in the market for North River Bricks, noted in our last, seems rather to
improve, and such prices as have been prevailing are being
in buyers' favor. The demand, taken altogether, has not been so brisk as of late, but the long way
into the water, and with stock coming to hand quite freely, enough so, frequently, as to cause considerable accumula
tion of material in order to meet the demand. Indications of the
arrangements of orders prevailing as the season advances, and the very busy condition of the market;
and of sales are being made as fast as

LUMBER.—The slightly improved tone noticed in the results of the transactions at least shows an improvement,
and if anything we think there is a still further improve-
ment, though not necessarily of the same degree or as
to cause any decided variation from the appearance of
the market. Sales have been of the usual character, and the amount of dealers too is somewhat lower as a comparison to the earlier figures, and any suggestion of a back
ness of dealers who are doing the best business affect to consider it a
sooner matter, and likely to drop off in com-
parative degree. The firm, however, are making a good
view of the days of the week, and with stock coming to hand quickly, a
numbers, and even the upper qualities are
1,000 feet, $13.00; 5,000 feet, $12.00 to $12.50, and
7,500 feet, $10.00; 10,000 feet, $9.50. The market is

SEWERS.
MADISON ST., from Pike northward to connect with sewer now
Madison st. [153]
REAL ESTATE RECORD.

To Dublin, Ohio, 2 ships, 1,200 and 1,225 tons (at Boston), from S. J. 0. & N. S. to Liverpool, $8,800, a new ship (at Portland), same voyage and rate; a Br. bark, 185 tons, (from) Liverpool to New York, $490. A city journal, June 10, as follows:

PENNSYLVANIA, June 10.—Beaufringer—Several ships have arrived from the British colonies with news that the cotton crop is in fair condition. The arrivals are too early to determine the size and quality of the crop, but prospects are very good. Prices 9 to 14 cents. Swan and picot, 10 cents, are made ready for shipment. For the transportation of this article it would be quite advantageous to have a direct route from the seaboard to the interior. It is also advantageous to have a direct route from the seaboard to the interior. It is also advantageous to have a direct route from the seaboard to the interior.

METALS.—Manufactured Copper has continued in fair demand, and the market steady, with prices fixed at $1.35 for new, and $1.30 for yellow. With the exception of silver in Mexico, the market is quiet. With the exception of silver in Mexico, the market is quiet.

Iron.—The market for iron is steady, and prices are firm. The market for iron is steady, and prices are firm.

Lumber.—The market for lumber is steady, and prices are firm. The market for lumber is steady, and prices are firm.

The following receipts are reported by the United States Department of Agriculture:

ARGUS, June 10.—Beaufringer—Several ships have arrived from the British colonies with news that the cotton crop is in fair condition. The arrivals are too early to determine the size and quality of the crop, but prospects are very good. Prices 9 to 14 cents. Swan and picot, 10 cents, are made ready for shipment. For the transportation of this article it would be quite advantageous to have a direct route from the seaboard to the interior. It is also advantageous to have a direct route from the seaboard to the interior. It is also advantageous to have a direct route from the seaboard to the interior.

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CLARK & LITTLE,
LUMBER & TIMER MERCHANTS,
SIXTY-FIRST & SIXTY-SECOND STREETS, EAST
RIVER, NEW YORK.

W. H. COLWELL & CO.,
WHOLESALE & RETAIL DEALERS IN
LUMBER, TIMBER AND LATH,
ALSO
PLASTER & CEMENT,
A general assortment always on hand at the yards, cor. of
50th Av. & 120th St., & bet. 120th St. & 121st St., Harlem River,
HARLEM, N. Y.

GARDNER LANDON, JR., & CO.,
WHOLESALE & RETAIL DEALERS IN
LUMBER, LATH, ETC., ETC.,
A full assortment constantly on hand at the Yard,
Cor. 136th St. and 54th Av., Harlem, and foot of
136th St. and 134th Av., North River.
MANHATTANVILLE, N. Y.
GARDNER LANDON, JR.,

RUSSELL JOHNSON,
DEALER IN
LUMBER, TIMBER,
AND SHINGLES,
No. 3 BROME STREET,
CORNERS TOMPKINS ST.,
NEW YORK.

LEANDER STONE,
Dealers in
PINE, SPRUCE, AND HEMLOCK LUMBER
AND TIMBER,
BLACK WALNUT, and other Hard Woods,
Cor. 54th St. and First Ave., New York.

THOMAS J. CROMBIE, DEALER IN
LUMBER AND TIMBER OF ALL DESCRIPTIONS,
Also, Yellow Pine, Flooring and Step Plank,
YARD—FOOT 75TH STREET, E. R.

G. L. SCHUYLER,
WHOLESALE AND RETAIL DEALER IN
LUMBER,
FOOT OF FIFTY-SEVENTH STREET, E. R.

A. W. BUDLONG,
DEALER IN
LUMBER,
COR. 11TH AVE. & 62nd STREET, NEW YORK.

CHURCH & GATES & CO., Successors to H. D.
GATES, Bros., Mott Haven, N. Y. A large
assortment of Lumber and Timber for city and
country trade. We cut out from 36 to 60 days' notice large orders
for spruce and pine frames, at prices city per cent. less
than city mills. Scaffold Poles, etc., etc.

JOHN H. RUSSELL & CO.,
LUMBER DEALERS,
HAVE CONSTANTLY ON HAND
DRIED PINE AND HARDWOOD
LUMBER.
COR. 23rd STREET AND ELEVENTH AVENUE.

Fire Escape Manufactory
PLAIN & ORNAMENTAL IRON RAILINGS,
CHEMISTRY RAILINGS,
Iron Doors, Shutters, Gargoyles, And all kinds of Iron
work. Jobbing promptly attended to,
121 EAST FOURTH STREET, near Bowery.

JAMES TAYLOR.

BUILDERS' IRON WORK.

JOHN J. BOWES & BOWES,
MANUFACTURERS OF PLAIN & ORNAMENTAL
IRON RAILING, FIRE ESCAPE BALCONIES,
VERANDAS, IRON SHUTTERS, VAULT DOORS,
IRON COLUMNS, VAULT HEAMS, GIRDERS,
AND ALL KINDS OF IRON WORK,
Ordering promptly attended to,
BUILDERS' IRON WORK, CEMETARY RAILINGS,
136 West 29th St., bet. 7th and 8th avenues, N. Y.

HEALEY IRON WORKS,
Corner North Fourth and Fifth Streets,
BROOKLYN, E. D.

Manufacture of
IRON WORK FOR BUILDINGS,
SILLS, LINTELS, COLUMNS, GIRDERS,
AND EVERY STYLE OF RAILING.

ESTABLISHED 1843.

GLOBE IRON FOUNDRY,
No. 468 & 482 BROADWAY,
NEW YORK.

C. VREELAND,
PLAIN AND ORNAMENTAL
IRON WORKS,
RAILINGS, DOORS, SHUTTERS, GRATINGS,
AND BUILDERS' IRON WORK IN GENERAL,
No. 1356 BROADWAY,
(At 90th and 70th Sts.)
D. VREELAND, Superintendent.

J. & F. COOK, IRON WORKS,
No. 129 WEST THIRTY-FIFTH STREET,
NEW BROADWAY, NEW YORK.

Plain and Ornamental Iron Railings, Doors, Shutters,
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