MINTON'S TILES, 
PLAIN AND ENCAUSTIC, 
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The Capitol at Washington, 
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The undersigned begs to call attention to the Tiles manufactured by T. & R. BOOTE, Burslem, Staffordshire, England, for which they have been awarded Prize Medals in all the World's Fairs and Exhibitions. The process by which these Tiles are made is perfectly simple, and the raw material is of a cheaper kind than that used in the production of the famous Portland Stock. 

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Steam Marble & Marbleizing Works, 
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REAL ESTATE BROKER. 
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Lightning Rods. 
Wheeler Patent and all other kinds of Copper and Galvanized Iron. Sold at reasonable prices. 

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A Popular Work explaining Auguste Comte's "Scientific Faith," known as the "Religion of Humanity." 
Price $1.00. 

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DAVID WEBLEY & CO., No. 7 WASHINGTON STREET, AND BY AMERICAN NEWS COMPANY.
THE QUEEN RANGE,

WITH DUMPING AND SHAKING GRATE,
FENDER-GUARD,
WARMING-CLOSET,
AND DOUBLE ELEVATED OVEN.

ALSO,
HOT-BLAST RANGE,
KEEPS' SIDE-BURNER,
AND EVERY RANGE WARRANTED.

THE LAWSON FURNACES.

MADE AND FOR SALE BY
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No. 236 Water Street,
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THE CELEBRATED
STEWART STOVE,

With Dumping and Shaking Grate, Front Draft, and Ash-Pan.

THE BIGELOW BLUE STONE COMPANY,
A. B. KELLOGG, AGENT,
MINERS, MANUFACTURERS AND WHOLESALE DEALERS IN
NORTH RIVER BLUE STONE,
MALDEN, ULSTER CO., AND 14 PINE ST., N. Y.
Flagging, Curbing, Gutters, Sills, Listels, Tiling, etc.,
shipped to all parts of the United States & South America.

PECK & WANDELL,
Successors to W. J. & J. S. PECK,
DEALERS IN ALL KINDS OF
MASON'S BUILDING MATERIALS,
LIME, LATH, BRICK, CEMENT, PLASTER, HARD, &c
FOOT OF TENTH STREET, NORTH RIVER,
FOOT OF SPRING STREET, N. L.,
FOOT OF 27th & 32nd and 7th Street, E. R.,
AND TRADERS' EXCHANGE, NO. 37 PARK PLACE, BOX 87,
NEW YORK.

M. F. CHADBOURNE,
Successors to W. W. CHAPPOUND,
HOUSE MOVER,
115, 115, and 116 East 41st Street,
Near 41th Avenue, New York.
Residence, 120 East 41st St.,
Sheet-plating and Shoring-up; Buildings Raised, Lowered and Moved;
Jack Screws to Let.
J. S. Packer,
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JAMES BROOKS,
MANUFACTURER OF
SHELL LIME.
FACTORY,
55th Street & 11th Avenue, New York.

N. B.—Particular attention given to Loans on Bond and
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DON'T STOP IMPROVEMENT.

It is desirable that, while wisdom is required and economy should be exercised in the city disbursements, the much needed improvements should go on. The great danger is that, after all the extravagance, we may now run to the other extreme of parsimony. All the money that can be saved should be saved, but let not the savings be effected by stopping the so much needed improvements. The Dock system should be developed in its utmost perfection; steam transit should be secured in various directions within the city limits; all avenues and streets that have been opened should be completed; and a new bridge built over the Harlem River. New York is destined to be the metropolitan city of this continent; and it must prepare itself for that great and dignified future which awaits it. This cannot be done by unwise economy; but by large and liberal and sound expenditures. Every dollar wisely laid out now will, by the rich usury of time, be worth thousands of dollars in the future. It has been too much the fashion, in times past, to wait until a locality was built over before supplying the needed improvements. This was not only wasteful and inconvenient, but unnecessarily costly. We hope our new Park Commissioners will bear this in mind. The danger is not that they will not save money for the next few years, but that they will be niggardly as regards the completion of works already begun, or as regards the carrying out of those enlarged plans for the adornment of our city which have already been devised. Whatever may be said against those who have had the affairs of our municipality in their charge during the past few years, it is certain that their plans for the benefit of the city were upon a large and liberal scale. The systems of parks and boulevards, of docks and bridges which have been undertaken will be monuments of the largeness of view and forethought of the men who planned them, and will endure as long as the city endures.

A FOURTH AVENUE VIADUCT.

It is understood that the owners of the railroad tracks on the Fourth avenue are willing to build an elevated platform over the street upon which to run their cars from Harlem River to the Forty-second Street Depot—thereby surrendering the street again to the purposes of ordinary local traffic. They had this scheme in mind when the Forty-second Street Depot was first proposed, but were deterred from bringing the matter before the Legislature because of the expense that would have been involved in purchasing those honest gentlemen who represent the people of New York at Albany. The outcries that have been raised over the unavoidable accidents occurring in Fourth avenue, owing to the multiplicity of trains running in and out daily, will probably bring this scheme again to the surface; and if it is possible to get the matter through the Legislature, the work will be soon accomplished. With the great increase of population along the central belt of the island, the annoyance and danger attendant upon crossing those Fourth avenue tracks will of course be much greater than they are even now; especially as the business of the railroad must necessarily increase. The outcry that has been raised that the city is being overtaxed; therefore, can hardly be overstated; and if the Central and Hudson River directors are permitted to make this change, it would suggest a solution of the problem of City Steam Transit very readily. For with an Elevated or Viaduct Railroad, such as they would be compelled to construct from Harlem River to 43d street, it would be an easy matter to continue the same down to the City Hall. Instead of waiting for the organization of a new machinery, we should thus have sur la chape a vast corporation, with any amount of money at its back, who could absolutely give New York all the steam facilities it required within two years’ time. The Record has before urged this matter, upon the failure of the Viaduct Railroad last summer; and it repeats what was then said, that Commodore Vanderbilt is the right man to appeal to, to give New York what it should have—Steam Transit through the city.

THE APARTMENT HOUSE SYSTEM.

So often commented upon in the Record, is, we see, in length attracting the attention of the daily press; and the very large profits which have so far attended these ventures have made the subject quite as attractive to capitalists and builders. For persons who put their money into ordinary dwelling-houses are satisfied with realizing 10 or 12 per cent., but here is a class of structures in which the profits so far seem fabulous—35, 40, 45 per cent. has been the reward of those capitalists who have had the pluck to erect these most desirable houses. We allude to such buildings as the one in 13th Street, near 2d avenue; the one in 18th street, near 4th avenue; and the large new Apartment House corner of 5th avenue and 15th street. We hear rumors of whole blocks of vacant land being taken up with a view to erect palaces for persons who wish to enjoy the conveniences of the family hotel and the apartment house. There is no doubt that a wisely planned scheme, which would give families the advantage of a fine and well-appointed suite of rooms, with meals and wines at club prices (thus saving the expense of a private staff of servants), would pay immense profits. But of course any scheme of this kind requires immense capital; and besides, our architects have as yet hardly turned their attention in this direction. It would be well, we think, for our foremost architects to give this matter serious attention, and to devise schemes for Apartment Houses to cover whole blocks. For it is inevitable that, with the profits heretofore secured, this class of buildings will soon be in demand. And, even in the event of their falling to secure patronage (which is scarcely possible), edifices thus constructed could be easily converted into hotels, of which New York has, even now, too few.

We hope that in framing the New City Charter attention will be paid to the suggestion first made in the Record that a Board of Auditors composed wholly of tax-payers, for the examination, and approval or rejection, of all bills and charges whatsoever, be a part of the machinery of our City Financial Department. We have now, it is true, an honest Comptroller; but there is this danger that the Legislature, taking it for granted our Finances will in future be wisely and faithfully managed by him, will fail to make any provision against the possibility of the office, again falling into incompetent or dishonest hands. The point we make, then, is that no bill should be paid until it has passed the scrutiny of the Comptroller or his assistant specially designated for the purpose; but further, that a Committee or Board representing the Tax-payers of New York should have the right of absolute veto upon every sort of charge or outlay, no matter in what Department it originated. This provision would be very simple; but practically it would be found a very effectual one. It would be worth all this rubbish declaimed in newspapers and on the stump about “electing honest men alone to office.” Let us have a Board of Audit of Tax-payers.
We wish to call the attention of our patrons to the fact that for some time past we have been giving the Westchester County conveyances of property.

One of the schemes of the now defunct "Ring" was to annex the lower portion of Westchester County to New York City. It is to be hoped that this will still be effectuated; and then we anticipate seeing Westchester County united to New York by one or more lines of steam conveyance running right into the heart of the city. Thus we expect to see steam transit from City Hall to New Rochelle and Yonkers an accomplished fact within the next two years. Then there will, indeed, be an immense demand for Westchester County property; and the present files of the RECORD will be found of very great value, as all the transfers in the lower part of the county will be therein registered. The interest in Real Estate which has heretofore expended itself in speculations on the outskirts of Brooklyn and the towns of Jersey, will be concentrated in the new New York which will grow up on the northern side of the Harlem river.

MECHANICS' LIENS.

THE CITY improvements must go on! We regret to see the manifestation of a disposition on the part of the new Board of Public Parks to put a stop to the works which were in progress. This is not wise. It will damage the city in many ways, especially it will seem an acknowledgment to the world that past extravagance and peculation have really injured and embarrassed us. We cannot afford to make any such admission. Every piece of improvement now under way should be carried to full completion. This is due to the tax-payers who have paid or are about to pay their assessments. These improvements add to the taxable value of their property; they encourage architects and builders to put up more houses; and indirectly they will help to give business to the Village and Underground Railroad—whichever it shall please our capitalists to build. We must see our Riverside Park finished. We want the upper part of the island to put a stop to the works which were in progress. We want our Morningside Park put under way. We want all public encouragement should be given to whichever line of steam transit is finally decided upon.

There was a little paper similar to our own published in Chicago for some time; but unfortunately the people of that city allowed it to die. Then came the fire; and with it was swept out of existence all titles and proof of ownership of hundreds of lots in that unfortunate city. Since the great catastrophe we have had frequent applications for copies of the paper; containing the transfers of Realty, and a complete file of those printed transfers would to-day be of incalculable value to the distressed property-holders of Chicago who desire to borrow money (and find plenty willing to lend) and yet can show no titles to their lots. There ought to be a printed record of every transfer that is made. This, in view of what has occurred in the West, is a matter of great importance, which it would be well for the new Register and the new Legislature to act upon.
CONVEYANCES.

NEW YORK.

November 23, 28, 34, 25, 27.


BROADWAY, (N. w. cor. 192d st.), 100x200. Henry T. Helmbold to Leopold J. Phillips. Nov. 22. . . . 140,000

CARROLL pl. (Bleecker st.), n. s., 57.3 e. Tottenham st., 28x65. Robert Cochran (Reffer to) to Sophia B. Bouchard. 20x65 of New Rochelle, and Victoria, wife of Charles W. Whitney (51), of Elizabeth, N. J., Nov. 22. . 35,000

GREENWICH st., s. w. cor. Vestry st., 25x80. Susan Ritter to Theodore Ritter. (May 31, 1870.) Nov. 25. . . 10,000

MOTT st., e. s., 7.5x80. Charles L. Gowdy to John King. Nov. 29. . . 35,000

MONTGOMERY st. (No. 7), n. e., 14.6 e. Broadway, 24x75. Susan Ritter to Theodore Ritter. Nov. 29. . . 18,500

MOTT st., e. s., 7.5x80. Nathaniel Burchell to Nathaniel J. Burchell. (Mort's $40,750.) Nov. 27. . . . 27,000

MOTT st., e. s., 7.5x80. Houston st., 25x100. Hens of New Rochelle, and Victoria, wife of Charles W. Whitney (32), of Elizabeth, N. J., Nov. 22. . 35,000

15TH St., n. s., 49x50. 6th av., 25x103.3. Exrs. of William Babcock, Jr., to Henry P. Dimock. Nov. 27. . 30,000

17TH St., n. s., 100 e. 7th av., 54x71.6. Justin Howard to Simon Pinner. Nov. 22 18,500

34TH St., s. w., 137 1. Henry T. Hehnbold to Lewis J. Phillips. Nov. 29, 1870. . 140,000

43D St., s. w., 2,33.4 w. 10th av., 16.8x100. James L. Wulcox, William A. Cole, and Samuel C. Bushnell. (Mortg.'s $40,793.) Nov. 27. . 21,300

56TH St., s. w., 2.53 e. 6th av., 20x100.5. Hens of New Rochelle, and Victoria, wife of Charles W. Whitney. (All the share of A. May.) Nov. 23 . . 10,050

57TH St., n. 8., 60 w. Lexington av., 20x60.2. & 1

80TH St., s. 8., 275 w. 5th av., 25.7x103.2. Courtlandt Soc., to Edward F. Underhill. Nov. 23 . . 20,500

86TH St., s. s., 25.6x100.8

90TH St., s. e., 105 e. 3d av., 75x100.5. Robert W. Smith to Frederika Berg. Nov. 27. . . 13,500

101ST St., s. w., 75x100.5. John J. Walsh and -

102.2. Christopher Keyes to Terence Far-
MARKET REVIEW.

BRICKS.—The market for North River bricks appears to present few changes. The supply is in regular touch with the demand, and a good many manufacturers need to settle with the brick dealers for the past, and the demand and supply about balancing, and prices showing no decided alteration in favor of either seller or buyer, though if there be any advantage at all, the latter close their books at 50c. A certain amount of stock is running 50. Theodore Martine agt. Anna Armstrong, Nov. 27.

A very choice styles §10.25@10.50 per IVT may be quoted; and the offerings, as a rule, are sold without much competition continuing, and builders seem likely to expect an increase in the number of vessels available, but there is not likely to be any actual scarcity of stock, as the recent improvement in rates on vessels not likely to show a change to a lower level of values. The wants of the real estate dealers are at present small, and the market remains firm at §1.05 per bbl for common sorts. Manufacturers are reported as feeling very fair from yard. Croton Fronts are dull, and of bricks will not be obtained at much if anything below $4.00 per thousand, and the market remains firm at §1.05 per bbl for common sorts.

A good many dealers, to be sure, continue offish, and will continue the same plan just as long as the river remains open, with as much rapidity as possible, and will be likely to continue operations in the same general manner. The yard trade has again been rather moderate, with the demand for bricks being much diminished, as may be expected. The market for State lime continues in the usual mixed condition, and the demand is such as may be expected, the supply and demand, etc., though the irregularity is noticeable on the common grades, the finishing stock holding up to extraordinary prices, and the large number of vessels now in the market. A few new lots have been offered at the close, but the demand appears to take them at prices ranging from $3.50 to $4.00 for finishing.

LIME.—Eastern stock is still quoted as very firm, and there is plenty comes, and more known to be in hand, but the market has an upward tendency. The Eastern ship-yards have been comparatively inactive, and good management alone has enabled receipts to be a fair supply available when wanted. Pale Brick again been obtained, but the supply begins to more evenly distribute itself over the interior. Prices show a little irregularity on the river, with a very fair sale at $5.00 per thousand, and $4.50 do for finishing.

In a wholesale way the movement has been large or small, according to the occasion. The movement of the bricks now cover about the bulk of the supply available, dealers, as we have already stated, are very much in want of bricks, and most negotiations not likely to be carried on a basis of a short-form contract. We have received at from §35 to §36 per M feet. Several large orders for sawed lumber, for which there is a growing demand.

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For very choice styles $10.50@10.75 per M do may be quoted; but prices, as we have already stated, are very much in want of bricks, and most negotiations not likely to be carried on a basis of a short-form contract. We have received at from §35 to §36 per M feet. Several large orders for sawed lumber, for which there is a growing demand.

From South America the inquiry is moderate, while most liberal terms are prevailing in the markets of Brazil, the Argentine Republic, and the Dutch West Indies, although the stock of logs is small. The market for Burmese, with an inferior cargo now and then as low as $1.75 do for finishing, and $1.50 do for prime box and shipping boards: $3.00 for choice do; and a few good random cargoes could be disposed of.

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in large gangs. Their stay in this city is brief. As a rule, matters, the only activity apparent to those not of the fact in the case. There is no use in concealing the fact that mate of the number of men in the woods on the Saginaw," "Well, I guess I'll get in several million, more or less; open and there is but little snow, the timber cut being most­
amount and quality, generally bear a favorable comparison
located at and near Williamsport, would, as to
to the circumstances that thousands of acres of land have
in advance of the transactions the previous week. The
the largest amount cut in any season preceding this
enormous fifteen hundred feet, if run to the full extent, from the
Sawin River and Bay. And I presume the magnitude of
the late fire, together with the unusually large demand for
throughout the burnt district, the stocks now in hand are
prices at or near the same range that prevailed before the
receipts have been
that all the lumber sold can be shipped this season, partic­
light, but shipments have been very brisk, and the docks
ber of canal boats offering to load for New York, they will
son. The lumber mills of Red Wing have sawed during the

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the ring prices now
of logs have advanced in the Stillwater market from $1.50
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half of the stock, restricting transactions. We quote: Gienghronl.
the pores of the wood, making the fibre tougher and not im­
from three to ten minutes, instead of a few hours, and it is
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The lumber runs well into the uppers, usually about 30

From St. John, N. B., we have the following:

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The Courier records the burning of the mill at Flath, and says:

The least is estimated as follows:—Mill building with ma­

DEAL FREIGHTS.—Wooden barrels of different sizes and

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to the winter being bad for stacking, the crop of logs will

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The only engagements we have been aware of are those of a Mr. Barrow now in Japan, for Dublin, on private terms, and larch cull, 650 tons, for Dubuque, at $3.25. West India Freighters report an unusually large demand for vessels prevails; a steir, of 120 tons, for Trinidad, P. R., at $26@28 per hundred, is offered, as are quantities of the

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common grade of white pine is $18; better quality is $20 per hundred. Should any large order be received this week, we shall be ready to supply orders from lumber merchants at less prices. We quote prime Flooring Boards, $20@21; and Deal, $18. The Peninsular Mail reports as follows:

Very little shipping is reported at the harbor, except for

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Very little shipping is reported at the harbor, except for

the ring prices now
of logs have advanced in the Stillwater market from $1.50
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Paint packages: 8", value $1,334 8,-; 3, value $1,353,14.

There are fair amounts of foreign goods expected, but likely to greatly reduce supplies at present. Prices remain two or three weeks, a good many quiet sales having been made. We quote 4@5d, $5.40; cut 3d, $6.15; cut 2@3d, fine, $6.90; very firm on all grades. We quote per 100 lbs.: cut, 10®12.

There is advanced, while on all the standard goods the tone is very firm on all grades, except that, some of the positions have made this market firm, and these are urging the shipment at full former prices. We quote Mosselman at 10%.

The supply now on hand is equal to the present outlet, probably less plenty, but there is an increase in the number of orders that, among these cannot be considered as all available, as some of the goods at 15®18c for 27®29, all less 2®3 per cent to the trade. Pig Tin is in only the late enhancement of values, and the tone of the market is still maintained, with sales from stock at 11@12c currency.

Exports for the week, 227 bbls; since January 1st, 501 bbls; for the corresponding period last year, 1,011 bbls.

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PLATE.-Cargo rates.

<table>
<thead>
<tr>
<th>Description</th>
<th>1st Month</th>
<th>2nd Month</th>
<th>3rd Month</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spanish Brown, dry</td>
<td>100 lbs</td>
<td>75c</td>
<td>50c</td>
</tr>
<tr>
<td>Venetian Red, dry</td>
<td>2 @ 75c</td>
<td>60c</td>
<td>40c</td>
</tr>
<tr>
<td>Vermillion, American</td>
<td>1</td>
<td>75c</td>
<td>60c</td>
</tr>
<tr>
<td>Cobalt Blue, English</td>
<td>1</td>
<td>50c</td>
<td>40c</td>
</tr>
<tr>
<td>Chrome Green, genuine</td>
<td>1</td>
<td>75c</td>
<td>60c</td>
</tr>
<tr>
<td>Nordic Amythyst</td>
<td>1</td>
<td>75c</td>
<td>60c</td>
</tr>
<tr>
<td>Sons Sp. Tung. Oils</td>
<td>1</td>
<td>75c</td>
<td>60c</td>
</tr>
</tbody>
</table>

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