OTIS SAFETY HOISTING MACHINERY.

OTIS BROTHERS CO.,
PATENTEE AND SOLE MANUFACTURERS,
348 BROADWAY, NEW YORK.

PASSenger ELEVATORS
FOR HOUSES, OFFICE BUILDINGS, STORES,
APARTMENTS, AND PRIVATE HOUSES.

The only machine in use combining perfect safety with
smoothness, rapidity of movement, and the
least expenditure in the use of fuel.

Safety Hoisting Machinery for Merchandise and
Freight, for Stores, Factories, and Mines.
2,000 now in use.

ABRAHAM DOWNEY,
CONTRACTOR,
Nos. 205 and 207 East 61st Street,
will estimate for the excavation of Rock and Earth, and
the leveling of sunny lots. Building Stone and Sand fur-
nished.

STAIR RAILINGS
A SPECIALTY.

GEO. H. FIELD,
15 New Church Street, New York
(Late with Bra
den & Company).

BROADSIDE AND HARD-WOOD MANTLES TO ORDER.

Prize Encaustic and Mosaic Tiling.
The undersigned begs to call attention to the Tiles manu-
factured by T. & R. BOOIEE, Burslem, Staffordshire, Eng-
land, for which they have been awarded Prize Medals in
all the World's Fairs ever held.

“The Capitol at Washington,
And in numerous CHURCHES, BANKS, and DWELL­
INGS in every part of the country.
Gilded and Enamelled Tiles for MANTELS, HEARTHs,
Wainscoting, &c., &c.”

EDWARD BOOTE,
79 Market Street, New York,
Marble mantles supplied at low rates.

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

Lightning Rods.
Ward's Patent and all other kinds of Copper and Gal-
vanized Iron. No accidents in 20 Years. Ward's
Corner, No. 2, Two Pumps in use. Stove
Lifters and Stove Dampers at wholesale and retail.

MARTIN WELLS & CO.,
General Agents,
55 Day St., New York; or 36 Clinton St., Patterson, N.J.

J. ROMAINE BROWN,
REAL ESTATE,
1280 BROADWAY,
8 B. corner 32nd Street,
NEW YORK.

Loans negotiated, houses let, and rents collected.

S. KLAEGER & CO., MARBLE WORKS,
317, 319, 321, and 323 WEST 31st STREET, between
BROADWAY and 5th Avenue. Molds and Milled Mar-
ble, Mantles, Medallions of superior workmanship,
chiseled in this city.

HAYES SKYLIGHTS
ARE MADE
IN EVERY CONCEIVABLE FORM,
AND OF THE
MOST EFFICIENT CONSTRUCTION.
Are now in use on many of the most fine Buildings in New
York and other Eastern cities.
Illustrated Sheet and Catalogue on applica-
tion.

GEO. HAYES,
75 EIGHTH AVENUE.

WASHINGTON E. MONTROSS,
FORTY-FOUR FEET AND SIX INCHES WIDE,
AND OF THE
MOST ESSENTIAL CONSTRUCTION.

J. I. & J. F. HEALEY.

R. W. FORBES,
LUMBER OF EVERY DESCRIPTION, FOR
SHIPPING OR DOMESTIC USE,
AT WHOLESALE OR RETAIL.

Yard,
corner of West 39th Street and 11th Avenue.

NEWNAM E. MONTROSS,
Painters' and Artists' Supplies,
1500 and 1502 BROADWAY,
Between 37th and 38th Streets.
THE UNION STOVE WORKS,
88 BEEKMAN STREET,
NEW YORK.

THE BEAUTY.

THE COMMANDER
SELF-CLEANING
Surface-Burning Furnace,
With Patent "Dust-Flue" Attachment,
PORTABLE, AND SET IN BRICK.
Also, The Celebrated New York Range, with Dust-Flue and Damper attached.

ELEVATED OVEN RANGE.
(Five Holes.)
For the fifth season we call attention to this now popular Range. The claims we at first put forth have been more than corroborated by the many flattering testimonials in our possession, referring to its successful operation in every respect, while the low-ness in price is a strong argument in its favor.

THE GARNET.

Front Reversible-Flue FIRE-PLACE HEATER,
With Detachable Magazine and Dust-Damper.
We claim that, by the ADAPTATION OF THIS PRINCIPLE (which is secured by LETTERS PATENT), this is the ONLY HEATER IN THE COUNTRY LEGITIMATELY ENTITLED to be termed A BASE-BURNER.

S. M. STYLES & SONS,
351 and 353 East 61st,
AND
342, 344, 346, 348, and 350 EAST 62d STREET.

STRAIGHT, CIRCULAR, AND ELLIPTIC WOOD MOULDINGS.
RESAWING, PLANING,
SASHES, DOORS, BLINDS,
Turning, Balusters, Street Awning and Line Posts.
TONGUEING, GROOVING.
The investments in railroad bonds of other States offer greater inducements, and loans—excepting trust funds and the estates of minors, etc.—and a certain portion of the assets of savings banks, life and fire insurance companies, which, for the increased security, the law compels investments to be made on landed security in our State—are all we have to aid us in improvements. No capitalist, as the law now stands, will lend money of his own on bond and mortgage. He will buy an existing mortgage at a discount of from three to five per cent. per annum; and as that has got to be the usual way of loaning money on mortgage now, unless you pay the counsel­lor, or agent of the president, or the agent of the influential man in the financial committee of certain corporations, a fee of one or two per cent., provided the board accepts the property and the loan is effected, you cannot get the loan at all. It costs now, to obtain money on undoubted landed security, except by influence with the corporations, fully ten to twelve per cent. per annum to the borrower. A portion of this goes to the capitalist to cover the absurd State tax. Money will always command its price. All legislation tending to stop the free movement of it is wise, and it is paid by the borrower. It all falls on the poor man, and prevents the industry and mechanical talent of the poor man from being used directly for his own benefit. It is another link in the heavy chain of poverty, and should be discouraged. The relief that is wanted from the present legislature is clear and distinct. It is simply to exempt all mortgages on real estate in the State, from taxation.

Real estate is now doubly taxed, in so far as it is mortgaged; and the records of our counties will show that ninety per cent. of the improved property of the State is mortgaged, and consequently the improvements are made at increased cost, and tenants are obliged to foot the bill. All this tax is eventually paid by the lessee. There is no better security, there cannot be a better security for money loaned, than mortgage on real estate with fair margins.

The whole west side improvements have been delayed by the wrong action of the former board, and we hope the present board will in good faith expedites the measure. Time is money. The citizens of New York prefer to live here, instead of in New Jersey. We hope, therefore, that the commissioners will give the matter their attention, and meet daily until they can agree upon a report.

Rapid Transit Again.

The Record was the first paper to announce the failure of the Viaduct Railroad Company to raise means to carry out its magnificent project. We then argued that as the scheme was dead, and as it never deserved to have any life, an appeal should be made to Commodore Vanderbilt to supply New York with the needed means for city transit.

We pointed out the fact that the city already had a railroad avenue above 42d street, of which the Companies could not be dispossessed; that it led directly to the centre of the lower part of the city; that the route from 42d street, in a direct line, would not cost much for right of way; and that the line could be constructed within two years. We also pointed out that with a system of street cars connected with Fourth avenue east and west, all parts of the city could be reached in half the time that was now consumed.

The advantages of this proposal are so obvious that it seems absurd to discuss any other just at present. It utilizes an avenue already doomed to railroad purposes. It commands the capital of immense railroad interests with which it can be combined. And it offers as much steam travel as the upper part of the island will need for the next ten years to come.

In connection with this matter, the discussion of the question of city travel makes it ap-
Involves. It is preposterous that our mer­
of money which our wretched cartage system
fare would render the railroad a heavy burden
Westchester, and attend to business down town.
view of the case. It would lead, and it ought
part of the scheme. This, then, opens another

Therefore let it be borne in mind by those
who are advocating the consocration of Fourth
steam terminus down-town; and also at four
travel everywhere, ought to be on sale at the

No freight cars should be permitted to come

Any plan involving the

paid for ten years. Any plan involving the
as that is clearly too high; it would make liv­

lars would not begin to pay a dividend except

operation of every person who has the interests
in the city as to compel the trade of the whole

New York if we could so cheapen transportation

It would result immensely to the advantage of

It stands right in the
centre of the city. It stands right in the

Nobody could endure such a daily expense as

This would entail, but people with incomes of

fifteen cents were charged for fare. Such a fare

for fare. Such a fare as that is clearly too high; it would make liv­

Any transit scheme in the city of New York, in­
edifice now stands.

in the city of New York, in­

edifice now stands.

in the city of New York, in­
edifice now stands.

in the city of New York, in­
edifice now stands.

in the city of New York, in­
edifice now stands.

in the city of New York, in­
edifice now stands.

As the words of the old proverb run, 'It is no use

illegible. The less occasioned by the re­
moval of the building would be more than re­
covered by the increased value of adjacent
property, and the sale of lots upon which the edifice now stands.

Competent engineers, not in the interest of
any steam scheme in the city of New York, in­
form us that, with a fare of five or six cents for
steam travel in this city, no plan will pay a fair

In no other part of the country is a railroad

assumed that, with a fare of five or six cents for
steam travel in this city, no plan will pay a fair

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<tr>
<th>Name</th>
<th>Address</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Louis F.</td>
<td>373 E 21st St.</td>
<td>$375</td>
</tr>
<tr>
<td>Miller</td>
<td>260 W 40th St.</td>
<td>$350</td>
</tr>
<tr>
<td>Mutter</td>
<td>186 W 57th St.</td>
<td>$300</td>
</tr>
</tbody>
</table>

**REAL ESTATE RECORD.**

**KINGS COUNTY.**

Jan 24, 1871.

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allen</td>
<td>30 E 1st Ave.</td>
<td>$180</td>
</tr>
<tr>
<td>B. J.</td>
<td>25 E 15th St.</td>
<td>$250</td>
</tr>
<tr>
<td>B.</td>
<td>50 E 2nd Ave.</td>
<td>$150</td>
</tr>
</tbody>
</table>

**CONVEYANCES.**

**NEW YORK.**

**January 24, 25, 26, 27, 28, 30.**

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beekman</td>
<td>123 E 45th St.</td>
<td>$300</td>
</tr>
<tr>
<td>Millbridge</td>
<td>99 W 3rd Ave.</td>
<td>$250</td>
</tr>
<tr>
<td>Bilbro</td>
<td>166 W 6th Ave.</td>
<td>$200</td>
</tr>
</tbody>
</table>

**February 1, 2, 3, 4, 5, 6, 7.**

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. Pollin, of Brooklyn, et al</td>
<td>123 E 45th St.</td>
<td>$300</td>
</tr>
<tr>
<td>Broadway</td>
<td>26 W 3rd Ave.</td>
<td>$250</td>
</tr>
</tbody>
</table>

**March 1.**

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Price</th>
</tr>
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<tbody>
<tr>
<td>Thompson</td>
<td>123 E 45th St.</td>
<td>$300</td>
</tr>
</tbody>
</table>

**April 1, 2, 3, 4, 5, 6.**

<table>
<thead>
<tr>
<th>Name</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Charles</td>
<td>123 E 45th St.</td>
<td>$300</td>
</tr>
<tr>
<td>Schmitt, of Schenectady, et al</td>
<td>123 E 45th St.</td>
<td>$300</td>
</tr>
<tr>
<td>Bayfield</td>
<td>123 E 45th St.</td>
<td>$300</td>
</tr>
<tr>
<td>Goldstein</td>
<td>123 E 45th St.</td>
<td>$300</td>
</tr>
</tbody>
</table>

**May 1, 2, 3, 4, 5, 6.**

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<tbody>
<tr>
<td>Thompson</td>
<td>123 E 45th St.</td>
<td>$300</td>
</tr>
<tr>
<td>Schwieder, of Schenectady, et al</td>
<td>123 E 45th St.</td>
<td>$300</td>
</tr>
<tr>
<td>Bayfield</td>
<td>123 E 45th St.</td>
<td>$300</td>
</tr>
<tr>
<td>Goldstein</td>
<td>123 E 45th St.</td>
<td>$300</td>
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**June 1, 2, 3, 4, 5, 6.**

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<td>$300</td>
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<td>123 E 45th St.</td>
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</tr>
<tr>
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lations upon real estate and find it difficult to meet engagements, and are compelled to ask extensions, in order to avoid the necessity of defaulting in payment, which is frequently done in excess of quotations on small lots, for the fear of failure to retain the fronting premises for some time longer, and the only market value, the asking rate never being a fair quotation. The results are disastrous, and if not carried too far, they may prove to be a positive "coroner" on the market.

In the lumber trade, so far as sales are concerned, amounts to very little just now, receiving nothing to compete with others, and is only being made from those in a constant trade. There has been a movement in a small and very limited way, being but little more than a guess. Everything looks firm now, indeed, a good supply of lumber is said to be available. The supply is not only about exhausted in consequence of the present duties, the United States were factors to Canada, and the condition of the lumber markets. Thus, at Williamsport there was, January 1st, 1871, 122,505,694 feet of pine; and that a reduction be made in the duties ad valorem, and that a reduction be made in the duties ad valorem, and that a reduction be made in the duties ad valorem.

The exports of lumber are as follows:—

This week. Since Jan. 1. Sometimes "\text{1\text{st}}."

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<tr>
<th>Country</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Japan</td>
<td>80.00</td>
</tr>
<tr>
<td>Hayate</td>
<td>30,000</td>
</tr>
<tr>
<td>Los Angeles</td>
<td>18,000</td>
</tr>
<tr>
<td>Chicago</td>
<td>10,000</td>
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<td>New York</td>
<td>5,000</td>
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<td>Portland</td>
<td>2,000</td>
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Eastern Spruce when it arrives sells very well, and commands full former prices, but it arrives so seldom and in such small quantities that there is not much of a market, and the trade is very little interested. We do not learn of any many contracts, and some of the previous negotiations handled by the Boom Company. This falls about fifty

The Saginaw Courier of Jan. 26th says:

"The lumbermen are jubilant at the prospect afforded by the season of 1871. The Saginaw—Last week the firm of \(19.64.5\) and \(13.38.0\) for Illinois; 37c for Straits; and 41@41>^c for Banca; -

The receipts reported are as follows:

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<td>Callo</td>
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<td>Hamilton</td>
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smooth...
rough, 4 feet.
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12 inch...
14 inch...
16 inch...
18 inch...
20 inch...
22 inch...
Curb New Orleans 4 inch, per inch wide...
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I. C. Coke 14 x 20 "...
I. C. Coke 14 x 20 "...
I. C. Coke, term 14 x 20 "...
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