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The real estate outlook is really improving. The transactions, as shown by the official conveyances, is larger so far than last year, while a much smaller mortgage indebtedness has been created. The first few weeks of this year showed a diminution in the number of plans filed for new buildings, but, as our columns for some few weeks past show, the number of new edifices projected are greatly increasing. The most cheering feature of all is the larger attendance at the auction sales and the excellent prices which are given for desirable property. The secret of all this is the ease in the money market, the small return for government's and for money on call; the doubtful character of all stock investments, which forces those who have means into the real estate market.

We have already referred to the three bills forwarded to the State Legislature having in view the cheapening and facilitating the transfer of real estate. They were prepared by the Land Transfer Association, of which Dwight H. Olmstead is chairman. Our Albany correspondent sends word that they are now under consideration in the Assembly. The only one of them, however, which is likely to pass is the one appointing three commissioners to consider the whole matter and report to a future Legislature. All of these commissioners, it is proposed, shall be lawyers. This is a mistake, one lawyer is quite enough. Real estate owners now pay a grievous tax to the lawyers, whose business it seems to be to render titles insecure and make the cost of conveyances heavy. One of the commissioners should be an experienced real estate broker. It is sincerely to be regretted that owners and dealers in real estate cannot be induced to attend to this vital matter. They seem rather to like being plundered by the lawyers.

The Chicago real estate dealers have taken a step in advance of their New York brethren. They have organized a real estate association and make it a point to meet every noon to transact business with one another. They find that sales are made far more readily than when they had to run from office to office to see if they could not buy or sell parcels of property. Transactions are so large just now in Chicago that there is almost a boom in real estate, and this is attributed in a great measure to the daily meeting of all the leading brokers. Messrs. Pierce & Ware and R. W. Hyman were the two firms who consummated the first large transaction at these daily gatherings, and the occasion was celebrated by a "cigar lunch," of which all the brokers partook. These meetings have become so popular that members of the Exchange are looking for a very much larger hall, as they are cramped in their present quarters. Why should not the New York Exchange have a similar gathering every day? Their building will not be ready until late in the fall, but in the meantime they might occupy temporary quarters and copy the Chicago system of exchanging lists, and so expediting transactions in realty.

Has not the time come when a demand should be made for the union of New York and Brooklyn? The interests of the two cities are identical. They are bound together not only by sentimentalities, but by numberless ferries, and one of the finest bridges in the world. The people who live and sleep in Brooklyn largely depend upon the commerce of New York for their means of subsistence. In both cities there is a determination to thoroughly reform the city government. The arrangement that might bring the cities together would involve a responsible local government, far superior to anything we have had in the past. Mayor Low has now such golden opinions that he might be made the first Mayor of the United Metropolis. Half of the Common Council could be chosen on a general ticket, and the rest from single districts. Great economies would result from the unifying of the departments of the two cities. The union has got to come some time or other, and ambitious young politicians could make a name for themselves in entering the field to unite the component parts of the great metropolis of the western world.

The New York Arcade Railway.

The bill now before the Legislature empowering the construction of an arcade road under Broadway instead of a tunnel is of the first importance to owners of property on that great thoroughfare, as well as to the entire population of New York city. We present our readers this week with the report of Chief-Engineer Wm. J. McAlpine, in which an exhaustive comparison is made between the proposed arcade road and the underground railways of London. From this it will be seen that the engineering difficulties presented by the former are not by any means as great as those encountered in the English capital. The value of the arcade road to New York cannot be over-estimated. It will practically create a second Broadway. Every building along which the railway will run will have a new story added to it. This will be effected by changing the useless cellars into basement stores at a small outlay to the owner, thus yielding a substantial rental where there is now no derivable income. The arcade will be well lighted, while the atmosphere will be pure and the ventilation perfect. The company will have the power to construct sub-ways for the accommodation of sewers, steam, gas and water pipes, as well as telegraph and telephone wires and pneumatic tubes. These will all be easily accessible, and so obviate the necessity for the streets being continually torn up. During the winter the arcade will be a pleasant retreat from the inclemency of the weather, and in the summer will afford escape from the scorching rays of the sun. Ladies especially will be benefited, as they will be able to do their shopping despite climatic adversities.

The arcade will be a four-track railway, with passenger and freight trains, way and through, running every two minutes. Merchants, importers and the various business houses on Broadway and the adjacent streets will be able, at their very doors, to ship and receive goods to and from all parts of the United States. The experience of the past has invariably shown that wherever the greatest facilities for transportation exist there trade concentrates and property increases in value, and when the arcade road is built such a centralization of business will follow on its track as to make the real estate through which it runs incomparably more valuable than at present. There will be no interruption to travel during the construction of the road, as will be seen from one of the pictures on another page showing the two iron bridges over which passengers and traffic will pass, and under which the work of construction will be proceeded with. The engineer's report states that the street in front of an ordinary building will be occupied by the bridges for about one month. Property-holders have the further assurance that the bill now at Albany provides for a commission of three, two of whom will be civil engineers, whose duty it shall be to see that the work is properly conducted, and that there shall be no unnecessary interference with or damage done to property.

The cost of the arcade road and the revenue derivable therefrom are no doubt questions of vital importance to the success of so great an undertaking. But we have the experience of London before us. The citizens of that great metropolis fully understand and appreciate the value of an underground railway, as they have benefited by its use for many years past. Indeed it is stated that preliminary arrangements have been made with London capitalists for the money for either the arcade or tunnel road. It would be singular should this New York railway be constructed with funds furnished on the other side of the Atlantic. This is no Northern Pacific road running through sparsely populated and uninhabited territories, but a railroad traversing the most densely crowded city on the American Continent, destined ultimately to overtake in population the great English capital itself.

There is but one barrier to the accomplishment of the more perfect road, and that is a modification of the charter granted in 1881 authorizing the building of a tunnel, so as to permit of its construction on the arcade plan. Broadway is now crowded with drays, carts and vehicles of every description, making it impassable at most parts of the day. Besides, rapid transit is urgently required, so that the tens of thousands who travel daily to and from all parts of Broadway and the city should be able to do so expeditiously. It is absolutely necessary, therefore, that some relief should soon be afforded by a cable, elevated or underground railway. It is contended that the first would probably be too dangerous to life and not give sufficient speed, while the second is objectionable and ruinous. There is only the one road left, and it is for the people of this city to pronounce whether this shall be a dark, stuffy tunnel, which will scarcely supersede the requirements of a single generation, or a handsome, light, airy arcade, which shall increase the value of the property on its route, and afford transportation facilities for passengers and freight of almost unlimited capacity. The press of New York city has over and over again spoken favorably of this magnificent enterprise which will make Broadway the greatest street in the world, and there can be no doubt of the verdict of the people. Should the Legislature fail to authorize the arcade plan, there will be nothing

left for the company but to reluctantly proceed with the tunnel. It is imperatively necessary therefore that the press of this city and the property owners interested should see to it that New York shall receive the advantage of an arcade railway which will increase the value of realty and give New York a road unequalled in history, instead of a tunnel which will neither enhance the value of property along its route nor permanently meet the wants of our great and ever-growing metropolis.

Some Commercial Buildings.

Back of Broadway, on the west side, the streets parallel to that highway, below Bleecker, are gradually filling with commercial buildings, to the great benefit of public decency. Down near Canal most of the buildings are of iron, cast to imitate palatial magnificence in carved marble. This is the lowest point to which architecture in New York, or anywhere else, ever sank. Architecturally it is a matter for unmixed congratulation that the fires of Chicago and Boston showed that this construction was as untrustworthy practically, as it was horrible architecturally. The efforts of a few artistic architects to treat the cast-iron front only served to show how intractable the material was. The substitution of brick for the main structure of members made it impossible to play such pranks as could be played with impunity in cast-iron and compelled a treatment which deferred to the material. If now we could secure the abolition of the monstrous tin cornice and the standing of brick walls upon supports of masonry our warehouse architecture would be still further improved, since it is almost as difficult to make a building positively offensive out of bricks alone as it is to make an inoffensive building out of cast-iron.

Among a collection of iron fronts in Greene street, between Prince and Spring, there is a brick warehouse on the west side which derives a comparative respectability from the mere fact that it is of brick, treated like brick. It has not the appearance of having been done by an artist, but it does look as if it had been done by a workman. It is a brick front, standing on brick piers, the lines of which are continued upwards so as to divide the front laterally, and the openings are more numerous in the upper story than below. This is all there is of composition, and this is enough to make the front respectable, and even effective, though its effectiveness is diminished by the fact that the horizontal and perpendicular lines are almost equally emphasized and are very frequent, so that the front looks as if a trellis of brickwork had been set up before it after it was done.

The building on the northwest corner of Prince street and Broadway owes its effectiveness, which is considerable, to its magnitude and to a like division by means of powerful brick piers. The corner piers in this building are ample and massive, and when such an abutment is secured at the angles the enclosed front can be made very light and open without compromising to the eye the stability of the mass, and thus giving it an aspect of weakness and precariousness. But that aspect must always be that of a wall of masonry, standing upon slender supports of iron, where the eye must accommodate itself to two several sets of proportions in order to perceive that the substructure is strong enough to carry the superstructure.

This is the defect, or perhaps it would be more polite to say the misfortune, of a building, otherwise designed with much simplicity and some force, at the northeast corner of Greene and Prince. It is a massive brick wall, that is to say a brick wall of which the openings are neither large nor numerous, standing on slender iron piers. There can scarcely be a real necessity for this treatment, except a prejudice which undoubtedly does prevail among owners in favor of standing a front upon sheets of plate glass with sashes as slight as possible, though these sashes are the supports of the whole building. At any rate this can never be done without weakening the building architecturally so as in a great measure to nullify whatever good design it may have otherwise. The building we are speaking of is about 75 feet on Prince by 60 on Greene, and above this iron basement has three stories in brick. The brick work is painted in two tones of red, by the darker of which are distinguished the arches and quoins of the openings and belts in the first story. Stone, used with a split face, is employed in the sills, and in a course slightly corbelled out on brickwork above the first story.

The composition of the Prince street front is a "survival" of three 25-foot houses, the divisions being marked by wider piers and by the emergence above of brick objects of which it is not clear whether they are chimneys or only rude balusters. Between them is a light parapet of metal. In the first story the central opening of the middle house is enlarged and flanked by narrow slits of windows, with some decorated panels of terra cotta. This treatment so far relieves what would otherwise be a monotonous succession of openings.

The faults of the composition are that the terminal piers, the pieces of wall at the ends of the front, are narrower than the intermediate piers, and that the building is cut in two vertically by the

corbelled string course, of which we have already spoken, above the first story, leaving the stories above and the first story and basement below. The first of these may be a misfortune, though it is hard to see what practical harm could have resulted from drawing the openings closer together and leaving a visibly sufficient abutment. The second is clearly a fault. The father of criticism, Aristotle, laid it down as a rule, which his descendants have occasion to apply every day, that a work of art should have a beginning, a middle and an end. Apparently nothing could be more obvious and yet nothing is more habitually disregarded. As applied to a four-story building, with no visible roof, the rule would prescribe that the basement should be one thing, the next two stories another, unless one of these were so predominant as to deserve to be distinguished as one of the main divisions of the building and the fourth story a third, and that they should be differentiated in treatment accordingly. Here there is a beginning, though, unfortunately, being the support of all the rest, it is more slender and less massive than any of the rest. But which is the middle and which the end no man can tell, and the confusion is increased by the belt above the first story.

The basement on Greene street is much more massive in treatment than the front, only the massiveness is in the wrong place. The corners stand on iron stilts, and between these is a brick wall pierced with a row of four small openings, with a rough stone transom running through them, which is superfluous and looks like a piece of affectation. Above these, in each story, are three openings, grouped in the centre, one near the north end.

Although we have thus far done nothing but point out faults, it remains true that the building has a good effect. It is, in the first place, above the basement unusually massive for a commercial building, and it could not have this massiveness, which of itself gives repose, if it were cut up, as is the common practice, by slender piers projected from the face of the wall. Then the color, although we should have preferred to see it attained by more permanent means, is very good and sober. Above all, the detail is characteristic of the materials and well designed. The arches of the first story are excessive—five-half-bricks, or six, including the label, to span an ordinary window. This, however, is a fault on the right side, and everywhere the metal is treated like metal, the brick like brick, and the stone like stone. What is the best of all is the absence of that pretentiousness which is the common vice of commercial architecture, big and little, and which always gives the note of vulgarity.

Not far above this, on the east side of Greene street, is what looks like the back of a building, but is the front. It is 50 feet or more wide, and six stories high. The peculiarity of the design consists in the employment of flanking towers of brick work enclosing a huge sash frame of iron. If the basement of the centre were also of masonry this would be a good arrangement, and resemble that adopted in the warehouse at Broome street and Broadway, some months ago commended in these columns. For the lack of this connection the front is not tied together, but looks like three separate slices of building. The detail, moreover, is not interesting, and the brick towers are disgraced by the insertion of pediments and lintels of cast iron.

What Does Bismarck Mean?

A correspondent of THE RECORD AND GUIDE ventured to predict last week that Bismarck was trying to pick a quarrel with this country so as to replenish the treasury of the German empire and make that nation respected as a naval power. Our correspondent's argument was that the United States was utterly defenseless, had no navy or modern guns, and that neither could be supplied under three years' time. The cities on our seacoast are enormously wealthy, and in a few weeks after a declaration of war any power with an iron-clad fleet could be in possession of all our seacoast cities. Germany has gained great prestige in its contests with Austria, Denmark and France, and it is aiming to become a great naval power. If Bismarck could get \$1,000,000,000 from the United States, Germany would rank with Great Britain as a power on the ocean. To bring about this result our correspondent pointed out the unfriendly acts of Bismarck—the exclusion of American pork—the return of the Laskar resolutions—the empressment of naturalized citizens into the German armies, and finally the insults put on our Minister at Berlin. Doubtless this may seem very wild to all our readers, but the following paragraph which appeared in the *Commercial Bulletin* last Tuesday seems to show that Bismarck is really up to some mischief:

The indefatigable and restless Bismarck continues in various ways to make vigorous preparations for the next war. Thus, we read in the latest *North German Gazette* that Parliament is about to be asked for a supplementary credit of 18,000,000 (presumably of marks) for increasing the number of torpedo boats in the Imperial navy and providing them with the necessary service of men and material. The *Cologne Gazette* likewise hears that two very important measures have just been worked out at the Admiralty—one referring to a grand scheme of coast defense, and the other to the organization of a sort of Grand General Staff for the navy.

Now, why these naval preparations? A war with any continental power would be on land. Germany would not dare to attack Great Britain by sea. May not Bismarck desire to take advantage of our naval weakness and at once replenish the coffers of Germany and get the prestige of having a great navy as well as the best army organized during the present century? Our correspondent predicted that the next move of Bismarck would be the annexation of some of the West India Islands, so as to secure a naval depot near our coast. Well—we shall see.

The Great Debate on the Standards of Value.

So much is being said just now against the silver coinage that it would be well perhaps to state a few facts which cannot well be disputed.

1. When the Bland silver bill was passed in April, 1878, over President Hayes' veto the Eastern press and all the leading banks and bankers of the Atlantic slope predicted that the direst results would follow, that the premium on gold would be increased, our government bonds would fall in market value and the credit of the nation would be injured on all the foreign exchanges, that gold would be driven out of the country and silver would take its place. Every one of those dismal prophecies not only proved untrue but entirely opposite results followed.

2. The Bland bill of 1878 had the immediate effect of reducing the premium on gold so that we were enabled to resume specie payments in January, 1879. At that date the total amount of gold coins and bullion was \$378,000,000, on November 1, 1883, the gold coin and bullion had increased to \$582,000,000, that is, it had more than doubled although during all this time the treasury was minting \$2,000,000 in silver per month. The silver on January 1, 1879, was \$106,000,000, in November last it was \$242,000,000. Our store of silver had doubled as well as our store of gold in four years' time. During this period it should be recalled we had mined considerably more silver than gold.

3. As our store of gold is nearly \$600,000,000, and our store of silver less than \$250,000,000, it follows that there is not any—not the slightest—danger of putting our currency upon a silver basis, and the papers which profess to believe that we are running this danger either lack intelligence themselves or regard their readers as fools.

4. France, as Gen. Jourdon has pointed out, has been bi-metallic for over half a century, that is, its silver five-franc pieces, with three per cent. less of the white metal than our standard dollar, circulates at par with gold. The latter has never been at a premium. On October, 1883, its store of silver was \$540,000,000, and its store of gold \$873,000,000. We quote:

That is to say, France under a bi-metallic monetary system has a per capita silver legal tender circulation of \$14.40 with \$23.28 of gold, while in Great Britain and Ireland under a gold mono-metallic system the metallic money circulation per capita is but \$16.67 with but \$2.64 in subsidiary silver. In other words, bi-metallic France not only has silver money to the extent of \$14.40 per head of her population, but \$6.61 more gold per head than the gold mono-metallic system has given to the British Islands.

At the present writing there is a full legal tender silver circulation in the United States of barely \$3 per head of the population, or \$11 less than that of the French people, as also less gold per capita by \$10.46. Moreover, should our mints continue to coin 2,300,000 standard dollars every month, as at present, it would take no less than fourteen years, or until the 31st December, 1897, to coin enough of such dollars, added to the amount already coined, to be equivalent to the legal tender value of the five-franc pieces held by the French people at this time, with a population of but 37,500,000 souls, whereas, by the 31st December, 1897, the people of the United States will number at least 85,000,000 souls, and the silver circulation will not exceed \$6.34 per head, or \$8.06 less than the French have this 23d day of February, 1884.

The prosperous commercial people of the Netherlands have to-day a legal tender silver circulation of \$13.57 per head, or \$7.23 greater than our people would have on the 1st January, 1893, with a continuation of the present rate of standard dollar coinage all the while up to that time. And yet the Netherlands cannot properly be said to be reduced to a mono-metallism of silver.

Another of the most prosperous states of Europe, Belgium, has as much full legal tender silver as \$10.36 per head of the population concurrently with \$12.14 in gold. That is to say, \$7.36 more silver and \$1.02 per head more gold than there is in the United States to-day, and fully \$4 per head more of silver than the continued coinage of 2,300,000 standard dollars per month would give to this country by the end of 1897.

With these facts in view what is to be said of the New York press, the treasury officials and the bankers who have professed to believe that our silver coinage would drive our gold out of the country? Our silver has added to the gold in the treasury and the banks, for the white metal has performed many duties usually demanded of the yellow metal, thus allowing the latter to be stored up in banks and treasury vaults. It is only a few weeks since that the assistant treasurer of the United States reported officially to Congress that \$70,000,000 of the gold in the treasury represented a similar amount of silver certificates exchanged for the gold. Our silver policy has saved the country from a dangerous panic, for during

the last two years of liquidation, had we depended upon gold alone, money would have been scarce and its price high. Fortunately we have utilized our silver as well as gold and money has been cheap, which has saved us from a ruinous panic. Of course the interests of all bankers and lenders of money is to make the commodities in which they deal as costly as possible, and this accounts for the persistent and vigorous misstatements of their organs in the press.

The *World* sent out a reporter to learn the facts about silver, and this was his report in last Thursday's paper:

Mr. Floyd, Chief Clerk of the Sub-Treasury, who from his long connection with the Assay Office and the Sub-Treasury is regarded as an authority on these questions, said yesterday that he did not believe there was any cause for alarm. There is no scarcity of gold. In the Sub-Treasury to-day there is \$74,717,645 in gold coin, which is about \$2,000,000 more than at the same time a year ago. Moreover, the reserve held by the government against the currency circulation amounts to \$143,293,710, which is \$43,293,710 more than the hundred millions required by the law of July, 1883, and over \$5,000,000 more than the amounts required by the previous law which provided for a reserve of 40 per cent. of the greenbacks outstanding.

"Why," said Mr. Floyd, "the government could dispose of \$20,000,000 of its reserve to-day and still have \$23,000,000 more than the legal reserve. The withdrawals of gold coin are not of sufficient magnitude to excite alarm. The shipments of gold I do not think are so very heavy for this season. I notice, however, that banks are taking gold coin instead of gold certificates, and also that they take the 'double eagles,' which is the denomination which is always shipped ahead. This leads me to surmise that many of these withdrawals are for the purpose of giving the impression that the coin is to be shipped abroad, whereas most of it probably is being held by the banks. The receipts from customs duties Tuesday were unusually heavy, amounting to \$1,127,000. The day previous the total was \$885,000, and on Saturday the receipts were \$403,000. About 25 per cent. of the duties are paid in silver, which is not unusual in amount, and is in fact but a fair average."

Does not this show that the clamor about silver is a put up job by the banks, and that they have used our daily papers as vessels of dishonor to mislead the business public? The *Herald* reporter in Wednesday's issue also told the truth, and flatly contradicted the preposterous rubbish in the editorial columns.

Our Prophetic Department.

CITIZEN—You must have noticed, Sir Oracle, that political activity has greatly increased lately, and what seems to me a symptom that is very encouraging is that voluntary organizations are springing up to induce young men to express their choice of presidential candidates. I do not despair of the Republic when so many people outside of the party organizations are interested in public affairs.

SIR ORACLE—I am sorry I cannot share your optimistic enthusiasm. I notice that all the gatherings of young Republicans are in the interest of special candidates, or directed against some particular candidate or candidates. Now the political needs of our times are not merely good presidential aspirants, for the various lawyers spoken of are all reasonably good men. The country will be perfectly safe for another four years if Arthur, Edmunds, Lincoln or Logan were chosen on the Republican side, and it would be equally safe if some such Democrat as Tilden, Hendricks, McDonald, Morrison, Carlisle or Hewett were chosen on the Democratic side. So all this hal-a-balloo simply means the offices, and these ardent young men who want to reform and remodel the machines are merely looking out for No. 1.

CITIZEN—What would you have our active-minded young politicians do then? Their ambition to take part in public affairs is creditable to them; for when voters neglect their political duties, farewell to the Republic.

SIR O.—All that is true, but why do not our young reforming politicians enter into organizations which represent some better programme of party action. The vice of our political organizations is their want of purpose. Both parties are split up, for instance, on the question of tariff reform as well as on all salient questions. I would like to see formed free-trade clubs, home industrial protection societies and similar organizations. Our federal constitution needs vital changes, but I cannot see in any direction a public-spirited effort to improve our complicated system of government, or make our party machinery better represent the interests of the community at large.

CITIZEN—Do you still think that Chester A. Arthur will be the nominee of the Republican party for the presidency?

SIR O.—His chances seem to me to be improving every day. The American people don't like showy, brilliant speakers or lawyers for chief magistrates. President Arthur is just to their taste. Good generals are popular candidates, that is if they are not orators, or eccentric in their conduct. This is why men like Generals Taylor and Grant were more popular than General Sherman will ever be.

CITIZEN—I see that Roscoe Conkling believes that the next President will be a Democrat.

SIR O.—That conundrum I give up. All that we can be really sure of is that he will be a lawyer, and that he will hedge on the tariff question.

A compromise between the parties interested has been effected by which west side property holders will get the benefit of surface cars on Tenth avenue from the lower end of the Park to the Harlem River. The horse-car company will continue its work to Bloomingdale, but from that location to the Harlem River a cable road will be made. There are also rumors of a cable road from Eighty-sixth street, along Madison avenue, to the Harlem River. The work on Tenth avenue will be completed before next summer. West side property holders are to be congratulated in view of the fact that, in spite of the entire daily press of New York, they have at length succeeded in getting the much needed surface transit. We believe the arrangement eventually contemplates a cable road the entire distance on Tenth avenue, and a connection in time with the Seventh and Sixth avenue and Broadway cars.

The Road to Rapid Transit in Brooklyn.

That the rapid transit question for Brooklyn is essentially different from the question in New York will be seen readily in a glance at the map. The business portion of the former city lies parallel with the water front and continuous along its entire extent, while the lateral distances to the present limits of the thickly inhabited districts are at no point very great. It is always possible for a citizen of Brooklyn whose business is in that city to find a place of residence within easy reach of his counting room or work shop, and even to those who must come daily to New York rapid transit is frequently of greatest importance after they have crossed the river and reached the locality of prolonged lines of longitude and short latitude. From north to south the distance from one end of Brooklyn to the other is considerable, but there is comparatively little intercourse among the people of the divided sections, so little, indeed, that the question of rapid transit between the two neighborhoods has never been considered.

But it is a question, after all, if a quick transit railway through the centre of the city from north to south will not, within a few years, be found an indispensable object. In its future growth Brooklyn must follow the water front. It is suburban New York only that pushes its enterprises in the direction of Jamaica Bay. All local commercial and industrial influences combine to hold population near the shore; and the city is destined to extend all the way from beyond Astoria to the Lower Bay, passing Bay Ridge, and, eventually, even Fort Hamilton. With this prospect in view it is easy to see that a north and south quick transit railway must form the indispensable tie that will unite the two widely separated districts, even now so far divided that were it not for politics they would seem almost foreign to each other.

But this north and south quick transit railway should be also a terminal railway. It is the good fortune of Brooklyn that she will be able to kill two birds with one stone; and after having formed connection with the great lines of transportation by passing under the Narrows and across Staten Island, she can serve all the ends of local traffic over the same tracks that conduct passenger trains into the city from all parts of the country. The highest engineering conception will have been realized when the city can point to two tunnels, one under the East River at the point of its discharge into Flushing Bay, and the other under the Narrows, both connected by a depressed or tunnel railway passing in the neighborhood of the City Hall, and moving passengers freely from one end of the city to the other. A surface railway for freight will be needed also along the water front, passing in some places over the tracks of existing, but not very profitable, horse railways, and at other points over new ground opened for the purpose of completing the system.

The plans of the South Ferry & Seaside Direct Transit Company seem to have resulted from a sort of inspiration. In conjunction with the plans for the rapid transit road across Staten Island, upon which work is to be immediately begun, they represent the inception of precisely what Brooklyn needs to overcome the disadvantages of its insular position, and to render it one of the most convenient of cities either for business or residence. For the present the main purpose of the company should be turned to the construction of their road from Atlantic avenue to the Narrows, and to the opening of communication with the mainland at Elizabeth and Perth Amboy. These are the two strategic points in the campaign for commercial success, and when they have been secured it will be surprising to see the facility with which the final battles may be won. When passenger trains can leave Atlantic avenue for all points of the West or South, the demand for the extension of the road northward through the city will become irresistible. Then, too, lateral roads, depressed or elevated, according to the best judgment or resources of the time, may be extended from all the ferries, and made to reach as far into the suburbs as they can be rendered profitable.

Whether rapid transit railways in Brooklyn, built for the accommodation of local travel alone, can be made to pay good dividends on the investments necessary for their construction is a question upon which the opinions of one man are about as good as those of another, and not good for much whichever side of the argument is maintained. An approximate estimate of the number of passengers to be carried might be made were we to search through the directory, and learn, not merely the number of people who go to New York daily for business, but the distance of their dwellings from the ferry slips, and their proximity to the proposed lines of transit. But at this point we should have to suspend all calculation. At no hour of the day could a higher fare than five cents be charged with any chance of securing traffic, and even this charge might be met by a cut in rates on the surface roads. The horse-cars, made comfortable in winter and pleasant in summer, pick up passengers at almost any corner, carry them in every direction, and serve all the purposes of intercommunication within the city limits without leaving an interval for saving more than a few minutes' time between any two very thickly populated districts. What proportion of the strictly local travel could be secured by rapid

transit railroads would be an entirely problematical question, and it is a dangerous subject on which to make guesses for future demonstration.

But there is no question to cause uneasiness, when, with rapid transit, you combine also the subject of general railway traffic and transportation, and offer to place Brooklyn in communication with the rest of mankind over roads that may be made both terminal and local. Several miles of warehouses within the city are loaded with merchandize which can only be shipped to the mainland by slow and wasteful methods. See, also, how clumsily the coal traffic is conducted over the whole extent of Long Island. At great cost of labor and time the coal must be shoveled from the bottoms of boats, within themselves a useless and expensive vehicle of transportation, and loaded into carts. In these carts it must be carted to the coal yard, when anything more than a merely hand-to-mouth supply of stock is contemplated, and there, again, it must be reshoveled into carts for final distribution. Compare this with the process through which Newark, for instance, obtains her supply. A row of elevated coal-bins, say, altogether, 600 or 700 feet long and 50 feet wide, stands along the tracks of the Pennsylvania Railroad. Over the tops of these bins extend tracks, along which coal cars are run and discharged by the almost instantaneous process familiar to those who have seen their operation. Under the bins coal carts in waiting receive their loads through shutes almost as quickly as the drivers can bring their donkeys to a rest, and the coal is then weighed and ready for distribution. This is an improvement on the Brooklyn method of coal-heaving, more cleanly as well as more suggestive of dispatch.

But this is only mentioned by way of illustration. With modifications the same clumsy methods obtain in handling all merchandize in Brooklyn, and it is only due to the excellence of her warehouse system and the still more defective machinery in New York that she has reached her present important commercial position. But her disabilities ought not to last, and it will be a lucky day for the city when she discovers that the best step towards the peculiar sort of rapid transit which she needs will be made over terminal railways.

The Outlook in Real Estate and Business.

"What kind of a market shall we have this spring?" asked the writer, of Mr. Richard V. Harnett.

"I look," was the reply, "to a very good spring business. I know that my own personal business, both as an auctioneer and broker, was never better. I shall have some very large sales before the season is over. One very healthy sign is that sellers have no extravagant ideas. They are satisfied with moderate prices. Although most of my own sales so far were in advance of the figures I expected, yet I sincerely hope there will be no 'boom' in prices. Considering the liquidation in stocks and the depression in business, owners of realty should not hope for extravagant prices. It would kill a good market were they to do so. I notice," continued Mr. Harnett, "what you have said in THE RECORD AND GUIDE about the large increase in Conveyances this year compared with last year. It is a good sign."

"How about the stock market, Mr. Harnett?"

"About that I cannot speak with as much knowledge as of real estate, but several very influential financial men have told me that the tide had changed and that the period of stock depression was over."

Our esteemed contemporary, the *Chronicle*, tells a somewhat apocryphal story of a car driver at Paso del Norte starting for the Mexican side of the river to El Paso with a Mexican dollar. He procured a drink for 15 cents and got in change an American dollar, which is 15 per cent. discount in Mexico. Returning to the American side of the river, he tenders his American dollar for another drink, and gets a Mexican dollar, which is 15 per cent. discount on the American side. Passing to and fro, he repeats the operation until he consumes all the whiskey he can hold, and still has his dollar intact. This is a very good story, but, of course, it isn't true. If it were, all it would prove would be the potency of the government stamp in giving value to a real money metal. The trade dollar contains seven and one-half more grains of silver than the standard dollar, but was driven out of circulation because of its poorer purchasing power compared with the legal tender dollar. The Latin Union has in circulation 600,000,000 silver five-franc pieces, which contain 3 per cent. less silver than our standard dollars. Yet the gold currency is not quoted as at the smallest premium compared with silver. This fact should be kept in mind by all who read the sensational and unreliable statements in the daily press respecting the danger of an increase in our silver currency.

The Mutual Life Insurance Company have practically rented all the offices in their splendid new building on Nassau street, and at terms which will yield a fair interest upon the money invested. This has been due in good part to liberal advertising. Vice-President Geo. H. Andrews says that judging from their business of making loans on real estate, the outlook for building in this city is very much better than it was expected to be at the beginning of the year. Real estate, he thinks, is doing very well and is holding its own better than securities or investments in general business.

Mount Vernon wants a public park, or at least some of its principal tax-payers do. Thirty-five acres of swamp land near the station of the New Haven Railroad, almost in the centre of the village, has been chosen for the site of the new pleasure ground. A bill to locate this park has been introduced into the Legislature, and the fact has been developed that while the majority of the people of Mount Vernon favor it an active and powerful minority think that the money it would cost (some \$70,000) had better be spent in other public improvements, such as sewers and waterworks. But the Park project has the more powerful backing as it will get rid of an unsightly and unhealthy swamp and make a charming pleasure ground that will be attractive to the whole neighboring county and add to the value of Mount Vernon property.

The Proposed New York Arcade Railway.

The bill now before both houses of the Legislature, giving power to the Broadway Underground Railway to construct an Arcade Road in place of a tunnel, is of such importance to owners of property on Broadway and the people of New York city generally, that we feel justified in presenting our readers with the full report of Chief-Engineer William J. McAlpine, giving a comparison between the proposed Arcade and the underground railways of London. The two pictures which accompany the report give an idea of the appearance of the road when in operation, and of the

PLAN FOR BUILDING THE ARCADE WITHOUT INTERRUPTION TO TRAVEL.

The work on the Arcade will be commenced by placing along the line of the roadway two iron bridges of from 500 to 1,000 feet in length, and each 18 feet wide in the clear, and along the line of sidewalks corresponding bridges, each about 12 feet wide. These bridges to be supported at intermediate points. The floor of these bridges will be elevated 4 feet above the grade of the street, and the difference in elevation overcome by a gentle ascent at each end. The skeleton frame trusses will form but slight obstruction to the view, and permit pedestrians to cross the streets at all places. The panels are made separate and bolted together, and may be taken down from one end and added to the other with facility. Convenient access to and from the bridges will be provided, and the work on the railway will be carried on under the bridge, without using the street, either in the removal of excavations or in bringing materials to construct the road, the completed Arcade being ample for these uses, and affording abundant store-room for all the purposes of construction. The street in front of an ordinary building would be occupied by the bridges and workmen about one month, and during this time (by the plan proposed) the occupants of the building would suffer but little inconvenience and the street travel little, if any, obstruction.

The following is the full text of the report:

HON. MELVILLE C. SMITH, President of the Broadway Underground Railway:

SIR—The annexed report is a statement of my recent examination of the London underground railways, and a comparison between them and the projected Arcade Railway of New York. There are also appended diagrams and sketches of those works, and many maps, profiles, sections, working drawings, together with printed reports and statistics, including many you procured while on your tour of inspection with Directors Hon. William Windom and Jerome Fassler, of the underground railways and structures in the cities of London and Paris. I have also to acknowledge the valuable information obtained and work accomplished by Engineer Frederick N. Blanc, whom you left in London, in the employ of your company. These papers, &c., submitted with others which I am to receive from Europe, will be of great value when the construction of the New York Arcade Railway is commenced. I have also in preparation a report and discussion of the application of several kinds of motive power to the railway, which will be hereafter submitted to you.

Respectfully,
Wm. J. MCALPINE, Engineer in Chief.
New York, January, 1884.

COMPARISON OF THE PROPOSED NEW YORK ARCADE RAILWAY WITH THE UNDERGROUND RAILWAYS OF LONDON.

The results of the construction and operation of the underground railways of London have demonstrated not only the feasibility of the New York Arcade Railway, but have also shown that the apprehensions sometimes expressed that adjacent private property would be injured and the traffic of the street partly inconvenienced, are wholly without foundation in fact. The large and steady increase in the traffic and net revenues of these London railways gives assurance that the one projected for New York will prove a successful enterprise. The correctness of these statements will be shown by the following comparisons between the "Inner Circle" of the two London railways and the New York Arcade. The "Inner Circle" comprises twelve miles of circumference, enclosing about seven square miles, mainly of the heart of London.

First—This London line has been built chiefly under or through the most costly property in the world, and less than one-third of its length passes under the streets (Euston, Marylebone and Embankment) thus adding immeasurably to the difficulties and obstructions to be met and overcome, and as a consequence enhancing greatly the dangers and cost of construction.

The New York railway will pass entirely under the streets, and in no instance under or near any valuable buildings or property.

Second—Four miles of the London railways have been built with the grades from 13 to 20 feet below tide water level.

The New York railway will have less than a third of a mile of its grade below tide level, and at its deepest place but 5 feet below low tide.

Third—The excavations for the London railways have been made chiefly in stiff clay, and in many places among the walls and debris of the old Roman works; in others they had to be made by small divided tunnels and strong wooden protections, involving expensive work.

The excavations for the New York railway will be chiefly sand and gravel, though some ten per cent. of the distance will be in rock, which must be quarried, but as a whole the cost of the excavation will be considerably less.

Fourth—The crossing streets of the London railway are crooked and very narrow, and portions of them have been occupied during the construction of the underground works.

The New York railway will be built beneath a series of movable bridges with tramways underneath, on which all of the materials will be conveyed, so that no portion of either the main or cross streets will be used or interrupted.

Fifth—The construction of the London railways required radical changes in the lines and grades of the sewers (some of immense size), water and gas pipes, many of which were very old and decayed.

There are no continuous sewers in lower Broadway, New York. The few existing are generally of small size, and the changes in their grades and outlet can be easily made. Continuous vaults will be made on each side of the railway, or under the road bed, in which will be placed complete systems of sewer, water, gas, telegraph wires, heating and other pipes, where they will all be open for inspection, repairs and replacements, without interrupting the street or railway traffic, and do away forever with the present almost constant interruption of the trade and travel.

Sixth—The ventilation of the London railway tunnels, with twenty stations of 300 to 500 feet in length, open more or less to the air above, is generally considered good, though the heavy, humid atmosphere and very dense fogs of London, taken in connection with the consumption of coal, and imperfect condensation of steam of the locomotives used, render it more difficult to secure perfect ventilation. There is one continuous tunnel of two and a quarter miles from Kings Cross to Edgeware road, where small narrow openings of 3 by 15 feet extend from the tunnel roof to the street surface, and even here the ventilation is made moderately good.

On the New York Arcade Railway there will be five times the number of stations with openings to the air in a corresponding distance, and the

openings will be larger than on the London railway. This, with a continuous opening of about 6 feet on each side of the Arcade, adjacent to the buildings, the absence of fuel combustion in the engines, and the use of steam condensing locomotives would, beyond a question, render the atmosphere of the Arcade pure, and the ventilation perfect.

Seventh—There are 530 trains dispatched daily between 5 A. M. and midnight on the London railway, of which half are sent at intervals of three minutes, and the other trains usually at four and seven minutes. By means of the "Lock system," trains on other railroads in London are dispatched every two minutes. The maximum capacity both ways of the London underground double track railway at two minute intervals for twenty-four hours (for passengers and freight) would be 1,440 trains daily.

The New York four-track railway with trains every two minutes, would have a maximum capacity of twice that of the London which, with its more powerful engines and larger trains, would be equal to the movement of about five hundred thousand passengers, and about an equal number of tons of freight each day.

Eighth—The schedule time of trains on the London railway, between Aldgate and the Mansion House (in a circuit of twelve miles) is 63 minutes. The speed varies from 8 to 14 miles an hour, including 23 stops, or, while in motion, from 16 to 20 miles an hour.

The way trains on the New York railway will be run at ten miles an hour, including about ten stops on each mile. The express trains will be run at the rate of thirty miles an hour, including one stop in each mile. That is, from the foot of Whitehall street to Thirtieth street in 6 minutes, or to Central Park in 10 minutes, or to One Hundredth street in 15 minutes, or to One Hundred and Thirtieth street in 17 minutes, or to High Bridge in 22 minutes, or to the north line of the city in 34 minutes.

Ninth—The London railways have been tunneled under many high, large and valuable buildings* and under every variety of structure met with in a great city, including a monument of 180 tons. In many places the walls of the tunnels have been founded from 10 to 20 feet lower than the foundations of adjacent buildings, and in some places the foundations of these adjacent buildings, many being very old and of decayed material, have been underpinned from 6 to 16 feet in depth. But in all these cases, through the admirable plans of the English engineers, the underground railway has been constructed with complete success, and without causing any injury whatever to the buildings.

There is no part of the New York railway where such difficult work will be required. The excavations for the Arcade Railway will not extend to within 18 feet of the face line of any of the buildings, and the excavations for the vaults (constructed for the city's use), where they are deeper than the foundations of any of the buildings, will be made upon the same successful plans which were used in London. The underpinning of such of the buildings as will be found necessary, will be of less extent and far less difficult, and can be made without the slightest injury to them.

Tenth—The grades of the London railway are very undulating, and in some places very steep. On the metropolitan portion of the "Inner Circle" they are generally one in one hundred, and in one place one in seventy. The grades of the district portion are flatter and less undulating. On the "widening lines," to connect with the country railways, there are grades of one in thirty-nine, in forty, in forty-six, and one in fifty feet. Two-thirds of the length of the railway is one curve of 660, 1,000 and 2,000 feet radii.

The New York railway will be almost a continuous straight line, with very light grades. At Canal street, and that only for a half a mile, there will be a grade of 1 foot in 82.

Eleventh—The locomotives of the London railways are all of one type of 42 tons weight and 5 feet 6 inch drivers. The trains usually consist of from three to six carriages, with capacity for conveying 30 passengers each.

The express locomotives on the New York railway will have power to haul twelve or fifteen carriages, which will seat sixty passengers in each.

Twelfth—I examined a great many places on the line of the "Inner Circle" to ascertain whether the trains passing through the tunnels of the London underground railways produced any vibration or jar of the buildings above and adjacent to the railway, but nowhere could detect the slightest motion. I was informed that careful tests with very delicate instruments were made some years ago, and that no motion or jar as great as that produced by an ordinary vehicle passing on the street was anywhere found. In some places peat or tan bark was put under the sleepers, but these precautions were subsequently found to be unnecessary. The engineers state that in twenty years they have never been called upon to pay a guinea for damages to overhead or contiguous buildings or property.

On the New York Arcade the way tracks will be 18 feet distant from the face of the buildings, which space will be vaulted so that the trains in motion cannot possibly produce vibration or jar to the buildings. The tracks of the express trains will be 11 feet still further removed from the buildings.

Thirteenth—The numerous railways of London radiate in every direction from the business portions to the suburban residences, extending to a complete circuit of more than thirty miles in diameter, and distribute this kind of travel over more than twenty different lines, and yet every one of them has an amount of business which pays a fair return for even the enormous cost of these radiating railways, and this is particularly the case with the very costly underground railways.

New York city is very differently situated. The business is chiefly confined to the lower end of the island, and there is but one natural free outlet, which is directly northward. This route is confined by deep water channels, the passage of which is obstructed by fogs, ice and all of the discomforts, delays and dangers of ferry voyages. The immense business which is concentrated at the lower, narrow end of the city has shown that the streets in that section are too few for the business and the houses. The property is too valuable to permit the opening of new streets or even the enlargement of those existing. The number of drays and carts alone, daily passing in Broadway, are more than seven thousand. These, with vehicles entering from the side streets, frequently so gorge and obstruct this great thoroughfare that travel is for hours entirely suspended. The immense loss and annoyance through this obstruction is greatly aggravated by the street being constantly torn up in connection with sewer, gas, water, steam heating and other pipes. The surface and elevated railways offer inconvenient and insufficient accommodation to passengers between that portion of the city devoted to business and that occupied by residences, yet they are crowded to their utmost capacity, because nothing better is afforded. Since the opening of the elevated railways the increase of travel has been more than all the passengers they carry, showing that the travel in this direction will increase up to the extent of the accommodation which is offered. The Arcade offers in all respect the most effectual remedy and relief the ingenuity of man can contrive. It duplicates the street; it offers the most complete accommodation for way and through travel; it furnishes cheap and rapid transportation for freight and express; and by thus removing all obstructive vehicles from the upper street, systematizing the travel, and by the application of a motive power vastly more effective than can be used on the surface street, it would treble the capacity of Broadway in all the essential elements which make a street useful and adjacent property valuable.

COST AND TRAFFIC OF THE LONDON RAILWAYS.

The London Metropolitan Railway, in January, 1863, had opened three

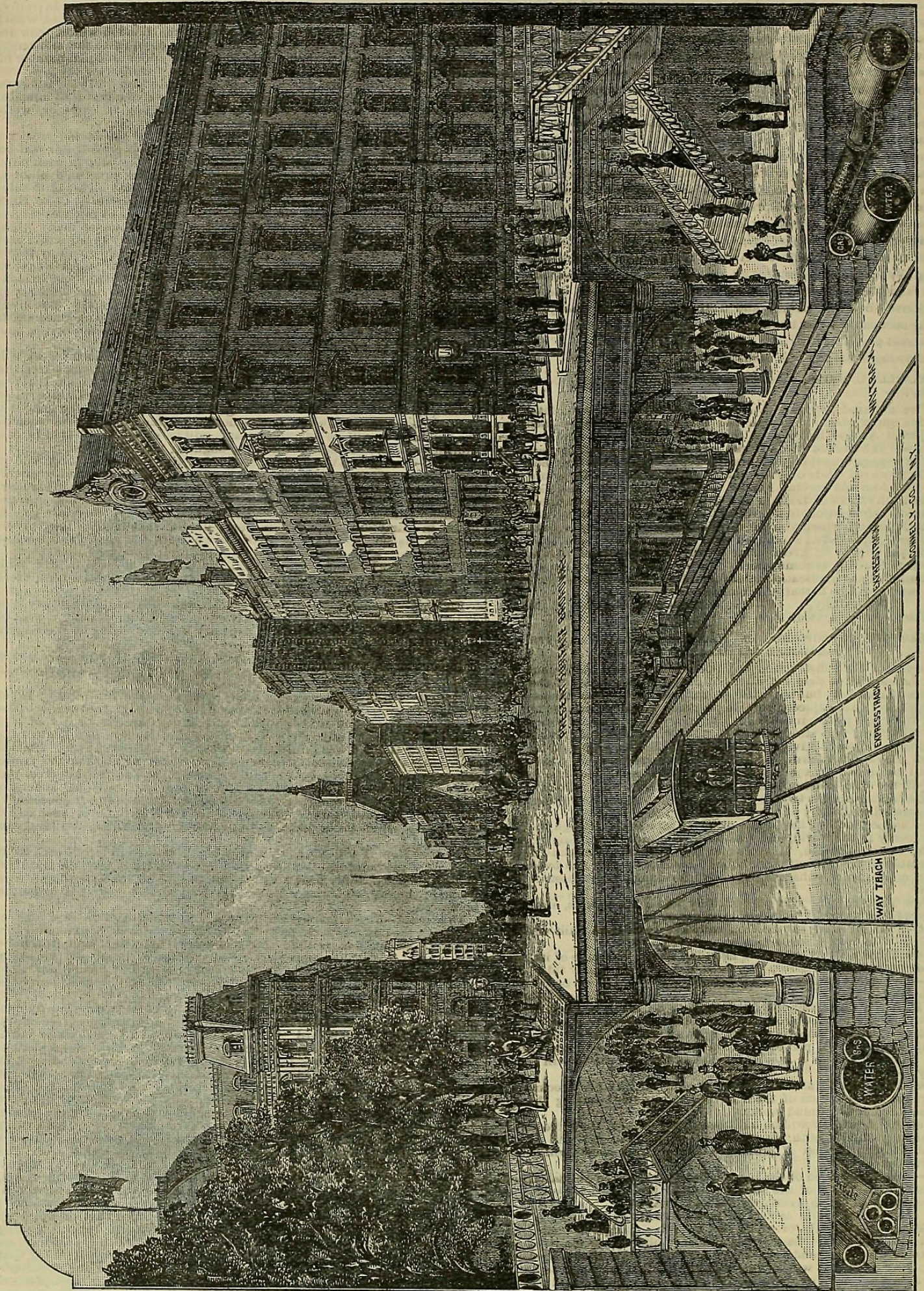
* At St. James station, the highest building in London, viz., 14 stories, is within 20 feet of the railway.

and one-third miles for travel, and in 1868 about as much more. The Metropolitan District Railway opened two and a-half miles in 1868, and one and a-half miles in 1870, and has now, in connection with other companies, two miles in progress. The Metropolitan, with its branches running out from the city, is twenty-two miles in length, on which there has been expended about fifty-five millions of dollars. The Metropolitan District, with its branches, is thirteen miles in length, on which there has been expended about thirty-five millions of dollars.

In 1877, the Metropolitan had expended on its line from Aldgate to South

During the year 1882 the passengers carried were as follows:

| | | | |
|-----------------------------|------------|-------------|------------|
| First class Metropolitan... | 3,485,910 | District... | 3,313,752 |
| Second " " | 8,131,499 | " " | 6,411,686 |
| Third " " | 50,188,109 | " " | 22,182,313 |
| Season est'd " | 3,300,000 | " " | 2,400,000 |
| Total passengers..... | | 65,105,518 | 34,307,751 |
| Together..... | | 99,413,269 | |
| Mileage of passenger trains | | 1,399,926 | 1,098,736 |



NEW YORK ARCADE RAILWAY. MELVILLE C. SMITH, President.

(View from City Hall Park down Broadway.)

Kensington (7 8-10 miles of the main track and 2 6-10 miles of widening, etc., for this portion of the "Inner Circle,") as follows:

| | |
|--------------------------------|--------------|
| For land and indemnities..... | \$18,672,540 |
| For excavations and works..... | 13,360,899 |
| For general expenses..... | 2,278,161 |
| For rolling stock..... | 1,329,290 |

Making a total of..... \$35,640,890

Including some unpaid accounts, the cost per mile for this 10 4-10 miles was \$3,339,645.

| | | |
|-----------------------------------|---------------------------|-----------------------|
| Total receipts..... | METROPOLITAN. \$3,193,735 | DISTRICT. \$1,873,200 |
| Total expense..... | 1,353,320 | 861,565 |
| Total per cent. net expenses..... | 43 | 46 |

THE EXTENSION NOW UNDER CONSTRUCTION.

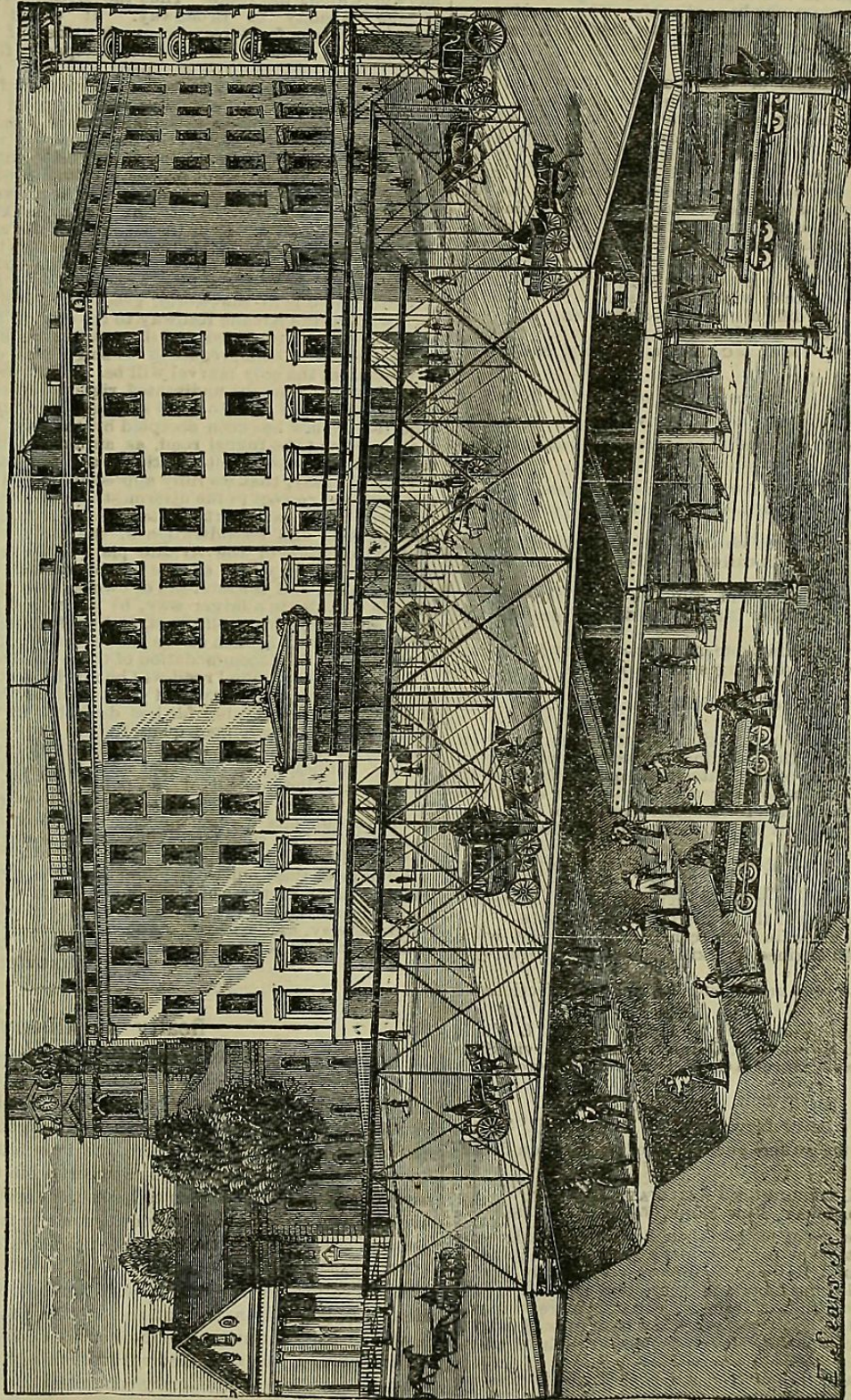
Our visit was fortunately timed, as we found the engineers engaged in constructing one of the most intricate and difficult portions of the railway, viz.: upon the two miles of the extension eastward from the Mansion House, through a network of narrow and crooked streets, along which were standing every variety of buildings, from the heaviest and most

costly to the oldest and most decayed. Many of these, especially the latter, were torn down, either for the extension of the stations or for the purpose of providing additional breathing places, and others were maintained by tunneling under them for the passage of the railway. The works on this line embraced all of the varieties of construction which had been adopted elsewhere on the railway, and we found them in every stage of progress, from that of placing the temporary roadways and works, temporarily securing the water, gas and sewage pipes, and the permanent works therefor; the wooden protections and small tunnel excavations for underpinning and supporting the houses, and for excavating and laying up the side walls, also of the top arching and placement of the iron girders, and of the method of excavating and removing the materials.* The railway was carried under the London Hospital, a massive stone building of four stories. The underpinning was completed while I was in London, and I carefully examined the building, but did not find that any injury had been done, not even the cracking of the plastered walls. The railway passes within 10 feet of a row of large cut stone buildings in Cannon street, and as excavations therefor were dug to a level 15 feet below their foundations, with the precautions taken no injury has been done to them. It also passes flush with the tower of St. Mary's (Whitechapel) Church, in Aldgate street, and the railway excavations were made 8½ feet below the level of

walks of the railway in one place were in process of erection; in another place the roof arching; in another the roof girders; in another the inverted arches and track work; so that in one short distance could be seen the actual construction of almost all the varieties of work required in the building of any portion of the railway.

DIFFICULTIES ENCOUNTERED ON THE OLD DISTRICT RAILWAYS.

At Pembroke square the railway was carried very obliquely under eight new and valuable houses. The level of the rails is 20 feet below the street and 11 feet below the foundations of the houses. At St. James station there is a house of fourteen stories high—the highest dwelling in London. The railway excavations were made within 20 feet of its face and 15 feet below the level of its base walls. At Victoria street the railway was carried under a very large and heavy brewery. In this case the side walls and arch covering were increased in thickness, and twelve massive wrought iron girders were stretched across above the arch to take the weight of the building and of the large weighty vats. Near the same place the foundation of the railway had to be placed at 15 feet below the level of the base walls of some high buildings, and in another case the railway was carried diagonally under another set of heavy buildings. At Victoria station the railway was carried under the largest sewer in Lon-



PLAN FOR BUILDING THE ARCADE WITHOUT INTERRUPTION TO TRAVEL.

ts foundation. No injury whatever has been done to the tower or church. This portion of the railway has been carried under and in front of many other buildings, and in no instance have they been injured. In the middle of King William street is a monument of William IV, which, with its base, weighs 180 tons, and the railway is tunneled directly under this statue. The railway passes in front of the South Eastern Railway Station and Hotel. When we examined this work we found that the whole of this area had been temporarily bridged over, and the underground works were in progress. Large granite blocks of 5 feet square had been laid on concrete bases; on these were to be placed iron columns surmounted by iron girders and jack arches, which were to support the carriage travel over the area in front of the station, and the space below was to be used for the underground railway station. The brick sewers were temporarily sustained by cradles and props. A gas-main of 24 inches diameter was suspended from the wooden bridge, and two 12-inch and several small water-pipes were also suspended or propped up from below. The side-

don, having a cross section of 151 square feet. The level of the invert of this sewer is 8 feet below high tide in the Thames, and the rail level of the railway had to be depressed to 21 feet 9 inches below, and the excavations at this place had to be extended to 28 feet below high or 15 feet below low water tide level. At Sloane Square station two cast-iron sewers are carried over the railway; one of them is 9 feet diameter and crosses the railway diagonally. It is supported on each side by a wrought-iron girder of 73 feet length, 6½ feet depth, and flanges of 2 feet width. At Blackfriar station a very complicated construction was required. The grade of the railway had to be placed at 10 feet below high tide to pass under the north approach of Blackfriar's Bridge. Two sub-ways had to be carried over the railway and the low level sewer under it, and the outlet for the gas company, the Fleet street sewer and its storm-water conduit overflow had to be provided for. All of these lines met nearly at one place and crossed the railway very obliquely. Those passing above the railway were sustained by girders, some of which were 75 feet long. The underground depot at Smithfield Market is 625 by 240 feet square, with 24¼ feet head-room. The vaults at the sides are in bays of 25 by 15 feet, covered by arches of masonry. The remainder of the upper market area is supported by iron columns and

* There has been taken from the deep excavations on this, the oldest part of London, a great many rude Roman implements and pieces of pottery of an earlier date

girders. Some of the cast iron columns are of 18 inches diameter, and carry 400 tons weight. Some of the girders are $4\frac{1}{2}$ feet deep, boxed with flanges $2\frac{1}{2}$ feet wide. Resting on brick and concrete bases are 180 wrought iron columns, made generally of channel bars of 12 by $3\frac{1}{2}$ by $1\frac{1}{2}$ inches, and plates of 15 by 1 inch. Some of them are double. The stations are roofed with iron arched ribs of 87 feet span and 29 feet rise.

MOTIVE POWER.

I examined the locomotives and machinery of the Kings Cross and Hallowell Railway, where compressed air is used for the motive power. There is no doubt but that this motive power has or can be successfully applied with advantage upon tunnel railways, though perhaps at a greater cost than that of the usual locomotive. I examined the fireless locomotives in use upon the Rueil and Marly-le Roy Railway, near Paris. These engines are run 10 miles, starting with steam at a pressure of fifteen atmospheres, and completing their trips with the steam at two atmospheres pressure. These engines draw a train of 44 tons weight over a street railway with much sharp curvature and high grades, at an average speed of 10 to 15 miles an hour.* The steam is exhausted into the open air, but on the Mekarski Railway in Lille it is condensed as on the locomotives of the London railways. I have examined several electric motors, and have received information in regard to their use in Europe and experimentally in this country. I have examined the cable system in use here, and have accounts of its application elsewhere. For the way trains of the Arcade at moderate speed this system may be applicable. The experiments so far do not show that it can be applied to the fast express trains, although I have devised a plan by which I hope to make it applicable to any desired speed. I am to receive, in a few weeks, the monthly statements of the business done, and the detailed expenses thereof, upon these continental railways, and will then submit a statement of the comparative value of this and of the other proposed systems of motive power, as applicable to the New York Arcade Railway. The decision in regard to the motive power for the Arcade is not necessary at the present time, and it may perhaps be sufficient now to say, that fireless locomotives, with condensers, can be run with nearly as much economy and as complete certainty as the engines of the London railway, and it is altogether probable that the electric motor will be perfected, if the cable system is not, so as to be applicable to the Arcade Railway. I shall submit, soon, a more extended report, in which many additional facts and details will be given; the comparisons embraced herein, however, show that the obstacles which have been overcome on the London railways are of a far more difficult character than any that will be encountered in the construction of the New York railway.

Wm. J. McALPINE, Engineer in Chief.

NEW YORK, January, 1884.

Subjoined is an extract from an elaborate report of the full board of engineers, and gives a *resume* of the conclusions arrived at in regard to the proposed road. It will be seen that the names undersigned comprise some very eminent engineers:

1. It provides a pleasant, rapid transit for through passengers between the lower and upper ends of the island, and a slower but still speedy movement for the local passengers.
 2. It provides a cheap and convenient channel for the conveyance of freight between the termini of the steam railways and a large portion of the business houses in the city.
 3. It classifies the travel and trade, and removes from the present street so many of its vehicles as to render it more useful and pleasant for carriages.
 4. It furnishes an arcade avenue and promenade convenient for pedestrians at all times, and with special advantages in warm, cold or stormy weather.
 5. The sub-way will be well ventilated and lighted, so that its use will be pleasant and healthy.
 6. It can be constructed without interruption, either to the travel on the street or the convenient use of the buildings adjacent, and without occupying the street for the hauling of the materials required from or to the work; and it can be built without endangering any of the structures along the street, and with arrangements for a better location of the water and gas-pipes, and sewers, and without any interruption of the present connections.
 7. The route selected, namely, that along Broadway, is determined by the topography of the island.
 8. It in no case occupies or injures any private property, but in nearly all cases greatly enhances the value of the property along its route.
 9. There are no difficulties attending the construction of the work which can not be overcome with engineering skill, and at a comparatively moderate cost.
- Finally, it meets a necessity in the most complete and unobjectionable manner.

Signed, George B. McClellan, William J. McAlpine, Egbert L. Viele, Julius W. Adams, Sylvanus H. Sweet, I. F. Quinby, John B. Jarvis, Silas W. Seymour, Charles H. Haswell, Horatio G. Wright, John Newton.

The following is the text of a letter forwarded by Melville C. Smith, President of the Company, to the owners and lessees of property on Broadway:

THE BROADWAY UNDERGROUND RAILWAY COMPANY.
115 BROADWAY, NEW YORK, February 27, 1884.

Dear Sir—As an owner or lessee of property on Broadway, and therefore deeply interested in whatsoever pertains to its growth and prosperity, the Broadway Underground Railway Company respectfully invites your consideration of the following facts and suggestions:

The New York *Tribune* of the 8th inst. states: "The total increase in passenger traffic of this city in the last three years has been over 58,000,000. * * * It is clear that to accommodate this enormous growth of travel there must be provided further means of transportation."

Broadway is the only available line of transit now left, as it presents the only unbroken line of street from one extreme of the city to the other. The configuration of the island makes Broadway naturally the great distributing artery of the city, and therefore valuable in proportion, but trade and travel inevitably gravitate where they are invited by the greatest facilities and meet with the fewest obstructions.

It cannot have escaped your observation that avenues and cross streets adjacent, with better accommodations for travel, have grown into rivalry with Broadway trade. Is it not, therefore, a reasonable inquiry whether Broadway has not been overnursed, and made the child of ill advised protection? And will not the comparative depreciation of values inevitably continue until a wiser policy shall extend to it the progressive developments of the age, and restore to Broadway the prestige due to its natural position and advantages. Broadway being the backbone of the island, it was certain from the first that some means of rapid transit, perfect or imperfect, complete or incomplete, would of necessity some day appropriate this central thoroughfare, and that the question would constantly be forced upon your attention, until through an inexorable public demand the street would in some manner be occupied. As a result, after years of contest and controversy, a charter was granted authorizing the construction of a tunnel road under Broadway. As a tunnel with two tracks would in the main accommodate only through travel,

* On an extension of this railway south of Marley, the same engines draw lighter trains up a grade of 1 foot in 17 with sharp curvatures.

the obstructions and gorging of Broadway would continue to increase, and perhaps the street be delivered over to horse railroads which, without affording any perceptible relief, would still further blockade the street; possibly to a cable road, which with little, if any increased capacity, would necessarily cause additional danger to life and property by vehicles being thus propelled through a crowded thoroughfare.

The tunnel road now authorized by law, and which, if other provisions are not made will assuredly be built, would mainly serve the business interests at the lower end of the island, and the far off residences at the upper extreme, and thus Broadway would be largely given over, not to say sacrificed, to drays, carts and other obstructive vehicles, which now gorge its surface and to lightning trains underneath; and neither this kind of travel on the upper street, nor the tunnel below, used to whisk people to and from Westchester County, would contribute in any material degree to the value of Broadway property.

The Arcade Railway, on the contrary, as shown in the documents herewith submitted, would duplicate Broadway, with a sub-surface street well lighted and ventilated; would change the dark cellars into basement stores, fronting on pleasant sidewalks; would provide vaults, ample and accessible for all pipes and wires, thus avoiding the necessity of tearing up the street; would have four tracks, two for way, and two for through travel, and during the night, two of these tracks may be devoted exclusively to freight and express, which could be conveniently distributed anywhere along the route. Thus the Arcade would add immeasurably to the capacity of Broadway. It would give property owners a new line of stores on each side of the basement street; more than double the sidewalk space for pedestrians; furnish rapid transit, provide the cheapest and most complete accommodation possible for way travel, and for transportation of freight and express, and by thus removing all obstructive vehicles from the upper street systematizing the travel, and by the application of a motive power, vastly more effective than can be used on the surface street, would not only more than treble the capacity of Broadway in all the essential elements which make a street useful and adjacent property valuable, but would forever remove all claim or necessity for any railroad on or above the street surface. As stated in a recent number of THE REAL ESTATE RECORD AND GUIDE, "The Arcade will be one of the wonders of the world; it will make Broadway property more valuable than Wall street is to-day." In the language of a board of eminent engineers, "What the Erie Canal was to the Empire State, what the Pacific Railway will be to the Continent, what the Atlantic cable is to the world, great necessities of modern civilization, such will be the Arcade Railway to the city of New York. And when it shall have been completed and thronged through all the hours of day and night, instead of being regarded as singular in conception and a wonder in execution, the only marvel will be, why it was not done before."

This company has the undisputed right by special charter, confirmed by the Legislature of 1881, to build a tunnel road under Broadway; its bond required by law has been accepted by the city, and we are prepared and shall construct the tunnel road, as authorized, unless the present Legislature in its wisdom shall substitute the far better plan of the Arcade. Permit us to say, that we fully appreciate all the advantages of Broadway, and desire to respect to the uttermost all reasonable wishes and claims of property owners and parties interested; but from a careful and exhaustive investigation and consideration of the facts, we feel justified in saying that the adoption of the Arcade plan is the only way by which the full capacity of this peerless avenue can be utilized, its beauty enhanced, values increased, and the interests of owners and occupants promoted. The Arcade will also in a larger way, by its capacity and completeness, fully serve an imperative public need, and by forming a continuous connection with the railway system of the entire country, furnish an unbroken line to the sea for the accommodation of trade and travel.

The cost of the tunnel road will be much less than the Arcade, and perhaps for a term of years would yield a higher rate of interest on the cost of construction, but being far less desirable in character, and believing that it will be entirely inadequate for the growing needs of the city, and that the Arcade will prove, finally, the better investment, we are not only willing, but desire, to construct this more expensive and perfect work. Therefore, in the interest of the public, of the city, of Broadway, and yourself, we ask your careful examination of the reports of engineers and the documents herewith enclosed, feeling confident that with a full understanding we shall have your support and co-operation in the great work we desire to accomplish.

We have at these offices full and accurate maps, drawings, &c., of the underground structures of London and Paris, as well as those of this city; also of detailed plans of the tunnel road, and of the Arcade, as designed for Broadway, and extend to you a cordial invitation to call, when we will gladly give you the fullest information. Respectfully yours,
MELVILLE C. SMITH, President.

Realty at Albany.

[From our own Correspondent.]

ALBANY, February 28.

The bills to facilitate and reduce the expense of the transfer of real estate in New York and elsewhere, devised by Dwight H. Olmstead, have been introduced in both houses. There are two bills. One provides for the appointment of a commission to report a bill to the next Legislature for carrying into effect a plan to lessen the expense in the transfer of lands in cities, and the other bill provides a mode to facilitate and reduce the expense in other parts of the State of such transfers. What action will be taken on them is as yet uncertain.

The measure for the extension of the time of the Rapid Transit Commission appointed in the interest of the National Cable Motive Power Company still continues to be the cause of considerable contention. The Senate library was well filled with prominent people from New York at the hearing before the judiciary committee yesterday on the bill. Among the advocates of the measure were property holders from Carmansville, Lawson Fuller, Chas. P. Shav, Finley Anderson, Alex. Williams, C. H. Roosevelt and others. The arguments of all were as to the necessity for more means of travel in the city to meet its growing wants, also demonstrating how the growth of New York has been retarded by the lack of such facilities. Among the opponents of the bill present was a delegation of property holders in Twenty-second street, who could not see the necessity for encumbering that street with railroad tracks when there was already a road in Twenty-third street. Henry H. Anderson, Col. Wingate, Francis Lynd Stetson and Jacob Sharpe spoke in opposition to the bill. They could not see why an extension of time was necessary when the commission had already laid down its routes. The advocates of the bill stated that they wanted the extension in order to revise its route. There is a conflict between the advocates of this measure and those supporting the bill to provide a mode for constructing general street railroads.

The bill relative to the construction of street railroads, also that to enlarge the power of the Broadway Underground Railroad Company, will be argued before the committee next week. The latter bill appears

to be meeting with more favor than was at first anticipated. The fact that New York is destined to be one of the largest cities in the world is dawning upon the Legislature, and that the only thing that will retard its growth will be the lack of transit facilities. The plan proposed by the promoters of the Broadway Underground Arcade plan appears to furnish a permanent mode of travel and accommodation for a larger population than any other yet proposed. At the same time it is more convenient and does not obstruct the streets, and is ornamental as well as useful.

The Assembly Committee has reported the bill to enlarge the Gansevoort Market by adding another block of ground to it. This is the bill that has already passed the Senate.

The Roosevelt bill for concentrating power in the hands of the Mayor has been reported in the Senate, and its consideration made a special order for next week (Wednesday).

The Building Law bill has not made any progress in the committee. The time of the Senate Committee has been so much taken up in the political investigation of the Public Works Department that it has not had time to consider such practical measures as the building law.

A bill has been reported in the Assembly directing the Department of Parks to take from the files the maps showing the streets and avenues in the Twenty-third Ward, and prepare a new map of such portion as may be necessary to show a change of the width of Mott avenue and the location of the westerly line of said avenue, so that the westerly side shall be the same as now exists from the centre of One Hundred and Forty-sixth street to the intersection of Mott avenue with the road-side of the Harlem Railroad, with the width of 50 feet, instead of being widened by the addition of a strip of land 10 feet wide on the westerly side thereof, as shown and laid down on the map now on file. And that the line of Mott avenue between One Hundred and Forty-ninth and One Hundred and Forty-sixth streets shall be changed so that the width of the avenue at One Hundred and Forty-ninth street shall continue to be 60 feet and at One Hundred and Forty-sixth street shall be 50 feet, and the lines of the avenue from One Hundred and Forty-sixth to One Hundred and Forty-ninth streets shall extend in straight lines between those two streets.

The bill authorizing the enlargement of the Forty-second street railroad depot, by adding 80 feet on the east side, and the opening of a new street from Forty-second to Forty-fifth street, 60 feet wide, on the east side of the extended building, is now before both houses. There is an important question behind this in which is involved the question as to who will be responsible for the loss of life liable to occur by collisions in the shifting of trains at the depot. The number of trains arriving and departing at that depot in the early part of the day and in the afternoon are so great that frequent delays occur to incoming trains, on account of inability to provide a clear track to enter the depot. Each train as it arrives has to be pulled out the moment that the passengers alight, and in drawing the train out it has to cross tracks of both incoming and outgoing trains. A breaking of a wheel, or the jumping of the track by a car in the crossing of switches, is liable to bring about a collision with some passing train and a loss of life. The District Attorney's office has taken notice of this change and notifies the railroad companies that if a collision and loss of life takes place from such causes the officers will be indicted and promptly punished for manslaughter. This notice is the sequel to the collision in the tunnel where several lives were lost and which cost the Harlem road a half a million in damages. Superintendent Toucey has taken legal advice and found that he could be held and punished if such accident took place from the causes referred to at the depot. He therefore devised a plan for the enlargement of the depots for the accommodation of more trains so as to obviate the necessity of constantly hauling out the empty cars during the busy hours in the morning. He submitted that plan to the Harlem Railroad directors, informing them of the necessity. They did not wish to go to the expense, but he informed them of the notice from the District Attorney's office and the responsibility for the accidents under the present limited accommodations, setting forth that if they refused to make the enlargement he should take steps necessary to relieve himself of the responsibility of the accident and place it on the shoulders of the directors. Seeing that they might be held for manslaughter the directors decided upon the enlargement of the depot and had a bill prepared to enable them to carry out the plans. That bill is now before the Legislature, and the question has already been raised as to whether the members of the Legislature will not be responsible for loss of life if they refuse to give the company the authority to make the changes required to avoid accidents.

The growth of New York makes the enlargement of facilities for traveling to all points necessary. Depots and railroads sufficient to accommodate all ten years ago are inadequate for to-day, and will be more inadequate for the wants of the public as each year rolls around. A broader gauge of improvements and a more comprehensive system is needed for the present day than any that has existed heretofore. New York is yet in its infancy, and its growth can be retarded by failing to recognize the wants of the public or facilitated by recognizing their wants in arranging for local travel as well as for the myriads pouring in from outside.

Real Estate Department.

At length we are enabled to report an improved and improving market for real estate. The attendance at the salesroom has been unusually large and the prices for property at all desirable have been bid up beyond the expectations of the auctioneers and their clients. The few foreclosure sales were the property of speculating builders who could not fulfill their contracts. This will be true of the foreclosure sales for the next few weeks. One of the most hopeful features of the market is the falling off of foreclosure suits and the decrease of the foreclosure sales. This shows that but few property-holders are embarrassed, and that shrewd money-lending institutions have confidence in the future of realty. Brokers all report better business than they had expected, and many large transactions are taking place. The number of fine buildings projected is also a surprise to the building trade, which expected a large falling off from last year. The outlook for a good spring business is excellent.

Our advertising columns this week show that all the active dealers have large blocks of property for sale.

On Tuesday, March 4th, Mr. Richard V. Harnett will sell, by order of the executors, the four-story brick house No. 142 East Sixteenth street, and on Wednesday, March 5, the very desirable business property No. 806 Third avenue.

Richard V. Harnett will sell on Wednesday, March 5, under a trustee's order, some twenty lots on Seventh avenue, One Hundred and Twenty-eighth, One Hundred and Twenty-ninth and One Hundred and Thirtieth streets. This property is situated on the most growing part of the famous "quadrilateral." The soil hereabout is sandy, malaria being unknown, and

this whole region is destined to be a very popular ground for builders. This is why far-sighted capitalists like John H. Sherwood own so much property on the flat, sandy ground north of Central Park.

On Thursday, March 6th, Richard V. Harnett will sell the brick house and lot No. 43 Bleeker street, and the four-story house No. 44 Tompkins street.

John F. B. Smyth will sell on March 12th three parcels of property, one of which is on the northeast corner of Broadway and Forty-ninth street.

E. H. Ludlow & Co. will sell on Thursday, the 13th inst., the very desirable house and lot No. 7 East Thirty-eighth street. This house is 37.6 feet front and its west party wall is 62.5 deep, and the total depth is about 90 feet. The lot is 197.6 feet in depth, which gives it a fine open rear. The house is a complete and elegant one, finished in hardwood and handsomely decorated. This location is on the very brow of Murray Hill, and is one of the most desirable residences in New York.

William Noble, the well-known builder, advertises—for sale, to let, or exchange—the handsome private houses, Nos. 16, 18 and 20 East Seventy-sixth street, the "Orienta" on East Seventy-second street, several tenements on West Sixty-ninth street, and a finely-located lot on the southeast corner of Fifth avenue and Eighty-fifth street.

The alterations of the Stewart building on Broadway, Chambers and Reade streets are complete and the building is now open for the inspection of those who desire first-class and reasonably cheap offices. The changes effected have been radical and very thorough, and it is practically a new and fire-proof edifice. The rooms are well lighted and excellently ventilated. It is a pity that this finely located building was not secured by the city government for the different departments which are now scattered about in the neighborhood of City Hall Park.

Attention is called to the well designed advertisement of Mr. Cyrille Carreau, who has sixteen full lots to sell on One Hundred and One Hundred and First streets, between Eighth and New avenues. This is a growing part of New York and right in the line of improvement. Anyone who purchases them at a reasonable figure will double his money in five years' time. Dealers who wish to advertise lots would do well to try Mr. Carreau's form of giving them publicity.

E. H. Ludlow & Co. offer to rent a number of first-class offices in the Duncan building, corner of Pine and William streets, and offices in other desirable down-town buildings.

Isaac Honig advertises for investment well-located store property on Broadway, Church, Grand and other good streets.

The Dock Commissioners recently received an opinion from Corporation Counsel Andrews, in which he says the Dock Commissioners may authorize the construction of piers and bulkheads, in accordance with the Park Commissioner's lines, anywhere above Third avenue, on the Harlem River, either on land belonging to the city or to private individuals. Below Third avenue they have power to construct piers and bulkheads within the Harbor Commissioner's lines, where they do not interfere with vested private rights.

The transfers for the week are fewer in number than for the similar week last year, but the amount involved is larger, and the mortgage indebtedness created less. Here is the table:

| CONVEYANCES. | | |
|-------------------------------------|----------------------------|------------------------|
| | 1883. | 1884. |
| | Feb. 23 to March 1 inclus. | Feb. 23 to 28, inclus. |
| Number..... | 300 | 189 |
| Amount..... | \$4,709,422 | \$4,789,863 |
| Number nominal..... | 55 | 39 |
| Number 23d and 24th Wards..... | 26 | 21 |
| Amount..... | \$140,334 | \$43,789 |
| Number nominal..... | 5 | 5 |
| MORTGAGES. | | |
| Number..... | 230 | 150 |
| Amount involved..... | \$1,977,167 | \$1,755,589 |
| Number 5 per cent..... | 91 | 58 |
| Amount involved..... | \$847,705 | \$708,419 |
| Number to B., T. and Ins. Co.s..... | 36 | 33 |
| Amount involved..... | \$617,200 | \$515,500 |

Gossip of the Week.

Messrs. E. H. Ludlow & Co. have sold the five-story English basement stone front dwelling, No. 29 East Thirty-eighth street, 16x60x98.9, for \$37,500 to Elliott Roosevelt and the four-story stone (35 feet) front dwelling with stable on rear and with right of way to Fifteenth street, for the Strecker estate for \$45,000.

Messrs. A. H. Muller & Son have sold the five-story brick store and office building on the southwest corner of Water and Pine street, 39.6x39.7x39.11x47.1, which Mr. Woodbury recently purchased at auction for \$54,250, at an advance.

Messrs. R. V. Harnett & Co. have sold three lots on the west side of Ninth avenue, commencing 25 feet north of Seventy-second street, to Wm. Lalor, for \$24,000.

Frank R. Houghton has sold to William Henderson the block of ground, with the large building thereon, bounded by Third and Lexington avenues and One Hundredth and One Hundred and First streets, comprising about thirty-seven full lots, the price being stated at \$400,000. An extensive improvement will be made on the site, as announced in our "Out Among the Builders."

One hundred and ten lots have just been purchased on the Harlem River and One Hundred and Thirty-eighth street, largely water front, and will be improved as announced in another column.

Elsworth L. Striker has sold to Morris Steinhart six lots on the north side of Fifty-second street, commencing 425 feet west of Ninth avenue, size 75x200.10, for improvement.

Ex-Coroner Brady has purchased from the Edgar Ketchum estate the three-story and basement brick and brown stone private dwelling, No. 331 East One Hundred and Twenty-fourth street, 18.9x45x106, for \$11,000.

The four-story building, No. 20 West Fourteenth street, 25x206, running through to Thirteenth street, has been leased to W. Jennings Demorest for twenty-one years, with the privilege of purchase at any time during

that period, and with the option of renewal for an additional twenty-one years after the first term has expired; agents, Alden & Sterne.

Geo. W. Hamilton is reported to have purchased four lots for improvement on the south side of Seventy-first street, between Ninth and Tenth avenues, adjoining the five private houses built by him.

F. Zittel has sold for Charles E. Orvis the four-story and basement private dwelling (Beekman leasehold), No. 836 Lexington avenue, 20x50x80, to T. W. Decker, for \$14,000.

W. De F. Manice has sold the four lots with brick and frame houses thereon, on the north side of Thirty-ninth street, commencing 100 feet west of Sixth avenue, and known as Nos. 107 to 115 West Thirty-ninth street, 100x98.9, to President J. D. Fish, of the Marine Bank, for \$122,000, for improvement.

J. L. Parker has sold the freestone house, No. 251 East Sixty-second street, 17.6x50.5, to Joseph Friend, for \$10,000, and a similar house, No. 127 East Sixty-second street, to Max Fisher, for \$17,500.

Messrs. Dye & Castree have sold for Charles Batchelor the four-story brown stone front dwelling, No. 106 West One Hundred and Twenty-sixth street, for \$29,400.

L. Froehlich has sold for E. Blumenthal the four-story brown stone front dwelling, No. 208 East Sixty-first street, 17x50x130, for \$16,500, and for P. Sutro the three-story brown stone front dwelling, No. 144 East Sixty-fifth street, 20x50x100, for \$17,000.

John J. Clancy has sold the entire front on the west side of Tenth avenue, between Seventy-fifth and Seventy-sixth streets, 204.4x100. We hear the price is \$40,000, and the purchaser Samuel Colcord.

D. S. McElroy has sold the three-story stone front dwelling, No. 154 East Thirty-eighth street, 22x98.9, for \$20,000 to Stephen Murphy.

S. M. Brown has sold two three-story stone front dwellings, Nos. 2093 and 2095 Madison avenue, each 20x50x85, for \$30,000 to E. S. Boehn.

Charles Harft has sold the four-story flat No. 323 East Thirteenth street, 23x60x103.3, for Louis Spitzer to Robert Spink for \$22,500.

James R. Waterlow has sold the tenement houses Nos. 278 and 280 West Sixtieth street, each 25x65x100, for \$22,000; and a frame house with stores, size about 46x51, on the Shore road, West New Brighton, Staten Island, with water privilege, for \$5,500.

Mr. Lincoln has sold a plot on the north side of One Hundred and Fourth street, commencing 100 feet east of Third avenue, size 160x100.11, for \$28,000. These lots will be improved at an early date.

M. Steinhardt has sold three lots on the south side of Sixty-fifth street, about 300 feet east of Third avenue, for \$22,000, to Hollister & Friedline, for improvement.

W. H. Streeter has sold the four-story stone front dwelling, No. 50 West Nineteenth street, which he purchased from the Mathews estate, to A. J. Bastine, of 41 Warren street, and the four-story brick dwelling, No. 158 East Twenty-second street, to Isaac J. Maccabe. Mr. Streeter has purchased, from Wm. Arras, the four-story stone front dwelling, No. 203 West Thirty-eighth street. The house will be put in good order to resell.

Samuel Colcord has sold the four-story high stoop brown stone house, No. 450 West Seventy-ninth street, 20x102.2, to A. H. Donaldson of 121 East Seventieth street.

Messrs. Riker & Son have sold the four-story and basement brown stone house No. 448 West Seventy-ninth street, 22x102.2, for Samuel Colcord to William Allan, for \$25,000.

G. A. Canis has sold, for the Manhattan Savings Institution, six four-story brick stores and tenements, 25x75x100, on the east side of Second avenue, between One Hundred and Twelfth and One Hundred and Thirteenth streets, including the corner houses, to Isidor Korn, for \$72,500, and four four-story brick tenements and stores, on the southwest corner of Second avenue and One Hundred and Fourteenth street, 25x75x100, to Christian Blinn, for \$47,700.

The four-story brick store building No. 56 Lispenard street, 25x92, which rents for \$3,800 per annum, has been sold for \$44,000 to Samuel Inslee, of No. 410 Broadway.

Edward Kilpatrick has sold the four-story and basement brown stone house No. 59 East Eightieth street to J. R. Waters, of No. 85 Grand street.

J. B. Smith has sold the plot of ground on the north side of One Hundred and Twenty-fourth street, commencing 325 feet west of Seventh avenue, 100x100, to John McCormick, for \$30,000.

The four-story brown stone house No. 70 East Fifty-sixth street, 18x100.5, has been purchased by Messrs. Charles Buek & Co. The same firm has sold No. 147 East Thirty-sixth street, 20x50x98.9, for \$25,000.

Messrs. Morris B. Baer & Co. have sold the four-story and basement brown stone front dwelling, No. 480 Lexington avenue, to Mrs. Sarah Lauterback, for \$19,000.

T. B. Robertson has sold No. 416 West Fifty-first street to Louis Krenan, for \$17,500.

Brooklyn.

William O. Sumner has sold the two-story frame dwelling, No. 515 Lorimer street, 25x100, to Patrick Lyon, for \$2,350; the three-story frame dwelling, No. 582 Leonard street, 25x100, to Ralph Clark, for \$4,800; the three-story brown stone dwelling, No. 160 Keap street, 17x100, to A. H. Brummel, for \$8,750; the plot, 100x100, on the northeast corner of Fifth and South Fifth streets, occupied by the First Baptist Church, for a little less than \$30,000; the two-story and basement brick dwelling, No. 51 Penn street, 18x80, to Mr. Hessen, for \$4,750; the three-story brick dwelling, No. 207 Rodney street, 20x100, to John Shea, for \$8,250; the two-and-one-half-story frame dwelling, No. 117 South Fourth street, 25x100, to George Terrill, for \$5,500.

P. Concannon has sold the two-story and basement brown stone dwelling, 19.3x40x80, on the south side of Van Buren street, about 20 feet west of Sumner avenue, for \$6,500.

Paul C. Grening has sold a lot on the east side of Spencer street, 180 feet south of Willoughby avenue, 25x100, to R. Halrahan, for \$950; also a two-

and-one-half-story brown stone dwelling, No. 511 Greene avenue, 16.8x42x100, to S. H. Moore, for \$5,000; a new two-and-one-half-story brick dwelling, No. 363 Tompkins avenue, 20x45x80, to R. Phillips, for \$7,250; a two-story brick dwelling, No. 783 Greene avenue, 20x40x100, to R. Fitzmaurice, for \$4,700; a three-story frame dwelling, No. 134 Quincy street, 22x34x100, to H. Trump, for \$4,200; and a similar dwelling, No. 224 Halsey street, 20x38x100, to same purchaser, for \$4,300; also a three-story brick store and dwelling with extension, No. 413 Throop avenue, 20x50x100, to M. Mangels, for \$850.

W. F. Corwith has sold for H. Crosby the three-story dwelling and store, No. 147 Manhattan avenue, to Edward Curney, for \$6,000.

Th. Engelhardt has sold the three-story frame dwelling on the southeast side of Fayette street, 100 northeast of Broadway, 25x55x100, to Herman Schinauer, for \$5,800.

Out Among the Builders.

The erection of an immense office building is in contemplation opposite Bowling Green. It is to be at Nos. 5, 7, 9 and 11 Broadway, running through to Greenwich street. It will have a frontage of 162 feet on both streets and a depth of 200, and will occupy twelve full lots. It is intended to make the building fire-proof throughout, and at least seven stories in height. This important improvement will be undertaken by Charles H. Bliss and several other capitalists, who anticipate an expenditure of about \$1,000,000. The building will of course be of a first-class character, and will hardly be surpassed by such structures as the Mills and Mutual Life Buildings. No architect has as yet been selected.

One of the largest improvements ever undertaken in Harlem is about to be commenced, covering the entire block bounded by Third avenue and Lexington on the one hand and One Hundredth and One Hundred and First streets on the other. A large old structure at present occupies part of the plot, situated on a high elevation somewhat difficult of access. This is to be torn down and the ground partially graded, and on the site will be erected about thirty-five three-story brown stone private houses, averaging 18x45 each, containing modern improvements, and embracing several novel features. In the centre of these houses there will be a large open court with dressed grounds, in the centre of which will be placed an ornamental fountain playing with water. The houses are intended for private families of moderate means. In addition to the above, eight first-class apartment houses with stores will be erected, fronting on the west side of Third avenue, and two others adjoining, one on One Hundredth and one on One Hundred and First street, the two latter being 25x84 each, and the former 25x60 each, with the exception of those on the corner, which will be 27x73. The owner is William Henderson, Mr. Quayle W. Hawkes having entire control and management of the property, with power of attorney from the former. The architect selected is John C. Burne, who will draw all the plans for the buildings and the laying out of the grounds. The cost of this important improvement is estimated at from \$500,000 to \$550,000, which, with the ground, makes the total cost under \$1,000,000.

The Trinity Church Corporation intend to erect a large warehouse on Vestry street, running through to Desbrosses, to be seven stories in height, with the fronts of brick, stone and iron. It will contain two fire-proof staircases, one passenger and one freight elevator, and steam heating. The size of the building will be 75x125, and the cost about \$150,000. This structure is in connection with the one built adjoining last year, and is a continuation of the plan adopted by the above corporation to build up the entire block with similar structures. The architect, C. C. Haight, is now engaged on the plans.

Chas. Buek & Co. will shortly commence the erection of seven first-class four-story and basement brick and stone residences on the plot recently purchased by them on the northeast corner of Madison avenue and Sixty-fifth street, size 100x125. Four will front on the avenue and three on the street, the dimensions of the former being 33x50, 23x55, 27x50 and 18.6x75 respectively, and of the latter, 24x56, 21x56 and 17x60. They will contain all the modern improvements, and be somewhat similar in character to the fine block of dwellings built by the same firm on Madison avenue and Sixty-first street. Each house will be of different design and receive the personal supervision of the owners, whose long experience and capacity are well known. The cost of this important improvement is estimated at about \$225,000.

Hugo Kafka & Company are the architects for a flat and three stores to be erected by the Cary estate on the northwest corner of Hudson and Beach streets. They have also the plans for two five-story brick and stone flats and stores, to be erected on the north side of Manhattan street, between Broadway and Tenth avenue, 25x85 each, for M. Eisner, at a cost of \$40,000; and they are also preparing sketches for an extension and alterations to the four-story and basement house, No. 148 East Fifty-third street, to be 20x50, and extension 16x30, for George Reinl.

Richard Berger has the plans in hand for a five-story basement and cellar store and loft building, 25x100, to be erected at No. 105 Worth street, between Broadway and Elm street, for Clinton Ogilvie. The front will be of brick, stone and iron, and the cost about \$36,000. The two-story brick building now on the site will be torn down after May 1 next to make way for the new structure. The same architect has the sketches for a five-story brick and brown stone flat, 25x80, to be built on the southwest corner of Tenth avenue and One Hundredth street, for S. M. Milliken, at a cost of about \$20,000.

W. Jennings Demorest intends to tear down the three-story and basement brown stone private dwelling at No. 43 West Twenty-third street after May 1st next, and to erect on the site a handsome five-story iron front building, 23x100, to be used for stores and offices, at a cost of from \$25,000 to \$30,000.

Mr. John H. Sherwood is about to erect a new home for artists and artisans at No. 3 North Washington square. The building fronting the square is to be altered so as to make a four-story structure on a lot 28x64. In

the rear, with an entrance on the alley way, an entirely new house is to be erected, 28x100. This building will be five stories high. Mr. Sherwood says he could fill such a house at once with painters, sculptors, architects, decorators, engravers and artists and artisans of all kinds who need light and comfortable apartments. Mr. Sherwood has also plans under consideration for greatly improving the region north of Central Park. If his health permits he will probably construct twenty houses on eighteen full lots.

Ten five-story brown stone flats are to be built on eight lots on the west side of Tenth avenue, covering the entire block from Seventy-fifth to Seventy-sixth street. They will occupy a frontage of 202 feet on the avenue, and be about 20x75 each, and have a fine store on each corner.

The plot owned by Morris Steinhardt on the north side of Fifty-second street, running through to Fifty-third street, and having a frontage of 75 feet on each street, with a total depth of 200.10 feet, is about to be improved by the erection of a number of five-story brick tenements. There are six lots in all. The frame dwellings now on the site will shortly be torn down.

The well-known "Knickerbocker" flats on the southwest corner of Fifth avenue and Fourteenth street will shortly be converted into six store buildings, having a frontage of 207 feet on Fourteenth street and 43 feet on Fifth avenue. There will be three stores on either side of the entrance, which will be on Fourteenth street. The sidewalks, which are 30 feet wide on both avenue and street, are to be excavated, and the space thus added to the basement stores utilized for first-class establishments for the sale of all kinds of staple goods. The upper portion of the new structure will be arranged as handsome studios and offices, and suites of rooms for business purposes. There will be elegant plate-glass windows for the stores, while the interior will be in hardwoods, and contain passenger and freight elevators, steam heating, and all modern improvements. It is stated that a project is on foot to establish a bank, to occupy the corner store. The improvement is being made by W. Jennings Demorest and J. J. Little, both of whom are large holders of property on Fourteenth street. The architect selected is W. H. Hume. A preliminary announcement of this extensive alteration appeared in our issue of the 16th ult. The cost will be from \$50,000 to \$60,000.

Charles Graham & Sons are about to commence extensive alterations to the eight four-story brick dwellings, 25x50 each, on the west side of Third avenue, covering the block from Forty-fifth to Forty-sixth street. They will be remodeled into first-class flats, with three families in each house, and be extended to a depth of 80 feet. They will all receive new plumbing as well as other modern improvements. Each house will contain a store on the first story. The numbers of the present buildings run from 720 to 732 Third avenue. The owner, Thomas B. Gilford, will spend about \$65,000 in this improvement. Messrs. Graham & Sons will be both architects and builders.

J. B. McIntyre has the plans under way for four five-story brick and brown stone flats to be erected on the east side of Third avenue, commencing 25.2 feet north of Eighty-eighth street. Three will be 25x63 each, and one 25x52, each containing a store on the first floor. The cost to the owner, George W. Gray, will be about \$50,000. The same architect has the sketches for extensive alterations and additions, including elevator, to the building Nos. 72 and 74 Walker street, for Butler, Matheson & Co., to cost about \$15,000.

O'Reilly Bros. intend to make several alterations and additions to their four-story brick factory at Nos. 204 and 206 East Forty-third street, 50x100.5, to cost about \$10,000.

A. B. Ozden has the plans under way for six five-story brown stone improved flats, to be erected on the southwest corner of First avenue and Sixty-fifth street, running south on the avenue 155.5 feet from the corner. Three will be 25x74, two 25x83 and one, that on the corner, 25.5x83. They will all have stores and will front on the avenue. The cost to the owner, John C. Umberfield, will be about \$108,000. The plans for these flats have been highly commended by the Health and Building Departments. This improvement as in addition to the five houses fronting on Sixty-fifth street, recently reported in this column.

One hundred and ten lots on One Hundred and Thirty-eighth street, fronting on the Harlem River, at Madison avenue bridge, will be shortly improved by parties whose names will later transpire. They will dock out, fill in and improve the entire tract, part of which is water front, and also grade the lots. The purchasers will use the ground for purposes of business mainly, and in the first instance will spend not more than \$60,000 in the improvements.

Jonn Brandt has the plans in hand for six five-story brick and stone apartment houses, 27x84 each, to be erected for John J. Macdonald on the south side of Ninety-sixth street, commencing 88 feet west of Third avenue, the cost of which will be about \$100,000. They will adjoin the houses reported in this column on the 16th ult. Mr. Brandt is also the architect for the two fine four-story and basement brown stone dwellings, each 25x75 and extension, to be erected for Philip Braender, as announced in our last issue. They will have all the modern improvements, the interior being in hardwood, and will cost about \$50,000.

Lamb & Rich are preparing the sketches for six handsome three-story and attic brick and brown stone private houses, averaging 28x36 each, to be erected on the east side of Madison avenue, between Seventy-sixth and Seventy-seventh streets.

Moritz Bauer intends to erect a first-class four-story and basement brown stone private dwelling, 18x55.6, at No. 164 East Seventy-first street. The interior will be in cabinet trim, and the house will have all the modern improvements. Cost, about \$20,000. The architects, Hugo Kafka & Co., are engaged on the plans.

M. Louis Ungrich has the sketches for a six-story brick and stone building, 25x85, to be erected on the north side of Fortieth street, 125 feet west of Eighth avenue, to be used as a hardware factory for Culbert Brothers, the cost of which will be about \$22,000. The same architect has

the plans in hand for a five-story brick and stone improved tenement, to be built on the south side of Forty-second street, 182 feet west of Tenth avenue, for Peter Wagner, at a cost of about \$24,000.

James D. Fish, president of the Marine Bank, intends to erect two five-story brick and stone apartment houses of a first-class character, each having a frontage of 75 feet, on the north side of Thirty-ninth street, commencing 100 feet west of Sixth avenue, and comprising Nos. 107 to 115 West Thirty-ninth street, adjoining the apartment house now owned by him. The five two-story brick and frame buildings now on the site will shortly be demolished to make way for the new structures.

Thom & Wilson are the architects for the following houses: A five-story brick and brown stone flat, 50x76, to be erected on the southeast corner of Fourth avenue and Eighty-eighth street, containing all the modern improvements, for J. Bookman, to cost about \$40,000; a five-story improved brown stone flat, 25x75, to be built on the north side of Thirty-first street, 100 feet west of Seventh avenue, for J. W. Silleck, at a cost of \$25,000; and a five-story brown stone flat, 25x87, to be erected on the east side of Tenth avenue, between Thirty-seventh and Thirty-eighth streets, for J. F. Bauer, at a cost of about \$22,000.

Julius Kastner has the plans under way for a five-story brick and brown stone flat and store, 25x76, to be erected on the northwest corner of Ninth avenue and Fifty-first street for Miss Letzeiser, at a cost of \$18,000; and for a five-story brick and stone tenement and store, 25x80, to be built at No. 1497 Third avenue, for Charles Moeller, to cost \$16,000.

Geo. W. Hamilton will, it is said, erect five first-class four-story and basement brown stone private dwellings on four lots on the south side of Seventy-first street, west of Ninth avenue, and west of the houses built by him on the same street, which they will adjoin, and to which they will be similar in general design.

Messrs. Hollister & Friedline will commence work on Monday on three first-class five-story improved tenements, which they will erect on the south side of Sixty-fifth street, about 300 feet east of Third avenue; cost, each, about \$17,000.

F. W. Klemt has prepared plans for a first-class brick and Dorchester stone front flat, to be erected at No. 331 Ninth street, by John W. Theisz, at a cost of about \$13,000. Mr. Klemt also has plans for a similar flat to be erected at No. 315 West Sixteenth street, by James O'Donnell; cost, \$9,500.

Messrs. D. & J. Jardine have the plans for a five-story Philadelphia brick and heavy stone-trimmed flat, 50.11x95 feet, to be erected on the southwest corner of Boulevard and Ninety-ninth street, for M. Bergman, at a cost of about \$75,000.

Messrs. Maclay & Davies have determined instead of altering as heretofore announced, the property on the northeast corner of Bleecker street and Shinbone alley to pull down the old building thereon and erect in its stead a five-story brick store structure, 75x75, at an outlay of \$40,000.

J. H. Valentine has the designs under way for four five-story brick flat houses, 25x82x100, to be erected on the north side of One Hundred and Twenty-fourth street, 325 feet west of Seventh avenue. The owner, John McCormick, expects to expend over \$70,000 on their construction. The same architect has the plans for a five-story brick and stone tenement and store, 25x85, to be built on the west side of Second avenue, 50 feet north of One Hundred and Tenth street; J. O'Hare, builder.

D. T. Atwood is preparing the sketches for a large first-class four-story and basement brick and frame hotel, 200x175, to be erected at Hinsdale City, L. I. The structure will be built by the Hinsdale Improvement Company, at a cost of about \$100,000.

Messrs. Cleverdon & Putzel are the architects for a two-story brick extension, 28.4x45, to be added to Mr. J. B. Smith's factory, No. 176 East One Hundred and Sixteenth street.

The Mercantile Exchange has decided to erect a building at Nos. 87, 89 and 91 Hudson street, corner of Harrison street, 75x100. Plans are now being prepared, and it is expected that excavations will be commenced on May 1.

The syndicate which was to have built the little box of a house in Twenty-seventh street opposite the Victoria, and which was originally intended for James Barton, and was to have been called the Vaudeville, has abandoned that project. The title to the proposed site could not be perfected, and the \$100,000 subscribed for the project was returned to the ten gentlemen who subscribed it.

Brooklyn.

Parfitt Bros. have the plans for seven four-story brick stores and flats with stone trimmings, each 29x66, to be erected on Third avenue, between Baltic and Butler streets, at a cost of \$15,000 each; owner, George Beach.

E. F. Gaylor has plans for a three-story frame flat, 20x48, on Ivy street, 80 north of Broadway, for Henry Immen, at a cost of \$4,000; a two-story brick dwelling, with three-story in the rear, 20x40, on the south side of Penn street, 150 east of Bedford avenue, for J. W. Andariese, at a cost of about \$4,500; a six-story brick extension, 25x102, for tinware factory, to be erected on the north side of South Ninth street, between First and Second streets, at a cost of about \$6,000, for William Vogel; a three-story frame tenement, 25x45, to be erected at No. 245 Ainslie street, for William Nelson, at a cost of about \$3,500; a three-story frame factory, 25x100, to be erected on the northwest corner of Fifth and North Fifth streets, for James Bulger, Jr., at a cost of about \$3,500; a two-story and basement brown stone wing with bay windows, 15x22, to No. 99 Keap street, for Geo. F. Simpson; cost, about \$2,000; and a four-story brick store and dwelling, 25x55, on the northeast corner of Grand and Olive streets, for Mr. Bernard Gallagher, at a cost of \$7,000.

The Board of Aldermen have granted the owners of No. 683 Hancock street permission to erect frame extension to present dwelling, and to Jacob Klinck to raise building No. 9 Hoyt street 4 feet 9 inches.

Th. Engelhardt is preparing plans for a three-story brick store and flat, 25x65, to be erected on the northeast side of Broadway, between Yates place and Flushing avenue, for Nathan Levy; cost, \$9,500; also a three-

story double frame store and tenement, 25x55, to be erected on No. 58 Cook street, for John C. Schneider; cost, \$4,500; and a two-story frame extension, 15x25, to No. 79 Cook street, for Bernard Leddy; cost, \$500.

H. Vollweiler & Co. are drawing the preliminary sketches for three three-story frame stores and tenements, to be erected on the north side of Stockton street, 175 feet east of Sumner avenue, and five three-story frame stores and tenements on the south side of Stockton street, 225 feet east of Sumner avenue, for Messrs. Hartman & Grau, at a cost of \$4,800 each. A three story brick double tenement, 25x52, at No. 203 Greene street, for Mr. Ehrenhardt; cost, \$6,000. A three-story frame tenement, 30x50, at No. 1003 Flushing avenue, for George Kesselring, at a cost of \$5,800. A three-story frame tenement, 25x50, on Magnolia street, near Central avenue, for Carl Reeck; cost, \$4,800; also a two story brick addition, 22x48, to corner of North Sixth and Fifth streets, for Owen Rudden; cost, \$3,600.

R. B. Eastman has the designs for twenty one-and-one-half and two-story and attic frame cottages, each about 29x44, to be erected at Jamaica, L. I., at a cost of \$2,800 each, for Austin Corbin and J. R. and H. W. Maxwell.

Mr. Liniken will erect five two-story and basement brown stone dwellings, each about 20x45, on the south side of Hancock street, between Tompkins and Throop avenues.

A meeting to discuss several amendments to the proposed building law now at Albany was held at the Grand Union Hotel on Wednesday evening last, Charles Buek in the chair. The associations represented were the Real Estate Owners' and Builders' and the Central Taxpayers' Associations, the Mechanics' and Traders' Exchange and the Madison Exchange Club. Resolutions were passed and agreed upon, requiring amendments to the effect that a board shall be elected in connection with the Fire Department, composed of six experts, to whom architects, builders and others shall have the right of appeal from the decision of the Superintendent of Buildings. In order that a multiplication of frivolous appeals shall be avoided, it is provided that a deposit of \$25 shall be made by the appellant, which shall be forfeited in the event of his appeal not being sustained by the Board of Experts.

A meeting was held last Monday to organize a rival Exchange to the one which is to occupy the Liberty street site. There were, however, but very few persons present, and the meeting adjourned for a week.

Important to Property Holders.

Notice is given that all persons interested in the plan for laying out the district on Manhattan Island north of 155th street are requested to appear before the Board governing the Department of Public Parks, on Wednesday, March 5, 1884, at 10 o'clock A. M., and make known their views in relation to the same. The proposed plan for the laying out of this district may be seen at the office of the Topographical Engineer, Arsenal Building, 64th street and 5th avenue, Central Park, and where all information in relation to the matter may be obtained.

The Board of Aldermen has passed a resolution calling on the Corporation Counsel to prepare a memorial to the Legislature on behalf of the Mayor, Aldermen and Commonalty for the passage of an act providing for paving 5th avenue from Washington square to 58th street.

Important Special Notices.

CANDA & KANE.

As the building season is about opening all who want building material would do well to pay a visit to the yards of Canda & Kane, at the foot of West Fifty-first street, East Fourteenth street, and at Amity street, near South Ferry, Brooklyn. One of the members of this famous firm has been in business for forty years, and what they do not know about masons' materials is not worth knowing. Specimens of their excellent material can be seen in many new buildings, among others the Cotton Exchange and the Potter building in Nassau street. The Brooklyn business of this firm is thriving wonderfully; their Amity street depot, near the East River, does double the business of its former average. We can heartily commend an old established and excellent firm.

JOHNSON & WILSON.

For work requiring large quantities of Portland cement and to all points where shipment can be made without breaking bulk, Messrs. Johnson & Wilson are prepared to furnish Saylor's Portland cement in *bulk* or in *bags* in full carload lots and larger quantities. They have already supplied to Messrs. Carnegie Bros. & Co. (Limited) of Pittsburgh, Pa., 3,040 tons of Saylor's Portland cement in *bags*, which is equivalent to 16,000 barrels, and have supplied large quantities to the Central City Pipe Works, Syracuse, N. Y., in *bulk* and are now under contract with the Hoopes Artificial Stone, Cement, and Paint Co., Baltimore, Md., for 1,900 tons in *bags* (for work on the Baltimore & Ohio Railroad) which is equivalent to 10,000 barrels. In England and on the Continent it has been the custom for years for contractors to buy their Portland cement in *bags*, saving them the cost of the barrel. The average cost of a Portland cement barrel is 25 cents, which can be saved by using *bags*, or, where possible, by ordering in *bulk*. Cement pipe manufacturers using large quantities of cement will do well to note these facts. By this means it is possible for architects and engineers to use Saylor's Portland instead of the light burnt cements, and be assured of better work, at less cost to their clients. Address, Johnson & Wilson, general selling agents for Saylor's Portland Cement, No. 91 Liberty street, New York. We solicit correspondence on this subject.

STEWART & CO.

We call special attention to the advertisement of Stewart & Co., proprietors of Manhattan Pottery, Drain Pipes and Terra Cotta Works, foot of West Nineteenth and Eighteenth streets, and down-town depot, 312 Pearl street, corner Peck slip. The works were established about seventeen years ago, and have grown in popular favor to such an extent that, notwithstanding the superior facilities created for meeting heavy demands, Messrs. Stewart & Co. have been compelled during the past year to still further increase by building, and by the introduction of new and improved

machinery. The works will now compare favorably with any in existence. It would be advisable for all who may be in want of drain pipe, chimney tops, garden vases, etc., to call at their new office, 540 West Nine tenth street.

FERDINAND FISH.

Mr. Ferdinand Fish, of 149 Broadway, successor to the late James M. Taylor, who for over twenty years made a specialty of his business—the management of real estate, announces in our advertising columns that he is prepared to undertake the entire work of altering and improving unprofitable property, and obtaining increased incomes therefrom, or he has clients who will buy or lease such property if capable of improvement. His success in this direction has certainly been phenomenal. He now has five buildings under way and keeps draughtsmen constantly employed. He has the double advantage of knowing the requirements of tenants and possessing a practical knowledge of the possibilities of old buildings.

IRA G. LANE.

At No. 207 East Sixty-fourth street, opposite the American Institute, near Third avenue, will be found a fine assortment of furnace, heaters, grates, etc., but the especial attraction of this store is the famous Barry & Lane Elevated Oven Range, which no well-built modern house should be without.

LYONS' FIRE-PROOF BUILDING MATERIAL.

The Lyons' patent fire-proof building material is still offered to the building trade. It has been extensively used, as will be readily seen after reading the annexed list of prominent buildings, in every one of which the material has been used within the last two years. Any size and shape block will be made on receipt of order. It has also been largely used for ornamental work, in which cases it has taken the place of ornamental plastering or papier mache, and has given entire satisfaction, as it still retains its fire-proof qualities and does not shrink or crack, and is considerably cheaper, which makes it very valuable for this purpose. The dining room and cafe of the Hotel Brunswick, Dr. Warner's residence, corner of One Hundred and Twenty-sixth street and Fifth avenue, the Casino at Newport, and the following

OFFICE BUILDINGS:

| | |
|----------------------------|---------------------------------|
| Mills' Building. | Continental Insurance Building. |
| Produce Exchange. | Stone Building. |
| Stewart Building. | Commercial Union Building. |
| Bryant Building. | Mt. Morris Bank Building. |
| Continental Bank Building. | Phoenix Building. |
| Duncan Building. | U. S. Express Co.'s Building. |

W. & J. SLOANE.

Property owners and readers of this paper generally should scan the advertisement of W. & J. Sloane on another page. This well known firm supplies linoleum, corticine and oil-cloth at the lowest figures for apartment, flat, tenement and private houses. They will submit samples and estimates when desired. Those requiring oil-carpeting for their halls and stairways, or for public rooms, should communicate with them at Broadway, Eighteenth and Nineteenth streets.

F. W. SEAGRIST, JR., & CO.

F. W. Seagrist, Jr., & Co. are widely known among architects and owners of realty for the rapidity with which they accomplish the demolition of building requiring to be torn down. They razed the old building on the corner of Broadway and Liberty street in ten days, and have just contracted to take down the buildings belonging to the Standard Oil Company in the short period of six days. They also supply old brick to builders. Their yard is at No 261 Avenue B. Telephone call 496, Twenty-first street.

JOHN D. OTTIWELL.

Mr. John D. Ottiwell, of 199 Third avenue, whose card appears in another column, makes a specialty of galvanized iron work, such as cornices, roofing and ceilings. Among the buildings in which Mr. Ottiwell has been employed, the owners of which commend him for his superior work, are the Belmont building, Temple Court, the John Taylor Johnson buildings and the Stock Exchange. He also furnished the work for the east side elevated stations at Thirty-fourth street ferry, and on Third avenue from Eighty-fourth to One Hundred and Twenty-ninth streets and on the Ninth avenue road from Fourteenth to Fifty-ninth street.

A. W. WIENER.

A. W. Wiener, of No. 149 East Fifty-ninth street, rents and collects for several large estates and makes a specialty of letting and exchanging. He is also agent for a plate-glass and several life and fire insurance companies. He refers to many prominent gentlemen, and will be glad to reply to inquiries at the above address.

A. T. BUCKHOUT.

A. T. Buckhout, foot of East Twenty-eighth street, claims to have one of the best assortment of seasoned dressed lumber in the market; he has been in the business for thirty years, and his thoroughly seasoned pine, spruce and other woods will be found suitable for all building purposes. See advertisement on page iv.

JOHN H. STURK.

Artificial stone work of whatever description can be obtained from John H. Sturk, at his works No. 174 East Eighty-seventh street, city. He makes a specialty of John J. Schillinger's patent concrete water-tight cellars, for breweries, malt and ice houses and stable floors.

JOHN V. SCHAEFER.

John V. Schaefer refers to his card in our advertising columns. He manufactures all kinds of cabinet work, such as hardwood doors, trimmings, mantels, wainscoting, and so forth. He fits up bank offices and stores, and also refinishes cabinet work. He can be addressed, Nos. 157 and 159 East Eighty-eighth street.

JOHN NESBIT'S SONS.

Masons' building materials are supplied by John Nesbit's Sons (successors to Murphy & Nesbit) whose yards are at the foot of Thirty-seventh street, East River, foot of Seventy-ninth street, East River, and at No. 331 South street. Telephone call Thirty-ninth street, 272; their yards are connected by private lines.

REAL ESTATE RECORD

AND BUILDERS' GUIDE.

VOL. XXXIII.

NEW YORK, MARCH 1, 1884.

No. 833

SALES OF THE WEEK.

The following are the sales at the Exchange Sales-room for the week ending February 29:

* Indicates that the property described has been bid in for plaintiff's account:

Table of sales with columns for address, description, price, and agent name. Agents include E. H. Ludlow & Co., R. V. Harnett & Co., A. H. Muller & Son, and J. L. Wells.

Co., Cole & Murphy and T. A. Kerrigan have made the following sales for the week ending February 29:

Table of sales for Cole & Murphy and T. A. Kerrigan, listing addresses, descriptions, and prices.

CONVEYANCES.

Wherever the letters Q. C. and C. a. G. occur, preceded by the name of the grantee they mean as follows: 1st—Q. C. is an abbreviation for Quit Claim deed, i. e., a deed in which all the right, title and interest of the grantor is conveyed, omitting all covenants or warranty. 2d—C. a. G. means a deed containing Covenant against Grantor only, in which he covenants that he hath not done any act whereby the estate conveyed may be impeached, charged or incumbered.

NEW YORK CITY.

FEBRUARY 22, 23, 25, 26, 27, 28. Ann st, n e cor Nassau st, 25.6x39.3x22.2x40.10; No. 55 Ann st and Nos. 104, 106 and 108 Nassau st, five-story brick store and factory. Margaret A. wife of and William Coverly, Brooklyn, to Frederick Heimsoth. Mort. \$15,000. Feb. 25. \$60,000

Arthur J. Kearney to Isabella Kearney. Mort. \$29,200. Feb. 21. 24,326 Eldridge st, No. 66, e s, 78.2 n Hester st, 21.6x50.8, three-story frame (brick front) dwell'g. Christian Ehrlinger and Charlotte his wife to Frederick Kuehne. Mt. \$3,000. Feb. 28. 8,400 Eldridge st, No. 73, w s, 150 s Grand st, 25x100, five-story brick store and tenem't. Francis Frey to Peter Spics. Morts. \$19,000. Feb. 26. 26,260 Essex st, No. 17, w s, abt 100.3 s Hester st, 25x87.6, five-story brick store and tenem't. Johanna Seemann, extrx. E. Seemann, to David L. Isaacs. Feb. 28. 23,750 Same property. Johanna Seemann, widow, Ernest H. and Bertha Seemann, heirs of E. Seemann, dec'd, to same. Q. C. Feb. 28. nom Houston st, No. 350, n s, 95 w Av C, 23x64.7x23x63.3, three-story brick store and dwell'g. Michael Strauss to Charles G. Dean, Jr. Feb. 26. 10,000 Lewis st, No. 25, w s, 75 n Broome st, 25x100, three-story brick dwell'g. Edward Felbel to Aaron Hershfield. Feb. 21. 10,000 Liberty st, No. 106, s w cor New Church st, 5.7x about 53 x about 5.1x53, one-story brick store. John C. Eno to Phoenix Packing & Rubber Co. Feb. 20. 10,000 Liberty st, No. 106, s w cor New Church st, 5.10x52.10x6.3x52.9. John C. Eno to Phoenix Packing & Rubber Co. Q. C. Feb. 19. nom Monroe st, No. 228, s s, 95.2 e Scammel st, 21.11x95.2x21.9x95.2, two-story brick dwell'g. Nicholas H. Stevens, Jacksonville, N. Y., extr. N. H. Stevens, to Hamilton Davis. February 25. 5,200 Mott st, No. 165, w s, 137.8 s Broome st, 24.4x100x24x100, two-story frame (brick front) dwelling. Partition. John Whalen to David Moss. Feb. 25. 9,200 Same property. David Moss to Andrew Horn. Feb. 25. 9,700 Macdougall st, No. 52, e s, 225 s Houston st, 25x100, new building projected. John Murphy, Catharine A. Howard, widow, Montclair, N. J., Elizabeth wife of Frederick J. O'Dell, David D. Murphy and Ida A. his wife, Orange, N. J., Maria E. wife of James Murphy, Jr., and William Murphy, Bayonne, N. J., and Joseph R. Mitchell, Jersey City, to Ernest Ohl. Mort. \$5,500. Jan. 31. 9,000 Same property. Ella F. Murphy, Montclair, N. J., to same. Feb. 11. nom Madison st, No. 273, n s, 168.8 e Clinton st, 18.9x100, three-story brick dwell'g. George Gottheimer to Bernard Stone. Mort. \$4,500. Feb. 27. 10,000 Mulberry st, w s, 175.10 s Canal st, 0.6x55.5. Release mort. William Boswell to Maurice Levy and Morris Solomon. Feb. 27. nom New Chambers st, No. 70, and No. 78 Roosevelt st, begins Roosevelt st, n e cor Batavia st, 23.9x81.2 to New Chambers st, x — to Batavia st, x — to beginning, five-story brick store and tenem't. Contract. Chester L. Van Allen, Johnstown, Fulton Co., N. Y., to Edward Lovelock. Sub. to mort. \$7,000. Feb. 25. 2,000 Pearl st, No. 252, s s, 141.1 w Fulton st, 23.3x89.6x24.6x88.4, four-story brick factory. Abby B., Eleanor E. and William T. Blodgett to David Downs et al, exrs. and trustees W. Tilden, joint tenants. Feb. 19. 21,000 Suffolk st, No. 69, w s, 100 n Broome st, 25x100, five-story brick store and tenem't and three-story brick tenem't on rear. Ernst Kugler to Wilhelmine Heeseler, Hoboken, N. J. Mort. \$13,000. Feb. 7. 24,000 Suffolk st, Nos. 65 and 67, w s, 59.10 n Broome st, runs north 40.2 x west 75 x south 32 x east 25 x south 8.1 x east 50, three and four-story brick workshops. Ernst T. Kugler to Charles Schwarz. Morts. \$10,000. Feb. 7. 18,000 St. Mark's pl or 8th st, No. 101, n s, 200 e 1st av, 37.6x110, four-story brick industrial school. The Manhattan Savings Inst., City New York, to Julius Langenbahn. February 19. 25,000 Vandam st, No. 95, n s, about 125 e Greenwich st, 25x100, two-story brick dwell'g. Rosa A. and Mary A. Geissenbainer, Anna M. wife of and George G. Kip, to Anna M. wife of Charles Burkhalter. Jan. 30. 9,500 Walker st, Nos. 72 and 74, n s, 99.11 e Broadway, 49.9x80.10x49.9x81, portion of five-story stone front store. William L. and Hunt M. Butler, Brooklyn, to Martha W. Ver Valen. Mort. \$45,000. Feb. 22. nom Same property. Martha W. Ver Valen, Brooklyn, to Marion V. Butler. Mort. \$45,000. Feb. 22. nom Washington st, Nos. 508 and 510, w s, 142 n Spring st, 40.3x115x40x115, four-story brick warehouse. Frederick Baker, extr. Abbie Baker, to Ellen F. Baxter. 1/2 part. Mort. 1/2 of \$20,000. Feb. 23. 12,500 Washington st, w s, 179.3 s Charlton st, 21.5x209.10 to West st, x 21.5x211; No. 520 Washington st, four-story brick store, and No. 313 West st, four-story brick store. Peter Pulver to Adam Cook. 1/2 part. February 23. 20,000

BROOKLYN, N. Y.

In the City of Brooklyn Messrs. R. V. Harnett &

ment, &c., Flatbush, to George B. Lyons. Assmt. lease, 1,000 years. 153 Same property. Assign. tax lease. Geo. B. Lyons to William W. Backus. 153 Same property. Assign. tax lease. William W. Backus to Oliver B. Jennings. nom Plot at Gravesend, adj land of heirs George Suydam, with right of way to Gravesend av. Bridget Doyle to Patrick Gallagher. Nov. 1, 1874. 700 Pelican Beach, near Barren Island, in Flatlands and Gravesend. Almira B. Coleman, Detroit, to The Manhattan Beach Improvement Co. (limited). C. a. G. 1-5 part. 5,000 Agreement to re-convey property conveyed in a bill of sale and to re-assign property transferred under assignment of lease, within one year upon payment of \$5,000. Gevert Wen delken to Aaron J. Michaels, Timothy Collins, Kate Beers and George W. Barnett. nom

WESTCHESTER COUNTY, N. Y.

DECEMBER 28TH TO JANUARY 24TH—INCLUSIVE. EASTCHESTER.

Mudge, George M. B.—Thomas Patterson. lot No. 41 on w s 10th av, village of Mount Vernon. \$1 Townes, George E.—Wm. H. Bard, w s 10th av, 100x105, village of Mt. Vernon. 700 Clark, William G.—Amaza R. Angell, w s 2d av, village of Mt. Vernon, each 100x105. 1 Angell, Amaza—Frances E. Clark, same property. 1 Matthews, Elizabeth and George—Ernest Christian, lot No. 8 on e s Underhill lane, adj lot of Henry Grath. 1,000 Savage, Peter—Bridget A. Leahen, lots Nos. 60 and 140 on n s road and adj land of Stephen Carpenter. 1 Lorenz, Maria L.—Anna L. Van Everen, lot No. 2 on n s Bridge st, at Central Mount Vernon. 500 Moger, Charles V., exr. of Abijah Oakley—Anna L. Van Everen, same property. 16 Margraf, Paulus—Bertha Schleicher, n s 3d st, 105 w 7th av, in village of Mt. Vernon, 50x100. 275 Robins'n, John M.—John McEckersley, lot at s w cor 22d av and 3d st. 1 Bard, William H.—Chaiming Burnz, w s 12th av, village of Mt. Vernon, 100x105. 1,000 Cooper, Sarah F. and David—Sarah T. Sharps, w s Union av, village of Mt. Vernon, 100x105. 2,657 Bellesheim, Joseph—Petronella Feuchsel, lots No. 47, 49 and 1/2 of lot No. 50 on s e Greenwich st at West Mt. Vernon. 1 McKeon, Myles—Board of Education, District No. 5, lots Nos. 140, 141, 150 and 151 on w s Blecker st, West Mt. Vernon. 1,500 Hartman, Jacob, et al., by L. C. Platt, ref.—Elizabeth A. Jenness, lots Nos. 375, 376, 377 and north 1/2 of No. 378 on s w s South st at West Mt. Vernon. 500 I win, Nancy M., et al., by James B. Lockwood, ref.—George H. Gardner, e s 11th av, 100x105. 3,000 Feuchsel, Pelrouella—Anna Bellesheim, lots Nos. 47, 49 and north 1/2 50, on e s Greenwich st, at West Mount Vernon. 1 Stephenson, Ann and Theodore A.—Margaret E. Fay, e s highway opposite ice house of John Haller, 1 acre. 2,750

WESTCHESTER.

Gilles, Wright—Emma J. Bent, 1/2 interest in farm 70 acres, on n e s highway leading from St. Peter's Church to Bear Swamp, adj lands of Lott G. Hunt. 20,000 Davenport, Lawrence M.—Columbus O'D. Iselin, s w s Davenport av, adj land of grantee, 110-100 acres 1,050 Smith, Peter—Frank J. Menzies, lots Nos. 154 and 155 on n s Elliott av, at Schuylerville. 1 Menzies, Frank J.—Bridget Smith, same property. 1 Rennes, Jeanettie—Charles H. Werdam, lot No. 137 on w s 3d st, at village of New Jerome. 50 Paul, Lamartine—Philip Paul, 48 acres on Shragg's Creek, adj land of Wm. Parsons and Edward Buggs. 3,500 Henderson, James—Lizzie Henderson, n 1/2 lot No. 2a on w s road leading to Pelham, adj Mill Pond. 1 Gross, John G.—Frederick G. Gross, lots Nos. 503 to 507 on e s 8th av, at Unionport. 600 Ditchett, George W.—William Thieds, lots Nos. 1109 and 1152 on w s 2d av, village of Wakefield. 475

WHITE PLAINS.

Ferris, Katharine C. and Charles—Edward McGrath, lot on e s Brookfield st, adj. lot No. 17 on Fisher map. 1 Sone, Louis V.—Ida M. Ryan, lot on w s Sound View av, adj lands of grantee. 1 Byrne, Mary F. and Richard H.—A. Kneeland Dunn lot on e s Davis av, adj. lot of Maria R. Quimby. 600 Murry, Richard—Carrie Finkle, lot No. 87 on w s Brookfield st, adj. lot of Feltus Pullen 1,975 Byrne, Mary F. and Richard H.—Livingston B. Purdy, lot on e s Davis av, 197 ft. from n s old Post road. 300 Mitchell, Minatt—Thomas F. McCarty, e s Bank st, 50x150. 400

YONKERS.

Goulding, Joseph—Mary Gault, lot No. 39 on w s Clinton st, 273 s Prospect st. 2,000 Roberts, Grace W. and Lewis W.—Wm. W. Ellsworth, lot on e s Riverdale av, 719 s Hight st. 18,000

McVey, Anthony—Albert C. Tuttle, lot at n e cor Ashburton av and Ritters lane. 1,300 Stewart, James and George—Annie Pearce, lot on w s Highland av, adj land of Mary Scrugham. 2,500 Nodine, Isaac L., et al., by Edwin R. Keyes, ref.—Van Bruen Clark, lot on s s Laurel st, adj lot of Wm. Van Wagner. 3,250 Watt, George—James Stewart, lots Nos. 169, 171 and 173 on n w cor Ashburton av, a new st running from Ashburton av to Dale pl. 1 Bechstein, Augustus C.—Frederick Bechstein, lot on s s Valentine's lane, adj lands of Sisters of Charity. 1 Eylers, Juliette—John Eylers, lot at s e cor Riverdale av and Prospect st. 1,000 Same to same, lot on e s Riverdale av, 25.6 s Prospect st. 1,000 Cronk, Robert C., et al., by James C. Courter, Sheriff—Benjamin E. Sullard, lot on w s Spring st, adj lot of George Fisher. 141 Curran, Mary A.—Albert Sievers, lot on w s Albany Post road, adj lands of Trevor and Colgate. 3,200 Phelps, Frank, et al., exrs. Wm. L. Chamberlain—Matthew Clune, lot No. 45 on w s Alberton st. 800 Stewart, James—John Bell, lot n w cor Ashburton av and Ritter's lane. 1,050 Flood, John, by Matthew H. Ellis, ref.—Langrove Shults, lots Nos. 227 and 228 on w s Nepperhan av. 925 Stewart, James—John Wiffler, lot No. 3 on s s Ashburton av, adj lot of J. W. Alexander. 1,000 Cornell, James T., et al., by John G. Small, ref.—People's Savings Bank, lot No. 135 on n s High st. 790 Cole, Albert—Salomon Kalvin, lot on w s Buena Vista av, 50 ft. from land late of Aaron Varth. 6,500 Waring, Charles E.—Eunice B. Williams, lot at n e cor Park and Glenwood avs. 5,000 Wiffler, John—Nathaniel Dugan, lot on e s Ravine av, 75 ft. n Gold st. 1,200 Blackwell, Eliza A. and Mary E.—Mary Beeckman, lot on w s Saw Mill River road, adj. lands of Edward Weston. 10 McCue, Jeremiah A. and Elizabeth—Jeremiah McCue, lots Nos. 125 and 127 on w s Riverdale av, 100 s Vark st. exch and 1 McCue, Jeremiah—Jeremiah A. and Elizabeth A. McCue, lot No. 124 on e s Riverdale av, 100 ft. s Vark st. exch and 1 Cahill, Edward R.—Albert Cole, lot No. 40 on s s Prospect st, 50 w Clinton st. 1,400 Radford, Adelia R.—Francis A. Waring, Adelia W. Weller, Huldah Welsh, Antionette Crisfield, Emma Rose, Elizabeth B., Lewis M., Walter and George B. Radford, lot on s s Palisade av, adj lot formerly of William Mann. 1 Stewart, James—John H. Blute, lot n w cor Ashburton av and Ritters lane. 1 Ryan, Thomas—Edward J. Mitchell, n e cor Jefferson and Varksts, 24x45. 850 Raynor, George—James B. Odell, lot on e s Hawthorne av, 250 feet n Prospect st. 1 Welcox, Mary E.—Gertrude V. Crane, lot n e cor Hudson and Gold sts. 51

JAN. 25 TO FEB. 21—INCLUSIVE.

EASTCHESTER.

Carroll, George K.—George R. Crawford, part lots Nos. 82 and 83, on s s line of lot No. 81, 77 5-10 e 10th av, at Central Mt. Vernon. \$1 McLoon, Bernard—Frank Gorham, lot 332, at Central Mt. Vernon, 50x100. 830 Moore, Catharine—Christina Kortlang, lot No. 147, on s e s Union st, at West Mt. Vernon. 700 Gebman, John C.—Theresa V. Hawkins, e s 4th av, in village of Mt. Vernon, 24x105 3,200 Le Roy, William—James M. Briggs, lot on e s 10th av, in village of Mt. Vernon. 4,200 Kortlang, Christina—John Reis, lot No. 147 on s e s Union st, at West Mt. Vernon. 400 McAfee, Knox—William Hart, w s 5th av, at Central Mt. Vernon, 50x200. 800 Reynolds, George W.—Jacob Haag, e s 8th av, in village of Mt. Vernon, 100x105. 2,500 Hart, William—Frank Gorham, w s 5th av, at Central Mt. Vernon, 50x100. 800 Dudley, Margaret and William—Joseph S. Clark, w s 5th av, in village of Mt. Vernon, 50x105. 950 Quigley, John, et al., by James Wiley, referee—Moritz Koppe, e s 2d av, 50x105. 1,500 Brady, William G.—Jennie Harn, e s 3d av, in village of Mt. Vernon, 50x105. 1,250 Mutual Life Ins. Co.—Joseph C. Rosknecht, w s 4th av, 250 s 2d st, village of Mt. Vernon, 100x105. 5,000 Tobin, Ann—Bridget Tobin, lot on n s Orchard st, 214 e White Plains road. 450 Lockwood, William E.—Huldah A. Jaeger, w s 5th av, at Central Mt. Vernon, 50x100. 2,500 Bellesheim, Joseph—John Rosler, n s Madison st, adj lot of F. Krone, 25x230. 150 Russel, John—Louis Russel, lots Nos 41 and 42 on s s Madison st. 1,000 Benz, John B.—Conrad Schmitt, lot No. 342 on s w s South st. 1 Schmitt, Conrad—Mary A. Benz, same property. 1 Lunckenback, Heinrich—Joseph Guntensperger, e s 7th av, at Central Mt. Vernon, 50x100. 425 Hartman, Jacob, et al., by David Verplanck, referee—James S. Cameron, trustee, lots Nos. 364 1/2, 365, 366 and 367 on map of West Mt. Vernon. 500 McKeon, Myles—Frederick Kuebel, lot No. 410 at s e cor Union and Bridge sts. 400

MAMARONECK.

Fyfe, Edward—Andrew Fyfe, lots Nos. 169 and 170 on n s Central av; also lots Nos. 310 and 311 on n w s Waverly av, on map of Waverly division of Grand Park. 109 Foley, Cornelius—Daniel Foley, lot No. 207 on s s Warren st, 500 ft from w s Alling st. 600 Rodman, Isaac—Sarah A. Rodman, 38 acres on Westchester Turnpike, adj lands of Giles Seaman. 1 Gailhard, Joseph B.—Anseline Gailhard, lot No. 18 on n s Union av. 150 Comstock, Henry R., et al., by Elisha Horton, referee—Thomas L. Rushmore, lots Nos. 2 and 3 on s w cor Forest av, also lot No. 6 on s e cor Forest av, at De Lancy Park. 750 Clapp, Huldah H.—Mortimer R. Clapp, abt 12 acres land on w s highway leading to White Plains, at intersection with s Ward st, 10,000 Sister, Alfred—William McCabe, lot No. 78 on e s Boston Post road, adj lands of Wm. Morse. 1,700 Camp, Hugh N.—Frederick Lorenzen, lot n w cor Mamaroneck av and Howe's land. 550 Clapp, Huldah H.—Henry A. Callan, abt 12 acres, e s highway leading to White Plains, adj grist mill and on Mamaroneck River. 1 Callan, Henry A.—James T. Byrne, same property. 1 Byrne, James T.—Cora Callan, same property. 1

NEW ROCHELLE.

Disbrow, Thomas L.—Adrian Iselin, lot s w cor Main st and Cent-e st. 1 Trustees of New Rochelle St. John's M. E. Church—Adrian Iselin, same p. o. perty. 8,500 Lockwood, Sophia B.—Sophia B. Stokes, lot at n e cor Webster av and Burling lane. 1 Lorenzen, Frederick—August and Charlotte Kohl, lot No. 4, on n s Huguenot st, 142 feet e Centre st. 200 Huntington, Lawrence D.—Philip R. Underhill, lot on s s Av E, adj land late of Charlotte Dean. 1 Humphreys, William—Philip R. Underhill, lot on n s Union st, 163 e Church st, also lot on n s Union st, 73.6 e Church st. 1 Higgins, George—Philip R. Underhill, Moses Island and Neptune House on same, also cor Pelham road and road leading to steamboat landing, island contains 11 acres and lot 1 1/2 acres. 1

PELHAM.

Leviness, Joshua—James Hyatt, lot s w cor Main st and Prospect st, 50x100, City Island. 1,000 Leviness, Joshua—Ida M. Turner, w s Main st, 50 ft s Prospect st, 25x100, City Island. 550 Bayles, Amanda and Sidney, Jane and George S.—St. John and Michael A. McNamara—Alexander Frazer, lot on n s Pilot av, 216 e Main st or City Island. 1,350 Ketcham, Catharine E., et al., by Dennis R. Shell, referee—Thomas McCrossan, lot at n e cor Main and Prospect sts. 5,526 Haven, Elizabeth—Adolph Varian, 1-5 interest in lot on s s Prospect st on west shore of City Island. 500

WHITE PLAINS.

Von Stack, Frederick W., et al., exrs. of Samuel B. Jacobs—Sarah Dearman, lot n e cor Broadway and Orchard st. 3,000 Burr, Calvin—Georgianna Green, lot on n s Railroad av, adj lands late of E. P. Ferris, dec'd. 600 Brown, Ann D.—William S. Brown, lot on n s Hamilton av, 700 feet w Broadway. 690 Secor, Francis—Chauncey T. Secor, lot on e s Lexington av, adj lot of Abijah Haviland. 1 Dusenbury, A. De Witt—Henry G. Dusenbury, lot No. 6 and part lot No. 5 on s s Park av, adj lands of Angelina Wright. 1,000

WESTCHESTER.

Adee, Susan S.—Cassie A. Mapes, lots Nos. 319, 320 and 321 on map of partition of William Adee estate. 1 Same—Margaret W. Hawley, lots Nos. 205 to 212 inclusive, and 214, 215 and 218 on map as above. 1,430 Same—Lucretia Reed, lots Nos. 13 to 16, 26 to 33, 124 to 128 and 151 to 158, all inclusive, 277, 278 and 279 on map as above. 1 Shaw, William G.—Miles Hughes, lots Nos. 131 and 132, 142 to 146, inclusive, 213, 216, 217, 251, 287, 288, 299 and 300 on map as above. 3,400 Mapes, Henry C.—Susan S. Adee, lots Nos. 214, 215 and 218 on map as above. 1 Burkhalter, Stephen, John H. and Charles—Mortimer H. Buckley, w s Washington st, at Unionport, 200x216. 800 Newwitter, Nathaniel J.—Reginald Canning, lot No. 137 on s s 7th st. 1 Anderton, Ellen—George Richardson, lots No. 151 on w s 5th st, No. 167 on n s 4th av and No. 205 on n s 12th av, and gore lot No. 92 on n s 1st av, in village of Wakefield. 1,000 Bowne, William S. and Emma L.—Lilian Cooper, lot on n s highway leading to H. Schuyler, adj lot of Wm. Cooper. 1 Field, Elias H.—Daniel Cash, lot No. 141 on old Boston road, between 1st and 2d sts. at Olinville. 500 Walsh, Maria—Delia A. Lone, lots Nos. 9 to 18, inclus., and lot No. 25 at s e cor Railroad and Main avs on map of Pelham Park. 10 Coleman, William A.—Annie B. Phelps, lot No. 1135 on w s 2d st, in village of Wakefield 1

YONKERS.

Covle, Rose—Michael Rogers, lot on e s Oak Hill av, 31 feet 9 inches s Mulford st. 3,225 Havemeyer, John C.—Orville B. Oakley, lot

Table listing names and amounts, organized in three columns. Includes entries like 'William Henry', 'Herman Bacharach', 'George Jones', etc., with associated numerical values.

Table of real estate judgments for Kings County, listing names like Seavey, Charles A., Schuchman, Frederick, and amounts such as 4,772 31, 184 9, 350 02.

KINGS COUNTY.

Table of real estate judgments for Kings County, Feb., listing names like Abrams, Jr., Lorenzo and Abbott, Charles E.

Table of real estate judgments for Kings County, listing names like Boynton, Eben M., Butler, Thomas, and amounts such as 10,497 39, 467 00, 121 48.

SATISFIED JUDGMENTS.

Table of satisfied judgments for Kings County, Feb., listing names like Bennet, Edwin R.

Table of real estate judgments for Kings County, listing names like Rowe, Peter, Central Park, North & East River R. R. Co, and amounts such as 661 74, 88 87, 67 60.

MECHANICS' LIENS.

NEW YORK CITY.

Table of mechanics' liens for New York City, listing addresses like 23 Third av, Nos. 2104 and 2106, and names like Edmund Shanon.

KINGS COUNTY.

Table of mechanics' liens for Kings County, listing addresses like Park av, n s, 100 w Marcy av, and names like Henry Bruchhauser.

Table of real estate listings in Essex County, including addresses, descriptions, and values. Examples include 'Rivington st, No. 70, store and part sub-cellar' and 'Valentine Ludwig to William Schultz; 10 years, from March 1, 1884'.

Table of real estate listings in Hudson County, including addresses, descriptions, and values. Examples include 'European Medicine Co—C C Spurry, Jackson st' and 'Faitoute, E C—H Faitoute, Sumner av'.

Table of real estate listings in Passaic County, including addresses, descriptions, and values. Examples include 'Holmes, D M—L A Rockwell, Kearney' and 'Holmes, D M—C S Fowler, Kearney'.

Table of real estate listings in Bergen County, including addresses, descriptions, and values. Examples include 'Holmes, D M—L A Rockwell, Kearney' and 'Holmes, D M—C S Fowler, Kearney'.

Table of real estate listings in Morris County, including addresses, descriptions, and values. Examples include 'Allaire, Margaret C—J Parker, Jr, Kearney' and 'Barso, Margaret—Elizabeth O'Brien, Hoboken'.

Table of real estate listings in Essex County, including addresses, descriptions, and values. Examples include 'Anners, Christiana J—Mary N Maxwell, house' and 'Blacken, William—J Gottslaben, one Berlin coach'.

Table of real estate listings in Hudson County, including addresses, descriptions, and values. Examples include 'Ehler, Adam, and William Hessler, partners as A Ehler & Co, West Hoboken' and 'Kehr, Julia—G Kehr, horse, wagon, sleigh, carriage, &c'.

NEW JERSEY.

NOTE.—The arrangement of the Conveyances, Mortgages and Judgments in these lists is as follows: the first name in the Conveyances is the Grantor; in Mortgages, the Mortgagor; in Judgments, the Judgment debtor.

ESSEX COUNTY.

CONVEYANCES.

Table of conveyances in Essex County, including names, addresses, and values. Examples include 'Allen, F B—R Fairchild, Jr, Richmond and Murray sts' and 'Armitage, John—J L Armitage, Dawson st'.

HUDSON COUNTY.

CONVEYANCES.

Table of conveyances in Hudson County, including names, addresses, and values. Examples include 'Allaire, Margaret C—Matilda D Crowell, Kearney' and 'Ayres, C D—Mary Zeller, Bayonne'.

BILLS OF SALE.

Table of bills of sale, including names, descriptions, and values. Examples include 'Ehler, Adam, and William Hessler, partners as A Ehler & Co, West Hoboken' and 'Kehr, Julia—G Kehr, horse, wagon, sleigh, carriage, &c'.

PASSAIC COUNTY.

MORTGAGES.

Table of mortgages in Passaic County, including names, addresses, and values. Examples include 'Adam, T S—J M Quackenbos, Market st' and 'Banta, J H—M A Banta, Broadway'.

| | |
|--|--------|
| Baldwin, J M—F W Cook, Van Houten and Church sts..... | 4,500 |
| Cleaver, Thomas—C Barton, Taylor and Spring sts..... | 1'0 |
| Cowley, James—A Grady, Washington pl, Passaic..... | 500 |
| Caffrey, M A—A Grady, Passaic st..... | 1,300 |
| Carlough, George—People's Loan & B Assoc, Marcy st..... | 800 |
| Cooper, H C—R T Sears, Matlock st..... | 1,800 |
| Day, F A—C J Whately, Broadway..... | 500 |
| Frederick, Louis—F Geisser, Madison st..... | 250 |
| Fury, Michael—J P Doremus, Spring st..... | 800 |
| Gorman, Thomas—Union Mut B & L Assoc, Little Falls Turnpike..... | 1,000 |
| Geyer, Phillip—C G Farrar, Manchester T'p..... | 1,300 |
| Gallant, Walter—D B Smith, East 32d st..... | 1,000 |
| Gasser, J N—G G Van Riper, Elizabeth st..... | 550 |
| Grove, Samuel—J Mullen, Paterson st..... | 1,500 |
| Hoffman, John—A C Blauvelt, Wayne T'p..... | 200 |
| Kimble, Henry—Reynolds & Smith, trustees, Benson st..... | 2,800 |
| Koester, Andrew—D A Blauvelt, Branch st..... | 800 |
| Lancaster, Edward—R Smith, Wayne av..... | 300 |
| Lees, Robert—L Prall, Wayne T'p..... | 200 |
| Levering, W A, et al—J Tome, Acquackanonk T'p..... | 23,000 |
| Little, Whitfield—J Winters, West Millford T'p..... | 150 |
| Lees, Robert—G Beesley, Wayne T'p..... | 1,000 |
| McLevy, Edward—Society for Useful M'f's, West 24th st..... | 200 |
| McElroy, Mary—A P Cooper, Mechanic st..... | 700 |
| McLeese, Margaret—J H Hindle, Water st..... | 700 |
| Moone, T M—H B Stiles, Passaic av, Passaic..... | 2,000 |
| Neville, M J—Pat Savings Inst, Barclay st..... | 1,000 |
| Norman, Adrian—J Cadmus, Howe av..... | 2,500 |
| O'Neill, Thomas—E G Vreeland, Chesnut st..... | 200 |
| Paulison, E H—S F Mackintosh, Hamburg av..... | 1,000 |
| Ryerson, Alfred—Pat Savings Inst, Wayne T'p..... | 500 |
| Randall, J S—E Goldsmith, Division st..... | 4,000 |
| Sloat, Catharine—J A Morrisse, exr, Willis st..... | 850 |
| Struck, Jac b—C A Hunt, North 3d st..... | 8'5 |
| Tilt, W H—C G Farrar, Godwin st..... | 380 |
| Vanderberg, John—M Coman, Harrison..... | 1,2 0 |
| Weiss, E R—H Steinhauer, Wayne T'p..... | 1,100 |
| Zellner, August—Union Mut B & L Assoc, Highland av..... | 300 |

CHATTEL MORTGAGES.

| | |
|---|-----|
| Beiser, Henry, Paterson—J Blauvelt, furniture.. | 100 |
| Buss, C G, Paterson—J S Van Winkle, furn..... | 500 |
| Furd, Thomas, Paterson—J McMahan, horses and wagons..... | 300 |
| Hoffmann, Rudolph, Jr, Paterson—J Hafschmidt, saloon..... | 300 |
| Horton, S A, Passaic—H Hepburn, furniture.... | 400 |
| Klika, M A, Passaic—A Frisko, cigar store..... | 129 |
| Rushton & Clark, Paterson—Fitzgibbons, Messer & Co, two piano machines..... | 213 |
| Ryerson, J A, Pompton—C W Cooper, horses, cows, &c..... | 200 |
| Smith, J C, Paterson—C N Gilbert, furniture.... | 75 |
| Stagg, D W, Paterson—N V Munson, furniture.... | 100 |
| Tolson, J R, Paterson—J Weltzel, horses, wagons, &c..... | 110 |
| Willmann, Anton, Paterson—F Hummel, lathes, pulleys, &c..... | 100 |

JUDGMENTS.

| | |
|--|-------|
| Brown, R F—Max Dohlman..... | 1,140 |
| Coe, E P—W T Whitehouse..... | 341 |
| Coe, E P—E C Burt..... | 52 |
| Cre cent Mfg Co—Westinghouse Machine Co..... | 879 |
| Fitzpatrick, Martin—Norwood & Co..... | 18 |
| Greppo, Claud—G Barres..... | 3,400 |
| Hockenberry, Harmon—W C Conklin..... | 3'0 |
| Henshall & Holt—Doherty & Wadsworth..... | 519 |
| Ingraham, William—J J Brown et al..... | 34 |
| Parker & Wagner—J H Seymour..... | 417 |
| Rogers, J H—R S Ross..... | 450 |
| Van Emburgh, Alfred—Charles Ulrich..... | 13 |
| Van Houten, H D—Barker & Clark..... | 400 |
| Watson, A B—W S Car..... | 147 |

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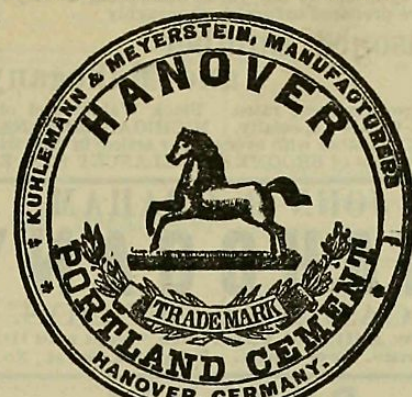
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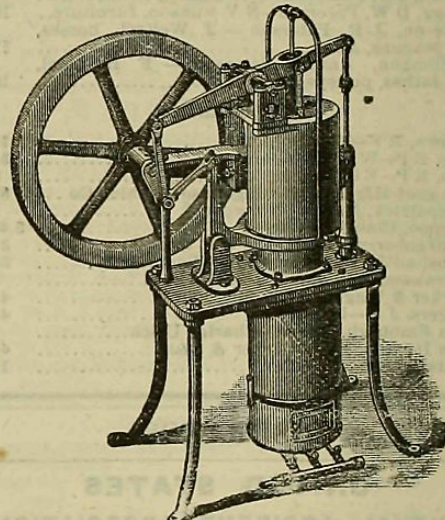
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