

## THE RECORD AND GUIDE.

Office, 191 Broadway.

OCTOBER 28—NOVEMBER 4, 1882.

### JUST ONCE.

*As the canvassers of THE RECORD AND GUIDE are on their rounds our readers will pardon an allusion to the paper itself and what we propose to do with it.*

*Established in March, 1868, this periodical is now over fifteen years old. During that time it has been the only organ of the real estate and building interest of the metropolis. More than a dozen other papers have been started to occupy the same field since this journal was founded, but they have one by one died out. THE RECORD AND GUIDE has, however, flourished in bad times as well as good and has constantly added to its subscription list. Naturally all our patrons belong to the well-to-do classes. It embraces bankers, large real estate owners, all money lending institutions, such as banks, trust and insurance companies, lenders of money on bond and mortgage, lawyers interested in trust estates as well as all real estate dealers, and many of the operators on the Stock Exchange. Over forty New York banks are on our books, which have taken this journal almost since the commencement. Then the building interest is very largely represented among our subscribers, for suppliers of material must, of course, know when new houses are to be erected and whom to look up for business.*

*Having a clientele such as above described, the proprietor of THE RECORD AND GUIDE has felt emboldened to enlarge the scope of the paper, so as to make it of more value to his patrons by extending its circulation. With this end in view, new departments, such as house decorating, have been added and able pens employed to discuss architecture, the new things in house building and house decorating as well as the larger questions of the day. So far the proprietor has been greatly encouraged by the reception given to what is substantially a new paper. The very large additions to our subscription list will increase the patronage of the advertisers of THE RECORD AND GUIDE. Hereafter this paper will be industriously circulated among the best business, building and art circles in the Union and the Dominion.*

*This week will be commenced a series of letters by Moncure D. Conway, whose contributions to Harper's Monthly and the Cincinnati Commercial, have attracted such wide spread attention, throughout the country. He tells our readers about old London and some of the notable localities of the capitol of the Old World. Other writers of eminence will discuss important topics in these columns; in short the policy is to make the paper so solid and able that it will command a very large circulation among the best classes of the community.*

### The Local Political Prospect.

Well informed politicians say there is little doubt that Mr. Franklin Edson will be chosen Mayor, and the important point now is—will he be the Mayor of New York or John Kelly's Mayor. There are a number of very important city positions to be filled during the coming two years, and it is very desirable that good heads of departments should be chosen. Had our Mayor the power to make appointments without reference to the Board of Aldermen, there could not be a question as to what kind of men would be selected. Mr. Edson is not the man, so his friends say, who would make unworthy appointments if the entire responsibility rested on his shoulders. But if there is to be a dicker, a trade, it is the manipulating politician, never over honest, who secures the prize. As we have pointed out over and over again, the thing to be done is to induce the next Legislature to pass an amendment to the charter, giving the Mayor authority to make all appointments and removals of heads of departments. To reform the city charter in this respect is the one, indeed the only thing to be done. It is significant that neither the Democrats, the Republicans, or the Citizens have called attention to this matter. We have looked in vain for any such demand in any of the newspapers, partizan or independent. So we take it for granted, that notwithstanding all that has been said about reform and good government, no one among the existing organizations or the newspaper editors really desires to see our local government purified.

John Kelly has not been fortunate in selecting Mayors who have done him any good. Mr. Wickham, his first creation, turned against him as soon as he was warm in his seat, and is, to-day, one of his bitterest personal enemies. Smith Ely, Jr., another of his candidates, insisted upon doing what he thought right after he was elected. The nomination of Wm. R. Grace was of serious damage to John Kelly; it cost him votes and prestige, yet Mayor Grace is to-day one of the most uncompromising anti-Kelly men in the city. Those who know the Democratic nominee say, that should he be elected, it is not John Kelly who will be Mayor, but Franklin Edson. By the way Comptroller Campbell was first brought into political life by Mr. Kelly, but it is not the great Tammany boss who will profit thereby should he and not Mr. Edson be elected Mayor.

### The Elevated Railways.

The decision of the Court of Appeals in Story's case, commented upon in our last issue, is of the first importance. The Court of Appeals decides that property owners have such a right or privilege in the streets of this city upon which their property abuts as to entitle them to have such street kept open and continued as a public thoroughfare for the benefit of their property; that such right or privilege—technically an easement in the bed of the street—is private property within the meaning of the constitution which cannot be taken from them without compensation, and that elevated railway structures are inconsistent with the use of a street as a public street. The result of the decision is that neither the state nor municipal authorities can give an elevated railway company the right to use and occupy the streets of this city so as to deprive abutting property owners of their property in the street. Every property owner in front of whose premises elevated railways are or may be erected, is entitled to compensation for the property taken from him thereby; and he is entitled to restrain the erection and continuance of the road by injunction, as the builders and maintainers of the structure are trespassers and wrongdoers in having taken private property without compensation. The principles involved in this decision are not identical with those involved in the damage suits against the "L" roads. In the latter the injury grows out of the operation of the road—the noises, smells and escaping steam. It was claimed that the roads in operation were nuisances, inflicting special and individual injury on every person near whose house they ran. The Story case does not rest on collective or personal annoyance from the operation of the roads, but upon the right of property which, it is held, abutting owners have in the bed of the street in front of their respective premises. This decision will have a most important influence upon elevated railways. As long as the law remains as thus declared every "L" company will have to pay every abutting owner for his property in the street in which it has its structure. The decision is of general application, and every "L" company to be built in this or other cities will have to reckon with abutting property owners before beginning the construction of its road.

It may be freely admitted that the gamblers who are manipulating the New York "L" roads are deserving of no mercy. The strongest language would not be too severe to apply to them. But the elevated railways should not be condemned for the misdeeds of those who have, for purposes of their own, seized control of them. Stock-gambling managers and directors should be denounced, but the properties they mismanage should be protected from them and for the public.

The only kind of railroad which is available in New York and Brooklyn at the present time is the elevated railway, substantially as we now know it. In one sense, elevated railways have to make their public, and this they do by the development of residence centres far removed from the centres of trade. Now, as such roads contribute to the comfort of large numbers of inhabitants of cities, and lead to a great increase of the taxable wealth of cities, and thus tend to the general reduction of the burden of taxation in such cities, it would seem wise and proper that the construction of such roads should be fostered. They are a form of highway suited to a special kind of travel. And, further, as they are not only costly to construct, but costly to maintain, care should be taken that their taxation should not be oppressive. Capital is timid, and if the conditions precedent to the construction of elevated railways are made too onerous they will not be built. The real estate owners have in many cases exhibited a most malignant feeling to such railways. In the city of Brooklyn, which is in urgent need of elevated railways, every scheme for constructing and putting into operation even one such road has been defeated. The "Bruff" road, which was intended to connect Fulton Ferry and East New York, was scandalously mismanaged at the start, and its funds deliberately stolen. The road was a necessity, however. It was designed to make available as residences much territory now not so available. Considerable portions of the roadway have been built, and but for the opposition of certain property owners along a part of the route, that road would long since have been in actual opera-

tion. As it is, the structure is now useless and the money spent upon it a sheer waste. It has not been for the interest of Brooklyn to be deprived of elevated railways.

It is claimed that elevated railways are not pleasant neighbors. But it should not be overlooked that the clamor against them tends to subside as time rolls on. Their novelty probably has more to do with exciting prejudice than anything else; and familiarity removes many of what were thought to be their inseparable annoyances. It has been also claimed that their introduction into and along any street actually reduces the value of the real estate on that street. There is much exaggeration on this subject, and the truth probably will be found to be that the only real estate the value of which elevated railways tend to depreciate is the "gilt-edged" residence property in close proximity to which they chance to run, but that they actually enhance the value of store property to a very appreciable extent on the streets and avenues along which they run—as has been the case for instance with Sixth avenue, New York, the fortunes of whose shopkeepers, and indirectly of their landlords, have been made by the Metropolitan Elevated Railway. But admitting that an elevated railway is a nuisance, to some persons, and that it tends to depreciate improved real estate values in the streets along which and near which it runs, the question arises, who should bear the burden of compensating the persons thus injured or to be injured for their damages? Such a road being a necessity and its presence a great convenience and advantage in our cities outside of the very limited population feeling its presence as an annoyance, and its construction and operation tending to and actually raising real estate values outside of the area of depreciation, if any, it would seem that as the general public are benefited the community should pay the special damage. Elevated railways cannot and will not be built except in certain very favored places, if the capitalists are held for all the damages to persons which may be shown to be likely to accrue from their building. It is not an answer to say that elevated railways are likely to prove profitable investments. Anyone acquainted with Brooklyn knows that a number of elevated railways are highly necessary there, and that it would be a long time before some of the most desirable of them could pay a fair interest on the investment. It is safe to say that the law in regard to the right of abutting property owners to compensation for the property which the erection and maintenance of elevated railway structures in the streets in front of these premises remaining, as it is declared to be by the Court of Appeals, and the legislature having no power to change it, capitalists will be very careful about embarking in the construction of such roads, more particularly as such decision may be followed by one declaring that persons along the lines of the elevated railways are entitled to recover damages from them for the trouble and annoyance which their operations have caused to them. That "L" roads are necessary in New York and Brooklyn cannot be questioned. It must, therefore, be unwise to prevent their construction. And unless a little liberality is shown by municipalities whose elevated railways are yet to be built in dealing with capitalists desirous of building them, there is great danger that they will not be built, and the development of such municipalities will be thereby retarded.

Mayor Low, of Brooklyn, recently hired a public hall and invited the public to hear what he had to say on public affairs. Ex-District Attorney Samuel D. Morris, of Kings County, has followed the mayor's example, and enlightened his fellow citizens from a platform bought and paid for by himself. This is a new departure with a meaning. And that meaning is that the newspapers have ceased to be organs of public opinion. The times were when public men were content to express their views through the columns of the newspaper. Those times are passing away. Men now wish to talk face to face with their fellow citizens. Political ties are held very lightly. Voters exercise a great deal of private judgment in passing upon the tickets of their parties. Parties are in a chaotic condition. The newspapers are unsatisfactory to both partisans and independents. They are not subservient enough to please the former, not bold enough to please the latter. In France, when the newspaper fails, the radicals resort to the placard or bill. In this country, we seem to be about to try the experiment of the placard as a substitute for really independent journalism. Journalism cannot be in a healthy state, when it is in bondage to the great monopolists—when it is afraid to express opinions. A newspaper is not simply a purveyor of news. It is expected to express opinions—sound, vigorous opinions on the questions of the day. When the newspaper fails to exercise its true functions, some other agency will be found to meet the social want, thus left unsupplied.

We must come to it some time. A tunnel, or better still, another street must be built below the surface of Broadway, from Fourteenth street to the Battery. If this were done, not only would the traffic on that thoroughfare be relieved, but the sewers, gas pipes, electric wires, steam-heating tubes could all be laid, replaced or repaired without tearing up the street. A sewerage system, such

as that of Paris, would not fill the bill for New York, for we require some means of relieving the surface of the vehicular traffic which now gorges and congests this, the greatest thoroughfare in the world. Happy thought! Why not build a tunnel wide enough to admit of steam transit from the Battery to Fourteenth street under the present pavement?

Our esteemed daily contemporaries do not often have two such noble quarries in one week as Mrs. Langtry and Christine Nilsson. As when the hawk, circling in high air, beholds far below the timid and virtuous spring chicken, he folds his wings and pounces down bearing her away in his ruthless talons; not otherwise does the discursive interviewer descend upon the unaccustomed Jersey Lily. What she is going to do with her money if she makes any, how thick she really was with the Prince of Wales and his set, whether she has not been cut a good deal since she went on the stage, what she had for breakfast, and how much of her legs she is going to show when she plays *Rosalind*. If the just anxiety of the American public is not allayed upon all these questions, it will not be because the representatives of the American public have flinched from the possibly painful, but apparently pleasant duty of putting the questions. Mrs. Labouchere, who attended Mrs. Langtry, must have been forced to blush for her own "Labby" and to admit that, as America was the pioneer in the field of personal journalism, she retains the pre-eminence over the timid efforts at emulation made in the variety journalism of effete Europe. Considering her inexperience, however, it must be owned that the chicken showed much skill in sparring with the expert hawks. Mrs. Langtry continued to elude the curiosity of the reporters touching the most intimate of the matters on which they inquired without telling them bluntly to mind their own business, and apparently without giving them any idea that that was what she wanted to tell them. This is very well so far, but she has yet to encounter the frank inquirers of the wild free West. Let not the actress who putteth on her armor against the interviewer in New York boasts herself as she that putteth it off in Chicago.

Nilsson, when her turn came to submit to the inquisition of the interviewer, delivered an interesting opinion about Oscar Wilde. "I shall be delighted to see him," she said; "I always thought him not half so much of a fool as he was taken for." It is to be hoped that Mr. Wilde is properly grateful for this somewhat guarded tribute. Before we can estimate its exact value, however, we need to have renewal points cleared up. 1. How much of a fool is Mr. Oscar Wilde taken for? 2. How much of a fool is he, really, or rather how much of a fool does Madame Nilsson think him? 3. How much less than half of the amount of folly commonly ascribed to him does she think really belongs to him? Our columns are open to Madame Nilsson and also to Mr. Wilde for an elucidation of these difficult and important questions.

The assumption that the minority has no rights against the majority in this country is one of the things that struck Herbert Spencer most unpleasantly. We ourselves do not much notice it, yet we constantly make it. As for the individual he is spoken of with disgust if he presumes to assert his rights, not merely against the convenience, but even against the preference or prejudices of his fellow citizens. An amusing instance of this feeling is given by the remarks of the Chicago press upon the troubles of Mr. and Mrs. Scoville. It is assumed that those unfortunate people are litigating with a view to amusing the public, and they are vigorously reminded that they fail to attain that object. The man is reminded that it will not do for him to presume too far upon the notoriety he acquired by defending the murderer of the President; the woman is told that she must not take too many airs merely because she had a brother who was hanged. The idea that the Scovilles, being in the peace of the State of Illinois, are entitled to vindicate whatever rights they may have in the courts, whether the vindication amuses the public or not, does not seem to strike any of their censors. They are invited to stop their lawsuit, without reference to its merits, because it bores the public who are not parties to it, and have nothing to do with it. The sensitive feelings of the public, and the legal rights of the parties might both be protected if the trial went on, and the newspapers ceased to report it; but this solution does not seem to have presented itself to the Chicago editorial mind.

While the building tendency in the city proper is in the direction of immense office buildings, and correspondingly large apartment houses, in the suburbs the demand is for cheap dwellings to accommodate single families. There is great activity in the outskirts of Brooklyn, Jersey City and Hoboken; but nearly all the new structures are for people who do not want to live with another family. If the outlying cities around New York could have rapid steam transit, the cheaper tenement houses would soon be vacated for dwellings where the poor man could have his own "vine and fig

tree." But what a curious fact it is, that the rich should desire to herd together in great apartment houses, while the poor should prefer to have dwellings of their own.

### Moncure D. Conway on London.

[Correspondence of THE RECORD AND GUIDE.]

LONDON, October 16, 1882.

On Sunday afternoon last a small company of Americans happened to be together in the rooms of a countryman near Charing Cross, and, while they sipped their tea, the host casually mentioned one and another association of the house we were in, until we were gently spirited away into a by-gone age, and conversed with distinguished shades; for we were in some of the remaining rooms of York House, where Pepys, who lived opposite, says he saw "the remains of the noble soul of the late Duke of Buckingham appearing in the house in every place, in the door cases and the windows." Every duke was a noble soul to Pepys, but to some of us the soul-remains that most interested us were those of Lord Bacon, who here was born—perhaps in this same room—whose gayest and greatest years were passed here, and whose disgrace was typified to him by his banishment from York House. The street is named Buckingham, after the Duke, who figures in the "Fortunes of Nigel." His "superstitious pictures" were sold by Cromwell and the house given to pious General Fairfax. Fairfax did not like the proposed execution of a fellow creature, and while Charles I. was being executed 200 yards off he was artfully detained at prayer by a Puritan brother, who, after getting him on his knees, prayed against time till it was too late for the tender-hearted general to interfere. The room beneath us, in which that prayer probably was offered to the throne of mercy in the interest of unmercifulness, is now occupied by the Charity Organization Society. In the same room Rubens kept his busts and statutes when he was in London, while he painted James I. in jackboots borne to heaven by a flock of angels. The quaint old decorations of the room remains. Here Peter the Great lodged when he first came to London, aged 26. In this room Dickens places David Copperfield, and here that youth entertained Steerforth. And now William Black keeps rooms here when he comes up from his fine mansion in London and weaves some of the old shadows into romance. The adjacent houses are haunted with memoirs of the artists Etty, Fuseli, Flaxman, Holland, Constable, Hilton, Turner, Maclise, Dyce and Herbert, who resided or assembled in them. Etty's rooms were in Pepys' old house, and looked out on the Thames, whose ebb and flow were his emblem of life. He compared the outlook towards Westminster Abbey to Venice.

Such were some of the associations amid which one small, casual company was surprised to find itself last Sunday. But why should it feel surprised? There is hardly a hundred yards along these old streets which does not hold a house in which, should one pause there long enough to recall its history, similar spirits might not arise out of the "vast deep" of old London story. But there is a present, also, in the perspective. Looking out over the same riverside place eighteen years ago I saw a chaos of shanties, boats and boat houses, walls and what not. Now there are beautiful gardens for the people stretching to the embankment—the superb Thames boulevard—a scene hardly surpassed in Europe. In the foreground is the old water gate, one of the fine works of Inigo Jones, left as a monument of the ancient glory of the grounds of York House. From that the eye may wander to Cleopatra's Needle, which seems to nod and remind us that Egypt is now a London suburb. The westward-looking sphinx of its pedestal gazes solemnly on something, and following her eye we see that the something is Charing Cross railway bridge. Is it that her eye has grown grave with watching the flag-decorated trains bearing soldiers to conquer her country? Perhaps, rather, she looks upon the great bridge as her ancestor looked upon the pyramids, seeing therein the type and example of a power able to inherit that of many generations of Pharaohs.

The eye that should look intelligently from the old York water gate to the obelisk, and then to the Charing Cross bridge, would only have gone over a few hundred yards of space, but if it had taken in all that is between them, it would have traversed the history of England. The bridge is as utilitarian a structure as any in the world. There is not a stone in one of its pillars, not a bar of its iron, which is not there for simplest use. It has not one flourish on its immense mass, not an ornament, unless it be the gilt monogram of the company, and that is only on the heads of its huge rivets. Yet this great bridge, able to bear without trembling the four trains that pass over abreast, besides the foot passengers, is a symbol of simple strength and of the vastness of the world forever moving in and through this metropolis. *Ex pede Herculem.* From one arch of that bridge one might derive the immensity, the trade, the wealth of London. Mere architectural prettiness, mere ornamentation, would be out of place on it, would belittle it, as much as a button-hole bouquet would the Lord Chancellor taking his seat on the woosack or an embroidery on the woosack itself.

The bridge is beautiful, because it never aimed at beauty, but at perfect adaptation to its purpose. The perfection of use in nature is the perfection of beauty, and it is the same in the works and arts of man.

The architecture and public monuments of London present very interesting subjects of study, mainly because of their physiognomical character. Many of them are ugly, and are laughed at by Londoners, but it is because the moral ages represented in them have become ugly or ridiculous to the present age. Whenever I hear an Englishman ridiculing the Duke of York's column or the equestrian Wellington, I think of the Oriental prince who, walking in his garden, "met his dead self." The Londoner has gradually surrounded himself with really beautiful architectural gardens—in which bloom such noble flowers as Albert Hall, Albert Monument, the Natural History Museum, the India House, the Law Court—but as he walks he is pretty sure to meet his dead self in the form of some old statue or column put up at the demand and to the delight of his grandfather, hoarse with shouting after some hero of a day now discredited. The cultivated Londoner, who has just visited the new edifice of the law courts, is apt to gnash his teeth as he encounters almost at its very door the hideous monument which the city officers have set up on the site of Temple Bar. Surreptitious efforts have been made to deface it. The police had to guard it till the public eye could adapt itself to the monstrosity. But that ugly griffin, rampant above the effigies of royalty, is a genuine monument of what has vanished away. That Temple Bar, which has so long impeded traffic, was clung to by Lord Mayors and Aldermen because it once represented the rights of the old (intramural) City of London as distinct from, and sometimes able to resist, the monarchy which had surrounded its little principality. As in Browning's poem, the statue and the bust were carved at windows where the lovers had so long gazed at each other without further acquaintance, so this griffin remains to make faces at all the symbols of the national authority which gradually reduced its barbaric shows to a livery.

The new Law Court edifice is also what I have called "physiognomical"—expressive of something belonging to the inner life and development of the nation. For one thing the disappearance of the old chancery courts, which represented fictitious differences between law and equity, was a grand advance, and was fitly simultaneous with the founding of an edifice denoting the consolidation of courts and of laws. If one will read the history of the English High Court of Chancery, lately written by an American lawyer (Robinson), and then observe this superb building, he may see it as a mystical flower crowning a stem slowly growing through the ages. It is a magnificent expression of the majesty of the law which has mastered all other majesties and reduced them to pictorial lions and unicorns fighting for a crown become merely a pretty "survival." In the ornamental parts of this new edifice, and in its picturesque turrets, one may find types of other "survivals"—little pigeon-holes, so to say, for the ancient flocks of institutions and legal customs that used to nestle in the inns and temples. England never makes a clean sweep of such antiquities; it isn't English to poke out all the nests of ancient usages. There will be little Chancery lanes running through the law and its courthouse, as well as beside it, for many years to come. And this it all expressed in the ingenuities and architectural variants visible on and inside this most noble building.

Carlyle once told me that the chief fault he had to find with Americans he had met was that they were all on their way to Paris. "Just arrived, sir; staying at Charing Cross Hotel; leave for Paris to-morrow." He rarely met an American traveler who knew what London held for him. This serious charge is less merited every year; but still the American traveler has not outgrown the mistake that it is "the London season" which can give him the best of this old metropolis. A mistake it is. Our brilliant author, W. D. Howells, came here just at the end of the last "season;" with his family he passed the months when there is, proverbially, "nobody in London" (only 4,000,000, that is); and I haven't met an American tourist returning from the continent who has had a more charming summer. Howells was wise. London is charming in August and September, a better "summer resort" than can be found in the provinces. What with Kew Gardens and Hampton Court, blossoming parks and river barges, good baths and theatres not crowded, plenty of cheap cabs and all the art galleries open, London may smile at the conventional notion of those who fancy they are enjoying it most in the thick of its fashionable crowds in the spring. And especially if any one has an intellectual or literary interest, he will find that every librarian and official has the leisure to attend to his needs in summer. If he brings good letters of introduction, as he ought, he is likely to find that some of those to whom they are brought are out of London, but within easy reach, and so he has a good prospect of getting a glimpse of the country life of England. All this may be equally said of the month of October, which is apt to be a beautiful month in southern England, in its earlier part not without days which in America would be called Indian summer. The fogs do not set in until towards the

middle of November. One, however, is apt to envelope the Lord Mayor's Show a few days earlier. If our American has lived through Guy Fawkes' Day (the 5th of November), and witnessed the Lord Mayor's Show passing through a pea soup fog on the 9th, he may be pardoned if he seeks another clime. But he ought to understand that even in this poor Guy Fawkes' Day lingers a very interesting ghost from the pagan Past, and that in the oft snubbed Lord Mayor's Show an antiquarian may discover the vestiges of the creation of London out of a settlement of mongrel barbarians on the banks of the Thames. The story and its symbols are quite as dignified as any investing the glories won in Egypt by the officers who so haughtily declined to appear in the civic masquerading.

Having cited, and partly defended, Carlyle's censure on Americans for not loving London, it would be ungracious if I did not mention that our countryman, Dr. Martin, who has fixed himself in those historic rooms in Buckingham street, has been diligent in exploring London, especially its romance. He lately had a "find" which had escaped even the sharp eyes of English magazines. In an old court behind Drury Lane Theatre he discovered and identified the passage which grateful "Joe," in Bleak House, used to sweep, and the gate at the end where Lady Dedlock was found dead, near the grave of him she had loved. In this realm of wretchedness Dickens found some pathetic flower growing, and gathered it in his tale, and Dr. Martin has traced out the root of it. And on reflection I am inclined to think that American eyes are those most likely to see, through the prospective necessary for their beauty, the picturesque touches which England has received from its latest literary generations. The pilgrims to the homes of the Lake Poets, to the home of the Brontes, and to places described by Dickens, are mainly Americans—the Atlantic seeming to make up for the distance of time required to hallow, for people who dwell near them, spots of such recent interest. The ordinary English hand books, for this reason, perhaps, by no means do justice to the points of interest which England possesses for an American, as regards modern facts and characteristics. I believe it would well repay an American publisher to employ some of his capital in forming a round table of writers in London to compose the needed guide book to England. There are now but two really great books about this country, those by Emerson and Hawthorne. One need only read those books to realize how largely their special interest relates to things which English writers have generally passed by with little or no recognition. The best English work on the provincial characteristics of certain regions of the country is by the poet William Allingham, published years ago, as "Rambles by Petronius Walker." But I never met anybody who had heard of it. But it is time my own ramble should end.

MONCURE D. CONWAY.

### The Mills Building.

The Mills Building has probably been more talked about than any other building lately put up in New York.

Like a woman, or a public man, it owes its notoriety to its misfortunes.

It is nearly, if not quite, the largest building in New York, and it is in the most frequented situation in New York. These facts would have sufficed to make it conspicuous, and there would have been discussion about it in any case. But the more or less serious and conspicuous defects in its construction, of which the least conspicuous were probably the most serious, made it a subject of daily debate in the street, and nearly every operator and broker you met had his private theory of the causes of its misfortunes.

Probably those causes can all be summed up into one cause—the building was built too fast.

If owners will insist upon building ten-story buildings at the rate of a story a month, and architects will take the responsibility of construction at that rate, it must be expected that things will happen, and it will be well if nothing more serious happens than has happened to the Mills Building.

Architecturally the building has suffered from the same causes which have injured it practically. It has too evidently been done in a hurry.

The main building on Broad street and Exchange place, has a peculiarity in plan which may be described as the "pattern" of its architect, Mr. Post, in commercial buildings as he has also a pattern in public buildings. Chickering Hall, the Brooklyn Historical building and the new Produce Exchange, are essentially the same building, a basement with a principal story of large round-arched openings, and a small attic, which the commercial necessities of the case have expanded in the Produce Exchange to an attic of three stories. The commercial pattern consists of the conversion of the court which all very large and tall buildings require for light and air into a recess visible from the outside. This is an excellent arrangement in many cases. It is the plan of the Post Building in Beaver street where it is not only very successful practically, but where it is made the basis of an unusually effective architectural treatment. The Smith Building in Courtlandt street has essentially

the same plan, although, as that building fronts the north and as the court is of course upon the south side the court does not appear, and the building is of virtually the same plan as the Parisian apartment house on which we commented a week or two ago.

The Mills Building has this same feature of planning, but it is not so applicable in this case as in either of the others. The recess is made in the centre of the Broad street front, but it is so deep for its width that it has the appearance from within and from without of a mere slit rather than of a recess capable of a dignified architectural treatment. This recess is occupied in the two lower stories by a glazed court signalized by a somewhat pretentious, but not very successful arrangement of coupled columns in granite, the detail of which is of no interest, and the entrance to it is an open archway of the whole width of the court. The archway itself, which is a reminiscence of Roman work, is impressive by its size, and this impressiveness is enhanced by its treatment, which although of no special felicity, is sober and respectable and is marked by a careful adjustment in the scale of the parts. A portcullis, or large grill, of open ironwork, the lowering of which closes the building, is noteworthy for its novelty and for the care of its workmanship, although in design it has not very much more interest than the lathe-work on the back of a greenback.

The gateway and portcullis, however, constitute a successful piece of architecture of its kind; but evidently they do not supply enough architecture to answer the architectural needs of a ten-story building of this magnitude. And yet this feature really comprises all of the architecture the Mills Building has to show.

The Broad street front consists of two wings flanking the central slit the entrance to which is closed by the portcullis. They are of ten visible stories. An eleventh-story is an attic the windows of which are round holes, but inasmuch as the cornice hides it from view from any point opposite the building this eleventh story does not count as part of the architecture. What is seen is first two basement stories of light brown stone, carrying a cornice of the same material, then a division containing three stories of openings covered with segmental brick arches divided by small brick piers with sandstone capitals while larger piers, in alternate bands of brick and brown stone, run through the three-stories and carry the cornice of this division. These piers are crowned not exactly with capitals, but with a kind of substitute for capitals, showing each the same design of a mask and some other piece of classic detail, possibly a caduceus. The spaces between the windows of different stories are filled with panels in red terra cotta. Above this comes another division of three stories, like the division below except that its large piers are of brick with full capitals of sandstone, the cornice at the top, the segment headed windows, the terra cotta panels, remaining as before. Above this again is a division of two more stories, the treatment of the openings practically the same as that of the stories below, and the only difference being in the treatment of the piers, which here are still of brick and carry capitals but are themselves treated as panelled pilasters, the panels filled with ornament. The edifice is then crowned with a cornice of considerable projection.

The Exchange place front is the same as that on Broad street, except that it is unbroken and so lacks the feature which gives it interest to the Broad street front. The emergence of the building on Wall street is not quite the same. The lower division consists of a granite basement, and a sandstone entrance floor, then, on account of the difference in level, presumably, the second division in which the piers are belted with brick and sandstone, then the third division recurs as before and over this, in place of the two stories of the Broad street front, is a series of three arches in sandstone under a curved sandstone pediment.

One can readily understand that the haste with which the Mills Building was designed should have prevented the architect from carefully thinking out his detail, and its relation to the masses and to his primary motive, as was done with so much success in the same architect's Post Building. What puzzles us is how the architect should have gone to work to do an architectural work without an architectural motive. For really there is no such thing in the building, except in the gateway. The basement can hardly be called an architectural beginning, there are two middles and there is no end. That is to say, there is no reason shown why the building should end where it does rather than at any other place. Laterally the building shows as little design as vertically. There is no reason in its disposition why it should not stop before it stops, or why it should not continue after it ends. In fact, it does not begin but merely occurs; it does not end but merely gives out. There is no reason shown, in fact, why anything should be as it is, rather than in any other way. And saying this is saying that the Mills Building is not a work of architecture. There is no relation of stories, or rather such relation as there is is worse than no relation. No building, even if it had great merit otherwise, could be successful if it had, like the Mills Building, two middles. Here are two important divisions, each of three stories, of exactly the same size, the same arrangement of openings and the same treatment of open-

ings, set one on top of the other. There can be no sequence when this is done, and this division is probably the chief cause of the impression at once of monotony and of confusion which the observer carries away from the building. If the piers, instead of being stopped over three stories, had been carried through six, there would have been a sequence, and even with the present treatment of openings and arrangement of detail, the work would have had the appearance of being designed. Moreover, the disposition adopted has had the result throughout the building of setting three great pilasters, two of equal length and a third shorter, on top of each other throughout the building, and this arrangement, recurring throughout, would be enough to ruin any design.

The detail does nothing to compensate for the faults of composition, or rather for the absence of any general design. None of it is thoughtful and studied. All of it is hasty and slovenly, excepting only the entrance archway, and most of it looks as if it had been hurriedly cribbed from illustrations for use in an emergency. The contrast between this detail and that of the Post Building is as marked as is the contrast between the total impression of this building and the total impression of the United Bank Building, where the general design is strong enough to carry off some reckless and some silly detail.

In mass and in detail, the Mills Building is an architectural failure. It is remarkable that so large and important a building should be erected from the designs of a man of ability, which should be so stupid and tiresome to look at, and which can scarcely be said to have an interesting feature. Its faults do not proceed from want of ability, though one might think so if its author had done nothing else, but from want of study. Good work cannot be done in the slap-dash way in which the Mills Building was designed and built. It needs leisure. It would be an excellent thing if architects of reputation had the courage to tell owners who were in a hurry for the plans of a great building that they must choose between having them in a hurry and having them good.

### Our Prophetic Department.

ENQUIRER—What have you to say about the Chesapeake and Ohio system? Will the securities issued by Huntington, Fisk, Hatch and company ever become active, and what is the prospect of an advance in them?

SIR ORACLE—The capitalists who constructed the Central Pacific road are among the most influential and far-seeing railway magnates in the country. The Chesapeake and Ohio scheme is an ambitious one, for it aims to connect the Atlantic and Pacific oceans and to create business at new seaports on each. Unlike the Texas Pacific, Denver and Northern Pacific, the Chesapeake and Ohio system runs, for the most part, through an old-settled country. Tributary to Newport News is the lumber and mineral regions of West Virginia and the tobacco and cotton belt of the whole southern country. A look on the map will show the vast possibilities of this great railroad combination. It will be a trunk line which will be a real competitor to the railroad systems which now converge in Baltimore, Philadelphia, Boston and Portland. Unless an unforeseen disaster occurs, the time is coming when dealings in Chesapeake and Ohio stock and bonds will occupy a large share of attention on the Stock Exchange. But I would not be surprised if it some day repeated the history of the Louisville and Nashville, and had a great and unnatural rise and then a collapse, for these great aggregations of railroad are very sensitive properties until their running capacity is fully established.

ENQUIRER—How do you regard the present market?

SIR ORACLE—I am still "bearish" on corn, pork and other meats, while I believe those who buy good stocks at present prices will not eventually lose money. But people who operate for short turns had better keep out of the market; the great dealers get the best of them every time.

ENQUIRER—Is there any royal road to wealth in Wall street—is there any way by which one may surely make money? What advice would you give to a man who had \$100,000 and who would like to operate in the "street"?

SIR ORACLE—There is a class of capitalists who always make money in Wall street, and who do not belong to the inside rings, either; but they don't stand over the tape, and never buy or sell stocks more than five or six times a year. These capitalists reverse the usual practice of the Wall street operator—they wait until a break occurs, and when everybody is selling they buy, and then when everybody is buying they sell. But they will have nothing to do with margins. In times of panic they purchase the stocks outright and put them away in their deposit vaults, to bring them out when the market recovers and dispose of them at the highest figures they can get.

ENQUIRER—But what are the best stocks to operate in when these periodical panics occur.

SIR ORACLE—The rule is to buy the stock which has had the heaviest drop in the down rush of prices. But the more conservative capitalists have some favorite dividend-paying stock which

they deal in, their reason being that if there is no immediate recovery they will still get their dividends. It has always seemed to me that the stock market is affected with a kind of malaria—it has its alternate chills and fevers. You can safely calculate on two crises when there will be a semi-panic; these occur generally in the fall and spring. One of the feverish times when high prices usually prevail is in January.

ENQUIRER—I see some of the Wall street papers assert that Jay Gould sells stocks when the price of iron is going down, and that he buys when it begins to go up.

SIR ORACLE—I believe he has some such superstition as that. Judge Hutchings says that, when riding out with Jay Gould at Lake George in 1875, he asked the great operator if it would not be wise to buy stocks in view of the activity in railroading which the centennial would necessitate in 1876. Gould said he had no expectation of seeing a bull stock market unless the price of iron advanced. When that metal was wanted for railroad construction and for tools it showed that industry was again reviving. I am pretty sure that I know where Gould got this idea. I hold in my hand a little work, the property of Mr. Cyrus Clark. It is entitled "Benner's Prophecies of the Future Ups and Downs in Prices." It was written by Samuel Benner and published in Cincinnati in 1875. I consider it a very remarkable book, and I am astonished that it is not in the hands of every operator in all the great staples of the country. The forecasts are simply wonderful.

ENQUIRER—You excite my curiosity. Give an instance of some of the predictions?

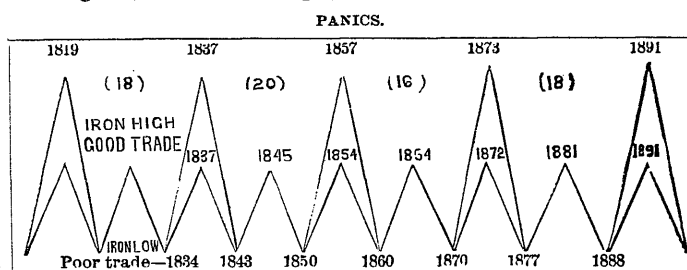
SIR ORACLE—Benner foretold—remember this is in '75—that pig iron would sell for less in '76 than in '75, and that the lowest point would be reached in '77; but the average price was to be higher in '78 than in the previous year and still higher in '79, notwithstanding resumption. This is the more remarkable as every one supposed that the return to specie payments would create a shrinkage in all values. Our author further predicted that iron would continue to advance in '81, and that in some months of that year it would be \$50 a ton. There were similar forecasts respecting the price of hogs, all fully borne out by the subsequent history of prices.

ENQUIRER—Did Benner's forecast extend to our time?

SIR ORACLE—Yes; and as far as 1891, when he says the next great financial panic is due. He correctly foreshadowed that the most depressed times would be in '77, while '79, '80 and '81 would be "bull" years; then would come a lull, to be followed by a furious speculation, which would end in a great crash in '91.

ENQUIRER—Was this all mere guessing? Did he formulate any law or theory by which he foretold the future?

SIR ORACLE—He claims to have discovered a law—that of periodicity in prices, or, rather, in panics. He says in every eighteen or twenty years we must expect a financial crisis. Here is a diagram, to be found on page 105:



The figures in the above table, between the upper apexes, show the number of years between each occurring panic.

Benner was clearly right as to previous panics, and if one should occur in '91 it will vindicate his theory. All through his work our author insists that the key to the business situation is the price of iron. When that metal is in demand the wheels of industry are in motion; when people cease to buy tools it is because they have no work. But call again some other day and I will read you some extracts from this remarkable little work, which I judge Jay Gould has carefully studied.

How should elevated railways be taxed? That the structure or bridge forming the roadway is real estate there can be no doubt. But this admission does not help us very much to the true principle of taxation. This principle can only be found when it is recognized that elevated railroads are railroads of a particular kind, and that railroads are *sui generis*. A railroad should not be taxed as either real estate or personality. It is neither and both. The rails, road bed, stations, and such structures are real estate; and the rolling stock and implements are personal property, but both are used for the transportation of passengers and freight, and they both have their special and highest value when thus used, and may have little value when not so used. To ascertain, therefore, on what sum a railroad—or in the case in hand an elevated railway—should be assessed for taxation, it is necessary to learn what the actual value of the structure, rolling stock, equipments of all kinds and the franchise is at the time of assessment. It is plain that the stock of

the company owning such a railway, actually issued and paid for, is not a fair index of this value; nor yet is the value of its improved real estate; nor yet are its gross receipts; nor yet is the amount of its bonds, or other indebtedness. Now, all these are facts which should be taken into consideration in coming to a sound conclusion in regard to such assessable value, but they must be combined and not taken separately; and as both these structures and rolling stock are perishable, allowance should be made for the necessity and extent of repairs and substitution of new for old. If these rules were followed, elevated railways, so necessary in this city and Brooklyn, would have no cause to complain, and the respective cities would be the gainers thereby.

#### Over the Ticker.

THE "drive" at Mutual Union in the stock market, and in the columns of the *World* newspaper, shows that there is trouble between Jay Gould and John G. Moore and the latter's backers. The refusal of Mr. Baker, of the First National Bank, to serve in the Western Union Directory seems to have caused the difficulty.

ABOUT a year since, when Jay Gould secured a large block of Mutual Union, he entered into a contract with Mr. Moore which contains several important provisions. One was that there should be no war of rates, and another that there should be no extension of the new company's lines to points where competition would not pay. Gould evidently thought he had captured Mutual Union. But he was dealing with men whom he underestimated.

BAKER, Moore, Fahnestock and Ballou, when agreeing to the contract with Jay Gould, stipulated for a truce of only three years. In the meantime they have been pushing construction at a rate which has left them without means to pay the interest on the bonded debt, except by borrowing money. This fact, with Baker's refusal to act on the Western Union Directory, opened Gould's eyes, hence the savage attacks of the *World*, backed by interviews with Russel Sage, one of the Mutual Union Directors, who, under pretense of not wishing to say anything, manages to convey the impression that the concern is insolvent. It is surmised in telegraphic quarters, that the Mutual Union people have a secret understanding with the newspaper publishers who would like to throw off Jay Gould's yoke.

JAMES GORDON BENNETT has subscribed \$1,000,000 to the stock of the Baltimore & Ohio Company which is to lay the new cable between England and America. Mr. Jones, of the *Times*, and other newspaper proprietors have also subscribed liberally. An alliance between the Mutual Union and the new cable would release the press from the monopoly exercised by Jay Gould over the news and the market prices of the country.

A November rally in prices is predicted in the "street," to be followed by a depression towards the end of the year, caused by the payment of taxes all over the country, and the demand for currency to move cotton, corn and hogs. There is generally trouble in the money market towards the end of December.

HENCE the knowing ones say "purchase now, when prices are low, and everything looks blue; to sell when stocks advance in November, then to go short and 'cover' when the depression comes in December, at the same time laying in some 'longs' for the rise which everybody expects in January.

BUT the general public will do nothing of the kind; the average outsider buys stocks when they are high, and sells them when they go down, losing money in both ways.

BOTTOM prices were reached on Tuesday last according to the wisacres of the "street." We are now to have advancing prices, but will the public come in?

JAY GOULD, it is now said, is the real purchaser of the old Post Office site. We surmised last week, when he sold his stocks to go on his yachting cruise, that the great speculator might put his money into realty, and, if the above rumor is true, he must have begun already.

WHO is the new owner of the Nickel Plate Road? Jay Gould, says the *Evening Post*; Vanderbilt, answer, a half dozen other papers, while the fact that General Devereaux took part in the negotiation, seems to point to Erie as having secured the control. Mr. Vanderbilt solemnly denies that he has purchased the road, but that don't count. Jay Gould's recent journey and his return over the Nickel Plated road, coupled with the purchase, on his return, gives color to the theory that he is the lucky man who has captured the Nickel Plated prize.

## The House.—Its Finishing and Furnishing.

### Modern Chairs.

Unquestionably the great feature in modern furnishing is the extent to which it is now possible to follow individual taste. "Sets"—those terrible compound formulas—are no longer the thing. Dining room and library chairs, it is true, may be all of a pattern, but there is no reason why variety should not break in even upon their monotony. And in the matter of reception rooms, boudoirs, parlors and bedrooms, variety is not only desirable but an absolute necessity for people who aspire to be in the fashion. The love of artistic effects has reached a point where even a bedroom chair can please or offend by its shape, and the question of designs is entered into with the greatest zest, whether the object to be made in accordance with them is an inexpensive elbow chair or a causeuse which may cost hundreds of dollars. So, too, in the matter of materials, we can never be sufficiently grateful that common sense, combined with higher views of artistic effect, has driven horsehair from the field, or, at least, relegated it behind the scenes, where it plays an important part in stuffing and bolstering. It would certainly be very hard to find, in any but a second-hand store to-day, the old-fashioned, ungainly, stiff, angular sofa of the past, and equally so to match any of the old horsehair-covered chairs which may have been inherited from some careful ancestor. Chair coverings have taken on the beauty and variety of India stuffs, and are made in the richest and most costly fabrics. A while ago some ingenious persons suggested that in days when everything Eastern was sure to please, the saddle bags that travelers bear in crossing Sabara would furnish material fitted for the purpose, and at once enterprise clasped hands with ingenuity and lounges and chairs appeared in high-priced stores covered with these materials. The fashion once set, imitation was not slow to follow, and to-day almost all the leading stores have such articles upon show.

It is not, however, in such casual fashions that we find the real spirit of modern furnishing; on the contrary, investigation plainly shows that that which is merely ephemeral dies out rapidly, while every month sees an increase in our midst of artistic creations in furniture, artistically conceived and elaborately carried out.

The beauty of the interior appointments of to-day has a luxuriance and comfort which are most essentially due to nineteenth-century ideas. Large in size for the most part, covered with soft, yielding materials over springs of the greatest elasticity, and stuffed with costly hair, the chairs that are found in reception rooms in elegant homes are perfect epitomes of luxury, and are often of great costliness. The frames are either of carved mahogany, rosewood or coca bola, walnut, ebonized cherry or white enamel, and it seldom happens that more than two or at most three are alike; whereas some thirty years ago a drawing or reception room would be furnished throughout in Louis XIV. style, or in the fashion of some one particular period, to-day a chair in exact reproduction of one of the earlier renaissance will stand in close proximity to low-backed divans, recalling Turkish enervation and repose. The exquisite Louis XVI. chair, looking like some precious toy in its fragile frame of enamel and gilding, with its covering of soft shimmering blue, will pose in striking contrast to some deep, wide-armed, broad-seated chair in a garniture of exquisite velvet and plush. And so throughout the home, alike in parlor and bedroom, in boudoir and in library, harmony in variety is the keynote of fashion of to-day.

In large establishments the opportunity is often afforded of seeing furniture which, having been made to order, is still on the premises, and in such a way the greatest novelties may be admired while yet they are, as it were, in embryo. Here at the present time are drawing-room chairs in the latest style of bronzed Spanish hides, a deep blue ground presenting an admirable foil to the varied colors brought out in an elaborate design in high relief. These Spanish hides, with their capacity to take color, are unrivalled in decorative effect, and framed, as they are, in exquisitely carved walnut or deep-toned mahogany, are of very exceptional beauty. Old Flemish and Dutch styles are much sought after, and the quaint scooped seat and square angular back and arms transport one back in imagination some hundreds of years. The old deep carving which has come down to us, an enduring token of the skill and painstaking of early carvers, has found successful imitators, and in many luxuriant homes deeply-cut and delicate designs testify to the skill and patience of the modern artist.

The materials used for chair coverings are, as before said, many and varied, and the colors exceptionally beautiful. Of the latter we may mention as chief favorites pomegranate in various shades, antique blues, deep tones of olive greens and the exquisite color known as Pompeian pink. Combinations of plush and velvet are common, and most beautiful effects are now secured by the use of applique designs, which are woven into costly materials. These designs are either of French or Eastern importation, and are in raised embroidery in every conceivable pattern, size and color. A

little reception chair, in soft blue satin, framed in gilt, may bear upon the seat a large circular of applied embroidery, the effect being exceedingly handsome.

The variety of material provided in accordance with individual taste is perfectly marvelous. There are fabrics of every kind, whose destiny it is to cover chairs of every shape, of which the Roman, supported on either side by female figures, is perhaps the newest. Queen Anne and Eastlake styles would appear to have outworn their popularity; increased acquaintance with the really beautiful having promoted a prejudice in favor of later styles for the realization of a true ideal. But, in fact, it is in the comforts of the modern chair that we appreciate the progress that art is really making among us. We have passed the age when the beautiful must necessarily be full of discomfort before it could be admired. We have entered upon a period in decorative art when every one is beginning to understand that beauty is only beauty when it supplies a legitimate end. The useful must in any case include the ornamental, the pleasant forms a basis for the lovely, and so we are growing out of all appreciation for that which is distorted or of that which brings discomfort and misery upon us. A straight, hard back, be it as beautiful as it may, is never comfortable and is now scarcely met with. Curves and modulations, softened angles, and downy cushions go together, and we find them everywhere. Coverings of silk and satin velours, are fit representatives of ease and comfort; the low arms and broad seats, the cushion backs of modern chairs all remind us that they were made to sit in as well as to admire. Among the handsome materials are those known as Florentine and Walton Arabs, which in texture are not unlike closely woven tapestries and are very effective; there too are quiet velours for less expensive furniture, plush, leather, satin, and mohair brocading, beside woollen materials of every kind. Cretonnes are now used mainly for smaller bedroom sets, or for lounges which follow the prevailing mode in being odd. Every furniture house of any magnitude now has its own designers for interior decoration, whose business it is to study the antique, and mediæval forms and then out of a complete knowledge of older art, to evolve something which in addition shall have the spirit and "whim" of to-day. Every one familiar with modern departures in furniture must feel that this result has been obtained, and is likely to have increasing growth. For example, in a small reception chair of modern design, the framework of which is in rose-wood, a harp, is most quaintly and originally introduced into the finely carved back with the happiest effect.

Puffings are scarcely seen in the latest chairs, and if found at all are only present on the finest kind of reception chair, in combination with light frameworks of gilding and of tiny rails. The upper covering of a chair finished off with puffs is very usually of brocaded silk or satin, never of heavier material, and the puffings are uniformly of satin. For light occasional chairs bamboo frames are constantly in use, and in one store on Fourteenth street devoted entirely to the sale of wicker, bamboo and cane chairs, an almost incredible variety of this material is to be seen. Such chairs are of course inexpensive, and are very light, but they fill a most useful purpose, and after all, if comfort is to be considered, we could better spare far handsomer chairs than the light rocker in its wicker frame. Antique Shaker chairs are now covered with plush or velvet, and cushioned, and present an appearance of luxury which would actually cause sharp disapproval from their originators. They make excellent nursery bedroom chairs, and are only samples on a large scale of the soothing influence of rocking. Quaint and pretty chairs are made in this style for children, and ornamented by the insertion of bright colored ribbons and bows.

The subject of chairs is so wide and embraces so many varieties, that it is no wonder that the question of comfortable chairs for invalids invites so much attention. In our age of civilization, one marked feature stands out in contrast to the spirit of the past, and that is the feeling of compassion for weakness and disability. Whatever may be reported to the contrary, the age is a philanthropic one, motives of pity influence and sway the world as they never did before. And this being so, it is no marvel to find inventors whose sole object is to produce articles for every day use that shall ease the suffering and torture of mankind. This is a branch of art which stands alone, and which in England has made enormous strides. But, in this, the most progressive country in the world, foreign ideas, once accepted, are apt to multiply, and so, it is not surprising to find that to this city belongs the honor of the production of the most perfect chair which ever was conceived for the relief of chronic and acute diseases. A combination chair, recently patented, is capable of three or four separate movements and is incredibly useful in all cases of prostration, sickness and disablement.

Perhaps the quaintest restriction of fashion in chairs is that which makes the Tudor chair popular to-day; this is a facsimile of that in which bluff King Henry VIII. bestowed his unwieldy weight of flesh, and is of the most uncomfortable make as every one is probably aware. Still it has the merit of being quaint, with its three

cornered seat, and railed back and it is in great favor in homes where the effort is too obtain mediæval effects. From this and others of the same Old World form and make, new designs are elaborated, and it is a matter of little surprise to find that on every hand the study of the antique is followed by the development of original American ideas, or at least of ideas which are an improvement upon those which have gone before. This is perhaps the best that is to be expected—if there is nothing new anywhere under the sun—we shall not be likely to find it in chairs, or upholstery—but from all that we have in the way of suggestion, and guide in the past—we may well be able to fashion what has been unequalled heretofore, for comfort no less than for beauty.

### Decorative Items.

- Beauty is the joy of life.
- Squares of Moquette carpet, with applied borders, are used for rooms with stained marginal floor covering.
- In artistic furniture there are gilt bamboo stands holding circular porcelain dishes of immense size for side tables.
- A pretty and witty knickknack is an egg of imitation ivory, laid on a plate over which walks a hen in colored bronze.
- The newest inkstand in olive wood is surmounted by a shapely hand, between the thumb and two first fingers of which is a recess for the penholder.
- Sulphur is the suggestive tint of new sherry sets, which are otherwise exquisitely enamelled, and when the wine is poured in them glow like imprisoned sunlight.
- A French set of chamber furniture for a young girl is in pitch pine, the style adopted for the wood being of Doric simplicity. The room is hung with soft blue cretonne.
- Four-post bedsteads of the Gothic and renaissance periods are in fashion again, the curtains hanging from the top being in old Gobelins, or the best possible modern imitations thereof.
- The furore for skeletons was prevalent in France under Louis Phillippe, and a very expensive reproduction of a statuette now sold is a skeleton playing the violin. A skeleton in terra cotta, holding an infant and singing a *berceuse*, is another modern novelty.
- Ragged rugs, supposed to be antique, but sometimes only old and moth-eaten, are going out of fashion. The fact is, they have made some very fine houses so lively that their owners could not stand them, and some rare ejections have taken place in consequence.
- It is curious that whereas all the modern carpet designs here, as well as in England, are drawn from the best sources and are eminently artistic those executed by the time-honored and official Gobelin and Beauvais manufactories are growing every year more hideously ugly.
- Country housekeepers who crocheted the curtains made by twilled unbleached cotton, with borders of turkey red and antique blue, out of their inner consciousness, will be delighted to hear that hangings of ecru linen, with edgings of Turkey red twill, in which small squares of guipure d'art are inserted, are an artistic novelty.
- It is not easy to account for vagaries in furnishing, and the furore for draperies and contrasts has been carried much too far. There are innumerable instances of arm-chairs covered with two sorts of materials and draped with a third. Now a scarf is not a decoration for a chair or a seat of any kind, and a misplaced decoration is inartistic.
- Bamboo furniture, upholstered with loose cushions and covers of soft cretonne in neutral tints, is employed for boudoirs and ladies' sitting rooms, the hangings for doors matching exactly, and the carpets preserving the tone, which is however, heightened by rich rugs, Moeran table covers, pieces of rich-colored glass and antique china, and, above all, by the open fire and brasses.
- The artificial jardiniere has disappeared from the parlor or drawing-room window. In its place a stand filled with tall plants or a large bowl-shaped vase occupies the place. Sometimes a fragrant Easter lily fills the room with its rich fragrance, or a stout tree of scarlet geraniums rears its crimson blossoms among the gilded and polished pieces of bric-a-brac.
- Tall vases have a large share of the ladies' favor; at least one is placed on the hearthstone. If a pair is used odd pieces are selected, although both may be similarly filled. A tall Egyptian vase with a mottled background, when filled with a large, loose bunch of small sun-flowers, or overrun with golden blossoms of nasturtium, is certainly an addition to a sunny room.
- Ladies who have regular reception days have adopted the Parisian plan, and engage a florist to supply growing plants and flowers, removing the former the following day; or they will hire certain specimens from the conservatory for a given time, and engage the dealer, who is the real owner, to look after them, and on special occasions add flowers and other decorations to heighten the general effect.
- New wall baskets for the sitting-room or cabin of a steamer are lined with satins, and have a panelled looking-glass fitted into the back. Around the glass is a ruche of satin, at each side a square pin-cushion, below the pin-cushion on one side is a needle-case, made of satin to match the trimming, and on the other side a small bag, holding two spools of cotton and a thimble. The brush and comb, etc., can, if required, be kept in the basket below. This basket can also be used for work, and hung on a wall, so as to be handy to anyone sitting by the fire.
- In an æsthetic kitchen on the east side, on the top floor of a cheap apartment-house, is a freize and a dado, the latter made by the mistress of the house, who does her own work, from pictures cut from illustrated

magazines and papers. There is a marine view over the range, which is not used, the cooking being done upon a pretty reform stove, invented by a woman, and the size and shape of a lady's fancy work-stand. It consumes about a ton of coal in a season, and creates no dust and little ashes.

—The imitation stained glass is being more and more used by people of artistic tastes who wish to shut out an unpleasant view or a brick wall, and especially by persons who occupy flats and wish to make the most of their chances for light and color. Some recent designs are exceedingly good patterns, copied from Marquetry panels of the fourteenth and fifteenth centuries, and produced in soft, fine harmonies and contrasts of color.

—A fire-place for a dining room is made of Santo Domingo mahogany, and the panels and pilasters elaborately carved; the latter support the top gallery; a mirror is set in the centre. Additional richly carved pillars are on each side. The side tables and dining table correspond. The latter is square, with a massive centre column extending into carved lions' heads, breasts and feet. The sideboard shows a richly carved example of the Renaissance, and the large arm chairs and other chairs are covered with stamped French leather in designs of fleur-de-lis, in gold and white on a dark blue ground. Lattice work is inserted with relieves above the leather top and bottom. A slender brass rod is set across. The large brass nails have bold lions' heads. The hall settees correspond with the chairs and are surmounted by a large square mirror.

—The oval mirror is the reigning favorite in the way of toilet glasses, but some few ladies endeavour to obtain something rare in the way of an old mirror, as we have before said. A good deal of lace is now used in decorating bed rooms—lace on the counterpanes and on the pillow covers, lace on the small lined muslin covers, which are fitted to the stand of the toilet glass, as the more common toilet glasses invariably have stands. It is a popular fancy to hang the walls of boudoirs, small sitting rooms and even morning rooms, with cretonne or richer stuff, plain or fluted, according to the pattern of the material. A light-colored cretonne is preferred to a dark one; ladies who sing do not follow this fashion in their boudoirs and sitting rooms, as it deadens the sound both of vocal and instrumental music. Mantelboards are often covered with cretonne or some rich fabric with curtains to match, but fine serge is even more used, trimmed with lace in boudoirs and bed rooms, as it does not hold the dust, and the dark colors are very good.

—At the Royal Tapestry Factory, Old Windsor, some very beautiful tableaux, designed by Mr. J. E. Hodgson, R. A., and intended for hall and staircase decorations for Mr. Cornelius Vanderbilt's mansion, are being worked by the employes upon the looms of the establishment, which is under the patronage of the Queen and Prince Leopold, Duke of Albany. The series comprises several large pictures—one of which is twenty-two feet long and six or seven feet high—representing English sports, including deer stalking, stag and fox-hunting, coursing, pheasant and grouse-shooting, and salmon, trout and bottom-fishing. As illustrating the progress of the revival of the art of tapestry weaving in England, it may be mentioned that the English apprentices under instruction at the factory are now engaged upon four portieres with views of Windsor Castle, Osborne, Buckingham Palace and Balmoral, and which are being woven in imitation of the old Arras tapestry.

—Of Mr. Dane's new house in Chicago, which has been decorated by the hand of Mr. John H. Key, the *Chicago Tribune* says: "Ascending the broad staircase, one is charmed by the gilded surface of the stuccoed walls, upon which are applied rich Eastern designs of wheels and circles, bordered with a wide band of Lincrusta-Walton, a material which is applied to the surface and finished by hand, giving it the metallic appearance of bronze. The second stairway has a mottled gold ground with burnished spots in relief against the dead gold of the octagon-shaped figures, which constantly catch on their roughened surfaces the ever-changing light from the great stained-glass windows above. The ceiling of the hall above the stairs is a work of especial beauty. It is like a picture of cerulean blue divided into panels by bars of gold, in each panel of which is a spike of purple flowers, the whole set in a concave frame. Under the dome of the centre hall, lighted by an oval window of stained glass, is a deep cove with a balcony of gilded lattice-work, supported by pillars and capitals around which twine green vines, through whose meshes are disposed flowers of brilliant hue, while across the cloudy sky are projected sprays of green. Beneath is a frieze of green and gold, with a depending fringe of gold upon rough walls of terra-cotta color spangled with golden stars."

The hot water which runs out the Sutro tunnel in Nevada, in large quantity, is to be applied for heating purposes, not only for dwelling houses, but green houses, laundries, etc. But, strange to relate, it appears that the extreme East will be ahead of the progressive work, and while we in New York are digging up the streets for the introduction of steam heating, Japan is laying pipes for the introduction of a hot water system without fuel, drawing the water from hot artesian wells, which in their volcanic island can be sunk in many localities. It should be remembered that the Chinese and Japanese did drive such wells to great depths long before Western nations had any idea of such an operation. We have our hot springs, and no doubt a great deal of the earth's heat may be utilized even if we have to bore for it. Volcanic regions like California, New Mexico, the Yellowstone region, etc., are all very promising in this respect.

M. Auguste Bartholdi, the sculptor, whose greatest work, the Statue of Liberty, is to be presented to the city of New York, has been raised to the gratifying position of Officer of the Legion of Honor. Another specimen of the great talent of the sculptor, the Statue of Rouget de l'Isle, has just been inaugurated at Lons-le-Saulnier, an important manufacturing town in the Department of Jura.

## Moving Large Buildings.

It is no uncommon sight in this country of continual changes to see buildings raised or moved about. In New York, several years ago, a large school house in Greenwich street was raised several feet, made necessary by a change in the level of the street so as to bring it above the highest tides. In the widening of several streets down-town, many houses were bodily moved backward, and in some instances raised at the same time. The frequency of such operations has created a demand for expert advice, which has resulted in the establishment of firms which make house moving a specialty.

One of the greatest feats of this kind was executed in Boston, in the moving of the Hotel Pelham at Tremont and Boylston streets, for the purpose of widening Tremont street. This hotel is built of freestone and brick, 96 and 69 feet frontage, with a basement and seven stories above the sidewalk; its height above the tramway on which it was moved being 98 feet; its weight 5,000 tons, inclusive of furniture. The occupants of the stores on the first floor were not disturbed in the least, the business being pursued as usual, communication with the street being kept up by bridges over the chasm around the building in which the principal labor was being performed.

The general arrangements consisted of heavy and substantial stone brick foundations for iron rails and rollers, the building being forced to its new position with fifty screws, 2 inches in diameter,  $\frac{1}{2}$  inch pitch, operated by hand, against timbers arranged to uniformly distribute the pressure against the building. Much care and ingenuity were displayed in the details of arrangements. Two months and twenty days were occupied in preparation. The actual time of moving was but thirteen hours and forty minutes. The greatest speed was 2 inches in four minutes. The hotel moved about  $\frac{1}{2}$  of an inch at each quarter turn of the screws. The whole distance moved was 13 feet 10 inches. For the work 4,351 days' labor was required. The whole cost was \$30,000.

This is the largest building that has ever been removed, although larger ones have been raised, which latter is a more simple and less risky operation. The complete success of the undertaking is shown by the fact that cracks which existed in the walls prior to removal were not changed by the operation. Paper was pasted over them before commencing, so that any change might be seen.

## Transmission of Power by Electricity.

The French electrical engineer, Marcel Deprez, who has acquired a reputation for his calculations and their verification by experiment, about the subdivision of electric currents, has prepared a plan for what he calls electrical canalisation, and expects to execute this plan in the city of Paris. There is, of course, no question had of canals or conducting tubes in the ordinary sense, but of a system of iron or copper wires for the conduction of the electric currents as the principle of the telegraphic conduction of messages, but in this case for the distribution of light and power through the city. As a result of his ingenious devices and experiments he claims that, unlike the system of heavy wires used in New York, he can, with ordinary iron No. 9 telegraph wire, transmit ten horsepower to a distance of forty miles, and this with only a small percentage of loss. According to him, the distance is of very little influence, it depends only on the sufficiently perfect insulation of the wires, and the proper thickening of the wire coils of the generating and receiving apparatus. He has communicated to the management of the Munches Electrical Exhibition that he is prepared to transmit the required power to drive the agricultural machinery in the Central Palace of the exhibition, a distance of forty miles from Augsburg, where he proposes to place the original motive power and his dynamo machine expressly built for transmission at great distances. If his claims are well founded, the success is undoubted, but, in any case, it would be a very interesting experiment, and so very instructive, even if there were failures, that it deserves peculiar interest.

## Large Cities Growing the World Over.

To the Editor of THE RECORD AND GUIDE:

Allow me to congratulate you on your new departure? I hope your success will be even greater than you anticipate.

Allow me a word about New York city real estate: I recently returned from my first visit to Europe, and what surprised me most while abroad was the great amount of building going on in London, Liverpool, Paris, Berlin, Vienna, Munich, Zurich and other large cities. I confess I was verdant enough in my ideas of Europe to suppose that these aged cities were at least halting as far as general building was concerned; that new and modern edifices should take the place of old and musty structures did not surprise me; but that, the old cities should spread as they are spreading, is only a signal proof that the safest places for real estate ventures are the great centres of population. They *must* grow; and if they progress so vastly in Europe, what a wonderful future is before New York. Lots in this city, on the side streets near the Riverside drive, below One Hundred and Twenty-fifth street, are selling at \$2,000 a piece, when a hundred shares of rotten *bonus* stock of railroads existing only in a printed prospectus, command two to four thousand dollars!

My clients, among others, are "bulls" on real estate on the West side heights, Ninety-fifth to One Hundred and Fifteenth streets, for the simple reason that they are obtainable at from one-third to one-half the prices of Harlem East-side lots; that the Morningside and Riverside parks, not to mention the Boulevard, are about to make their long delayed improvements; that Tenth avenue above One Hundred and Third street, is attracting public and private institutions of a class similar to upper Madison, Park and Lexington avenues, and last, but most important, the healthy nature of the neighborhood is not excelled in this city.

My communication may appear biased, but I guess there is less risk in buying New York City real estate, which has not reached fancy figures, than any other security.

SUBSCRIBER.



## Concerning Men and Things.

[Contributed by an Ex-Editor.]

Please permit me, Mr. Editor, to drop the customary "we" and use the, to me, unfamiliar personal pronoun "I." Having been a journalist since 1854, I have naturally met a great many interesting people, and I propose to say something about them when they come to the front in connection with any event of "contemporaneous human interest."

Since I deserted morning journalism, some ten years ago, reporting important political and social gatherings has been a lost art. At the banquet given to Henry George, at Delmonico's, recently, I heard speeches delivered which would have been read with the keenest interest had they been reproduced by the papers next day. The only morning journal that pretended to give a report was *The Herald*, but the stenographer who did the work wrote out only two speeches, Mr. George's, which was fairly reproduced, and Henry Ward Beecher's, which was badly mangled. Beecher's address was a very significant one, and, if given in full, would have created a profound sensation. Very noteworthy remarks were also made by Mr. Thomas Kinsella and Mr. Shearman (tearful Tommy, of Plymouth Church), but the most remarkable of all was that of F. B. Thurber, which was so full of interesting matter that I took the liberty of asking him for a copy, with the hope that you might find room for it in *THE RECORD AND GUIDE*. It was the best summary of the anti-monopoly movement yet presented. I was curious to see and hear Thurber, for the way in which he is attacked by the morning journals shows him to be a man who has made himself feared in influential quarters. His appearance is unique. He is tall, cadaverous and saturnine, and reminds one somewhat of Henry Bergh, as well as of Dore's illustrations of Don Quixote. Thurber's case is another instance of what every one must expect who tries to reform abuses. The innovator and corrector of evils always gets more kicks than coppers. If his speech is published, your readers will say that the anti-monopolists have a wonderfully strong case. Yet F. B. Thurber, in entering the field to redress public wrongs, is savagely attacked by the *Tribune*, *Herald*, *World*, and by thousands of the lesser organs of public opinion, but, if he keeps pegging away, he will win in spite of them. Still, it matters not how greatly he may serve the public, Mr. Thurber must remember that it will bring him no personal profit. Should he be ambitious to fill any public office, the voters will not sustain him. This has been the fate of every one who has achieved distinction as a philanthropist or reformer and then tried to utilize his popularity in a business or political way.

*THE RECORD AND GUIDE*, a short time since, said that Henry Ward Beecher was a disciple of Herbert Spencer, and that, if his true creed was known, it would be found that he was practically an agnostic. At the Henry George banquet Mr. Beecher publicly proclaimed his faith in the philosopher who banishes God in the realms of the unknowable. He says he was a believer in the "survival of the fittest" before Charles Darwin published his first book. The speaker went so far as to say "that about all that was valuable in theology was ethics and a great deal of what was supposed to be religion was imagination." The applause which followed this utterance and the circumstances under which it was delivered gave it peculiar significance. But believer or not, Mr. Beecher is a wonderful orator, and any one who has heard him speak can easily account for his popularity in the church and out of it. Although nearly seventy years of age the pastor of Plymouth Church shows no signs of failing powers. He is fresh and rosy looking and appears to be good for twenty years of hard work yet. When announced to speak at a public dinner he does not make his appearance until after the eating is over. He is supposed to be a strict temperance man, yet a Hungarian wine dealer in Broome street once showed me three large orders in his book for wines which were paid for by Henry Ward Beecher of Brooklyn Heights. But perhaps the wines were for sacramental purposes.

Talking of Beecher naturally suggests Theodore Tilton. That gentleman is now sojourning in this city getting ready for his lecture season. I often played chess with him thirty years ago, on the corner of Nassau and Fulton streets. While he could not cope with a professional he was more than a match for many a strong amateur at that game. I shall never forget my first meeting with Tilton. It was at the autopsy of Bill Poole, the pugilist, who was shot by Lewis Baker. I was then a reporter of the *Herald* and he of the *Tribune*. He was a singularly handsome young man at that time, and wore his hair long *a la* Oscar Wilde, a fashion, by the way, he keeps up to this day. Mr. Frederick Hudson, managing editor of the *Herald*, told me he had offered young Tilton a good salary as stenographer, but the latter refused because he would be required to work on Sunday. He was a devout Christian then, and a Sunday school teacher in Mr. Beecher's church. Though still a comparatively young man in appearance, Mr. Tilton is a grandfather. Two of his daughters are married and have children. He has just published a volume of poems based on Swabian legends; it is the very best work he has written, and, as I happen to know, has been commended in very high critical quarters. Fate has dealt harshly with Mr. Tilton. He is a man of brilliant parts. He can make an admirable speech, write a brilliant leader, turn a very neat paragraph, besides having a talent, if not a genius for poetry; but complications arising out of the friendship existing between his family and that of Mr. Beecher's, has cast a shadow over his life and forced him to the rear, when he ought to be in the very front rank of American orators and editors.

But the name of Tilton recalls that of Rev. Wm. T. Clarke, his co-adjutor on the *Golden Age*. Although trained as a clergyman, Mr. Clarke is a born journalist. He can write on any subject with facility, and has been known to advocate different sides of a question for two separate journals, at the same time. He never achieved the success as a preacher that he deserved, probably because he occupied a very advanced radical position in the Unitarian sect. When the *Golden Age* expired, he worked a long time upon the *Graphic*. He then entered John Kelly's service on the *Express*, and is now the principal leader writer and "Man about Town" of the *Morning Star*. But what a change it must be to him when he

recalls the dreams he indulged in, as a divinity student, when he and the Rev. W. R. Alger were reading their first compositions to each other. In the glow of youth they hoped to convert the American people to a nobler and purer faith than was then believed in. The dreamer now finds him self, after thirty years of hard toil, drafting resolutions to be read at Tammany Hall, writing leaders suggested by John Kelly, and turning off piquant personal paragraphs about the men who frequent political conventions and manipulate primary elections. Mr. Clarke is a hardworking, conscientious journalist, and, if left to himself, would never distill any gall from his ink or venom from his pen.

## On Dits.

Mrs. Langtry brought sunshine with her.

\*\*\*

New York girls in good society do not "gush" any more.

\*\*\*

A testimonial reception is shortly to be given to Mr. George Jacob Holyoake in the rooms of the Co-operative Dress Association.

\*\*\*

Mrs. Julia Ward Howe will lecture in New York on the second of November, her subject—a new one—"Woman as a Social Power."

\*\*\*

There is a sort of mania for "ebonizing" wood. All woods are beautiful when their natural veining, tints and colors are brought out by cutting and polish, but a dyed wood is but a pretense, at best, and there is nothing beautiful or artistic in a sham.

\*\*\*

New York is to have a gay winter in amusements. Patti and Nilsson in opera, Henry Irving and Mrs. Langtry in dramatic performances, and more theatrical entertainments than were ever before crowded into one season. A notable event will be the production of a new comic opera by Gilbert and Sullivan.

\*\*\*

A religious paper bewails the fact that hymns go begging, while Tennyson gets a thousand dollars a verse, more or less, and Huxley is offered \$100,000 for a hundred lectures. But we should remember that piety never did bring much in the market-place, and that its money value per column, even in a religious newspaper, is not great.

\*\*\*

The Lotus Club honors itself in its compliment to Bronson Howard. This writer's various dramatic productions are a credit to the country. His "Saratoga," "Old Love Letters," "Banker's Daughter," and "Young Mrs. Winthrop," show humor, deft construction and a knowledge of the possibilities of dramatic situations which even the masters of French dramatic art might envy.

\*\*\*

Why does the daily press sneer at the representatives of trades and business in the recent celebrations of Baltimore and Philadelphia? What could have a better right to a showing than the evidence in these cities of growth, enterprise and prosperity? There is too much of this fear of "advertising" honest work, and too little of it when it is a question of making a hero of a thief or blackguard.

\*\*\*

The new store at the southeast corner of Grand street and the Bowery is really a creditable piece of work. It is of brick trimmed with stone. Slowly but surely the old business quarters of the east side are being modernized and improved. The Bowery and Grand street of a decade hence will have a very different appearance from that of to-day. "I found Rome wood and left it marble," was the proud boast of the first Roman emperor. The great business necessity of New York is bringing the same results here.

\*\*\*

The new building of the Farmers' Loan and Trust Company in South William street is so far advanced that the second story will soon be under way. It promises to be an ornament to New York. It is understood that for the present only two stories will be constructed, which will be used exclusively by the company. Should there be a demand for offices, however, additional stories will be built. The projectors of this building think that for the present there are too many offices to let.

\*\*\*

Alphonse Karr, the grower of lovely roses and one of the surviving wits of France, says that he does not believe cablegrams are modern nor steam engines, either. He thinks that if we could get to the bottom of any of the antique sites, which in former ages were occupied by still more antique monuments, we should assuredly find at least a boiler or a badly-worded dispatch sent from some Phœnician lover to a Phœnician beauty, and he supposes the dispatch would be about knickknacks or presents he wishes to offer her. It is certain that 2,000 years ago Phœnician girls had saving boxes exactly like those being now made of terra-cotta, with a monkey spying in the slit.

## The Ottawa Saw Mills.

The season's cut of logs at Ottawa, Ont., is reported very large and favorable. The supply of logs has been good, and the water sufficiently high to afford a remarkable season. The cut of the season is estimated at 250,000,000 feet.

It is not perhaps much known that the colossal saw mills in Ottawa City, driven by the power of the falls, in the river of that name, have been built by capital from the United States, especially from New York city, and that scarcely one per cent. of the power is utilized. They are said, next to the Niagara, to be the largest falls in North America, and offer immense advantages to industrial enterprises, as they never fail, for reason of the great extent of the river feeding them.

### Anti-Monopoly Summed Up.

F. B. THURBER'S ATTACK ON THE MONOPOLISTS AT THE HENRY GEORGE BANQUET, WHICH WAS SUPPRESSED IN THE REPORTS OF THE DAILY NEWSPAPERS.

I assert that Gould, Vanderbilt, Huntington, Stanford, Sage, Field, &c., twenty years ago were comparatively poor men, and to-day these five men are worth probably \$500,000,000; and through the corporations they control wield the power of \$3,000,000,000.

That they control absolutely the legislatures of a majority of the States in the Union; make and unmake Governors, Judges, United States Senators and Congressmen, and under the forms of popular government are practical dictators of the governmental policy of the United States.

That within twenty years two hundred millions of acres of public lands have been given to corporations, equal to about four acres for every man, woman and child in the United States.

That this wealth and power has been acquired largely through bribery and corruption. Mr. Gould testified in 1873 that he contributed money to control legislation in four States; and it was proven that the Erie road, in a single year under his management, disbursed more than \$1,000,000 for this purpose. His interference with the administration of our courts of justice is illustrated by his telegraphing United States Senator Plumb asking him to support Stanley Matthews for the United States Supreme Court. And the striking spectacle was presented of Whitelaw Reid, editor of one of the leading Republican journals of the country, and Henry Waterson, editor of one of the leading Democratic journals of the country, lobbying on the floor of the United States Senate to secure Mr. Matthews' confirmation as Judge of the Supreme Court of the United States.

That because Senator Thurman was active in compelling the Pacific railroads, in which Mr. Gould was interested, to fulfill their contracts with the Government, that honest man and able statesman could not return to the United States Senate.

That E. D. Worcester, treasurer of the New York Central Railroad, testified before the late Constitutional Convention of the State of New York that that road paid \$205,000 one year and \$60,000 another to obtain legislation, and that it was obtained.

That in the United States Senatorial contest last year in the State of New York, a member of the Legislature stated that he had been given \$2,000 to vote for a railroad candidate for the United States Senate; that he had given the money to the Speaker, and asked for an investigation. An investigation was ordered and a State Senator and two lobbyists were indicted; but they have not been tried, and it is stated that corporation influence will prevent their trial, or, if tried, secure their acquittal.

That in 1877 the railroad riots in Pittsburg destroyed a large amount of property. The railroads refused to indemnify shippers, but endeavored to make the people of the State liable to the railroads. They tried to buy a bill through the Legislature saddling several millions of dollars upon the public. Their usual method of bribery was employed, but was detected, and E. J. Petroff, a member of the Legislature, with several accomplices, were tried and found guilty, but here political influence was brought to bear, United States Senator Don Cameron leaving his seat in the Senate and going home to look after things, and they were pardoned.

That last winter the railroads of New Jersey united in an effort to secure the entire water front of Jersey City under the specious guise of confirming the boundaries of a map. This infamous bill was such a flagrant disregard of public rights that the Governor, although elected by railroad votes, vetoed it. The Senate again passed it over the veto; but the Assembly hesitated, and bribery, the usual monopoly weapon in such cases, was resorted to. An investigation was ordered, and the committee reported that the bribery was fully proven, and that John J. Cromer was the man who did it. He has not yet been tried, and it remains to be seen whether Jersey justice is equal to the task of punishing a corporation briber.

That in March last two members of the Ohio Legislature were arrested for bribing others in the interest of a railroad company.

That the Congressional investigation of the Credit Mobilier swindle showed that \$47,261,000 profit was made by a syndicate of Congressmen and other public men; and it is a well known fact that many of our public men have become very wealthy without any visible means of doing so.

That Congress is poked with corporation lawyers and other representatives of monopoly interests; measures in the interest of the people are retarded, smothered or throttled, while those in the interest of corporations are consummated without the slightest difficulty.

That public sentiment has for several years demanded the enactment of an adequate law for the regulation of inter State commerce, but it has been postponed and throttled without the slightest consideration.

That the last Congress not only refused to restore to the public domain the lands which had been forfeited by the Northern Pacific Railroad, but on motion of Congressman Reed, of Maine, gag law was enforced, and Congressman Caswell, of Wisconsin, tried to prevent the vote going on record.

That a large portion of the public travel on free passes at the expense of the rest of the community, and a free pass issued by the New York Central Railroad is in the possession of the Anti-Monopoly League, which specifies that it was issued on account of the Supreme Court.

That a committee of the New York Legislature, Hon. A. B. Hepburn chairman, after investigating the management of railroads in that State, used the following language: "The abuses in railroad management exist so glaring in their proportions as to savor of fiction rather than of actual history."

That to perpetuate these abuses the perpetrators thereof are now seeking to control the thought of the nation. Leading journals are purchased with ill-gotten gains, and the ablest editors in the country are engaged to preach "peace on earth and good will to men" in one column, while misleading innocent investors and vilifying patriotic citizens in the other.

These are undisputed and indisputable facts, and only a few of the many straws showing which way the wind blows.

Notice is given that the assessment rolls on real estate, personal property and bank stock for 1882 have been delivered to the Receiver of Taxes, and that taxes due are payable at No. 32 Chambers street. In case of payment before November 1st, a reduction at the rate of 7 per cent. per annum will be allowed until December 1st.

Estimates will be received at the Department of Docks for repairing pier and bulkhead at Fifth street, East River, until November 2d, at 12 M.

Estimates for repairing the bulkhead at the foot of Seventieth street, East River, will be received at the Department of Docks, until November 2d, at 12 M., and also estimates for dredging at foot of East Twenty-fourth street, dumping ground Pier 61, East River, foot of East Seventy-second street and West Forty-seventh street.

Sealed estimates for supplying the Police Department with 1,500 tons of best quality of Lehigh coal will be received at the Central Office of the Department of Police in the City of New York until 10 o'clock, A. M., of 11 day, the 3d day of November, 1882.

### Real Estate Department.

If anyone doubts that there is a growing interest in real estate, let them drop in at the Real Estate Salesroom, whenever there are any important sales announced, and they will soon be convinced by the large attendance and active bidding that the outside public are in the market. The sale on Thursday, by A. H. Muller & Son, of the lots on the corner of Eighth avenue and Fifty-seventh street, Broadway, south of Fifty-seventh street, and on Fifty-sixth street, west of Broadway, brought out very active bidding, and the prices obtained were excellent, notably for the Fifty-sixth street lots, which were knocked down for \$16,500, and it should be remembered that they were only 20 feet wide. The same day R. V. Harnett sold the leasehold premises on the northwest corner of Broadway and Park place, for \$126,500.

A glance at the following table tells the story of the remarkable increase of activity in real estate in this city this year, compared with last. It will be seen that the number of conveyances have increased, and that the amount involved is nearly double that of last year. The official entry of mortgages during the last week, compared with the corresponding six days of the previous year, tells the same story:

	CONVEYANCES.	
	1881. Oct. 20-26, incl.	1882. Oct. 20-26, incl.
Number .....	146	181
Amount involved .....	\$1,720,325	\$3,252,456
Number nominal .....	44	64
Number of 23d and 24th Wards .....	21	21
Amount involved .....	\$213,871	\$28,450
Number nominal .....	6	6
MORTGAGES.		
Number .....	199	180
Amount involved .....	\$1,741,258	\$2,033,187
No. at 5 per cent. ....	35	52
Amount involved .....	\$377,632	\$630,400
No. to Banks, Insurance and Trust Companies .....	51	25
Amount involved .....	\$687,000	\$471,200

Building, in the outskirts of Brooklyn, is very lively just now. The metropolis is overflowing across the river, and the demand is for houses to accommodate working people. East New York is, especially, notable for the number of buildings in process of erection. This gives employment to a great many mechanics, and the local real estate dealers are doing a thriving business. Yet, it is a notable circumstance that the flat or tenement house is in disfavor; even now people insist upon having cottages of their own; hence, structures, costing from \$1,000 to \$1,500, suitable for one small family, are in high favor.

On Tuesday last, a committee of business men of the Ninth Ward, headed by Hugh King, waited upon his Honor, Mayor Grace, and Commissioner Thompson, to urge that the work necessary for the opening and widening of Gansevoort street be pushed as rapidly as possible. It is proposed to increase the width of Gansevoort street, from the North River to Fourth street, 20 feet on the north side, and from the latter to Eighth avenue, on the south side, 10 feet.

From an advertisement elsewhere, it will be seen that the unsold real estate belonging to the Jumel Estate, consisting of some six hundred lots, will be sold on the 14th day of November next, at the Real Estate Exchange. The bulk of this property lies between One Hundred and Fifty-ninth street, St. Nicholas avenue, Croton Aqueduct, High Bridge Park and One Hundred and Seventy-fifth street. This will be one of the great sales of the year, and real estate dealers will carefully peruse the advertisement so as to find the location of the property.

Many of the lots have recently been enhanced in value by a change in the location of the Public Drive, and by the proposed building of an extension of the elevated railroad through One Hundred and Sixty-seventh street to Tenth avenue.

During the coming week Mr. Richard V. Harnett will have several very interesting sales. On Tuesday he disposes of a fine brown stone house, No. 208 East Forty-sixth street. On the same day he auctions off a Madison avenue mansion, No. 941; this is a splendid four-story brown stone house. On the same day he will sell two lots on Eighth avenue, near One Hundred and Twenty-eighth street. This is very desirable property. On Wednesday, November 1st, he will sell a brick house with extension, on the southeast corner of Second avenue and Seventh street.

Attention is called to the bargains in improved East Side realty offered at private sale by Messrs. Guérineau & Drake. See advertisement on page III.

A desirable property, at the northeast corner of West Third and Mercer streets, in the immediate vicinity of the wholesale clothing, hat, fur and ribbon trade, is offered by Mr. H. Henriques at private sale. See page III of advertisements.

On November 16th, Adrian H. Muller & Son will sell forty valuable lots, a portion of the estate of the late Wm. Beach Lawrence. The property comprises a whole block, bounded by Fourth and Madison avenues and Ninety-sixth and Ninety-seventh streets. Also the lots between Ninety-sixth and Ninety-seventh streets, on the west side of Madison avenue.

Property holders interested in Riverside Drive and Morningside should not fail to attend the meeting of the West Side Association this evening. See advertisement elsewhere.

### Gossip of the Week.

Mr. T. E. D. Power, formerly of the firm of Rasines & Power, has sold the four lots on the south side of One Hundred and Twenty-sixth street, 75 feet west of Sixth avenue, to Mr. C. Bachelor for \$31,000 cash.

Paul C. Grening has sold the following Brooklyn property: The three-story brown stone house on the southeast corner of Greene and Throop avenues, to Captain Dixon for \$9,500, the two-and-one-half-story brick house, No. 334 State street, for \$4,000, and two lots on the south side of Gates avenue, east of Nostrand avenue, for \$2,000 each.

Mr. A. W. Bogert, Jr., has leased the property, Nos. 876 and 878 Broadway, for a term of 21 years to D. S. Hess.

W. F. Corwith has sold two lots on Norman avenue, 50 feet east of

Newell street, Brooklyn, 50x95, for Thomas Chatterton, to John and William Brodie, for \$2,400.

Messrs. Charles Graham & Sons have sold the new four-story dwelling, No. 136 East Thirty-seventh street, 20x53x98.9, with butler's pantry extension, to Mrs. Mary F. Pistor, for \$33,000, all cash.

H. D. Tiffany has sold an irregular lot on Prospect street, running through to Stebbins avenue, between One Hundred and Sixty-seventh and One Hundred and Sixty-ninth streets, for \$500, and a lot on Stebbins avenue, between One Hundred and Sixty-seventh street and Home street, to Mr. Hammond, for \$300.

Messrs. Lewis & Harris have sold for B. Havanagh, the four-story high stoop brown stone house, No. 48 East Eighty-third street, 15x55x102.2, with an extension, 15x10, to Mr. Charles H. Hays, for \$28,000.

William Fettretch has purchased a lot on the north side of One Hundred and Twenty-ninth street, 225 east of Seventh avenue, for \$6,700.

Messrs. Riker & Co. have sold three lots, on the north side of Fifty-fourth street, between Seventh and Eighth avenues, for \$47,000 cash.

William S. Wright sold on Thursday the four-story brown stone house, No. 695 Madison avenue, 19.4x44x50, for nearly \$30,000.

H. H. Stafford has purchased No. 225 West One Hundred and Twenty-sixth street, 12.6x40x99.11, for \$7,250.

T. E. D. Power has sold the plot of ground on the southwest corner of Fifth avenue and One Hundred and Twenty-sixth street, 100x120, for \$75,000.

Messrs. Butler, Matheson & Co. have sold, for John H. Deane, the five four-story brown stone flat houses, Nos. 1627 to 1635 Lexington avenue, 25 x95 each, for \$62,500; the eight-story warehouse, Nos. 466 to 470 Washington street, 70.3x100.2 for about \$80,000, and No. 163 Greene street, for Mr. Townsend, for \$22,500.

E. M. Freeman has sold, for S. M. Brown, two lots on One Hundred and Twenty-seventh street, 225 feet west of Sixth avenue, for \$12,000 to Lyman W. Brigg and others.

Four lots, on the north side of One Hundred and Thirty-first street, 135 feet east of Sixth avenue, have been sold to a builder for \$30,000, and he proposes to erect two large double flat houses thereon.

L. J. & I. Phillips sold, on Thursday last, the plot of ground on the southeast corner of Fifth avenue and Seventy-fifth street, 100x150.

J. V. D. Wyckoff has sold, for George J. Hamilton, the four-story high stoop brown stone dwelling, No. 116 East Seventy-ninth street, 18x55x 102.2, with extension 16x12, to A. W. Steele.

### Long Island.

Franklin H. Kalbfleisch, of Brooklyn, is having a double cottage in the Queen Anne style erected at Babylon.

The Long Island Railroad Company has purchased land at Great Neck, from Mayor Grace, for the purpose of erecting a large depot and freight house, the present one being inadequate.

August Belmont, William K. Vanderbilt, Henry B. Hyde and other well known and wealthy gentlemen having summer residences on the south side of Long Island, between Babylon and Islip, have raised \$35,000 for the purpose of building a grand boulevard between the two places, but decline to proceed with the work until the highway commissioners of the town surrender all jurisdiction over the present road.

The Wilkey property, in Roslyn, has been sold to George Skidmore, of Jamaica, who will occupy it.

Mr. Ritch, of Comsewague, has sold his property to Nelson De Wyck, of Port Jefferson.

Bayport is enjoying some activity in real estate. Captain Asmus has purchased the property of the late Jonas Mills, in Blue Point, for \$4,000. Messrs. Smith and Gillette have sold the Benjamin property, recently purchased by them, to Oscar Smith, for \$3,500. A new hotel is to be erected on this property. Walter Suydam has closed a contract to take the south part of the Avery farm for \$8,000. Another part of the farm has been sold to Mr. Buffan for \$20,000. The Avery Brothers paid \$3,500 for the farm originally, and yet retain the buildings and half of the land.

### Out Among The Builders.

C. Batchelor proposes to erect a row of five first class four-story brown stone dwellings on the plot of ground just purchased by him on the south side of One Hundred and Twenty-sixth street, commencing 75 feet west of Sixth avenue. They will be 20 feet wide, the fronts being of rough brown stone, and the owner proposes to make these houses the superior of any dwellings yet erected in Harlem for the purpose of sale.

James Renwick is preparing designs for the erection of a white marble spire for Grace Protestant Episcopal Church, on the east side of Broadway, north of Tenth street. It will be 130 feet high and will be supported by an illuminated cross. The same architect is engaged on plans for the erection of an extensive bonded warehouse on Thirteenth avenue, extending from Twelfth to Bethune street, 20x160. It will be seven stories high and cost \$124,000. Owner, Mr. John Taylor Johnston.

John and William Brodie will erect two three-story double frame tenement houses on the north side of Norman avenue, 50 feet east of Newell street, Brooklyn.

G. Robinson, Jr., has the designs for an apartment house, to be erected on the northwest corner of Third avenue and One Hundred and Fifteenth street. It will be of unique design, 48x75, five stories high, and cost \$40,000. Mr. Robinson is also at work on the plans for a livery and boarding stable, four stories high, 50x96, to be erected in Harlem, at a cost of \$25,000.

Messrs. McKim, Mead & White have the plans underway for the erection of a first class brick, stone and terra cotta apartment house, on the south west corner of Fifth avenue and Forty-second street, by Jacob D. Taylor, of Jersey City.

J. G. Prague is making the preparatory sketches for the handsomest private residence ever erected in Harlem. It will be erected on the plot

of ground on the southwest corner of Fifth avenue and One Hundred and Twenty-sixth street, 100x120.

A Presbyterian Church is to be erected on the two lots on One Hundred and Twenty-seventh street, 225 feet west of Sixth avenue.

### Proposals.

Furnishing ninety square, tubular coal oil street lamps, and turned cedar posts. Until November 7. Address, Joseph Matre, Corporation Clerk, Reading, O.

Erecting a brick school house, at Cleveland, O. Until November 6. Address, Thomas R. Whitehead, Clerk of Board of Education, Cleveland, O.

Proposals for the following work will be received by Major Walter McFarland, United States Engineer Office, Oswego, N. Y. Until November 8: extension of Buffalo Breakwater; extension of pier at Wilson Harbor, N. Y.; extension of piers at Charlotte Harbor, N. Y.; extension of Oswego Breakwater; extension of pier at Pulneyville Harbor N. Y.; extension of piers at Little Sodus Harbor, N. Y.; extension of piers at Great Sodus Harbor, N. Y.; dredging channel at Ogdensburg Harbor, N. Y.

Constructing Court House and Jail, at Fort Stockton, Texas. Until November 30, 1882. Address Commissioners' Court, Pecos County, Texas.

Constructing brick sewer. Until November 6, 1882. Address, W. D. Christy, City Clerk, Des Moines, Iowa.

Construction of three and one-half miles of street railway. Until November 1. Address, L. Van Demark, Stillwater, N. J.

Erecting Court House Building, at Osceola, Ark. Until November 1. Address, James Liston, Commissioner, Osceola.

Erecting Hotel (brick work, cut stone, cast and wrought iron work, plumbing, etc.), at Denver, Col. Address Wm. H. Cox, 438 Stout street, Denver.

Constructing brush and stone dams and shore protection in the vicinity of Louisiana, Mo., and stone and brush reversionment below Quincy, Ill. Until November 7. Address, A. MacKensie, Major of Engineers, United States Engineer Office, Rock Island, Ill.

Work on line of Canton, Aberdeen & Nashville R. R., between Kosciusko and Aberdeen, Miss. Until November 12. Address, John G. Mann, Chief Engineer, Jackson, Tenn.

Erecting pumps, etc., for supplying salt water at Galveston, Texas. Until November 1. Address, P. Barry, Chairman of Committee on Water Supply.

Erecting wooden school building at Providence, R. I. Until November 6. Address, Fred. L. Marcy, Chairman of Committee on Education.

Furnishing 240 sheet galvanized iron, 20 M tinned iron rivets, 700 stove bolts, 10 feet wire gauze. Until November 2. Address J. MacMahon, Paymaster, U. S. N., U. S. Navy Yard, Portsmouth, N. H.

### Special Notices.

Thomas J. Crombie, the well known lumber dealer of this city and whose yard is at the foot of Ninety-second and Ninety-third streets, East-River, keeps constantly on hand three and four-inch North Carolina pine lumber, a fact that should be kept in mind by all dock and bridge builders.

The new building material known as terra cotta lumber, which is "indestructible by fire and imperishable from decay" will be found advertised in another column. This is really an important new material for the use of the construction of houses. Iron enters largely into modern structures, but its great effect is its susceptibility to expansion in case of fire. An iron building, or the beams and pillars, covered with terra cotta would be indestructible by fire, for the clay used is a nonconductor of heat and is impenetrable by water. The company having the patent for this new material have rights for sale in several States. Those who wish to know more about it should peruse the advertisement elsewhere, and send for a well written pamphlet on the subject which can be had at the Terra Cotta Lumber Co.'s offices, No 71 Broadway. Architects, builders and others cannot afford to be without a knowledge of this new building material.

On another page will be found the card of Messrs. Tuttle & Hubbard, who have recently established themselves in West One Hundred and Twenty-fifth street, where they transact a general real estate business, selling and buying realty, placing mortgages, effecting insurance and taking entire management of estates. Mr. Tuttle was connected for many years with the well known lawyers, Davies, Work, McNamee & Hilton.

Mr. G. B. Christman's business card appears elsewhere in our issue of to-day. He is one of our best known and most thorough carpenters and attends to all business intrusted to him with dispatch. Mr. Christman furnished all the work in his line necessary for the erection of the Pontifex Patent Refrigerating and Ice Making Machine just completed in Henry Elias' brewery.

The Stone Building, known as Nos. 28, 30, 32, 34 and 36 Liberty street, is one of the best appointed office buildings in the lower portion of the city. It adjoins the old Post Office site and contains 150 superior offices, which are offered at reasonable rents. It has recently been thoroughly overhauled and fitted with the latest improvements under the supervision of Mr. James Renwick. The advertisement appears in another column.

About two thousand of New York's prominent citizens congregated at Henry Elias' brewery in Fifty-fourth street, on Thursday last, to witness the working of the Pontifex Refrigerating and Ice Making Machine which has just been erected there. Among the invited guests were John D. Crimmins, Gen. U. S. Grant, Hon. Thomas L. James, Geo. Halsey Wood, Elliot F. Shepard, F. Opperman, Jacob Ruppert, Thos. E. D. Power, Messrs. Beadleston & Woerz, Bernheimer & Schmid, Hon. William H. Robertson, R. C. Villas, P. P. & J. H. Keller; Robert Hewitt, Jr., President of the Pontifex company; J. W. H. Cooke, Secretary; George Ehret, Hon. John E. Dutcher, Thomas McElrath and Frank A. Ferris.

In describing the working of the Pontifex Refrigerating and Ice Making Machine it is proper to state that the cold is produced without the use of any motive power, and solely by the alternate self-compression into a liquid of ammoniacal gas, which has been distilled from its aqueous solution by the heat of steam at ordinary working pressure, and its re-expansion into a gaseous form, thus making the working expense of the machine very small. The large and expensive steam boilers, engines and vacuum pumps, which are essential to the ammonia compression process, are entirely avoided by the Pontifex Absorption process.

It requires but a very small amount of steam power, and as the glass is exclusively volatile, high pressures are not necessary. The working pressure employed is far below that of an ordinary locomotive boiler, thus insuring perfect safety and utilizing existing boilers.

The only moving parts are the ammonia and brine pumps (which are supplied in duplicate) and the small engine to run them; and as all the rest of the machine is strong, simple and not susceptible of injury, there is scarcely a possibility of a stoppage being required for repairs.

The machine exhibited was refrigerating four cellars, 50x100, and five, 20x40, and worked in a most satisfactory manner. After examining the cellars and machinery, the company partook of an elegant collation.

BUILDING MATERIAL MARKET.

BRICKS.—Some little irregularity has developed on the market for Common Hards, but the general tendency is in sellers' favor, and we again record a slight advance in values.

HARDWARE.—The condition of affairs does not undergo much change, demand fluctuating both in size and form, but seldom working up into positive animation, and sellers securing no great advantages.

LATH.—It has been a good, solid market throughout and almost ran itself without effort on the part of receivers. Including those disposed of before our last, a very large proportion of the cargoes afloat have been engaged at \$2.25 per M, and as stock arrives it is generally found to be owned by dealers and not available to bids.

LIME.—As yet no positive change is reported but the tendency is toward a gradually hardening position and contracts cannot be made ahead except at an advance.

LUMBER.—It is a little doubtful if business has made any actual growth during the past week as reports of an increase in some quarters are neutralized by acknowledgments of a falling off on the part of other operators.

Eastern Spruce is generally spoken of in a very cheerful manner, with occasionally a receiver a little enthusiastic over the prospect ahead. Supplies of logs at the mills are pretty liberal, and the demand here has not blossomed out into full or anxious form.

White Pine gains a little slower than hoped for, but still it gains somewhat and sellers appear reasonably well content with their advantage. The export draft is a fair one, and the home trade, though somewhat erratic, is making a very good showing in the totals handled, while little or no difficulty has been experienced in securing full former rates for all desirable standard grades of stock.

ceeded in bringing together a good assortment, clear stock in particular remaining under control. A recent somewhat mysterious marking down of quotations on nearly all the upper grades at the Albany market without comment does not appear to have been noticed generally by the trade here.

Yellow Pine still appears to be let alone with a great deal of care by many buyers, but the indifference is mainly toward old stock in hand from early year receipts, and toward average random cargoes.

Hardwoods are doing well enough in a small way, as the absence of any wide or liberal offering prevents the expansion of business. First-class stocks command full former rates without difficulty, and indeed buyers would pay more in some instances could they secure prompt accommodation, but rough and undesirable parcels have been neglected and uncertain in value.

From among the lumber charters recently reported we select the following:

Two Br. barques, from St. John, N. B., to Liverpool, deals, 88s. 9.; a Br. barque 533 tons, from St. John, N. B., to Liverpool or Penarth Roads, deals, 70s.; a Br. brig, 344 tons, from St. John, N. B., to Newry, deals, 72s. 6d.; a Br. barque, 620 tons, from Bangor to Liverpool, deals, 74s. 6d.; a Br. barque, 582 tons from West Bay to Liverpool, deals, 72s. 6d.; a Br. brig, 236 tons, from St. John, N. B., to Cardenas, shoeks 24c., and from Mobile to St. John, N. B., pitch pine, \$11; a barque, 577 tons, from Pensacola to Montevideo, for orders, to discharge at Montevideo or Buenos Ayres, lumber, \$20 net; a schr., 300 tons, Pensacola to Cardenas, lumber, \$10; a barque, 490 tons, from Brunswick to Rio Janeiro, lumber, \$20 net; a schr., 237 tons, from Jacksonville to St. Pierre, Mart., lumber, \$11.50; a schr., 171 tons, from Ferdinandia to St. Pierre, Mart., lumber, \$10.50; a brig, 491 tons, hence to Port Spain, white pine lumber, \$5.50; a Br. brig, 316 tons, hence to Port Spain or San Fernando, white pine lumber, \$5.50; a Br. barque, 466 tons, hence to Port Spain, lumber, \$6, and shoeks 26c.; a schr., 201 tons, from Charleston to New York, railroad ties, \$5.50; a schr., 450 M lumber, from Apalachicola to Boston, \$9.25; a schr., 670 tons, from Savannah to New York, lumber, \$6 75, free of New York wharfage; a schr., 397 tons, hence to Savannah, phosphate, \$1.50, and back to New York with lumber, \$7, free of New York wharfage; a schr., 350 M lumber, from Doboy or Union Island to New York, \$7, free of New York wharfage; a schr., 350 M lumber, and one 340 M lumber, Brunswick to New York, \$7, free of New York wharfage; a brig, 290 M lumber, from Brunswick to New York, \$7, free of New York wharfage; a schr., 400 M lumber, from Apalachicola to New York, \$9.50; a schr., 825 M lumber, from St. Simon's Mills to New York, \$7, option of Boston, \$7.75.

GENERAL LUMBER NOTES.

STATE.

ALBANY MARKET.

The Argus reports for week ending October 24, as follows:

There has been a steady trade during the week, with a good attendance of buyers, though no large transactions are reported. Canal freights have advanced 50 cents per 1,000 feet, from Buffalo, Tonawanda, Oswego and Otiawa, within a short time, and there is every probability of an additional advance of an equal amount before the close of canal navigation.

River freights are quoted:

Table with 2 columns: Destination and Price per M feet. Includes To New York, To Bridgeport, To New Haven, To Providence, Fall River and Newport, To Pawtucket, To Norwalk, To Hartford, To Norwich, To Middletown, To New London, To Philadelphia.

THE WEST.

SAGINAW VALLEY.

LUMBERMAN'S GAZETTE, BAY CITY, Mich., Oct. 2, 1882.

Although several buyers from Ohio and the East have been on the market during the past week, transactions have not been very extensive, and the week may be put down as a quiet one as regards sales. The inquiry has been principally for choice stock, and very little demand for inferior quality which is consequently weak.

those having lumber to move showing considerable anxiety to get it off before an anticipated rise in freights. Whether vessel men will succeed in securing an advance seems somewhat problematical, although some vessel owners express a determination to lay up unless better rates are secured, as there is really nothing left for the owner after paying for labor and tow bills.

The Northwestern Lumberman as follows:

CHICAGO.

AT THE DOCKS.—The receipts of the past week have been 4,010,000 feet of lumber less, and 3,000,000 shingles more, than for the corresponding week of last year, while the total receipts of the season have reached 1,716,902,000 feet of lumber and 707,686,000 shingles, an excess of 154,544,000 feet of lumber and 24,749,000 shingles over the amount received to the corresponding date of 1881.

As will be seen from the monthly report of stocks on hand, the first of this month showed the largest stock ever known in the history of the trade at this or any other distributing point in this country, and with full yards which this would indicate, buyers are indisposed to pay anything which approaches to fancy prices, and are not hungry to add to their stocks, even at the reduced rates now ruling.

Freights, as the season draws near the close, are firmer, and vessels in fair request, although many dealers who can do so are evincing a disposition to leave their lumber in cross pile at the mill until spring. The reports of rail shipments for the first half of October indicate that the month's shipments will but about fairly hold their own with those of last month, the present figures showing a decline of 5,000,000 feet in the volume of the month, which, if realized, would show about 10 per cent. less trade than during October of 1881, or about equal to the trade of October, 1880.

CARGO QUOTATIONS.

Table with 2 columns: Description and Price. Includes Short dimension, green, Long dimension, green, Boards and strips, No. 2 stock, No. 1 stock, No. 1 log run, culls out.

On the hardwood market a few dealers affect a more cheerful mien over the prospect of trade, but it is plain to be seen that any confidence in a proper department on the part of business is both superficial and ill-timed.

Desirable ash is still in demand, though the movement is not heavy beyond a few notable sales among dealers who make that lumber somewhat a specialty. Good walnut is not very plenty, and is in quite active demand, on the whole, though much of it is bought by heavy firms or handled through commission men, so that the yards do not figure in the transactions.

A Michigan mill man has offered some cargoes of cull maple plank at \$8, which stuff is slow to find purchasers. The mill man advocates this planing as serviceable in platforms and roadways, and extols its durability, but there are drawbacks to its use in that direction which have prevented its figuring as such a factor. Oak is regarded as had enough for a roadway, but maple is worse, being more permeable by water, and so slippery when wet as to endanger the limbs of traffic horses, besides rotting rapidly.

CANADA.

The Montreal Journal of Commerce says:

Stock on hand rather large, principally of the common grades. Prices, although firm, will be lower next Spring, if the present rate of production continues. Mill owners have had almost all their own way this season, charged very high prices, and made the grades poorer in quality; and, as the lumber was largely contracted for in the Spring, manufacturers have reaped a rich harvest. Manufacturers are cutting over the limits closer than in former years, taking all that is worth anything when manufactured, instead of selecting only the choicest timber and logs, as when it was more plentiful and prices lower, consequently the grade of lumber is much inferior to former years.



## REAL ESTATE.

**SIEGMUND T. MEYER & SONS, Real Estate Brokers, Auctioneers and Appraisers.**  
111 Broadway, Room J, and  
71 BROADWAY, Room 60.  
NEW YORK CITY

**JOHN J. CLANCY, Real Estate Broker and Agent**  
1783 BROADWAY (near 58th st.).

**H. H. CAMMANN, REAL ESTATE.**  
4 PINE STREET, AND 1673 BROADWAY

**Chas. P. Dorrance, Real Estate.**  
RENTING AND COLLECTING A SPECIALTY.  
41 Madison avenue, northeast corner 26th street

**John S. Pierce, Real Estate.**  
Loans Negotiated. 7 Pine Street

W. A. Lottimer, J. Seane Barclay  
**LOTTIMER & BARCLAY,**  
MONEY TO LOAN ON BOND AND MORTGAGE  
7 Pine Street.

**W. F. CORWITH, REAL ESTATE.**  
55 GREENPOINT AV., BROOKLYN, E. D.  
Renting and Collecting a specialty.

## ARCHITECTS AND BUILDERS.

**CHARLES BUEK & CO., ARCHITECTS,**  
63 East 41st St., Cor. Park Av.

Fine houses for sale or built to order.  
Pamphlet containing particulars of fine new residences on Murray and Lenox Hills, mailed on application.

**Berger & Baylies, ARCHITECTS,**

112 FIFTH AVENUE, NEW YORK  
Formerly with the late GRIFFITH THOMAS.  
We have in our possession all the drawings and specifications of buildings erected by Griffith Thomas, architect, which can be seen upon application.

**House Cabinet Work,**  
TRIMMINGS, DOORS, MANTELS, WAINSCOTING, CORNICES, &c.,

**EDW'D REYNOLDS,**  
243 to 249 West 47th Street,  
Bet. 8th Av. and Broadway. NEW YORK.

Telephone call Spring 287.

**A. CROUTER, CARPENTER AND BUILDER,**

155 West Broadway.  
Special attention paid to Alterations and Repairs.

**CHAS. E. HUME & CO., Carpenters & Builders**

BUILDING IN ALL ITS BRANCHES.  
17 West 44th Street.  
Established 1850.

**THEO. DIETERLEN, Carpenter & Builder**

122 and 124 EAST 129th STREET.

**GEO. K. CHRISTMAN, Carpenter & Builder,**

Shop, 66 FIRST STREET, N. Y.  
Jobbing promptly attended to.  
Large Brewers' Work a Specialty.

**JAMES O'TOOLE, Mason and Builder,**  
2283 First Avenue.

**DUFFY BROTHERS, BUILDERS**  
NO. 184, THIRD AVENUE, NEW YORK.

## LUMBER DEALERS.

**BELL BROTHERS, SPRUCE TIMBER**

11th AVENUE AND 21st STREET.  
Telephone Call 21st Station. 121.

**JOHN R. GRAHAM, MAHOGANY**

CABINET WOODS.  
Saw Mill and Yard, 30th Street and 11th Avenue, New York.

**JOHN F. CARR, Hard Wood, Pine and California RED WOOD LUMBER.**  
543 to 557 West 23d St.

**DANNAT & PELL**  
Having erected a substantial weather-proof building upon one of our yards, embracing 22 city lots, we are prepared to furnish thoroughly

Seasoned Lumber  
and Mahogany

at lowest current rates. Black Walnut and other Hard Woods a specialty. MICHIGAN and CANADA PINE, together with every other article in the trade. Yards, foot of BROOME and DELANCEY STS., E. R.

**WHITE PINE TIMBER.**

Bills sawn to order up to 80 feet long.  
**E. P. WALLING, 72 Wall Street, N. Y.**

**CRANE & CLARK, Lumber and Timber,**  
Foot of 30th Street, North River.

**A. W. BUDLONG, DEALER IN LUMBER**  
COR. 11TH AV. & 22D ST., NEW YORK.

Mahogany, Pine, Whitewood, Hickory, Chestnut, Maple, Bass-wood, Cherry, Beech, Oak, Ash, Birch, Butternut, Black Walnut, &c. Terms Cash upon delivery

**GEORGE HAGEMEYER, DEALER IN Mahogany and Walnut**

Ash, Oak, Cherry, Maple, Whitewood, Butternut &c., &c.  
FOOT EAST ELEVENTH ST., N. Y.

**E. W. VANDERBILT, E. M. HOPKINS, VANDERBILT & HOPKINS,**  
Railroad Ties. Car and Railroad Lumber, White and Yellow Pine and Oak,  
NO. 120 LIBERTY STREET, NEW YORK.

Also North Carolina Pine Boards, Plank and Dimension Lumber to Order. General Railroad Supplies.

## BUILDER'S SUPPLIES.

**FLAG POLES,**

CLOTHES POLES AND SCAFFOLD POLES.  
Floors Caulked and Warranted Tight.

**JOHN F. WALSH,**  
350 West Street.

**LOUIS BOSSERT, LUMBER, AND DOORS, PINE AND MOULDING, CEILING, SPRUCE SASHES, BLINDS, SIDING, FLOORING, &c.**

**MOULDING AND PLANING MILL,**  
18, 20, 22, 24, 26, 28 & 30 Johnson Ave.  
Brooklyn, E. D.

**BRASS MEMORIAL TABLETS,**  
For Churches,  
Made to order by

**J. CAIRNS, 210 Grand St., New York.**

**JAMES BROOKS, MANUFACTURER OF SHELL LIME**  
Factory, 55th St., and 11th Ave.,  
New York.

MASONS AND FARMERS SUPPLIED.

## BUILDERS' SUPPLIES.

**J. L. MOTT'S "ST. GEORGE"**

ELEVATED OVEN AND  
"DEFIANCE" LOW OVEN

**KITCHEN RANGES**  
Suited to all sizes and styles of Buildings. Sizes specially adapted for use in Flats.

"DEFIANCE" BROILER,  
A new and desirable addition to the Defiance Range.

"SOCIAL" & "QUEEN ANNE"  
FIREPLACE HEATERS; handsome in appearance perfect in operation, and durable in construction.

**MOTT'S "STAR"**  
HOT AIR FURNACES, Unequaled for Heating Power and Economy in Fuel. Also,

**MOTT'S "PREMIER" Wrought Iron HOT AIR FURNACES**  
Portable and Brick Set; all sizes.

**GRATES AND FENDERS**  
New and Handsome Designs.

ANDIRONS in Brass and Bronze, Antique and Modern Designs.

**SCHWEIKERT'S Improved Patent Ash Chute Folding Washstands Patent Folding Self-Acting Urinal.**  
A most ingenious and desirable Urinal for Private Houses.

**DEMAREST'S Patent Water Closets.**

**THE "DEMAREST," THE "HYGEIA," THE "ACME,"**  
For Valve and Cistern use, Thoroughly Reliable and Strictly First Class in every Respect.

**MOTT'S ENAMELLED BATHS & WASH TUBS IMPROVED KITCHEN SINKS, AND ALL KINDS OF FIRST CLASS SANITARY GOODS.**

SOLE IMPORTERS OF  
**DIMMOCK'S FINE SANITARY EARTHEN WARE,**

Including over 200 Artistic Designs in WASH BASINS. Also,  
Cliff's "Imperial" Porcelain Baths Wash Tubs, Sinks, etc.

All goods warranted Estimates furnished. Send for Circulars.  
All Sanitary Goods can be seen in operation at our Showrooms.

**THE J. L. MOTT IRON WORKS,**  
OFFICE AND SHOWROOMS,  
Nos. 88 and 90 Beckman Street, N. Y.

**JOSEPH SMITH, LADDERS,**

PAINTERS' AND MASONS' SCAFFOLDING,  
CLOTHES POLES PUT UP,  
21 JANE STREET, near 8th Avenue.

**JANES & KIRTLAND,**  
19 East 17th Street,

**FOX, JANES & WALKER FURNACES,**

AND THE  
**BEEBE RANGES**

(TRADE MARK.)  
AT WHOLESALE AND RETAIL,  
IRON STABLE FITTINGS, ARTISTIC GRATES, FENDERS AND OPEN FIRE-PLACES, ANDIRONS, FIRE-IRONS.