SATURDAY, FEBRUARY 10, 1872.

SPECIAL NOTICE.

A. G. HAVENS & SON,
Wholesale and Retail Dealers in all kinds of
LUMBER and TIMBER,
Foot or East 28th Street, New York,
Have a lot of DRY INCH CHESTNUT LUMBER for sale at a bargain price for Dealers or Consumers.

MINTON'S TILES,
PLAIN AND ENCAUSTIC,
For Public Buildings and Dwellings,
ALSO TO ORDER.

MILLER & COATES,
279 PEARL ST, New York.

THEY MAKE SKYLIGHTS
IN EVERY CONCEIVABLE FORM,
THE MOST EFFECTUAL CONSTRUCTION.
Almost in use on many of the finest Buildings in New York and other Eastern Cities.

GEO. HAYES,
75 EIGHTH AVENUE.

WAINSCOTING,
Send for Information to
G. S. KELTY & COMPANY,
321 Broadway, New York.

WANTED
BY THE NATIONAL RIFLE ASSOCIATION,
To Lease, with the privilege of purchasing, ground for a RIFLE RANGE, about 1,200 by 500 yards, on line of Rail­
road, and within half a mile of City Hall. Address, stating full particulars,
GEORGE W. WINGATE, Secretary,
345 Broadway, New York.

E. DUNCAN SHIFFEN,
REAL ESTATE and MORTGAGE
CO. 25 S. PINE STREET, NEW YORK.

FRANK G. & DAVISON BROWN,
REAL ESTATE BROTHERS,
120 BROADWAY,
NEW YORK.

Refer to Messrs. BROWN BROTHERS & CO., and
W. H. POOR, Esq.

SPECIAL NOTICE.

OTIS SAFETY HOISTING MACHINERY.

ORIS BROTHERS & CO.,
PATENT HOLDERS OF THE
LARGEST AND BEST MACHINERY
FOR RAILWAY USE.

PASSENGER ELEVATORS
FOR HOTELS, OFFICE BUILDINGS, STORES,
APARTMENTS, AND PRIVATE HOUSES.

The only machine in use combining perfect safety with
smoothness, noiselessness, capacity of movement, and the
least consumption of power, resulting in the greatest economy in the use of fuel.

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

2,000 now in use.

ABRAHAM DOWDNEY,
CONTRACTOR,
Nos. 205 and 207 East 61st Street,
Will estimate for the excavation of Rock and Earth,
and the fitting of masonry lots. Building Stone and Sand furnished.

STAIR RAILINGS
A SPECIALTY.

GEO. H. FIELD,
15 New Church Street, New York
(Late with BRADLEY & CURRIER).

BRACKETS AND SCROLLS,
HARD-WOOD MANTELS TO ORDER.

Prize Encaustic and Mosaic Tiling.
The undersigned begs to call attention to the Tiles manu­
factured by T. & R. BOOTE, Burslem, Staffordshire, Eng­
land, which can be inlaid any depth, ensuring durability, and at
a much cheaper rate than hitherto charged.

""T. & R. BOOTE, by their patent process, are making
ENCAUSTIC and PLAIN FLOORING TILES of the
hardest texture and the finest tints (equal to Enamel tints),
which can be inlaid any depth, ensuring durability, and at
a much cheaper rate than hitherto charged.""

"For Churches, Entrance Halls, Vestibules, &c., &c.,
MATTINGS, HEARTHS, WAINSCOTING, &c., &c., and for EXTERIOR DEC­
ORATION.

MILLER & COATES,
279 PEARL ST, New York.

Two new designs for STAIRWAY modelling,
the most substantial materials, and WIDE LIGHTED.

For Public Buildings and Dwellings,
MARTIN WELLS & CO., General Agents,
Nos. 205 and 207 East 61st Street,
2,000 now in use.

REAL ESTATE BROKERS,
23 Union Square.

FIRE INSURANCE CO.
CASH CAPITAL, $200,000.
Principal Office, No. 207 BROADWAY. Branch Offices,
No. 990 Third Avenue, and Avenue C, near 7th St.

HEALEY IRON WORKS,
Corner North Fourth and Fifth Streets,
BROOKLYN, E. D.
Manufacturers of
IRON WORK FOR BUILDINGS.

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

NEWMAN E. MONTROSS,
Painters' and Artists' Supplies, 1366 and 1368 BROADWAY,
Between 38th and 39th Streets.
THE UNION STOVE WORKS,
88 BEEKMAN STREET, New York.
ALL GOODS WARRANTED.

THE BEAUTY.

THE COMMANDER
SELF-CLEANING
Surface-Burning Furnace,
With Patent "Dust-Flue" Attachment,
PORTABLE AND SET IN BRICK.

Also, The Celebrated New York Low Oven Range, with Dust-Flue Attachment.

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 lowness in price is a strong argument in its favor.

SEND FOR PRICE-LIST.

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

THE CELEBRATED
STEWART STOVE,
WITH DUMPING and Shaking Grate, Front Draft, and Ash-Pan.

THE LAWSON FURNACES.
MADE AND FOR SALE BY
FULLER, WARREN & CO.,
No. 236 Water Street, NEW YORK.
The offence of the King consisted in taking
money: and they propose to saddle the people of
the City of New York with what is practically a
debt double the amount of the actual cost of
the road; upon which debt our citizens would
be expected to pay full rates of interest for all
time to come.

As to the Viaduct Road, the stock of that
enterprise has been so distributed to favored
people, preliminary surveys, commissions of
which any competent business man would,—se-
lect those papers which assuredly give the
widest publicity to the matter to be advertised.
The people of this city have shown their pre-
ferences for five great morning newspapers—the
These journals have the preference among read-
ers and advertisers in the city of New York;
and the Legislature, after defining what should
be published (so as to confine the matter within
reasonable limits), should order its insertion in
the five morning newspapers.

The list of the newspapers which have had
this advertising in times gone by, and which
have received within the past three years over
three millions of dollars from the city treasury,
its advertisements, which would naturally come to
this journal,—such as those relating to real estate,
average, assessments, and the like. Those who
ought to have. And it should be
within the discretion of the Comptroller or
Mayor to designate one weekly paper (in addi-
tion to the five daily papers) which would be
bought by the taxpayers for precisely such in-
formation as this, and which would give it to
them.

It seems to be a foregone conclusion that the
Transcript will cease to be the official organ,
and that the nineteen official papers will retain
their native unofficial obscurity. We call upon
the Legislature to designate the New York
Harold, the World, Tribune, Times, and Sun as
the official organs to publish the regular pro-
cedings of the Common Council, and the Real
Estate Record, in view of its circulation
among taxpayers, as the medium for the pub-
lication of everything relating to real estate,
taxes, assessments, etc., in this city. We can
prove from our books that there are more land-
owners and taxpayers regularly taking the
Record than any one daily paper in the city;
and it is, in view of this fact, the proper organ
for the circulation of the sort of information
we have mentioned among the classes most in-
terested therein.

WANTED,
A Complete File of the Real Estate Record, from
the first volume, commencing March 21st, 1868. A liberal price
will be paid.

RAPID TRANSIT AGAIN.

At the recent meeting of the Committee of
Ninety, some curious facts came to light in
reference to the subject of rapid transit in this
city. According to the statement of a gentle-
man who appeared to be thoroughly conversant
with the particulars of the case, the reason
why New York City has not secured rapid
transit is simply because of the greed of the
rich bankers and the capitalists; these men
portray that for any railway that is built
there shall be created stocks and bonds to at
least double the amount of the actual cost
of the road. It seems, from the best engi-
ders' report, that the Central Underground
road can be built for something less than
1,500,000 a mile, but our bankers and pro-
jectors interested wish to charge the public
at the rate of three millions of dollars per mile;
will they advance any money for the
work until some such arrangement is concurred
in. If we are correctly informed, Major Berg-
holtz, in the course of his remarks at this meet-
ing of the Committee of Ninety, stated that
no work could be commenced upon the Cen-
tral Underground until $400,000 was
paid Mr. Byrne for back debts incurred in Leg-
islative expenses,—that is, bribing the Albany
people, preliminary surveys, commissions of
various kinds, and so forth. These charges
must be met before even possession could be
had of the road. It was further stated that
certain heavy capitalist would advance no
money unless they were allowed to charge
against the road two dollars for every single
dollar actually paid out. These are not the
actual words of the statement; but turned
into plain English, that is about what it
amounts to.

This tells the whole story of the failure of our
rapid transit schemes. The project is looked up-
on as a big placer, rich in prospective plunder,
by those respectable gentlemen who control the
real estate record

AND BUILDERS' GUIDE.

VOL. IX.
NEW YORK, SATURDAY, FEBRUARY 10, 1872.
No. 204.

Published Weekly by
THE REAL ESTATE RECORD ASSOCIATION.
THURS.
One year, in advance....................... $6.00
All communications should be addressed to
C. W. SWEET,
7 AND 9 WARRIERS STREET.

No receipt for money due the Real Estate Record will be issued unless signed by some of our Com-
collectors, Henry D. Smith or Thomas F. Cummings.
All bills for collection will be sent from the office on a regu-
larly printed form.

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This tells the whole story of the failure of our
rapid transit schemes. The project is looked up-
on as a big placer, rich in prospective plunder,
by those respectable gentlemen who control the
have given Commodore Vanderbilt much additional profit on his roads, and would have placed him in the position of a great public benefactor.

The Comodore, however, has not seen fit to comply with this reasonable public request, and there is nothing left but to raise an agitation immediately for the purpose of clearing him and his depot off this island. The Forty-second street depot is simply an enormous nuisance where it stands,—a source of great public danger; it cuts the city into two parts, and makes traffic from east to west above Forty-second street a matter of permanent peril to life and limb. And as the Comodore has shown no disposition whatever to serve the public, there is no mercy to be shown to him when the question of public convenience impends.

All good citizens, from this time forth, will insist that Commodore Vanderbilt must clear off this island. His big depot is a big evil; its proper place is on the Western side of Harlem River. Those chartered rights by which the Fourth Avenue was secured to the Harlem Railroad must now be neutralized and obliterated by that right which is his eminent domain, inhering in the citizens as a community, and the land itself must be reclaimed for the public and for public uses. It is clear that Commodore Vanderbilt has no right, under the law, to more than two tracks upon the Fourth Avenue; in defiance of the law he has covered that splendid thoroughfare with iron rails, and some immediate action should be taken to oust him from the position which he has assumed with such insolent contempt of law and of public right. He has chosen to usurp and to occupy the city, even without the resident owner. In our city, more than in any other, private property is a matter of imminent peril to life and escape taxation on it, and the other duties of the tax law now is so framed as to discriminate in favor of the rich; it depresses enterprise; it delays justice; it wastes the time of the courts.

The law of our State says, "personal estate shall be construed to include all household furniture, maps, goods, chattels, debts due from solvent debtors, whether on open accounts, contract, note, bond or mortgage, and public stocks; and also, stocks in moneyed corporations." Now, the "bond and mortgage" is not a personality at all. The word "bond" has an imposing appearance; it is a general bill of sale or lien of and on all real estate owned by the maker on the occurring of certain contingencies; but without the other paper, it is useless—the other paper is in reality a representative "title in land." It is a deed to all intents and purposes; it is a previous title to that particular land, and until it is paid off, or satisfied on the record, the apparent owner of land is only in copartnership with the mortgagee, or owner in fact. The land is now taxed to the nominal owner of it as its rateable valuation, and there it should rest; but no, the owner is taxed again for each copartnership interest in it. In principle, this is all wrong. Land taxes, to be equitable, must be uniform. The law now is so framed as to discriminate in favor of the rich; it wastes the time of the courts; it delays and deteriorates by which larger taxes would be paid to the State.

As the mortgages are all recorded, it is very easy for the assessors to follow them up, and levy the iniquitous tax; on most other personal securities the assessor is in a cloud in estimating the probable personal estate of the tax payer. It gives an opportunity to assessors to exercise favoritism. He relies on common report. The merchant may consider the debts due him as bad generally. We all hate to pay taxes. A law which is rated too low, it is seldom the tax payer would demand it, unless he desired to get the credit for wealth for his business uses. A few years ago, a commission produced a man who has recently deceased, leaving a personal estate estimated at two millions of dollars, told us that he was using in his daily business, in advances in cash on produce consigned to him, upwards of six hundred thousand dollars. As his statement was undoubtedly true, we had the curiosity to go to the tax office and examine the personal tax-book. Of course it was not in the registry, or we would have had no chance to see that book. We found the party alluded to was taxed the very modest sum of twenty thousand dollars, instead of being taxed on one million "personal" estate, as he should have been.

We have not the space to go into argumentative details and illustrations of the injustice and absolute folly of the present State system of taxing mortgages; that has already been done in an exhaustive degree about a year ago, in a series of communications before the Westside Association, by Messrs. William R. Martin and Wheeler A. Peckham, of this city. T. J. S.

MECHANICS' LIENS.

NEW YORK.

FEBRUARY 25, 1867.

1st. We desire to direct public attention to this important matter at the present time, and therefore add a few more remarks in continuation of the article in the Record of last week.

As we have stated, it has been the policy of the State of New Jersey to offer exceptional inducements to the business men of New York to cross the Hudson river and make their domicile in that State. And that the policy has merit is shown by the yearly increasing migration of our most enterprising business men. They employ large cash capital in our city in business, and escape taxation on it, and the other duties of the tax law now is so framed as to discriminate in favor of the rich; it wastes the time of the courts.

The law of our State says, "personal estate shall be construed to include all household furniture, maps, goods, chattels, debts due from solvent debtors, whether on open accounts, contract, note, bond or mortgage, and public stocks; and also, stocks in moneyed corporations." Now, the "bond and mortgage" is not a personality at all. The word "bond" has an imposing appearance; it is a general bill of sale or lien of and on all real estate owned by the maker on the occurring of certain contingencies; but without the other paper, it is useless—the other paper is in reality a representative "title in land." It is a deed to all intents and purposes; it is a previous title to that particular land, and until it is paid off, or satisfied on the record, the apparent owner of land is only in copartnership with the mortgagee, or owner in fact. The land is now taxed to the nominal owner of it as its rateable valuation, and there it should rest; but no, the owner is taxed again for each copartnership interest in it. In principle, this is all wrong. Land taxes, to be equitable, must be uniform. The law now is so framed as to discriminate in favor of the rich; it wastes the time of the courts; it delays and deteriorates by which larger taxes would be paid to the State.

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MECHANICS' LIENS.

NEW YORK.
JUDGMENTS.

In these lists of judgments the names alphabetically arranged, and which are first on each line, are those of the judgment debtors.


1. Almy, A. H.—S. and J. Willowby
2. Arthur, Wm.—Main St.
3. Askins, R. W.—Main St.
4. Ballenger, J. W.—Main St.
5. Fisher, J. H.—Main St.
6. Kite, J. D.—Main St.
7. Lewis, J. H.—Main St.
8. Linn, D., et al.—Main St.
9. wasted.
10. Howard, Wm.—Main St.
11. Johnson, J. H.—Main St.
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KINGS COUNTY.

1. Arthur, Wm. H.—W. N. H. Lead Co...
2. Blot, Pierre—E. Cazade
3. Bedrossian, Ohanes—W. H. Gould
4. BurcluU, Richd W.—J. Muller
5. Arthur, Wm. H.—N. Y. Lead Co...
6. Burhenne, (Bristave—H. Meyer
7. Bunker, F. B.—People State N. Y.
8. Covert, Francis—M. McLaughlin
9. Davison, Erastus—R. Taylor
11. Cronin, Anton—H. Claus
12. Fitchett, Geo. H.—M. Moore
13. French, Wm. W.—J. Horn....
14. Holmes, J. B.—Cath. L. Williams...
15. Farrel, J. H.—E. Van Orden
17. Graham, Jno.—E. L. Morris
19. Richers, Frederick—W. Dick
20. McAlasher, Bernard—P. A. Meyer
21. McNug, August—W. H. Raynor...
22. Morcan, Jno. F.—J. Trumpl
23. Miller, Adam—B. Mills
24. Nifen, John—P. Lemnski
25. Winter, Peter V. et al.—O. H. P.
26. Wall, Berish—T. L. Car
27. Winters, Peter V. R.—Reeseas & Co
28. Young, G. W.—W. H. Loomis
29. Young, Jacob—Heches Hencbohn

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154 88
126 11
374 69
312 31
207 89
53 08
78 93
28 00
53,080 00
1,747 00
389 80
318 00
154 88
126 11
374 69
312 31
207 89
53 08
78 93
28 00
### REAL ESTATE RECORD

<table>
<thead>
<tr>
<th>Street</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Broome St., S S, 66 8 e Hudson st, 33x68, h.</strong></td>
<td>John H. Williams to Philip White and Augusta wife of Samuel Cline. (June 7, 1866.)</td>
</tr>
<tr>
<td><strong>Crosby st., e, 210 n. Prince st., 31.11x87.1.</strong></td>
<td>Edward P. Ogilvie, of Smithtown, L. I., fco Christmann to Augustus O. Beacham, Feb. 3, 81,500.</td>
</tr>
<tr>
<td><strong>Coenties Sup, N. E. cor. Water st. (No. 6), 28.7 (310.1 n. Prince st., 31.11x87.1.</strong></td>
<td>Abraham B. Conger, of Waldbarg, Rock Co., N. Y., to Stephen Lovejoy, Feb. 3, 41,000.</td>
</tr>
<tr>
<td><strong>Crosby st., W., 235 e, 42x57.</strong></td>
<td>Frederick De Bary to Edward S. Jaffray. Feb. 1, 37,000.</td>
</tr>
<tr>
<td><strong>East River Drive, H. W., R., 2.5x100.4.</strong></td>
<td>Theodore Blondel to Mary M. wife of Samuel W. Dunscomb. (Sub. to all taxes, &amp;c.) Feb. 5, 19,000.</td>
</tr>
<tr>
<td><strong>Crosby st., S, 235 w. 10th av., 25x88.9.</strong></td>
<td>Theodore Blondel to Mary M. wife of Samuel W. Dunscomb. (Sub. to all taxes, &amp;c.) Feb. 5, 19,000.</td>
</tr>
<tr>
<td><strong>Crosby st., W., 235 e, 42x57.</strong></td>
<td>Theodore Blondel to Mary M. wife of Samuel W. Dunscomb. (Sub. to all taxes, &amp;c.) Feb. 5, 19,000.</td>
</tr>
<tr>
<td><strong>Clinton st., N. E., 325 e, 20x98.9.</strong></td>
<td>Nathaniel Burhinen to Samuel Friedberg. Jan. 31, 18,575.</td>
</tr>
<tr>
<td><strong>Greenwich road, N. S., 151.1 w. Isham st., 54.4 x87.10, h. &amp; 1.</strong></td>
<td>John W. Williams to Philip White and Augusta wife of Samuel Cline. (June 7, 1866.)</td>
</tr>
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<td><strong>Greenwich road, N. S., 151.1 w. Isham st., 54.4 x87.10, h. &amp; 1.</strong></td>
<td>John W. Williams to Philip White and Augusta wife of Samuel Cline. (June 7, 1866.)</td>
</tr>
</tbody>
</table>
### Projected Buildings

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

- **Cherry St., s. s., 50 e. Jackson St., one five-story tile tenement, 35x74; owner, A. J. Woods.
- **Dover St. (Nos. 13 and 15), one five-story and basement brick workshop, 44x106; owner, Charles G. Cranston.
- **East Houston St. (No. 218), one two-story brick workshop, 25x50; owner, Fred M. Hayden; builder, Fred. Oudale.
- **Fifteenth Avenue, s., 740 e. 9th Ave., three three-story brownstone from first-floor apartments, 15x50; owners and builders, Thompson & Smith; architect, J. D. Hazlett.
- **Fifteenth Avenue, s., 942 w. 3d Ave., one two-story brick building, 65x100; owner, J. O. Pratt.
- **Ninth Avenue and Sixth St., s. e. cor., one five-story brick store and tenement, 20x100; owner, Otto F. D'Amico.
- **Second Avenue and Ninety-first St., s. e. cor., one three-story frame residence, 25x50; owner, Wm. J. Mead.
- **Sixth Avenue, s., 300 w. Twenty-second St., one four-story brownstone from first-floor apartments, 30x50; owners, C. F. Sheehan, C. B. Price, and W. J. Mead; architect, James B. S. Small.
- **Forty-fifth street and Twenty-first Avenue, run 23. The Mutual Benefit Savings Bank.
- **One brick workshop, No. 411 West Twenty-fifth street, 25 by 29; four stories; rear wall to be taken down and extended to rear of lot.
- **One brick workshop, No. 411 West Twenty-fifth street, 25 by 29; four stories; rear wall to be taken down and extended to rear of lot. A. W. Frazer, owner.

### Foreclosure Suits

- **Fourth Avenue, n. e., coll. 100 e. 2d Ave., running 25. William E. Arbour, agt. John O'Conner.
- **Kingsbridge, coll. 100 e. 19th St., running 25. Henry A. Kramel, agt. J. B. Howard.
- **Hudson, n. e., coll. 100 e. 19th St., running 25. Samuel H. Bancroft, agt. J. B. Howard.
- **One Hundred and Twelfth Street, n. w., coll. 100 e. 2d Ave., running 25. A. O. Root, agt. Thos. L. Rose.
- **One Hundred and Sixth Street, n. w., coll. 100 e. 2d Ave., running 25. Robert C. Root, agt. A. O. Root.
- **One Hundred and Fifteenth Street, n. w., coll. 100 e. 2d Ave., running 25. J. B. Howard, agt. J. B. Howard.
- **Twenty-fifth Street, n. e., coll. 200 e. 2d Ave., running 25. A. W. Frazer, agt. J. B. Howard.
- **Twenty-fifth Street, n. e., coll. 200 e. 2d Ave., running 25. A. W. Frazer, agt. J. B. Howard.
- **Thirty-first Street, n. e., coll. 100 e. 2d Ave., running 25. A. W. Frazer, agt. J. B. Howard.
- **Thirty-sixth Street, n. e., coll. 100 e. 2d Ave., running 25. A. W. Frazer, agt. J. B. Howard.
- **Thirty-third Street, n. e., coll. 100 e. 2d Ave., running 25. A. W. Frazer, agt. J. B. Howard.
- **Thirty-fourth Street, n. e., coll. 100 e. 2d Ave., running 25. A. W. Frazer, agt. J. B. Howard.
- **Thirty-seventh Street, n. e., coll. 100 e. 2d Ave., running 25. A. W. Frazer, agt. J. B. Howard.

### Recorded Leases

- **Beekman St., no. 194, 10 years, $1,500
- **Blue Bell St., no. 53, 15-17 years, $1,000
- **Bowery, no. 59, 5 years, $1,000
- **Bowery, no. 52, 5 years, $1,000
- **Barclay St., no. 38, (front 40 feet of 1st floor) 5 years, $2,000
- **Barclay St., no. 38, (front 40 feet of 1st floor) 5 years, $2,000
- **Barclay St., no. 38, (front 40 feet of 1st floor) 5 years, $2,000
- **Union Square, no. 62 (1st floor), 5 years, $2,000
- **Water St., no. 143, 5 years, $2,000
- **Water St., no. 107, 5 years, $2,000
M A R K E T  R E V I E W.

BRICKS.—Partly in expectation of a very moderate win-
ter consumption, and partly in hopes of forcing mar-
ket prices, many of our brick dealers delayed purchasing
material. Brick is dull on the market, and no indication
of a rise is in sight. The cost of navigation is high, and
means of communication greatly increased. During the
past week there have not been any decidedly new develop-
ments, so that they cannot become too much a matter of
notice. The time was better than nominal. The receipts
were extremely light and uncertain, and found an outlet the
moment they were offered. For any considerable list of lot
buyers are willing to pay $11, while the asking rate, as a
rule, is $12. The present rate of freight is absolutely
necessary to meet, though the outside firms can now and
then manage to get rid of cargoes at lower rates, whenever
supplies can be obtained. New Jersey hands have no
business to do, and it is impossible to get anything
bought, until navigation is fully and positively resumed, and
the market is ready to absorb a greatly increased amount.

The market now stands more or less nominal, but there
is a general feeling of dissatisfaction expressed, because trade does
not hold as steady as it formerly did. There is a good call
for shipments, and the market during a greater portion of the time
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Some mills have in addition a carpenter's shop and a blacksmith, and are able to do such work as does not require the dead labour of travelling time to town and back. The average output of a large sawmill is sufficient to cut, 5,000,000 feet of lumber. They have already landed 1,000,000 feet. Other mills report small and some irregularly assorted supplies. Some camps have in addition a carpenter's shop and a blacksmith. Strength or confidence on any of the leading styles, importers report steady advances in prices. Receipts for the week, 1,235 car loads, which at $18 per car freight makes 1,235,000 feet. The Chesaning Times reports small supplies. Linseed Oil has been very much in demand. We quote: prime city delivered at $4.75-$4.87. The close, holders are demanding 50c, and call the market fair. Receipts, for the week, 213 bbls; since Jan. 1, 2,25 bbls; same time last year, 788 barrels. Exports, for the week, 213 bbls; since Jan. 1, 1,343 bbls; same time last year, 881 bbls.

### MARKET QUOTATIONS

#### BLICK—Cargo Rates

<table>
<thead>
<tr>
<th>Place</th>
<th>$ per 1,000</th>
<th>$ per 1,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pike</td>
<td>70 00</td>
<td>7 50</td>
</tr>
<tr>
<td>Long Island</td>
<td>70 00</td>
<td>7 50</td>
</tr>
<tr>
<td>North River</td>
<td>12 10</td>
<td>12 10</td>
</tr>
<tr>
<td>Onon</td>
<td>19 00</td>
<td>19 00</td>
</tr>
<tr>
<td>Pahadelpia, from Pact</td>
<td>22 00</td>
<td>22 00</td>
</tr>
</tbody>
</table>

#### FIRE BRICK

<table>
<thead>
<tr>
<th>Size</th>
<th>$ per 100 lbs</th>
<th>$ per 100 lbs</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 1. Arch, wedge, key, &amp;c.</td>
<td>45 00</td>
<td>45 00</td>
</tr>
<tr>
<td>No. 3. Slight and Soap</td>
<td>30 00</td>
<td>30 00</td>
</tr>
</tbody>
</table>

#### CEMENT

<table>
<thead>
<tr>
<th>Brand</th>
<th>$ per 250 lbs</th>
<th>$ per 250 lbs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rosenead</td>
<td>90 00</td>
<td>90 00</td>
</tr>
<tr>
<td>Portland</td>
<td>125 00</td>
<td>125 00</td>
</tr>
</tbody>
</table>

#### DOORS, SASH, AND BLINDS

<table>
<thead>
<tr>
<th>Size</th>
<th>$ per 100 lbs</th>
<th>$ per 100 lbs</th>
</tr>
</thead>
<tbody>
<tr>
<td>14 in. thick</td>
<td>14 in. thick</td>
<td>14 in. thick</td>
</tr>
<tr>
<td>4 x 6</td>
<td>20 00</td>
<td>20 00</td>
</tr>
<tr>
<td>5 x 6</td>
<td>24 00</td>
<td>24 00</td>
</tr>
<tr>
<td>6 x 8</td>
<td>28 00</td>
<td>28 00</td>
</tr>
<tr>
<td>7 x 8</td>
<td>32 00</td>
<td>32 00</td>
</tr>
<tr>
<td>8 x 10</td>
<td>36 00</td>
<td>36 00</td>
</tr>
<tr>
<td>9 x 12</td>
<td>40 00</td>
<td>40 00</td>
</tr>
<tr>
<td>10 x 12</td>
<td>44 00</td>
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<tr>
<td>11 x 14</td>
<td>48 00</td>
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<tr>
<td>12 x 16</td>
<td>52 00</td>
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<tr>
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<tr>
<td>14 x 18</td>
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</tr>
<tr>
<td>15 x 20</td>
<td>64 00</td>
<td>64 00</td>
</tr>
<tr>
<td>16 x 20</td>
<td>68 00</td>
<td>68 00</td>
</tr>
</tbody>
</table>

#### Sash, for two-story light windows

<table>
<thead>
<tr>
<th>Size</th>
<th>Unfinished</th>
<th>Finished</th>
</tr>
</thead>
<tbody>
<tr>
<td>11 x 9</td>
<td>54 00</td>
<td>54 00</td>
</tr>
<tr>
<td>12 x 10</td>
<td>59 00</td>
<td>59 00</td>
</tr>
<tr>
<td>13 x 12</td>
<td>64 00</td>
<td>64 00</td>
</tr>
<tr>
<td>14 x 14</td>
<td>69 00</td>
<td>69 00</td>
</tr>
<tr>
<td>15 x 15</td>
<td>74 00</td>
<td>74 00</td>
</tr>
<tr>
<td>16 x 16</td>
<td>79 00</td>
<td>79 00</td>
</tr>
<tr>
<td>17 x 17</td>
<td>84 00</td>
<td>84 00</td>
</tr>
</tbody>
</table>

### GRAINS

- Barley: $2.00 per bushel
- Wheat: $3.00 per bushel
- Corn: $4.00 per bushel
- Oats: $5.00 per bushel
- Rye: $6.00 per bushel

### GLASS

- Double thick English sheet is double the price of single.
- The discount on French glass is 25 per cent.

#### SASHES AND DOORS

- Pine, Strip Boards, dressed: $3.50 per 100 lbs
- Spruce Plank, 1 inch, dressed: $4.00 per 100 lbs
- Spruce Scantling, 2 x 4: $4.50 per 100 lbs
- Ash, good, 1,000 ft: $5.00 per 100 lbs
- Chestnut boards, 1 inch: $6.00 per 100 lbs
- Chestnut plank, 2 x 4: $7.00 per 100 lbs

### PIG IRON

- Scotch Pig Iron is in very light demand, but as stocks are rapidly advancing prices at Wilmington. Prices opened the week at $4.30, and have steadily advanced each day until the close holders are demanding 50c, and call the market very strong at that figure. We quote merchantable and ship-yard $4.50, retail bid $4.75. Receipts for the week, 74 bbls; since Jan. 1, 5,063 bbls; same time last year, 827 bbls. Exports, for the week, 74 bbls; since Jan. 1, 1,924 bbls; same time last year, 881 bbls.

### SPIRITS TURPENTINE

- The market has rated very much excised all the week, on orders of a short supply and rapidly advancing prices at Wilmington. Prices opened the week at $7.40, and have steadily advanced each day until the close holders are demanding 50c, and call the market very strong at that figure. We quote: prime city delivered at $6.75, retail bid $7.00.

### ESSENTIAL OILS

- Linseed Oil: prime city delivered at $4.80, retail bid $5.00. Receipts, for the week, 213 bbls; since Jan. 1, 1,343 bbls; same time last year, 881 bbls. Exports, for the week, 213 bbls; since Jan. 1, 1,343 bbls; same time last year, 881 bbls.
PLASTER PARIS,—Duty, percent, ad. val. on calcined.

20 to 24

SLATE.

30 to 44

STONE.—Cargo rates.

Black Walnut, 5^, 1,000 ft

White Wood, inch

White Wood, sj inch

Cherry, good, 1,000 ft

Shingles, common, 18 inch

Black Walnut Counters, |S ft

Lath, Eastern, per 1000

Locust Posts, 8 feet, per

Black Walnut, 5^, 1,000 ft

White Wood, inch

White Wood, sj inch

Cherry, good, 1,000 ft

Shingles, clear sawed pine, 18 inch

Black Walnut Counters, |S ft

Lath, Eastern, per 1000

Locust Posts, 8 feet, per

Spanish Brown, dry, 100 lbs

Ochre, Yellow, French, dry SJi©

Whiting, lb 1 (a

Litharge, " 9)^ (a

Lead, " American, dry

Paris Green, pure dry

Chrome Yellow, " in oil....

Purple Roofing Slate, Vermont, ^

Intermediates, 1^ square, delivered

Peach Bottom, ^9 square, delivered

Brown stone, Portland, Conn, •

Flag, smooth 1.3

Dorchester, N, B. stone, rough, delivered,

Granite, rough, delivered

Dimensions, 100 per cent.

SLATE.

Purple Roofing Slate, Vermont, ^ square delivered at New York...

Green Slate, Vermont, ^ square, delivered at New York...

Red Slate, Vermont, ^ square, delivered at New York...

Bluestone, New York, ^ square, delivered at New York...

Brown stone, Portland, Conn...

Granite, rough, delivered

Dimensions, 100 per cent.

STONE.—Carriage rates.

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