AND BUILDERS' GUIDE.

Vol. IX. NEW YORK, SATURDAY, JUNE 29, 1872. No. 224.

PETER A. HEGEMAN, [Son of the Late Peter A. Hegeman.]

Real Estate Broker, 61 Liberty Street, NEW YORK.


ESTATES MANAGED. RENTS COLLECTED. LOANS NEGOTIATED AND INVESTMENTS MADE.

The only Machine in use combining perfect safety with smoothness, noiselessness, rapidity of movement, and the greatest economy in the use of fuel.

Safety Hoisting Machinery for Merchandise and Freight, for Stores, Manufactories, Furnaces and Mines.

2,000 now in use.


MANUFACTURERS' AND BUILDERS' FIRE INSURANCE CO.

CASH CAPITAL. $200,000.

Principal Office, No. 307 BROADWAY. Branch Offices, No. 803 Third Avenue, and Avenue C, near 7th St. Insures against loss or damage by fire on the most reasonable terms. EDWARD V. LOW, President. J. JAY NEWELL, Secretary.

GEO. E. PHELAN, Manufacturer of BILLSIDE TABLES, AND APPARATUS.

Warerooms, No. 7 Barclay Street, N. Y.

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

WHITE & CO., LUMBER AT WHOLESALE, ALBANY, N. Y.

ALSO, LARGE MANUFACTURERS. Orders filled direct from Canada, Michigan, Chicago, and Oswego, sea water or rail.

J. B. WHITE & BROTHERS' Portland Cement

FOR SALE, IN STORE and TO ARRIVE.

S. L. MERCHANT & CO., 244 PEARL STREET, Between John and Fulton Sts., NEW YORK.

MAW & CO.'S TILES, PLAIN, ENCAUSTIC, AND MAJOLICA.

For Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Fire-places, Lobbies, Hearths, Exterior and Interior Wall Panels, Tablets, and Stair-Cases.

AGENTS IN THE UNITED STATES.

S. L. MERCHANT & CO., 244 PEARL STREET, Between John and Fulton Sts., NEW YORK.

PORTLAND CEMENT, IMPORTED BY LAWRENCE & EDMUNDS, 214 PEARL STREET. ESTIMATES GIVEN FOR ARTIFICIAL STONE AND SIDEWALKS.


R. W. FORBES, LUMBER OF EVERY DESCRIPTION, FOR SHIPPING OR DOMESTIC USE, AT WHOLESALE OR RETAIL. YARD, CORNER OF WEST 25th STREET & 11th AVENUE. DOWNTOWN OFFICE, 14 SOUTH WILLIAM STREET.

THE FIRST PREMIUM: At the Exhibition of the American Institute, 1869, AWARDED TO THE New York Stone Works, C. J. BANDMAN. L. JAFFE. Manufacturers of Artificial Stone. 531, 1133 BROADWAY, Apollo Building, New York.

HAVE YOU SEEN GOLD'S NEW SANITARY HEATER?

(Patented Aug. 1st, 1871.)

It gives a pure, healthful atmosphere, equal in mildness to any steam heat at less than one-half the cost. NO OVER-HEATED SURFACES. No loss of heat up chimneys. NO DAMPERS.

NO DANGER FROM POISONOUS GASES.

Has Automatic Regulator controlling the Draft, economizing fuel, and preventing all danger from over-heated pipes. Simple in construction, easily managed, best in use. NOT A HOT-AIR FURNACE, NOT A STEAM APPARATUS. Call and see it, or send for Circular.

THE GOLD HEATING CO., 105 Beekman Street, New York.
THE WARREN RANGE,

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

ALSO,

HOT-BLAST RANGE,
KEES' SIDE-BURNER,
AND

EVERY RANGE WARRANTED.

EVERY RANGE WARRANTED.

THE LAWSON FURNACES.

MADE AND FOR SALE BY

FULLER, WARREN & CO.,
No. 236 Water Street, NEW YORK.

Desirable Manufacturing Property TO LET OR LEASE.

No. 116 and 118 West 25th Street.

Double building, five stories and basement, well lighted, with Engine, Boiler, and Machinery.

Apply on Premises.

Peck & Wandell,
Successors to W. J. & J. S. Peck,
DEALERS IN ALL KINDS OF
MASON'S BUILDING MATERIALS,
LIME, LATH, BRICK, CEMENT, PLASTER, HAIR, &c.
FOOT OF THIRTIETH STREET, NORTH RIVER,
FOOT OF 47TH & 48TH STREET, E. R., AND MECHANICS
AND TRADERS' EXCHANGE, No. 27 Park Place, Box 38,
NEW YORK.

J. S. Peck.
J. G. Wandell.

FIRE ESCAPES.

All household's work in general. Repairing and Jobbing promptly executed.

Healey Iron Works,
Corner North Fourth and Fifth Streets,
Brooklyn, E. D.

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

J. L. & J. F. HEALEY.

M. A. Wilder, Son & Co.,
COMMISSION MERCHANTS,
AND MANUFACTURERS OF
TIMBER & LUMBER


M. A. WILDER.
V. A. WILDER.

REAL ESTATE.

SLADE & STAFFORD,
REAL ESTATE BROKERS,
23 Union Square.

Frank G. & Davison Brown,
REAL ESTATE BROKERS,
20 BROADWAY,
NEW YORK.

Refer to Messrs. Brown Brothers & Co., and
Wm. E. Dodge, Esq.

Adrian H. Muller, P. B. Wilkins & Co., AUCTIONEERS AND REAL ESTATE BROKERS, No. 1 Pearl street, New York.

Johnson & Miller, AUCTIONEERS AND REAL ESTATE BROKERS, No. 25 Nassau Street, corner of Cedar, New York.

Muller & Co., AUCTIONEERS AND REAL ESTATE BROKERS, No. 25 Nassau Street, corner of Cedar, New York.

Adam Hampton's Sons,
Manufacturers of
Grates, Fenders, & Fire-Place Heaters,

No. 60 Gold Street,
(Next Fulton and Beekman Sts.)
New York.

Established 1838.
REAL ESTATE RECORD.

STAIR BUILDERS.
BRINKERHOFF & SEDOR,
STAIR BUILDERS,
123 & 125 WEST 25TH STREET.

By the introduction of suitable machineries, we can execute work promptly, cheaply and cheap, and solidly made.

SANFORD M. WALLACE,
Successor to J. F. WOOD.
STAIR BUILDERS,
No. 506 East 19th Street,
Between Avenue A and Avenue B, NEW YORK.

All orders promptly attended to and neatly executed.

J. A. TAYLOR,
STAIR BUILDERS,
506 & 508 West 56th St., New York.

Orders will receive prompt attention, and work will be performed in a satisfactory manner. BUILDERS in the country can transmit their Plans by mail, and have Pat- terns drawn, or work executed on reasonable terms.

BUILDERS’ WOOD-WORK.

J. M. BOLGER, CONTRACTOR,
213 EAST 44TH STREET, New York.

Have constantly on hand at the Yard, Foot of 92d Street, E. R.,

LUMBER AND TIMBER,

Brotb K 19th Street, No. 506 East 19th Street,
Between Avenue A and Avenue B, NEW YORK.

LUMBER and Timber.

506 & 508 West 56th St., NEW YORK.

Chains and Pulleys for Heavy Sash.

From the full extent of the infringer’s will be dealt

LUMBER AND TIMBER.

A. DEMAREST,
ELEVENTH AVENUE, cor. West 81st St., New York.

SOUTHERN LUMBER.

J. H. HAVENS & SON,
Wholesale and Retail Dealers in
LUMBER AND TIMBER.

Havens from 47th Street and 11th Avenue,
to
Cor. 56th Street and 11th Avenue,
1100, 1120, 1140, 1160

SOUTHERN LUMBER.

J. H. HAVENS, JR.

A. W. BULGONI,
DEALER IN
LUMBER,
COR. 11TH AVE. & 92D STREET, NEW YORK.

LUMBER and Timber.

No. 54th St. and First Ave., New York.

1. A. TAYLOR.

WASHINGTON, N. Y.

BURLINGTON, CHICAGO, CINCINNATI.

A. W. BULLONI,
DEALER IN
LUMBER,
COR. 11TH AVE. & 92D STREET, NEW YORK.

LUMBER and Timber.

No. 54th St. and First Ave., New York.

F. & L. MANY & MARSHALL,
48 Warren Street,
NEW YORK,

Manufacturers of every description of

BUILDERS’ HARDWARE.

Pure Bronzed Metal, Hand-Plated, &c.,
For First-Class Dwellings and Pub- lic Buildings.

AGENCY OF
TRENTON LOCK COMPANY.

E. HOLMES,

Burglar Alarm Telegraph.

This one Bell, located in the Sleeping-Room, when set

for the night, rings upon the opening of each door and
window of the house. It is the only Bell that protects
one house to protect: never goes to sleep; cannot be bought
off; and an experience of ten years, without a failure,
proves it to be perfectly reliable and satisfactory.

PARTICULAR ATTENTION is requested to our new

HOUSE ANNUNCIATOR,
An improvement upon the French system.

It consists of a single

CALL BELL and ANNUNCIATOR,
In the kitchen or servants’ department, and so arranged
that the simple touch of a small ornamental spring in each
room of the house RINGS THIS BELL AND AN- NOUNCES THE ROOM from which the call proceeds
— the bell continuing to ring until the servants give it at-
tention. The whole thing is operated by

ONE BATTERY, OR BY THE SAME BATTERY
that operates the

Burglar Alarm Telegraph.

It is simple, perfect, and reliable, and will not get out of
order, and is a very great improvement upon the old sys-
tem for ”bell pulls.” It is positively impossible to defeat

An Attachment for Ringing Door Bells and
Servants’ Bells from the
TABLE OR DINING ROOM,
by placing a spring in the floor, and covered by the car-
pet. Also, for

Calling the Coachman from the Stable,
Send for pamphlet containing ten or twelve hundred
TESTIMONIALS. They are from our best citizens and
first business men of New York and vicinity.

E. HOLMES,

OFFICE:— 7 Murray Street, New York.

6 South Clark Street, Chicago, Ill.
1121 Chestnut Street, Philadelphia, Pa.
69 West Fourth Street, Cincinnati, Ohio.
205 River Street, Troy.
121 Washington Street, Boston, Mass.

CAUTION.
The public are cautioned against all infringements upon
this system, even when called improvements; others purating
have slightly changed my method of doing the same thing,
and without any practical experience speak of it as a very
great improvement. This invention is the only one that
has had practical experience performed in general use
for ten years, and every real, practical, or desirable im-
provement that simply and actual experience could suggest
has been adopted.

All violations of my patent, either by using or vending on
patent, will be dealt with in the full extent of the

FRANK D. CONRAD.
MAGEE'S
IMPROVED ELEVATED OVEN RANGE
FOR 1871.
AWARDED FIRST PREMIUM AMERICAN INSTITUTE FAIR, 1870.

JOHN Q. A. BUTLER & CO.
(Successors to J. W. LANE & CO.),
Manufacturers of Magee Ranges and Furnaces, Walker Furnaces, Improved Baltimore Fire-Place Heaters, Morning Glory Stoves and Furnaces.
No. 32 BEEKMAN STREET, near Cliff Street, NEW YORK.
NEW FACTS ABOUT THE NORTH PACIFIC RAILROAD.

OUR readers will probably remember a short article which appeared in the RECORD of March 21, in which the facts were stated in plain language in relation to that swindling organization known as the Puget Sound Land Company, controlled by Jay Cooke & Co., which, like the old man of the sea, has fastened itself upon the shoulders of that greater swindle known as the North Pacific Railroad, and in its name sells to themselves as the Puget Sound Land Company, all of the most valuable lots in the town sites of the States of Minnesota, Dakota, Montana, Idaho, Oregon and Washington Territory. These States have, according to the census of 1870, an aggregate population of 939,147 persons, scattered over an aggregate area of 630,917 square miles, while in the year 1860 their entire population amounted to but 250,000 persons. There is no room for doubt that 500,000 persons, occupying a region covering 630,917 square miles, will not be able to assure a traffic that will produce an annual income of $20,000,000. It is not to be denied, however, that the population will materially increase upon the completion of the road, but certainly not sufficiently rapid to cover thinly inhabited regions with a population of a commercially agricultural or industrial character when the vast extent of territory is taken into consideration. Of all the States traversed by the line of this Railroad the State of Minnesota shows, for the last ten years, the most rapid growth, as it has increased since 1860 at the rate of about 150 per cent., which rate applied over the whole region of the Northern Pacific during the next ten years would only result in an aggregate population of 1,500,000, or about one-third of the present population of the State of New York, that even that population which will not exist at the time of the completion of the line nor until ten years afterwards will be able to assure an income of $20,000,000 annually admits of very grave doubts. Of course we will admit that the per centage of increase may be very much greater than estimated, but it must be remembered that it will be no easy matter to divert the line of emigration which has heretofore flowed in a more southerly direction toward the States of Illinois, Iowa, and so on westward, to the more northern States on the line of the Northern Pacific Road. It is only lately that the State of Minnesota has succeeded in attracting any noticeable emigration toward her borders, although she for years has been provided with railways. But little encouragement can be given as regards the through traffic of this Railroad. One terminus is at Duluth, Lake Superior, Minnesota, and the other at Puget Sound, which last terminus, favorable as it is for shipping, has nothing as yet in the shape of industrial establishments save a few embryo collieries and a few important saw mills, the product of which finds a market abroad. Duluth is a city of only 4,000 inhabitants and certainly affords no guarantees as regards a paying traffic.

A writer in a local paper has already convicted Jay Cooke & Co. of several misstatements in relation to these estimates, particularly in reference to the amount needed to pay interest on the capital during the building of the road which, in Jay Cooke's estimate is put down at $7,230,000, when the fact is that after making liberal allowances for income derived from finished portions of the road from time to time the amount actually needed will certainly exceed $13,000,000. Possibly, such an eminently financier may consider a discrepancy of $8,000,000 more or less to be of slight account, still such figuring is notcalculated to inspire confidence.

Another item in the estimate made by this banking firm is of such small proportions in comparison with the length of line to be operated, particularly in reference to the amount needed to pay interest on the capital during the building of the road, but certainly the inconsistency is still more striking.

We refer to the estimate for working capital which it is put down at $3,915,000, out of which is to be purchased 130 locomotives, 100 passenger cars, first class; 50 passenger cars, 2d class; 30 smoking cars, 1,500 freight cars, besides a large number of baggage, express and other cars. This estimate certainly needs to be increased largely.

The most important question, however, to a bondholder in connection with this road is, after its completion it offers the necessary guarantees that the surplus accruing out of the revenues derived from the traffic will be sufficient to pay the interest on the $100,000,000 capital, and which which will amount to an annual tax of $7,300,000. To obtain a net profit equal to this amount would require a gross income of $20,000,000 dollars a year as it is proven by official data that the working expense of railroads in this country aggregate about 60 per cent. of the gross income. That the Northern Pacific Railroad cannot count upon such a traffic can be easily shown.

The tract of country that is traversed by the Northern Pacific Railway, upon which at the outset the line must depend for acquiring and securing a local traffic, is situated in the States of Minnesota, Dakota, Montana, Idaho, Oregon and Washington Territory. These States have, according to the census of 1870, an aggregate population of 939,147 persons, scattered over an aggregate area of 630,917 square miles, while in the year 1860 their entire population amounted to but 250,000 persons. There is no room for doubt that 500,000 persons, occupying a region covering 630,917 square miles, will not be able to assure a traffic that will produce an annual income of $20,000,000. It is not to be denied, however, that the population will materially increase upon the completion of the road, but certainly not sufficiently rapid to cover thinly inhabited regions with a population of a commercially agricultural or industrial character when the vast extent of territory is taken into consideration. Of all the States traversed by the line of this Railroad the State of Minnesota shows, for the last ten years, the most rapid growth, as it has increased since 1860 at the rate of about 150 per cent., which rate applied over the whole region of the Northern Pacific during the next ten years would only result in an aggregate population of 1,500,000, or about one-third of the present population of the State of New York, that even that population which will not exist at the time of the completion of the line nor until ten years afterwards will be able to assure an income of $20,000,000 annually admits of very grave doubts. Of course we will admit that the per centage of increase may be very much greater than estimated, but it must be remembered that it will not be easy matter to divert the line of emigration which has heretofore flowed in a more southerly direction toward the States of Illinois, Iowa, and so on westward, to the more northern States on the line of the Northern Pacific Road. It is only lately that the State of Minnesota has succeeded in attracting any noticeable emigration toward her borders, although she for years has been provided with railways. But little encouragement can be given as regards the through traffic of this Railroad. One terminus is at Duluth, Lake Superior, Minnesota, and the other at Puget Sound, which last terminus, favorable as it is for shipping, has nothing as yet in the shape of industrial establishments save a few embryo collieries and a few important saw mills, the product of which finds a market abroad. Duluth is a city of only 4,000 inhabitants and certainly affords no guarantees as regards a paying traffic.

The Asiatic through trade, which at present is controlled by the Pacific lines, will continue, beyond-a-doubt in its present channels, as no superior inducements as regards shortening of time or distance can be offered by the Northern Pacific Route, and it is folly to presume that the intimate commercial relations now existing
between New York, Chicago, and San Francisco can be disturbed.

Another important question with holders of bonds is whether the sale of lands by the company will realize the amounts necessary for the redemption of the bonds within the thirty years which they have to run. This question may with propriety be put to the fortunate stockholders of the Puget Sound Land Company, who are certain of a profit on their share of the transactions, provided the bondholders are also free from the idea of playing their little game. At $3.50 per acre the land is foolish enough to let them keep on playing at present seems doubtful under the present assessment lists for sewers, paving, etc., in his possession. Aldermen have directed the Comptroller to send the Avar. as shown to be costly to tax payers. The Board of Assessment has under authority given him by the late Legislature, has reduced the fees pertaining to Collector Markweather’s office at an early day for collection. The EECOBD Frederick W. Whittemore was on Wednesday last elected administration. No action was taken by the Department of Works. The Board of Aldermen, by resolution, have requested the Collector’s office, and is in accord with Mr. Green’s action.

MECHANICS’ LIENS.

RECORD of last week as being located on 3d av., s. e. cor.

KINGS COUNTY.

June

19 NORSTAD AV. AND MONROE AV., N. e. cor., 40x60, 2 houses, Francis Nash afg. Isaac and Geo. Mason and Daniel Douglas... 300

17 JACOB ST., s. s., 100 x CENTRAL AV., 230x180, 6 houses, Francis Nash afg. Isaac and Geo. Mason and Daniel Douglas... 180

15 BRYANT AV., N. e. cor., 80x100, 2 houses, Francis Nash afg. Isaac and Geo. Mason and Daniel Douglas... 160

23 BOWERY, w. s. (No. 108), JULIUS BECHER afg. Bartholomew... 378 60

25 BAXTER ST. (No. 169), JOHN KINNS afg. & Co. afg. 50

Gossip.

The Board of Aldermen, by resolution, have requested the Department of Parks to lay before them a statement of their operations to the present time together with a list of their employees and their salaries. The Board of Aldermen have directed the Comptroller to send the Avar. as shown to be costly to tax payers. The Board of Assessment has under authority given him by the late Legislature, has reduced the fees pertaining to Collector Markweather’s office at an early day for collection. The EECOBD Frederick W. Whittemore was on Wednesday last elected administration. No action was taken by the Department of Works. The Board of Aldermen, by resolution, have requested the Collector’s office, and is in accord with Mr. Green’s action.

19 NORSTAD AV. AND MONROE AV., N. e. cor., 40x60, 2 houses, Francis Nash afg. Isaac and Geo. Mason and Daniel Douglas... 300
In these lists of judgments the names alphabetically arranged, and which are on each line, are those of the judgment debtor.
WESTCHESTER.

June 29th.

HOOFER st. and Harrison av., easterly cor., 70x200.

Hart st., e. s., 100 s. w., 150x100.

Hewes st., s. w., 305 s. w. Marcy, 20x100.

Hilliard st., s. w., 305 s. w. Marcy, 20x100.

Hills st., e. n., 450 n. E. 2d st., 25x100.

Hillside av., s. s., 300 s. w., 20x100.

Hillside av., s. s., 300 s. w., 20x100.

Honey st., n. e., 150 W. 10th st., 20x100.

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Honey st., n. e., 150 W. 10th st., 20x100.
FORECLOSURE SUITS.

WATER ST., S. E., COM. 37 S. MONTGOMERY ST., running 35 ft.

FOURTH STREET, S. E., COM. 10 S. 3rd AV., running 20 ft.

FOURTH STREET, S. E., COM. 10 S. 3rd AV., running 20 ft.

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FOURTH STREET, S. E., COM. 10 S. 3rd AV., running 20 ft.
logs have probably been liberated to cause a decline in lumber and logs from the extreme prices they had reached, because of the war.

From the Chicago Times, June 24th:

Other vessels were in good demand on last Saturday, and returned with cargoes of a similar description. The receipts of lumber on Saturday morning were only moderate. The price of all grades of lumber was fairly firm, with occasional small rises in the prices of several grades. During the afternoon several vessels arrived, but buyers having previously purchased, nothing further was done. The stock of lumber in this city is not great, but a large number of dollars remain unpaid. Prices advanced as follows: Quality half round, $2.90@3; Jet, $2.90@3; pickets, $10.

Another active day was experienced at a market of the yards on the 22nd inst. The receipts were large, but prices were comparatively steady. Shipments by the car-load were in ample supply on Saturday, and in fairly active demand, prices rising unchangingly, ag

The Weekly Gazette, etc., Williamport, Pa., June 29th:

The week has been one of great activity in lumber. There was also considerable demand for the lumber yard. The market is rather dull. Laths are in better condition for the present; with the dulness exists a better condition for the pre.

The receipts of lumber on Saturday morning were only 1,945,000 feet, an average of 1,650,000 feet, as compared with last week's report.

From the Boston Commercial Bulletin:

There has been no change of any note in the lumber market for the past week. The demand for the lumber in the yards was rather light, and prices remained steady.

The receipts of lumber on Saturday morning were only 1,945,000 feet, an average of 1,650,000 feet, as compared with last week's report.

The following are the prices of the principal grades:

DOLMEN:

Pine, 10 inch boards, each 24@ 25
Pine, 10 inch boards, each 28@ 32
Pine, 10 inch boards, each 34@ 35
Pine, 1 inch siding, common, each 26@ 29
Pine, 1 inch siding, common, each 34@ 35
Pine, clap board, strips, each 53@ 55
Pine, plank, l by 1 inch, each 24@ 26
Spruce, wall strips, 2x4

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### MARKET QUOTATIONS

**BUICK.**—Cargo Rates.

<table>
<thead>
<tr>
<th>Description</th>
<th>Rate</th>
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<tbody>
<tr>
<td>Outside Bonds</td>
<td>$2.87</td>
</tr>
<tr>
<td>Common House</td>
<td>$3.08</td>
</tr>
<tr>
<td>Foreign Woods</td>
<td>Free</td>
</tr>
</tbody>
</table>

**HAIR.**—Duty free.

- Cattle, W. Island: $0.38
- Sheep: $0.39

**LIME.**—Duty free.

**Glass.**

- Cylinder or Window Finished Plate, not over 10 x. 10 inches, 67 cents sq. ft.; larger, and not over 24 x 24 inches, 80 cents sq. ft.; larger and not over 48 x 48 inches, 95 cents sq. ft.; all over that, and not over 72 x 72 inches, 1.05 dollars sq. ft.; all over that, 1.25 dollars sq. ft.

**Wood.—**

- Beech, 7.50
- Hickory, W. M., 5.00
- Basswood, W. M., 3.00
- Shingles, shaved pine, W. M., 2.50
- Shingles, extra surfaced pine, W. M., 3.00
- Shingles, naval, 3G quality, W. M., 3.00
- Shingles, cedar, extra, W. M., 3.00
- Shingles, cedar, mixed, W. M., 4.00
- Shingles, hickory, W. M., 3.00
- Lath, hickory, W. M., 2.75
- Lath, spruce and pine, W. M., 2.75

**FOREIGN WOODS.**—

- Maple, $2.25
- Basswood, $2.25

**Pyre Brick.**

- No. 1, Arch, wedge, key, &c., delivered: $4.00
- No. 2, split and spout: $3.00

**Cement.**

- Rosendale: $1.00

**Doors, Sashes, and Blinds.**

- Maple, 1 inch thick, 14 inch thick, 14 inch thick: $2.25
- Shingles, extra sawed pine, 15 inch: $4.00
- Shingles, extra shaved pine, 15 inch: $4.00

**Flax.**—Duty free.

**Oil, Paint, &c.**

- Blues, finished, 100 lb. $20

**Paints and Oils.**

- Blue Stone: $0.30
- White Paint: $0.35
- Zink, White American, dry: $0.90
- Lead, American, dry: $0.90
- Lead, Red American: $0.90
- Litharge: $0.10
- French, dry gold: $0.90
- Venetian Red: $0.15
- Saffron, in oil: $0.15
- Spanish Brown: $0.15
- Vermilion, American: $0.75
- Chrome Yellow, American: $0.15
- Chrome Yellow, in oil: $0.15
- Paris Green, pure dry: $0.25
- Line Oil, in bbls.: $0.50
- Line Oil, in casks: $0.50

**Pine, Tally Planks, 12 to 15 inches, 325 pounds.**

- Beech: $0.50
- Hickory: $0.50
- Basswood: $0.50

**Rum.**—

- Port of Havana: 330 gallons, 8 cents.
- Port of Porto Alegre, 330 gallons, 10 cents.

**Silver.**—

- Foreign, English: 45.25
- Domestic: 44.75

**Sheet, Galvanised.**

- 10 per cent. discount on 1st and 2d quality, and over 6 by 11 ft., 40 cents sq. ft.; on unpolished C.A.'s, 10 cents sq. ft.
- Scrap wrought, $8 per ton.

**Zinc, White American, dry.**

- Sheet, 20 gauge, 15 by 30 inches, 25 cents lb.

**STONE.**—Cargo rates.

- Fairly rough, delivered, 8 ft.: $1.20
- Better, 6 ft.: $1.50
- Best, Portland, Conn.: $1.50
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