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THE DAILY RECORD AND GUIDE.

Announcement was made in these columns last week that this journal had been appointed by the National Association of Builders to officially report the proceedings, and that a daily illustrated paper would be issued by THE RECORD AND GUIDE, during the week of the Convention—from February 9th to 16th, inclusive. This morning paper will be of the same size as this number of THE RECORD AND GUIDE, will be printed on fine paper and handsomely illustrated. In addition to a report of the proceedings of the Convention, the programme for the day, bulletins and other information from the Executive Committee, it will contain editorials, the gossip of the Convention, and articles on Architecture, Building, Sanitation, etc., and several special features. Newsdealers and others desiring copies should send in their orders at once.

Advertisers wishing to familiarize their names and goods to the builders of this city and the forty other cities represented in the Convention, can find no medium, for their purpose, comparable to THE DAILY RECORD AND GUIDE. Copy for advertisements for the issue of Monday, February 9th, must be sent to the office of publication, No. 191 Broadway, not later than noon of the Saturday previous.

BUSINESS conditions and prospects have not changed materially during the week. Prices have, indeed, been somewhat stronger, in spite of the exertions of an active, if not very numerous, bear coterie; and there is no good reason, leaving out of account the possibility of free coinage of silver, why prices should not continue steady, if not advancing throughout the spring. Very certainly if there has been any truth in the received explanations for the decline in values which took place previous to and during the panic, a certain amount of strength is now in order, for the conditions which largely brought about the depression have been removed. If values have been adjusting themselves in the past to the higher rates for money, they ought also to readjust themselves to the lower rates. And if the decline was partially due to the selling by English investors, necessitated by the precarious situation of their investments in South America, then our securities ought again to come into favor when the position of British capitalists becomes stronger. As we predicted, the bond market has been particularly strong, and it ought to remain so, for there is room for further advances. The purchasing of stocks, however, is open to more uncertainty. On the whole we think that Wall street overestimates the effect of the smaller grain tonnage for the Western roads. The situation is simply this: Last year a very heavy tonnage produced small net results because the rates were poor and the roads were under the necessity of making extensive betterments. This year the tonnage promises to be smaller in the two items of wheat and corn; but the business generally continues prosperous, and in other respects the railroads ought to do equally as well as they did in 1890. To counterbalance any deficiency, however, there is every probability of higher rates. The newspapers are inclined to turn up their noses at this aspect of the matter; but only because they have been used so long to chronicling rate-cutting that they cannot come to see that circumstances have changed. Neither is it probable that the large companies will be under such a heavy expenditure for improvements. From present indications, it is quite possible that there will be larger sums available for distribution in 1891 than in 1890. A review, then, of the whole situation, appears to offer a presumption in favor of higher prices.

THERE are no perceptible signs of weakness in the foreign markets and exchanges at the present time. Their condition, on the contrary, very closely resembles in its principal features that of our own. Money is easier, not only in London and Paris, but in Berlin, and indications are not wanting that it will remain so. In London these lower rates have already had some influence on prices, and this in spite of the fact that three classes of secur-

ities dealt in on that market have been disturbed by special causes. South American bonds have been hurt by the political commotions in Chili—a State whose credit has hitherto ranked highest among the South American Republics. The British home railway market has been weakened by the railway troubles which, although they have nominally ceased, have created uncertainty and an indisposition to buy. Neither have the American railway shares been particularly strong, for the same reasons that have prevented activity in this city. Nevertheless, the large bank, brewery, insurance and finance corporations generally have, on the average, declared fair dividends; and the prevailing disposition, although not strongly bullish, is reasonably confident. In Berlin the principal point of weakness is the iron and steel trades. The prices for steel rails which have been controlled by a combination have recently fallen considerably, and there is said to be some cause for the assertions of the bears that the railway department, unless further concessions are made, will foster foreign competition. The negotiations as to an Austro-German commercial treaty have been resumed, and the German delegates have returned with instructions to meet the wishes of the Austrian and Hungarian governments in every possible way, so that an amicable arrangement is probable. In Hungary the zone tariff continues to give excellent results. Between August and December 31, 1890, 1,319,715 passengers more were conveyed than during the same period of 1889, and the receipts were 449,599 florins larger. The total receipts of the year when expenses have been deducted will certainly exceed 20,000,000 florins, against 16,500,000 last year. Another interesting fact may be gathered from the report of an Austrian cotton mill owner, who shows by figures that the expenses of establishing a cotton mill in Austria are exactly twice as high as in England. Certain commentators have taken these figures as an argument against establishing such enterprises in Austria, but the mill owner finds in his figures only strong evidence for increased protection.

THE Senate and the Assembly both having passed the Rapid Transit bill, it has now practically become a law. The city is to be congratulated in the final ending of this long, tedious, exasperating and most unnecessary dispute. The circumstances surrounding the passage of the bill by the Senate are full of instruction. The high level of the debate is fairly indicated by the intensely democratic remarks of Senator Brown, who wanted to know why 5th avenue, the rich man's thoroughfare, was exempted from any manner of rapid transit road when 3d avenue, whereon the poor man dwelleth, was burdened with an elevated structure. As a rule the Senators betrayed about as much knowledge of the true conditions of the rapid transit problem in this city as did a certain Secretary of the Navy of the affairs of his own department when upon going aboard a ship he was surprised to find it hollow. That New York needed rapid transit they all apparently knew, but that the city needed two kinds of increased facilities was an idea too complicated for their legislative minds. They immediately began to oppose the early but essentially makeshift improvement of facilities which the Manhattan Company can give us, to the adequate and elastic accommodations which must be supplied by the new system—after the expiration of the several years necessary for preparation and construction. We have repeatedly pointed out that this opposition was purely fictitious; that the case was exactly parallel to the improvement of the bridge facilities,—which no one was foolish enough to confuse with or oppose to the building of a new bridge or tunnel. Jay Gould is, indeed, sufficiently stupid to claim that the Manhattan Company can give us all the transit we need; but then Jay Gould is hardly an unprejudiced witness, and as yet he has made this belief constitute a ground for opposition to a better system. Perhaps he can, as has been hinted, make the opposition more effective when the time comes to raise money for the construction of the new road, and for this reason, if for no other, it would have been well for the city itself to have assumed the responsibility of building the new system. Because there is every reason to believe that the bill will immediately go on the statute book, people must not suppose too hastily that we are out of the wilderness. The difficulties to be overcome are still enormous, and we have no doubt that the hours of perplexity will be as numerous in the future as they have been in the past.

RAPID TRANSIT, when once it has been secured by this city, will make possible a better distribution of population within its limits; but it must not be supposed that along with this extension of local passenger transportation will come full and sure relief to the overcrowded districts. Lands rendered convenient for occupation will, by reason of the very convenience thereby imparted, be raised in value. The rise of rents in districts thus opened to habitation will, in a great measure, counteract the free immigration of population to these districts from the crowded quarters of the city. It is evident, however, that the enlargement of the habitable area within the city by means of increased rapid transit facilities cannot fail of bringing about to some extent a better distribution of its population. The point made here is merely that

this means of itself is inadequate to relieve the overcrowded parts of our city.

ANOTHER way open to the city of supplying relief to its overpopulated quarters is that of bringing into closer connections districts lying without, and by closer is meant cheaper as well as easier connections. In other words, in order that further relief may be furnished to our overcrowded tenement districts, residence in suburban towns—say as far as twenty miles distant—should be made possible to the laboring classes. The problem of how to distribute a crowded population over a broader area is one which many of the larger cities of Europe are attempting to solve at the present time. The success of the operation of the zone tariff system of passenger rates in Hungary and Austria has disclosed the possibilities of increasing the suburban population of large cities to the relief of their congested quarters. A few months since this new system was put in operation on all the railroads connecting the City of Vienna with its suburbs. By reason of the cheap fares afforded, thousands of people, it is said, have already moved from the crowded parts of that city to the suburbs, where rents are cheap and the surroundings healthful. Berlin is about to adopt a similar plan. When once closer connections are established between Berlin and its suburbs, the government will erect blocks of suburban dwellings for laboring classes. It has also been proposed to apply the Hungarian zone passenger tariff to London. This proposal has been received with much favor by the officials of that city. Were this system put into operation upon that much of the lines of all railroads entering the City of New York as are embraced within a suburban zone of twenty miles, not only would our overcrowded tenement quarters be thereby greatly relieved, but also the city as a whole stimulated in growth, wealth and prosperity.

TAKING it all in all, the legislation introduced at Albany so far this session, which directly affects New York, is of a most satisfactory description. There are, indeed, a number of bills in the hands of the various committees, raising the salaries of present officials or increasing the number of useless court hangers-on, which have been introduced at Tammany's instance simply for Tammany's benefit; but we can probably depend on Senator Fassett to weed out such rank vegetation. Apart from these indications of the hunger of our rulers for a little more of the city's money, the bills introduced are most of them not only unobjectionable, but most necessary. Thus Assemblyman Webster has charge of Commissioner Gilroy's measure authorizing a continuance of the work of repaving our streets. This proposed enactment amends the present law by increasing the aggregate expenditure under its provisions to \$5,000,000, thus giving the Department of Public Works an additional \$2,000,000 for this worthy purpose. Another bill, introduced also by Mr. Webster at the instance of Commissioner Gilroy, amends the Consolidation Act in such wise that the Department of Public Works can require a person or corporation that wishes in any way to tear up the streets to give a bond, with at least one good and sufficient surety, to secure the proper repavement of the street so disturbed. If the pavement is not properly relaid, the commissioner is authorized to do the work at the expense of the person or corporation to whom the permit was issued. The necessity for such a measure has long been appreciated. New York cannot afford to spend \$1,000,000 per annum on new pavements, only to have them immediately destroyed (as the 5th avenue pavement has been) by the vandalism of corporations, who, though they pay little or nothing for their franchises, have not the decency to respect public property. We sincerely hope, however, that this reform will only be the precursor of a far more radical improvement, viz., the placing of all the sub-surface pipes and conduits into a large conduit, which can be entered for the purposes of repair without tearing up the streets at all. The burden of such an improvement—under Broadway, at all events—may be transferred to the broad shoulders of the corporation which will construct our prospective rapid transit system; but under any circumstances the conduit should be built. Still another bill introduced by Mr. Webster provides for the construction of a very necessary bridge, at an elevation of not less than 26 feet above the mean high-water mark of the Harlem Ship Canal, over that water way at Kingsbridge road. The cost of the improvement is limited to \$400,000, to be raised by the issue of bonds.

A QUEER bill has been introduced into the Assembly by Mr. Farquhar. It provides for a commission, consisting of the Mayor, the Commissioner of Public Works, and three others to be chosen by the Mayor within ten days after the passage of the act. This commission is to receive plans and suggestions for the "construction of an air garden, with, if it is deemed desirable, appropriate buildings for music and restaurant over the reservoir commonly known as the 42d street reservoir, in such a manner as to preserve its use as a reservoir and adopt a plan for the same within thirty days after its appointment." No limit is placed on the power

of this commission to spend money; no other officials or set of officials' acquiescence is deemed necessary. The Commissioner of Public Works shall then invite bids and enter into contract for the construction of the same, and the Comptroller must pay for it "in like manner as is now regulated by laws in the case of public buildings." After the completion of the garden the Department of Public Parks shall control it, and the department may for all the bill says move its offices up into the restaurant, let the privileges thereof at any price to any one it pleases, or keep on the premises a private bar for its own particular delectation. This scheme emanated from the *New York World*, and the bill reads, with its short and easy provisions, like one of that paper's editorials. Another silly, if not meretricious measure, is that introduced by Mr. Mullaney providing that any street surface railroad company located in New York which obtained the consent of the local authorities to the construction and operation of its road, by agreeing to pay a certain percentage of its receipts annually, may make application to the Sinking Fund Commissioners for a reduction of the amount of this percentage. We are unable to see any good reason for such an enactment. If a contractor agrees to perform a given task at a definite figure, he is held to that figure, no matter how much personal loss he suffers; if he cannot carry out his contract, it is let again to some one else. The street railways have in this city always paid ridiculously small sums for their franchises; and there is certainly no case of a surface road at the present time which is over-burdened with such charges. Furthermore, if there is to be any provision made for a reduction of percentages, there ought also to be a counter stipulation for their increase, in case their gross earnings reach a certain amount. The rule should certainly work both ways.

In West Forty-Third Street.—I.

WEST 43d and West 44th streets, just out of 5th avenue, have lately been the scene of extraordinary activity in building, which has been attended with some degree of intellectual activity on the part of the architects. The north side of 43d street has three buildings, each of nearly or quite a hundred feet of frontage, and each of considerable architectural pretension, concerning the aggregate of which it may be said that the most remarkable thing about it is its diversity. The three buildings were begun at about the same time, and were going on concurrently. In Paris the architects would have been constrained to design them with some reference to each other. Here, where every man builds as he pleases, we have to rely on the good sense of the architect to do our ædilities for us. The designers of these three buildings are all men of excellent professional standing. Surely there was nothing to hinder them from taking such counsel together as would give their work the aspect of a combination rather than of a violent and unscrupulous competition. It need not be said to them that by agreeing upon uniformity or studied and effective contrast, either in the main lines or in the material of their several buildings, the individuality of each building would not have been compromised in the least, while the effect of the group would have been very greatly enhanced. It is perhaps too much to ask them, if they must work in historical styles, to agree upon a style, and the difference of style between them would not be so jarring if some conformity had been obtained in other respects or in any other respect. As the buildings stand, the Century Club, nearest the avenue, by Messrs. McKim, Mead & White, is an example of a very florid Italian Renaissance in light grey marble and cream-colored brick and terra cotta. The next, the Academy of Medicine, by Mr. R. H. Robertson, is a structure of red brick and dark brown stone in a Romanesque that is vigorous to the point of rudeness, and that has its vigor carried over to brutality by the finical refinement of the Century Club. The third building, the Racquet Club, by Mr. C. L. W. Eidlitz, in tawny brick and brown stone, must be classified as Romanesque also, if it be necessary to classify it, though it is in fact a piece of quite free and modern architecture. But each of the three edifices is designed as if it were "a lodge in some vast wilderness" and not a street front in a great city with neighbors which may help or hinder its effect and the effect of which it may help or hinder. This is so common, indeed, so universal a defect in our street architecture that it would hardly call for special notice here, except that here there was so uncommonly good an opportunity to correct it. Usually the buildings that adjoin or approach a new and massive building are so plainly provisional and temporary that it is neither necessary nor desirable for its architect to take account of them. But here are three buildings, to one of which will probably be added before long the brown stone front, now left lonely between two of them, and any one of the three would look better if the other two were away, while all of them are built to stand for several generations. In this there is something wrong and heedless.

The new building of the Century Club, as the nearest to the avenue, calls first for comment, for which, indeed, it really clamors. The motive of the design has been expressed in Dryden's line:

"Where all below is strength, and all above is grace."

This is one excellent thing in architecture, and every good building bears evidence that the designer has borne in mind the desirableness of attaining it. But it is not often that it is so boldly and naively put as in this facade where its boldness and *naivete* tend to defeat their own purpose. In the first place, the front is divided into two equal horizontal layers, of which the lower is, as it were, labeled "strength," and the upper as unmistakably "grace," and this is scarcely the way to do it. There is in the lower layer a change of material, for the foundation is of limestone, and the superstructure of yellow baked clay; but even this change does not count against the emphasis of the treatment by which the front is made to consist architecturally of two stories, though practically of four. A proportion of two terms is, of course, impossible, and an equal division of a front which is covered neither by a roof nor by an attic, and of which neither part is superior and neither subordinate is a scheme that can hardly be called an architectural composition. Moreover, the two parts are laid out in the same way. The axes of the principal openings correspond, and the only difference in the arrangement of the two divisions is, that in the lower a small opening is put under the big one, and in the upper it is over the big one, a variation that is not very subtle and not very successful.

Moreover, it is demonstrable that all below is not strength, although we know no way of proving that all above is not grace to anybody who may assert, and believe that it is. The limestone basement is smooth-faced, but an endeavor has been made to give it an appearance of massiveness by recessing and widening the horizontal joints. The widening of the joints is managed by inserting in each a single course of brick, and thus confessing that the strength of the wall composed of large blocks of stone is in fact no greater than the strength of the interpolated brickwork. This confession of an extravagant absurdity was at first openly made when the recessed joint of yellow brick was exposed, but the designer seems to have become convinced of its absurdity, for the sunken brickwork is now coated with cement of the same tint as the basement wall, so that the strength of the basement is not visibly but only really reduced to the strength of the brick. Another weakening of the basement cannot be concealed, and is very injurious. The lateral piers of the building are very wide, and if they were left unbroken would give so far a comfortable sense of sufficiency. But a postern, presumably for the service of the house, is cut through so near the western end of the wall as very seriously to enfeeble the aspect of the whole basement, and to leave the terminal pier without apparent strength for its function.

As has been said, the division of material, marked only by a simple moulding at the top of the stone, does not count as a division in comparison with the great emphasis given to the real division above. This is marked by a belt of three members, a row of incised ornaments and a heavy ovolo in terra cotta, and a projecting shelf of stone. The wall between the stone basement and this belt is composed of blocks of terra cotta, decorated by an incised pattern repeated upon each stone. We believe this is nearly the first use that has been made of this material in exterior architecture, and the novelty is not likely to find imitators, or at least it ought not to find them. Hollow blocks of burnt clay form an admirable material with which to line walls, or to construct a partition or screen that bears no great weight but they are not admirable as the material of the main wall of a heavy building. Even if they be competent, in fact, there is an obvious incongruity in using them in conjunction with a superstructure of ordinary brickwork. Even the untrained observer must wonder why, if blocks each as large as a dozen bricks can be used in part of a wall, they should not be used throughout its whole extent. The inconsistency is as great as would be the cutting of half a stone wall to the size of these blocks, and of the other half to the ordinary size of bricks. But the construction is novel, and to many of our architects this is much more to be desired than that it should be reasonable. The "strength below" is emphasized in the openings. The small and grated windows in the stonework are mere holes in the wall. The openings of the story above have quite plain jambs, and are covered with plain flat arches, while at the ends are windows that are mere slits inclosed, Heaven know why, in metallic frames that resemble cages. The "grace above" is meant to be obtained by a number of artifices and by a great exuberance of ornament. The jambs of the principal windows are not themselves modelled, but each is flanked by decorated pilasters on projecting bases, and the convex lintel is also decorated with a wreath at the centre. Pilasters extend throughout the whole height of the story, doubled at the ends and on each side of the centre and single between the openings. The little windows above are bulls' eyes, and there is quite an eruption of ornament about each, a cornucopia on each side and a garland round about. The centre, above and below, is the focus of the design, and it ought to be more impressive by reason of its general composition, which is very good, than it is by reason of its detail, which is pretty bad. The main entrance is a tall arch running through the lower division, and much weakened first by the omis-

sion to mark its impost and next by the scanty rim of stone to which it is confined. It is surmounted, however, by a large non-descript ornament in cut stone as formless as it is meaningless. Over this and occupying the centre of the upper division is a loggia, which is a rational as well as a decorative appurtenance of a club-house, and which here takes the form of a round arch with free-standing columns flanked by openings of which the lintels are at the springing of the arch. This is always an attractive feature, and here it is very well proportioned and would be very effective if it had been a good deal more let alone. But the arch is lined with cut flowers and in each spandril there is a big cornucopia and a tablet of polished marble.

Above the second division is a convex frieze interrupted in the centre by an excessive panel with a date big and aggressive enough to be a sign, MDCCCLXXXIX. This sign is absurdly large and is meant to be so, since four letters would have been retrenched if it had been inscribed with the actual date of its erection, MDCCCXC. Then a modillioned cornice with two rows of ornament and a parapet broken by a large and indescribable ornament in the centre.

There is a curious detail, which is of the building, though not in it, in a row of granite posts in front of it on the sidewalk. The function of these monuments is not apparent. They are not meant to protect the area, for there is no area, and they are not connected by chains. The clubmen cannot sit on them in the summer twilight by reason of their shapes (the shapes of the posts and not of the clubmen). They are not available for the practice of leap-frog by reason of their irregular spacing, which seem to bear a relation to the massing of the front, and to be meant to punctuate the disposition of its voids and solids. In this respect they are a type of the building, in which the decoration is constructed and the construction is not decorated. The decoration for the most part is entirely meaningless with reference either to the structure of the building or to its purpose, and it is by no means good in itself. In the upper division it is as overdone in quantity as it is underdone in quality, while in the lower division it does not occur at all. It is at once the profusion and the irrelevancy of the detail that give the upper division of the front the appearance less of a construction of masonry than of a mass that has been turned out of a mould—not a building but a *piece montee*. The designer has omitted also to observe that to proceed from strength to grace, it is desirable to proceed by gradual transition and not by a single jump.

Transit and Transportation.

THE unusual importance of rapid transit to a city shaped like New York is too generally conceded to need argument. It is nearly twenty miles from the Battery to the northern boundary of the city, and for about half the distance it is only about two miles from river to river. It is hardly four miles from the Hudson River to the mouth of the Bronx, and if there is any expectation that the growth northward is to be continued the hope must be founded on the idea that transit facilities will be greatly improved. The capacity of the elevated railways should be increased by every reasonable concession. They should have tracks for express trains and storage places for cars, for it is a fair presumption that it will be several years before any other comprehensive system of rapid transit can be put into operation, and that even after we obtain another system these roads will still remain vitally necessary. But without taking possession of nearly all the longitudinal streets in the lower half of the city it is not probable that elevated street railways can ever completely meet our needs. Judging by the growth of traffic during the past few years it is reasonable to presume that even within the next twenty years double the number of tracks now operated by the Manhattan system will be urgently demanded, and that the city will be even then clamorous for more roads.

But all this is conditioned upon something else. It is always dangerous to pursue a single idea with too much persistence, and to forget that even the best ideas can never stand without close relations with some other ideas about equally important. We expect the city of New York to become densely populated for a distance of twenty miles from the Battery. But why do we expect this growth in the face of the fact that the lines of least resistance for population extend to the eastward, westward, and even to the southward from the Battery? We expect it because we expect that the city of New York will always remain the commercial centre of the metropolitan district, and the section to which population will naturally gravitate. But what if it should not always remain the commercial centre?

This question raises another question too long overlooked by the citizens of New York. The city has maintained its leading position on the harbor down to the present date not because of the geographical superiority of its location when compared with Brooklyn and Jersey City, but because of certain combined water front and terminal advantages which it possesses over those cities. Jersey City has had the advantage of New York in its ability to hold the terminal stations of nearly all the trunk line railways of the country, but this advantage has been much more than neutralized

by its contracted and defective water front and shallow water. Brooklyn, on the other hand, including South Brooklyn to Bay Ridge and even beyond Bay Ridge, has been able to offer water front advantages, space and all things considered, superior to those of New York. But the Brooklyn water front was thought too far away from the railways to be economically available, and down to the present date New York, though having nothing exactly right, has been the alternative choice in a generally defective system. But what if events should deprive her of her *pis aller* advantages, and give her commercially the worst instead of the best location on the harbor? Then it might happen that twenty years hence we should have rapid transit railways innumerable, and comparatively few passengers to ride up and down town.

With the future of the city in view we consider the question of storage and transportation to be even of greater importance than the question of rapid transit. The river and harbor transportation of the port of New York costs more money than the gross receipts of the elevated railways, and when we count the cost of the truckage that is directly due to imperfect terminal arrangements the combined cost is greater than the gross receipts of all the passenger traffic in the metropolitan district. This may sound incredible, but the statement is made after careful investigation, and it is unquestionably true.

The heaviest threat against the commercial interests of New York, considered locally, comes now from the direction of Brooklyn and Staten Island. It is very well known that for many years past the traffic in heavy merchandise has been floating away from this city. It has been going across the East River, and though many doubtless think the change the result only of an overflow, it is really a desertion. We hear a clamorous demand for new piers. Yet there are deserted piers enough on the East River to accommodate the commerce of a large maritime city, and while there may be some demand for new piers on the North River, it is a result rather of shifting than of increasing commerce. In its commercial growth New York is not keeping pace with rival sections of the metropolitan district.

Let us see what is likely to follow on this Brooklyn movement if New York does not wake up and improve her terminal machinery. A good deal has been said in the papers recently about the plans of Erastus Wiman. It is very well known that Staten Island has already been made a railway terminus. The Baltimore & Ohio railway sends several hundred freight cars a day to St. George, and the plan is to push on under the narrow arm of the New York Bay that divides Clifton from Bay Ridge and to enter Brooklyn. It is a plan that will be executed without much question, for it lies directly on the line of railway evolution, and is not expensive. But let us see what will be likely to follow on the completion of the tunnel. There will be an elevated street railway for both freight and passenger traffic constructed all along the Brooklyn water front from a point south of Gowanus Bay to, say, Wallabout Bay. It will carry cars directly into all that formidable line of warehouses, nearly four miles long, that line the Bay of New York and the East River, and, so far as those warehouses are concerned, it will completely remove all further need for the frightfully extravagant appliances of river and harbor transportation. But what will be the result to this city? Practically, it will have about the same effect on the commerce of New York that we might look to see follow were all those warehouses moved over to the Jersey shore and set up along deep water between Communipaw and Port Johnson.

But the movement will not end with the work thus far outlined. Once in Brooklyn, the new railway will be extended all along the line of the East River, through Long Island City, until it reaches the point opposite Port Morris, when it will plunge downward again and go through another tunnel to a junction with the New York, New Haven and Hartford road, north of the mouth of the Harlem River. Then there will be direct railway communication between every inch of the Brooklyn and Long Island City water front and all the railways that converge to this district from the East, West and South.

It should be easy to foresee the consequences of the construction of the proposed road on the commercial fortunes of Manhattan Island, always supposing that the situation in New York remains unchanged. The city will be effectually side-tracked. It will be about as convenient a place for handling merchandise as Jamaica Bay. It will be turned over to the tender consideration of its truckmen, who, in combination with its boatmen, tax the trade of our merchants more than \$30,000,000 a year, and give us in excess of their labor in return filthy blockaded streets and wretchedly bad pavements.

What New York needs, and what it must have if it expects to keep itself abreast of the new movement that is now going on around the harbor, is not new piers equally inaccessible with those already in our possession, but a closer connection between the water front, the warehouses, and the railways. In Wm. Nelson Black's pamphlet on "Storage and Transportation," published several years ago in Putnam's "Topics of the Day" series, we prob-

ably find about the most comprehensive treatment of this subject that we shall ever see. The criticisms on the prevailing methods of handling merchandise were extraordinarily forcible in that work, and the plans outlined for improvement, both in the first and second editions, still seem to be about the best plans for doing justice to all sections that can be conceived. They comprehended the Narrows tunnel plan, since adopted by Mr. Wiman, and included the construction of a railway near the water front of Brooklyn and Long Island City to a second tunnel under the East River connecting with Port Morris. But they did not stop with this suggestion. The author found that the heaviest burden borne by the traffic of New York city was imposed by the exterior streets which cut off the piers from the warehouses and necessitate the use of trucks. Merchandise in transit through the city which should never leave the water front except when carried away by ships or railway trains must be carted back and forth between the piers and warehouses at enormous cost. He found the Claffins, for example, paying \$30,000 a year for truck service, and many other equally absurd items of commercial waste. By way of remedy he suggested the construction of warehouses over the exterior streets. This, without doubt would be the true remedy for our terminal disadvantages. But the pamphlet also proposed an alternative remedy in the construction of sub-structure tramways under the centre of the blocks so that the cost of handling merchandise unnecessarily could be reduced to a minimum, and the streets relieved from their intolerable blockades.

One or the other or both of these remedies for our undeveloped terminal system must be applied and applied quickly if we expect to match the improvement that has been projected in Brooklyn and maintain our leading position on the harbor. This talk about more piers is harmless, we presume, but for the great object in view, it is also useless. In the place of new piers it would be a good scheme, perhaps, to move some of the East River piers around to the North River and abandon the east side altogether. We make the suggestion because it is evident that our Dock Department is not managed by men of expedients. They are not commercial men working for commercial purposes. The department is certainly not managed by men who are able to see that they hold any relations to the service of transportation, or that their duties are intimately connected with the duties of freight dispatchers. They believe in managing the docks after an ideal conception of their own, and giving to the merchants, railway men, and shippers practice in developing their faculties of adaptation.

The American Idea of Architecture.

(From *Science*.)

The statement in a recent issue of THE RECORD AND GUIDE, that the dominant conditions of American architecture "are not those that make for the greatest beauty, or for the highest health, or for charm, but for the largest return in cash," is a most alarming indication of the estimation in which architecture is held in this country. Coming from so eminent a source, it carries additional weight, and shows very clearly that even those who by profession are nominally responsible for all that is great or good, poor or indifferent, in the important art of architecture, have given up hope of elevating it to the broader platform which it occupied in past times, and surely, if the doctors have admitted the patient incurable, it is obviously unwise for an outsider to maintain the contrary.

This utterance of THE RECORD AND GUIDE is an admission from exalted quarters that in architecture all considerations must be sunk save those of dollars and cents. It shows, what indeed may be gathered any day in a brief walk through almost any street of our chief cities, that the idea of art quality, of utility, of the natural effects of the environment, and many similar causes whose influence is to be traced in all the good architecture of previous periods, are quite wanting in the art of the present day and generation. It is an indication of indifference to every thing but cost, of measuring art values and art qualities by the price per square inch, or, which is much the same thing, by the revenue per square foot—most necessary to keep in mind, but altogether improper in judging of architectural merits. The point to be remembered is not the falseness of this criterion, not its absurdity, but the candid admission by an undisputed authority that it is the cardinal principle in American architecture, and that it is useless to contend against it. And, indeed, it might well be so: for if this idea has become firmly rooted in the minds of those who are concerned with architecture, who are erecting buildings as well as designing them, it is impossible to look for any better results than we have already obtained.

There is not only a popular misconception that architecture is a matter of cost, but also that it is concerned chiefly with the exterior of buildings, and is not a science of plan, convenience, use and similar influences. It is not the least surprising that a people who view their architecture through the medium of price should believe that the whole of it should be visible to the world at large in the exterior of their structures. That the American public is prone to judge of architecture by external æsthetic qualities is quite evident from the recent exhibition of the Architectural League in New York. This body is composed of the leading architects in the city, and its work is naturally the product of the best architectural culture in the country. Its annual exhibitions are looked upon by that section of the public interested in the serious treatment of architectural ideas as authoritative indications of whatever progress may have been made in American architecture during each year. Certainly the *personnel* of this society, and the names of those who send their work to its exhibitions, are sufficient justification for the estimation in which it is held. The exhibition that has just closed cannot be viewed as at all satisfactory to the public it was designed to instruct; and this, not because the work shown was of an inferior quality, not because it was lacking in firm, intelligent treatment, or was deficient in ideas, but because the drawings consisted solely of exteriors and picturesque effects.

It is not in the least critical of the work shown, to remark, that, in confining itself to these aspects of architecture, this important body of American architects has given its formal sanction to the idea that if a building looks well, all has been done that is needful to make it good architecture. On no other grounds does it appear possible to explain the pre-dominance of exteriors in this collection. It is to be admitted that the artistic treatment of exteriors is one of the most important problems the

architect has to deal with; but it is only one, and architecture has to do with many. It is not unreasonable to insist that it is quite as important to cover a given area well as to erect a facade that extends upwards into space for any desired distance. There is, however, a widely extended opinion that architecture is a matter of outsides, and is not at all of what is within. The outlook for American architecture is, in truth, discouraging when such a view receives the official support of an eminent body of architects.

It is not to be supposed that so advanced a journal as THE RECORD AND GUIDE should be backward in presenting the same idea. In a late issue it gave a review of the work done on the West Side of New York, the seat of the most active building operations in the metropolis, in which, out of sixty-four illustrations, forty-nine were of exteriors, twelve bits of interiors, and three plans. It would seem to be indisputable, then, that the American people are satisfied with their buildings if the outsides are good-looking. The structures illustrated in THE RECORD AND GUIDE include private residences, apartment houses, hotels, warehouses, and churches, any one of which must have required some ingenuity in arrangement of plan, and have had some interesting constructive details, but they are carefully hidden from those who should be interested in these essential portions of architecture.

These indications of the tendency of American architecture show very clearly where the error is. The needs of the public are heeded in almost every phase of modern life and thought. The manufacturer and the shop-keeper, not less than the editor and the artist, are continually on the lookout for what the public wants, and hasten to supply them as soon as manifested. The public evidently want only exteriors in architecture. Plans, use, environment and other matters which were once pre-eminent in the art, are now at a discount. Until the popular mind frees itself from such erroneous ideas, it will be impossible for the art to make any progress. It is well to remember that the general public which is satisfied with such things is more to blame for their continuance than the architects who prepare the designs; but it is a serious retrogression when the architects join the popular movement and give their assent and support to it by catering to its most objectionable features.

BARR FERREE.

School of Architecture, University of Pennsylvania, Jan. 8.

WE gladly give space to the foregoing article, which was published in *Science* of January 23d, because it affords us an opportunity to introduce Mr. Barr Ferree in *propria persona* to those of our readers who have not followed his recent utterances on architecture in the pages of the *Popular Science Monthly*. We are obliged, however, to issue a caveat to the reader that Mr. Ferree does not quite state our views as we wish them to be understood. We object to be so positively committed to the brutal statement "that in architecture all considerations must be sunk save those of dollars and cents."

In his article in the *Popular Science Monthly*, Mr. Ferree took our architects to task severely for paying so little heed to the environment of their buildings, to the surroundings, climatic conditions and the necessities which insure the very greatest comfort and the very highest state of health. This charge, taken generally, we do not think can be successfully denied. But are there no other conditions than those Mr. Ferree sets forth? We think there are. The general features of an architect's plan are determined, not by any one condition; but by the resultant of all conditions.

There are limitations to be considered as well as desirabilities. We may lay it down as a rule in text-books, that the morning rooms in a dwelling should face the east, that all rooms should have direct light and air; but what can an architect do in these respects on a lot running north and south, 25x100, in the centre of a block in New York City? Neither knowledge of, nor respect for, the accepted principles of his art are of any assistance to him. Mr. Barr Ferree himself would be a helpless victim of undesirable conditions, if he accepted a commission to design an average New York dwelling or tenement. The fact of the matter is, the shape of lot in all our large cities are irrational, and it should not be a matter for wonderment if the buildings erected thereon are from an ideal standpoint unsatisfactory.

Apart from these limitations, however, the architect is beset by financial considerations which are usually of a kind to crib, cabin and confine him, and not infrequently they impose upon him problems that may be said to be impossible of solution, in a thoroughly artistic manner. Take for example the Pulitzer Building in this city. The requirements of the owner of it made anything but a monstrosity impossible. When a thirteen-story building on a lot of narrow frontage is called upon to supply a good revenue on capital invested and an unmistakable advertisement for a sensational newspaper, moderation suggests the wisdom of stopping there, without demanding architecture as well. Ictinus himself could not have solved the problem artistically.

Moreover, look at the Times Building. The architect placed the chief entrance through one of the piers. To charge him with this sin manifestly would be unjust. No doubt he would have preferred an architecturally ample entrance in the centre of the facade, but that would have entailed the sacrifice of space allotted to stores—which rent for a large sum annually.

In dwellings, flats and tenements, similar conditions exist which make thoroughly rational design impossible, and a frank acceptance of environment quite out of the question. The dominant conditions which an architect has to meet to-day are financial ones. Like a fashion-maker, he must design buildings that will sell or will return in rent a certain percentage on the capital invested. After these pre-requisites are provided for he may give what attention he can to art. Also, it must not be overlooked that the architecture of the present time is not chargeable with all the monstrosities which are to be seen in our big cities. A great deal of the work is due to the practice of speculative builders who, on the

score of economy, employ old hacks to make their designs, or young, illiterate draughtsmen. The architecture of the day may be charged as justly with the ignorance and vulgarity which these gentry embody in brick and stone, as the medical practice of the day may be charged with the quackery of patent medicine vendors.

In conclusion, it has to be pointed out that a very great deal of the censure heaped upon architecture of the present age by means of comparisons between the work done in the present day and the work done in the past is unwarranted. We would like to see the question ably discussed, whether, all in all, modern buildings do not answer to their purposes even better than ancient structures did to theirs. It is absurd to compare the average dwelling of these times with the Parthenon, or, as Mr. Barr Ferree did by implication, at least, with Pliny's Villa. Considering the cramping limitations necessarily imposed upon the modern architect, we think he deserves praise. At any rate, we would like to hold a brief on his behalf before any court of impartial judges; and while on many matters he would be condemned, there are others in which we think he would hold an honorable, if not an exalted position.—ED.

The attention of readers is directed to the "Wants and Offers" at the end of the Real Estate Department.

Men and Things.

The average of the literary work done at the present time is probably of a very fair quality; but there goes to reduce the average, not only an enormous quantity of slipshod, meaningless and silly stuff, but a good deal that is quite meretricious. This could be endured, perhaps, if its creators did not assume such grand airs. It is pretentious mediocrity that is offensive. A man may write a trashy story, and we may simply pity him and his readers; but when he calls his story a "new type of fiction" it seems to me that the day of forbearance is over, and the day of retribution should come. What is called a novel has recently been published, entitled the "Upper Ten," and in his preface the author makes some astonishing claims. In announcing his "devotion to what is new and to progress," he runs across the fact that there is "some objection in several sections of this country to anything new in types of fiction." "There would be no objection," he says, "to these indignant criers, if they were content to sit on the graves of the past ages and let the tears fall on the sod, where a little water would do no harm; but when they come forth in their darkness and make the night hideous with emulations of the cayotes of the plains, with screeches like those of the night owl, and with yowls like those of the prowling cats, it would seem to be time to establish a guarantee to protect the thousands who prefer to purchase and read pure and new fiction." Having in this trenchant passage disposed of his enemies, the cayotes, the owls and the cats, the author goes on to develop his own creed. "This happens," he says, "to be a new age—as new as if the world had been recently organized; and one year of to-day represents more that is new and more progress than the entire history of the world previous to the invention of the telephone." And he winds up by adding: "One thing this author has not drawn upon—the works of others, and hence the new type of fiction." Wherein the new type of fiction differs from the older types which had the misfortune to exist before the invention of the telephone, the author does not make entirely clear. Apparently, the most essential point is that a novelist of the new school should include in his books a number of practical inventions which will teach people something. "The contributions," says Mr. Ballou, "offered to invention and to pure science should be valuable to the age. Thousands of people will grasp the advances of progress in a novel, if the plot holds them, who would not learn of such progresses if compelled to study dry and abstract works." In this connection I would suggest a literary co-partnership between Thomas Edison and W. D. Howells, and if the "new type of fiction" is to prevail it might be well to change our laws so that the inventor-novelist could take out a patent and a copyright at one and the same time.

Clyde Fitch's "A Wave of Life," is a story of four or five poor, thin creatures, made of a spiritual substance, whose best physical counterpart would be putty. Their creator has run an electric current through them; and consequently supposes that he has endowed them with life. He has, however, succeeded only in making them jerk and pose. In reading the book, you are sometimes inclined to doubt whether the author has ever met a man or a woman. Of course, the presumption is that he has, and the deduction that he did not see them. The curtain rises on a lady, whose eyes were "large, blue and glorious," "capable of expressing every emotion in an intensified degree," being the "windows of her soul, windows which her temperament had painted with the myriad hues of her beauty and passion." These eyes were at that moment engaged in the edifying occupation of "seeing the unseeable," while "there was a half-sad smile on her lips, and a daring ray of the fast-setting sun moved lightly, gloriously, across her hair." What a picture for a caricaturist? Of course, we all of us know what this means. Visions of an unutterable anguish, erratic passion, and queer doings immediately appear to the imaginative eye, and the author careful to justify all expectations. This young lady, at the moment, is torn by doubt. She has a suitor in a man who is rich enough to give her "physical luxury;" but, she asks, would there be the additional advantage of "mental luxury?" Horrid doubt! At the same time she does not like the second alternative, because she stumbles against the following puzzler: "Are two intense natures, immeasurably sympathetic, capable of living together in complete harmony?" On the whole she cannot decide to do anything except to drift, whereupon the author seals her fate by adding the profound reflection;

"As sure as one drifts, one goes down the river to the rapids, or else out into the shoreless, bottomless sea," which speaks well neither for his geography nor for the kind of boats in which he has been in the habit of traveling. The young lady finally becomes engaged to the "physical luxury" man, but takes advantage of his absence immediately afterward to fall in love with the gentleman who can give her "mental luxury"—a novelist who writes stories with "inevitable endings." This, of course, was not exactly the right thing to do; but, as the author says: "Ah, men! Ah, children! it is always the moon, the beautiful, silvery, changing moon, that we cry for." After some tribulations and misgivings, they decide to elope. They start on a steamer for Bermuda, get to quarreling after a day or two, and as the author predicted are both swept overboard into the "shoreless and bottomless sea." This is the way the author describes the death of the "mental luxury" man. "For one instant Cyril Farnsworth lay prone and still beside the heavy mast that had fallen past him down upon the deck. Over on one side rolled the ship and sank deep down into the sea, as if to show the sight to hell. And over rushed the loud dark waters, as if to hide the sight from heaven. Then, the mighty wave receding took him for her own, and tumbling back from whence she came, swept the earthly temple of Cyril Farnsworth into the pit of the bellowing sea." Shades of Thackeray! Think of it—an earthly temple in a bellowing pit, and hell taking it all in.

* * *

From the above account it will be seen that this story belongs to what I will call the slush-and-slop-over type of novels. In criticism, they ought not, indeed, to be treated individually, and I must so far apologize to my readers. There has been a sort of epidemic of them of late years. With incidental variations they all belong to the same class, and should be condemned for the same reasons. As a usual thing they are written by women; and if a man had not signed his name to this, I, for one, should certainly have attributed it to such a source. The "Wave of Life" seems to be a combination of Ouida at her worst, and Laura Jean Libby. It could never have been written by a person who had any real sense of humor; but the author is at great pains to be sarcastic—the sarcasm being of the thinnest and cheapest description. He speaks of the heroine's "scathing wit," and probably intends a description which she gives to the "mental luxury" man of the people at one of her mother's receptions as an example—these being the only words she says that could possibly be construed as witty. This stuff is of the same kind that Ouida puts in the mouths of her dukes, duchesses and artists a la mode; only it is not half so good, and it bears unmistakable ear-marks of the "smart," young man. I do not say that there is not room for this kind of satire; but a very little of it goes a very long way, and if it is done at all it should be done with taste and discretion. The guests are invented for the purpose of being made the objects of the heroine's "scathing wit;" and under such circumstances pert talk comes very easy, as easy, indeed, as ridiculing a silly book of this description. If Mr. Clyde Fitch is going to do any more writing I should advise him to go and live on a ranch among some cowboys for two or three years. Almost anyone of ordinary intelligence can do good work if they will only observe carefully and construct slowly and steadily. It is only a person of extraordinary abilities that can afford to be rapid in his achievements. As a discerning English critic has said: "The reason that so few good books are written is that so few people know anything." But we all can learn, and the care should be that we do not produce before we have learnt enough. What Clyde Fitch particularly needs to know is that there is a cleverness which is less worthy than stupidity, an exuberant sentiment which is less respectable than mere torpidity, and an utterance which is more sterile than silence. Nothing better than "A Wave of Life" was, however, to be expected from anyone who had much to do with the writing of "Beau Brummel."

The Builders' Convention.

The Building Trades' Club feels greatly pleased by the many indications given of a growing interest in the coming convention of the National Association of Builders. The replies received thus far are numerous and prove how widespread the effect of the meeting will be. Arrangements for the meetings and the entertainment of delegates in attendance are being pushed rapidly forward, and so far as made are satisfactory in all respects. On the afternoon of February 9th a reception will be given by Col. Auchmuty at the Trades School, corner of 1st avenue and 68th street. Extensive arrangements have been made for this reception. Bishop Potter will deliver the address of welcome, and a large number of prominent gentlemen have been invited by him to assist in receiving the visitors. There can be no question that this convention will prove a memorable one in every respect, and nothing will be left undone to secure that end.

Annual Meeting of the Mechanics' and Traders' Exchange.

The Mechanics' and Traders' Exchange met on Tuesday last at 1 P. M. to elect officers for the ensuing year, when the following members were elected:

President, William C. Smith; vice-president, George Moore Smith; treasurer, Edmond A. Vaughan; secretary, Stephen M. Wright; trustees, John J. Tucker, William Brennan, Thomas Dimond, Otto M. Eidlitz, Henry M. Dickinson, Thomas M. Mulry, Henry A. Mauer; examiners (bureau of buildings), Warren A. Conover, Edwin Dobbs; inspectors of election, Lawrence Curnen, John J. Donovan, James Stanley.

Wm. C. Smith, the newly-elected president, is vice-president during the expiring term. He is a carpenter by trade, and is the son of Havilah M. Smith, the veteran carpenter. The president-elect's shop is on Varick street.

Geo. Moore Smith, the new vice-president, is a member of the firm of Candee & Smith, dealers in building materials. He is very popular in the Seventh Regiment, of which he is lieutenant-colonel. He is a veteran of the civil war and is an ex-president of the Building Material Exchange.

Ed. A. Vaughan, the incoming treasurer, is in business on Maiden lane, being an officer of the Moen Asphalt Company, of which his father is president.

Stephen M. Wright, the secretary-elect, has been prominently known for many years as the secretary of the General Society of Mechanics and Tradesmen, one of the oldest organizations of the kind in the country. He has latterly held the position of secretary of the Building Trades' Club, and is closely identified with the organization of the entertainment part of the programme for the forthcoming National Convention of Builders, to be held in this city from February 9th to 12th.

Trouble in the Brooklyn Register's Office.

The usual quietude has hardly prevailed in this office for some time past owing to the desire of the Lawyers' Title Insurance Company to flood the office with extractors of the records in order to build up a plant similar to that possessed by the Title Guarantee and Trust Company, who copied all the records during the time of Register Murtha. The present incumbent, Mr. Kane, does not look with favor upon the attempt of the Lawyers' Company to fill his office with men engaged to copy the many thousand libers of deeds and mortgages of which he is custodian, and his subordinates have been engaged in taking the books away from the employes of the Lawyers' Company who were imported to copy or extract the same. The result was an appeal by the company to Judge Cullen, of the Supreme Court, who, whilst holding that the Lawyers' Title Company had a right to make searches in the usual manner, and that their staff of searchers were entitled to use the records for that purpose in the ordinary manner, was also of opinion that the Register was judge as to how many other people might be employed by the aforesaid company, without their becoming an obstruction to the working of his office; hence the clash. The case is still before the courts, as the Lawyers' Company want a decision now as to what number of people they are entitled to have working in the office. We understand that an opinion will soon be reached or an amicable settlement arrived at between the parties in dispute.

New Stations on the Elevated Roads.

It was reported in real estate circles during the week that the Manhattan Elevated Railroad Company would within two months build a station at 66th street and Columbus (9th) avenue. Vice-President R. M. Gallaway said; when seen, that the company had determined to build the station, but he could not say whether it would be finished within two months' time or not. As to the long-talked-of station at 88th street and Columbus avenue, Mr. Gallaway said that it would never be built, as the grade at that part of the road was too steep, permitting stations at 81st street and 93d street only, the top and bottom of the hill. In reply to a question as to whether the company contemplated the erection of any other stations the vice-president said that several new stations would be built on the Second Avenue road if the property owners wanted them, but where these stations would be or when they would be completed he could not say.

Notice to Property-Holders.

CITY OF NEW YORK, FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, January 21, 1891. }

In pursuance of Section 997 of the "New York City Consolidation Act of 1882," the Comptroller gives notice to all persons, owners of property affected by the following assessment list, viz.:

ACQUIRING TITLE.

Hampden st, from Sedgwick to Jerome av.

—which were confirmed by the Supreme Court November 26, 1890, and entered the 21st day of January, 1891, in the Record of Titles of Assessments, kept in the "Bureau for the Collection of Assessments and Arrears of Taxes and Assessments and of Water Rents," that unless the amount assessed for benefit on any person or property shall be paid within sixty days after the date of said entry of the assessment, interest will be collected thereon at the rate of 7 per cent. per annum, from January 21, 1891. Payments to be made to the Collector of Assessments and Clerk of Arrears, between 9 A. M. and 2 P. M.

Important to Property-Holders.

BOARD OF ASSESSORS.

No. 27 CHAMBERS STREET,
NEW YORK, Jan. 17, 1891. }

Notice is given to the owner or owners of all houses and lots affected thereby, that the following assessments have been completed and are lodged in the office of the Board of Assessors for examination by all parties interested, who must present their objections in writing, if opposed to the same, within thirty days from date of notice:

CROSSWALKS.

- No. 1.—Kingsbridge road, at w s 10th av.
No. 2.—124th st. at w s Park av.

FENCING VACANT LOTS.

- No. 3.—95th, 97th, Madison and 5th avs—the block.

FLAGGING AND REFLAGGING, CURBING AND RECURBING.

- No. 4.—133d st, both sides, from 7th to 8th av.
No. 5.—84th st, both sides, from 8th to 9th av.
No. 6.—20th st, s s, from Avs A to B.
No. 7.—44th st, n s, from 2d to 3d av.
No. 8.—Boulevard, w s, from 73d to 74th st.
73d st, n s } from Boulevard to West End av. }
74th st, s s }
No. 9.—111th st, n s, from Madison to 5th av.
No. 10.—Boulevard, both sides, from 83d to 84th st.
84th st, both sides, from 10th to West End av. }

[The limits embraced by such assessments include all the houses and lots situated as follows:

- No. 1.—10th av and Kingsbridge road, to extent of half the block west therefrom.
- No. 2.—Park av and 124th st, to extent of half the block west therefrom.
- No. 3.—95th and 97th sts, Madison and 5th avs—block bounded by.
- No. 4.—133d st, both sides, from 7th to 8th av.
- No. 5.—84th st, both sides, from 8th to 9th av, on block 127 Ward Nos. 17, 18, 19, 20, 24 and 25, block 126 Ward Nos. 46, 47, 48 and 61.
- No. 6.—20th st, s s, from Av A to Av B.
- No. 7.—44th st, n s, from 2d to 3d av.
- No. 8.—Boulevard, w s, from 73d to 74th st. }
73d st, n s, extending abt 250 ft. westerly from Boulevard. }
74th st, s s, extending abt 162 ft. westerly from Boulevard. }
- No. 9.—111th st, n s, from Madison to 5th av.
- No. 10.—84th st, both sides, from 10th av to Boulevard. }
Boulevard, both sides, from 83d to 84th st. }
84th st, south side, from Boulevard to West End av. }

The above described list will be transmitted as provided by law to the Board of Revision and Correction of Assessments for confirmation on the 2d day of March, 1891.

JANUARY 29, 1891.

PAVING AND REPAVING.

- No. 1.—Leroy st, from Washington to West st.
- No. 2.—Washington st, from Clarkson to Spring st.
- No. 3.—Houston st, from Washington to West st.
- No. 4.—19th st, from 10th av to point 300 w therefrom. } repaving.
- No. 5.—117th st, bet St. Nicholas and 8th avs; asphalt.
- No. 6.—119th st, bet St. Nicholas and 7th avs; asphalt.
- No. 8.—Av B, from 79th to 86th sts; granite block.

REGULATING, GRADING, ETC.

- No. 7.—145th st, from 6th av to Harlem River.

[The limits embraced by such assessments include all the houses and lots situated as follows:

- No. 1.—Leroy st, both sides, from Washington to West st, and to the extent of half the block at the intersecting sts.
- No. 2.—Washington st, both sides, from Clarkson to Spring st, and to the extent of half the block at the intersecting sts.
- No. 3.—Houston st, both sides, from Washington to West st, and to the extent of half the block at the intersecting sts.
- No. 4.—19th st, both sides, from 10th av to half the distance to 11th av, and to the extent of half the block at the intersection of 10th av.
- No. 5.—117th st, both sides, from St. Nicholas to 8th av, and to the extent of half the block at the intersecting avs.
- No. 6.—119th st, both sides, from 7th to St. Nicholas av, and to the extent of half the block at the intersecting avs.
- No. 7.—145th st, both sides, from 6th av to a point distant about 250 ft. easterly from 6th av, and to the extent of half the block at the intersection of 6th av.
- No. 8.—Av B, both sides, from 79th to 86th st, and both sides of each intersecting st to one-half the distance easterly to the bulkhead line of the East River, and both sides of each intersecting st, westerly to one-half the distance to Av A.]

The above-described list will be transmitted to the Board of Revision and Correction of Assessments for confirmation on the 3d day of March, 1891.

The Opinions of Others.

The property-owners and residents on Lenox avenue, from 130th street north to the Harlem River, are at present agitating the question of a surface road on that avenue, from 110th street to the river. The views of those who desire the road were expressed in a talk which a real estate man, living in this section, had with a reporter. He said: "I live near 130th street and Lenox avenue, and have done so for several years past, and from my experience I should say that I am about as isolated from all transit facilities as it is possible to be. The residents in this part of Harlem do not mind the distance to the elevated and surface roads in fine weather, though even then it is a nuisance, but we do object when it is rainy or stormy, as it has been so frequently this winter. The only cross-town cars are at 125th street, and of course the use of these cars is out of the question for any one living north of 130th street; it is better then to walk two 800-foot blocks to the elevated station at 135th street. It was said that the new school at 134th street and Lenox avenue would fill all the flats in the neighborhood, and in this way furnish a sufficient trade to keep the stores alive; but although it is the finest school in the city it has not done so, and you see now quite as many vacant flats and stores as ever. The opposition to the road comes from Commissioner Gilroy and the residents on Lenox avenue, south of 125th street, who claim that the right of the Sixth Avenue Railroad Company to lay tracks on Lenox avenue has lapsed. If that is really the case a new charter should be granted, for the growth of a whole section of Harlem is being retarded for want of this surface road. If THE RECORD AND GUIDE will only agitate this matter all the daily papers will take it up, for I have noticed that they all copy from your paper."

Contractors' Notes.

Sealed bids will be received at the Department of Public Works until 12 M., Tuesday, February 10th, for furnishing materials and performing work in the alteration of the building on the northeast corner of 141st street and 3d avenue, and fitting up the same for use of the Commissioner of Street Improvements, 23d and 24th Wards.

Correction.

The American Express Company, not the Adams Express Company, are the owners of the building referred to among the numerous structures for

which plans were filed during 1890, reviewed last week under the head of "Important Down-town Buildings." The building is on the southwest corner of Hudson and Jay streets, and is completed, the plans having been filed in March last.

Albany News.

ALBANY, N. Y., January 30th.

At last! The Stewart Rapid Transit Bill was sent to the Assembly to-day for concurrence, and having been referred to the Railroad Committee with directions to report it forthwith, it was read a second and third time, and was passed without a dissentient vote. Ayes, 85. Its fate now rests with Governor Hill.

The Senate Finance Committee appointed last year to report on the value of the State property on Ward's Island, south of the main road, have submitted their report. It recommends the sale of the lands, which it values at \$2,500,000. R. P. Bush has a bill in the Assembly for the registration of plumbers and the supervision of the ventilation of buildings.

Assemblyman Guenther has introduced a bill to "regulate architecture." It provides that the Regents of the University of the State of New York shall appoint seven persons to be a State Board of Architects, which shall make rules and regulations for the examination and licensing of architects.

The Webster bills providing that New York shall not issue street paving bonds to a greater amount than \$5,000,000 in the aggregate, and that bonds must be given that pavements disturbed for any purpose will be properly relaid, are on the order of third reading in the Assembly.

A bill has been introduced providing that in cities of over 100,000 inhabitants private bankers must deposit \$10,000 with the Superintendent of Banking.

A bill has also been introduced which empowers the Sinking Fund Commissioners of New York City to sell permission and franchises for the laying of pipes in the streets and the erection of poles for electric power wires.

Real Estate Exchange Matters.

The Legislative Committee met on Monday at 3 P. M., Thos. F. Murtha in the chair. Eleven members were present.

The Sub committee on Rapid Transit was announced as follows: E. A. Cruikshank, R. V. Harnett, G. De F. Barton, S. McMillan, G. H. Scott, J. L. Wells, J. E. Leviness, Richard Deeves and D. F. Porter.

The returns from Albany were then read and referred to the committees named. Senate bills introduced by Messrs. Roesch and Blumenthal, amending the short form mortgage, to the Committee on Pending Legislation, and Senator Roesch's bill, which permits the use of deafening material for tenement house ceilings instead of plastering, which was referred to Building and Mechanic's Lien Law Committee.

Assemblyman Lane's bill, providing that where a judgment is issued in a mechanic's lien suit a transcript shall be issued as in other civil cases and no execution shall be issued, was referred to the same committee, as was also the same gentleman's bill which provides that a mechanic's lien shall follow on a property after transfer of the same, unless it can be shown that there is no reasonable cause to suspect the existence of such lien. Assemblyman Guenther's bill provides for the appointment by the Board of Regents of a commission of seven persons to examine applicants for an architect's license and to license architects. These licenses may be revoked for cause. This bill was referred to the Building and Mechanic's Lien Law Committee.

Assemblyman Taylor's bill requiring a statement of the amounts due on bond and mortgage on real estate to be filed was referred to the Committee on Pending Legislation. Mr. Connolly's bill increasing the State assessors from three to five in number was referred to Taxes and Assessments Committee, and Mr. Farquhar's bill to convert the reservoir at 42d street into an air garden to the City Improvements Committee.

No reports were received on the measures referred last week as the printed bills have not yet come down from Albany.

The following names have been posted for membership in the Exchange: George Seege, by Wm. Kennelly; John H. Deane, by E. L. King; and Louis Berg, by E. A. Cruikshank.

Newark News.

Jeremiah O'Rourke has plans for a three-story double frame tenement, to be built for James Smith, on 8th avenue, now Sheffield street. It is to be 33x46, and will cost \$6,000.

Wm. F. Zimmermann has plans for a two-and-a-half-story frame dwelling, 57x21, to be built for Mrs. Munn, at No. 49 Avon avenue, at a cost of \$3,200.

Surnnerton & Poole have plans for a three-story frame dwelling, 22x56, to be built for H. A. Bliss, corner Clinton avenue and Vanderpool street, to cost \$5,200.

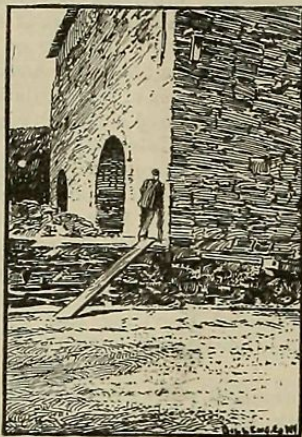
The following plans have been filed during the past week: 2-sty fr leather mfy, 20x29, 25 New York av, S. D. Tate; 2-sty extension, brk, 13x18, 133 Elm st, J. S. Mundy; 2-sty fr dwg, 21x—, 257 South 11th st, Jno. Degedorff; 1-sty brk varnish factory, 54x25, 118 Chestnut st, E. C. Robertson; 1½-sty fr barn, 25x20, 13th st, Robt. Thorpe; 2-sty fr barn, 20x21.6, 318 Summer av, Ed. Grover; 2-sty fr dwg, 22x40, 103 Main st, Louis Stockinger; 2½-sty fr dwg, 21x34, 315 7th av, Jno. N. Hesse; 2½-sty fr dwg, 21x30, 145 Fairmount av, Mrs. Loisa Van Campen; 1½-sty fr barn, 24x14, 76 South 12th st, Dan'l Bradley; 1-sty fr stable, 19x24, 100 Garside st, Wm. Block; 1-sty fr blacksmith shop, 24x12½, 76 9th av, P. H. Harrison; 2-sty fr extension, 25x30, 27 South Orange av, L. Schoenfelder; 2-sty fr dwg, 25x36, 66 Halleck st, Smith Lysaught; 2-sty fr dwg, 21x42, 389 Littleton av, Geo. Stahl; 3-sty brk storehouse, 36x39, cor Market and Ferguson sts, G. W. Weidameyer; 2-sty brk store, 35x22, 563 Broad st, John Lynagh; 2-sty fr carpenter shop, 50x16, rear of 124 and 126 Parker st, Mrs. S. V. Jacobus.

Pennsylvania Cement Quarries.

[COMMUNICATED.]

Most of us, in speaking of domestic cements, are accustomed to the idea that their manufacture, as far as we in New York are concerned, begins and ends on the Hudson River. For the past thirty years this market has known little about cements in other States, but the use of Pennsylvania cement by prominent builders in New York City and Brooklyn has called attention to the fact that cement quarries have arisen in neighboring States that are being brought into active competition with those manufactured at our doors.

The supply of Pennsylvania cement to the New York market dates back only a few years, but among the more prominent buildings in which it has been used in the metropolis are the following: The German Liederkranz building, on 58th street, J. & L. Weber, builders; Fulton

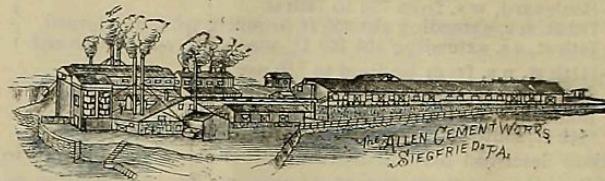


Cement Kiln.

Market, B. Gallagher, builder; the Bradhurst building, on Greene street, Richard Deeves, builder; the Williamsburgh City Fire Insurance Co.'s building, on Broadway and Liberty street, Robert L. Darragh, builder, as well as the new Mercantile Library on Astor place, and the new Edison building on Broad street, the last two now being in process of construction.

tests of cement of every shade of color, a variation in strength in each color not in keeping with the idea that the darkest shades are the strongest; as a matter of fact the best cements known are of a light color."

Gen. Gilmore, U. S. A., who is reported to be a good authority on cements, and who devoted many years to the examination of the limestone quarries and cement works of this country as engineer-in-charge of United States public work, states, in his treatise on cements (page 162), that the presence of a large proportion of coloring principle in cements might be expected to deteriorate the quality. He also states (page 20), that the



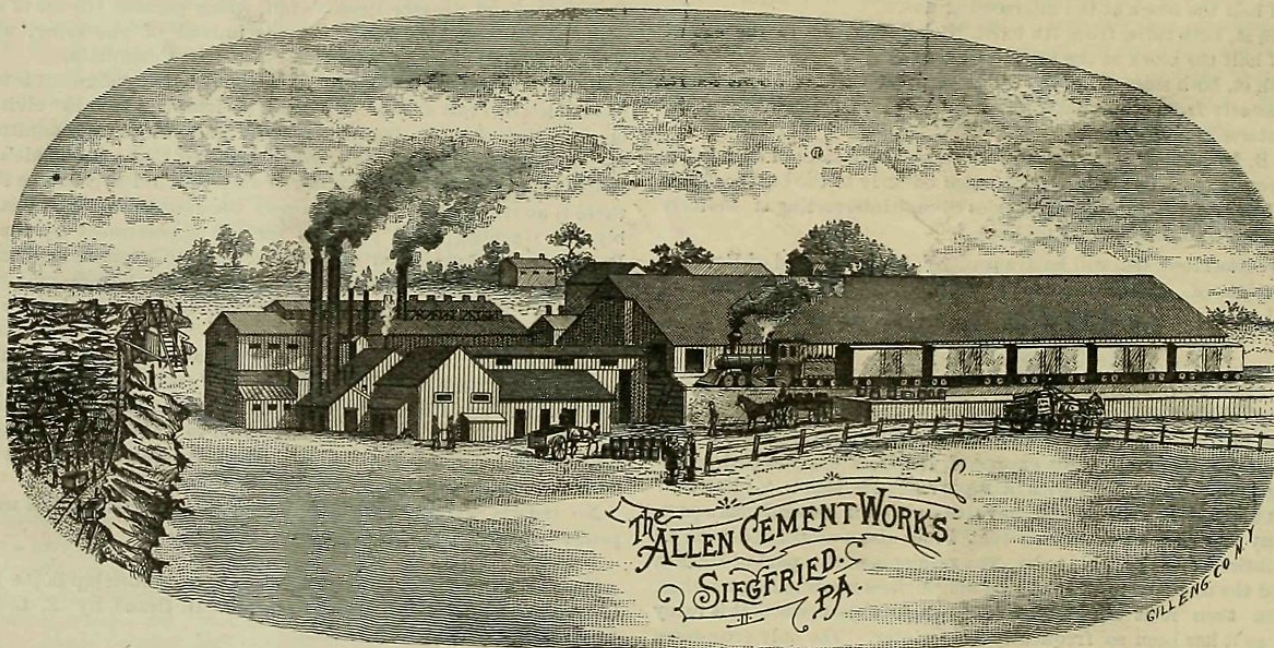
Mill and Stock Houses, looking south.

limestones of Virginia and Pennsylvania are better calculated to furnish a reliable cement than those found in New Jersey and New York.

It is well known that efforts have been made to produce a Portland cement out of the rock found in Ulster County, N. Y., but without success, several fortunes having been spent in experiments with that object. In Pennsylvania, however, a uniform and superior Portland is manufactured from the Allen quarry, and this is being improved upon each year.

Tests made in laying asphalt pavements in Scranton and Wilkesbarre, Pa., show that the "Allen" cement has stood the brunt of traffic very well. The Barber Asphalt Paving Company used 12,000 barrels in laying their pavements in Scranton last year, while it has been used more or less considerably in Pittsburgh, Elmira, Corning, Paterson, Hackensack, the Oranges, Norfolk, Richmond, New Orleans, Charleston, Galveston and Washington. On Staten Island it has been largely used for underground and sewer work.

The rock used in the Lehigh Valley cements, instead of being tunneled, as in Ulster County, lays in benches and is blasted. Some of these benches are 200 to 250 feet high, so that an immense quantity of stone is blasted at a time, which greatly facilitates cheap quarrying. Another source of



The cement used in the buildings named was manufactured by the Allen Cement Company, of Siegfried, Pa., in which it is understood that Messrs. Hugh N. Camp & Sons, of New York, are largely interested. The cement has been used for many years throughout Pennsylvania for canal and railroad work, and by many of the largest manufacturing establishments, and was awarded a diploma and medal at the Centennial Exhibition, at Philadelphia, as the best natural rock hydraulic cement. The manufacturers are now supplying the Baltimore & Ohio belt line tunnel, which is to run from one end of that city to the other.

The cement quarries of Pennsylvania have increased in number during the past decade, and they now turn out and distribute about 1,000,000 barrels annually, both of Rosendale and Portland. The cement is chiefly used in the State in which it is manufactured, but a considerable quantity is sent to New Jersey and the South. It is only during the last two or three years that it is being brought to the New York market, where its consumption is increasing with every month.

A criticism has been made that Pennsylvania cements are somewhat too light in color. A writer on cements, in meeting this objection, says: "The unfounded prejudice existing against light colored cements is rapidly disappearing. The more enlightened and practical builders of the present day, who, before condemning an article, give it a trial, have done much toward accomplishing this result. That the color can have any possible effect on the quality of a cement is shown to be a fallacy, when we find, by actual

economy is the shipment of large contracts to parts of the State inaccessible to railroads, in paper and hemp bags instead of in barrels.

The matter of cost is an important one to the New York market. The Allen Cement Company, though it has delivered 170,000 barrels in the fourth year of its existence, has not been able to beat the Hudson River manufacturers in price, though the quotations for both cements are about the same. It is only by their cheap facilities in quarrying that the Pennsylvania Company can meet their competitors on the same ground.

The manufacturers of the Allen cement make a rather strong claim for their material. In a circular which they have just issued they say that "for cisterns, sewers, sewer pipe, cellar floors, bulkheads, foundations, or any work where water is liable to come in contact with the cement immediately after being used, we warrant our cement superior to any in the market. The stone in our quarry contains the proper proportions of ingredient to produce a superior hydraulic cement, being similar in character to the best known brands of Portland."

Whether New York builders, after testing the cement, will agree with the manufacturers, remains to be seen, but sufficient has been said in this article to interest the reader in cements manufactured outside of our own State.

The illustrations are from pictures taken on the spot of the Allen Cement Works, which are among the most important in Pennsylvania.

Rapid Transit Assured.

All suspense and anxiety regarding rapid transit legislation was ended yesterday by the passage of the Senate bill in the Assembly by a unanimous vote. It was in the Governor's hands by noon, and will in all probability be made a law by his signature within a few days. As the bill is passed it contains the Robertson amendment, authorizing the Board of Rapid Transit Railway Commissioners to negotiate with the New York Central Railroad Company for the articulation of any new rapid transit line with its system.

It also contains the Sheard amendment exempting Battery Park from the operations of the act. With respect to this amendment the frantic writers in the daily papers do not seem to have any clear conception of what the amendment has done or where it leaves the Battery Park question. If it is their opinion that the amendment prohibits the use of Battery Park for any extension of tracks or terminal facilities to the elevated railroads they are altogether mistaken. The bill in its original shape gave the Board of Rapid Transit Railroad Commissioners authority to grant such extensions under such terms and conditions as it might deem for the benefit of the city. The amendment merely deprives the board of that authority so far as the Battery Park is concerned, and leaves the law governing the situation just as it is at present.

There is no prohibition in the law, as it is at present, to the extension of further privileges to the elevated railroad company. The power to do so exists in the Board of Park Commissioners, and in all the rapid transit legislation of the past fifteen years the provisions relating to Battery Park have been merely negative in their general propositions, and have not affected the general question of the control of the park by the Park Board.

The new Board of Rapid Transit Railroad Commissioners is undoubtedly pleased to be relieved from the consideration of the subject, but the elevated railroad company can find nothing but satisfaction in the amendment. Without it the company could not have secured its desired privileges without the consenting resolutions of both the Board of Rapid Transit Railroad Commissioners and the Board of Park Commissioners. Now one of these hindrances is removed by the Sheard amendment, and the only consent necessary to obtain is that of the Board of Park Commissioners.

Anybody at all familiar with the law or interested enough in it to look it up could not have been misled by the Sheard amendment, and it is doubtful whether the politicians who piloted the bill through the Legislature were quite as ignorant of the true effect of the amendment as their silence would imply. Probably they saw that the amendment would not affect the general subject of rapid transit, nor injure the bill in any important particular, and were afraid that any attempt to explain would imperil the chances of the passage of the bill, and therefore concluded to let it pass without opposition. Senator Sheard gets credit for "saving Battery Park," and all the fools are satisfied, while the Wizard of Wall street laughs.

The passage of the bill at this date will give an immediate impulse to the commission, and will direct its movements in a more practical trend than it has thus far been pursuing. A good deal of preparatory work has already been done, which leaves the commission clear and free to enter with a pretty fair grasp of the subject upon the practical work of laying out routes and determining upon plans of construction. Most of the cranks have been heard from and their schemes have been aired and put back on the back shelf to await the resurrection of creations of misapplied energy. But in the hearings which have been given the commission has acquired a vast deal of valuable information. It has learned that several of the engineering difficulties which to the Belmont commission seemed insuperable, can be overcome with comparative ease, and at the same time and by the same means the financial difficulties have been materially diminished.

Everything points to the speedy competition of the work done by the Belmont Commission as the first step in the very large programme cut out by the new bill for the Steinway Commission. This means the construction of a tunnel or underground electric line from the neighborhood of the South Ferry, through Broad and Nassau streets, under Printing House square and the City Hall Park, at the northeast corner, and under the block between Chambers, Reade and Centre streets and Broadway, and Elm and Marion streets, Lafayette place and 4th avenue to a connection with the New York & Harlem, and New York Central, and New York, New Haven & Hartford railroads.

Then it is proposed to lay out East and West Side routes, perhaps two on each side, all converging at the Battery Park. It is intimated from a semi-official source that no extension of privileges to the elevated roads will be authorized until an underground system has been given an opportunity. If after laying out an underground route and specifying the system of construction the capital shall not be forthcoming for its construction and operation, recourse will of necessity be had to the elevated system. But the underground will be given a first chance.

Special Notices.

Messrs. Whipple & Derby, of Newport, R. I., who have for many years been prominently connected with real estate at that fashionable resort, offer for sale, in our advertising columns, a very handsome Newport improved property on The Cliffs, or they will exchange for first-class New York City realty. They have also several cottages for rent and a number of building sites for sale.

On a card of the American Wood Staining Works it is noticed that this factory received a medal at the Melbourne (Australia) Exhibition in 1888 for the excellence of their material, which stains wood in imitation of cherry, mahogany, ebony, cedar, oak, etc. The works are conducted by Messrs. Auffermann & Co., at No. 211 East 42d street.

The attention of readers is directed to the "Wants and Offers" at the end of the Real Estate Department.

Real Estate Department.

The market just now is characterless, neither very active nor very dull. During the week there has been a good deal of talk and active inquiry, and considerable investigation on the part of intending buyers, but the sales are not numerous or important enough to warrant the statement that the market is active, but their volume is great enough to prevent the belief that the market is dull. The fact is, business seems to be in the transition state between briskness and stupidity, when it is hard to tell to which side it will incline. Most of the brokers, speculators, operators and owners profess the belief that a bright spring is ahead, and certainly there is every ground for making such a prediction. Real estate values were sustained during the most troublesome times through which we passed during the last months of 1890, showing that real estate is well held and at prices not exorbitant. At present owners are confident and buyers plenty, while money is easy and business prospects good. With these conditions it would be strange indeed to find many prophets of evil. Already the builders have commenced their operations, many of them having secured ground and commenced excavating, while others are looking round. During the past two or three weeks we have reported numerous sales of vacant property to builders and building loan operators, so that this branch of the business at least shows no signs of being at a standstill during the coming season.

The auction market has improved this week, as we predicted it would. While some of the parcels offered were bid in for the owners, many others were sold at good and some at high prices.

Altogether, if the business this week indicates anything it is that the feeling has improved, and that business promises to be more active at fair prices.

Two flats sold under foreclosure were the only sales in the Auction Room on Monday.

There was a crush on 'Change when the bell rang on Tuesday and sales commenced. It was the first day for some time past when the offerings at public auction embraced anything of interest in the way of down-town properties, but either the crowd was only composed of spectators or else those who came to bid thought that the prices demanded were too high, for only two out of five parcels of business property were sold, the other three being bid in, as will be seen by reference to another column. The southwest corner of Burling slip and Water street, 25.11 feet front on the latter street by 86.1 on the former and irregular in the rear, excited quite a competition. It was started at \$50,000, and sold for \$65,000 to M. Oppenheimer. A four-story building is on the ground. For the estate of David Briggs lots at Islip and Holbrook, L. I., and No. 71 Thomas street, were sold. The latter property was purchased by F. J. McLaughlin for \$22,500. By order of the executrix the northeast corner of 3d avenue and 46th street, a five-story tenement and store, 25.5x75, sold for \$45,050 to Thomas Reegan. The West Side was represented by a dwelling, four stories high, 18x55x100.8, on 91st street, west of Central Park West, which sold for \$24,100 to J. E. Levy. Under foreclosure a five-story flat on 30th street, west of 3d avenue, sold for \$41,550, and two lots on 137th street, east of Willis avenue, sold at \$5,500 and \$5,000 respectively, while there was \$6,961 due on each, or nearly \$2,000 more than the selling price. Beyond these the legal sales contained nothing worthy of comment.

There was a fair attendance at the Exchange on Wednesday, notwithstanding the fact that only three parcels of city property were sold. The first of these, a four-story, 20-foot dwelling, No. 45 West 37th street, attracted considerable attention from the active competition carried on between E. C. Wilde, of Douglas Robinson, Jr., & Co., and Martin & Bro. It was sold in a partition sale by order of the court. The first bid was \$28,000, and this figure was slowly raised by large and small bids until \$34,600 was reached, when Douglas Robinson, Jr., & Co. became the purchasers. The irregular plot at the corner of Varick and Downing streets sold well. It contains considerably less than a full lot, and there is upon it a three-story brick building and store. The first bid was \$10,000, and the property was sold for \$18,700 to Emil H. Kosmak.

Notwithstanding the rainy and disagreeable weather of Thursday there was a large crowd on 'Change when the sales commenced. The announcements embraced all sorts of property, but the day was principally notable for the sales of down-town property held. The largest crowd, of course, was in front of Auctioneer Richard V. Harnett's stand to watch the sale of No. 65 Wall street, a five-story building, on a lot 25.11 front x 92.2x21.9x103.9. This building was sold by order of the executors of the Verplanck estate, who are part owners. The building is leased to May 1st only. The first bid of \$150,000 was made by James Pennett, who was followed by an outsider with a bid of \$5,000. Mr. Pennett then made a bid of \$160,000 and became the purchaser. He represents the heirs. An almost equally interesting sale was that of the southeast corner of the Bowery and Broome streets property belonging to the estate of the late Wm. Simpson, the pawnbroker. It is known as Nos. 151 and 151½ Bowery and Nos. 331 to 337 Broome street, and at present it rents for \$7,500 per annum. Seventy per cent could remain on mortgage for three years at 5 per cent. Henry Waters made the first bid of \$105,000, but he soon fell out of the race and Jas. D. Murphy, the pawnbroker, bid against all comers until \$113,000 was reached, when he became the purchaser. Another interesting sale was that of property belonging to the Bartel estate sold by order of the executors. It consisted of No. 260 Washington street, which now rents for \$2,400, and is said to have sold in 1878 for \$11,000. It started at \$25,000 and sold for \$30,000 to L. S. Wolf. No. 180 West street, which rents for \$2,320, was started at \$20,000 and sold for \$34,000. The most stubborn contest in the sale of this estate, however, was made for Nos. 873 and 875 3d avenue, corner of 53d street, which now rents for \$5,800 per annum. Ascher Weinstein started the bidding at \$55,000, but he soon ceased to bid and the contest settled down to two members of the Bartel family. Henry C. Bartel finally secured it at \$76,000. Details of the minor sales will be found in another column.

On Tuesday, February 3d, Smyth & Ryan will sell, by order of the

assignee, a plot of nineteen lots in the 24th Ward. These lots are situated on 175th street, Anthony, Webster and Carter avenues.

On Wednesday, February 4th, Richard V. Harnett & Co. will sell the four-story brick factory, on a plot 25x109, at No. 218 West 37th street.

CONVEYANCES.

	1890.	1891.
	Jan. 24 to 30 inc.	Jan. 23 to 29 inc.
Number.....	240	186
Amount involved.....	\$4,650,089	\$2,810,017
Number nominal.....	78	52
Number 23d and 24th Wards.....	36	39
Amount involved.....	\$93,700	\$56,067
Number nominal.....	14	13
MORTGAGES.		
Number.....	246	253
Amount involved.....	\$2,724,328	\$2,703,673
Number at 5% or less.....	107	124
Amount involved.....	\$1,379,704	\$1,551,310
Number at less than 5 per cent.....	34	16
Amount involved.....	\$637,440	\$357,000
Number to Banks, Trust and Ins. Cos.....	43	32
Amount involved.....	\$797,950	\$798,000
PROJECTED BUILDINGS.		
	1890.	1891.
	Jan. 25 to 31 inc.	Jan. 24 to 30 inc.
Number of buildings.....	63	37
Estimated cost.....	\$1,140,055	\$586,710

Gossip of the Week.
SOUTH OF 59TH STREET.

Jeremiah C. Lyons, we are reliably informed, has sold the two six-story warehouses, about 90x130 feet in size, known as Nos. 15, 17 and 19 Waverley place, on the north side, 57.6 feet west of Mercer street. The particulars have not become public.

Douglas Robinson, Jr., & Co., have sold for Spencer D. Schuyler, to Geo. W. Birdsall, No. 56 West 33rd street, a four-story brown stone dwelling, on private terms; for John B. McCue to Dr. W. W. Van Valzah, No. 10 East 43d street, a four-story brown stone dwelling, on lot 17x100, on private terms. The same firm have sold in conjunction with Alfred E. Marling, No. 29 West 45th street, a four-story brown stone dwelling, 20x50x100, for Mrs. Haulbeek to Dr. G. M. Eddy, on private terms.

Ascher Weinstein has sold to Builder O'Rourke Nos. 300 to 306 7th avenue and Nos. 202 and 205 West 27th street, being the northwest corner of 27th street and 7th avenue, 88.8x94.9, with the five four-story tenements thereon, and Nos. 207 to 211 West 27th street, 50x98.9, with the three three-story and basement brick dwellings thereon, on private terms for improvement. Mr. O'Rourke has given in part exchange No. 434 East 14th street, a five-story front and three-story rear tenement and store, on lot 25x90. Mr. Weinstein has also sold to Wm. H. Schmohl, the brick men, Nos. 322 to 326 Madison street, three three-story old buildings, on plot 62x76.8, on private terms for improvement.

Morris B. Baer & Co. have sold for Mr. Fischer the five-story brown stone front apartment houses, known as the "Leonora," at Nos. 140 and 142 West 32d street, size 63x145, on private terms. They have also sold for Messrs. Martin & Bro. the property known as the "Manhattan Academy," a five-story school building, Nos. 209 to 213 West 32d street, size 75x136, for \$90,000. The purchaser is B. Fisher.

Jacob Bennett, we hear, has sold to Louis Lese Nos. 198 and 200 East Broadway, and Nos. 187 and 189 Division street, in the rear of the above, on private terms. The property has a frontage of 53 feet on each street, and runs through the block.

John M. Gibson has sold the brick stable, 18.3x80.7, No. 229 Lewis street, to F. Canogher for \$5,500.

Charles H. Reed has sold to Ascher Weinstein No. 234 West 46th street (Astor leasehold), a four-story and basement building, 18.5x60x100.5, on private terms.

Bryan L. Kennelly has sold for Hugh Reilly, to Henry J. Sills, of Smith & Sills, No. 319 West 44th street, a five-story double tenement, for \$35,000.

Mrs. Spencer has sold to C. G. Martin & Bro. No. 113 West 32d street, a three-story brick dwelling, 16x67, for \$10,000.

Selding Bros. have sold to H. C. Timmerman No. 60 East 66th street, a four-story brown stone dwelling, 20x55x100, on private terms.

Horgan & Slattery have purchased the lots, Nos. 91 and 93 Thompson street, 50x100, for \$35,000. They will improve the same by the erection of a seven-story warehouse, to cost \$70,000. They report that they have already leased the five upper lofts of the proposed building for ten years.

NORTH OF 59TH STREET.

Charles Buek & Co. and Charles Gahren have purchased of H. R. Cassel thirteen lots on the north side of 87th street, between Central Park West and Columbus avenue, and have agreed to restrict the same to first-class private dwellings. The Brush estate owning eight lots and Buek & Co. owning twenty-two lots on the south side, will join in the restriction, thus securing the entire block against objectionable features. These lots will shortly be improved on a uniform plan. The price paid was about \$14,000 per lot. Broker, John Bannon.

Jesse C. Bennett has sold for Wm. W. Hall to Chas. H. Parsons the six four-story brown stone front dwellings, Nos. 153 to 163 West 78th street for \$182,000. The sizes are 19 and 20x55, and extension 10x13x102.2 feet.

Mrs. Ann Eliza Jones has sold the block front on the west side of the Boulevard, between 103d and 104th streets. There is a frontage of 90.3 on 104th street, and 117 on 103d street.

E. H. Ludlow & Co. report the sale of No. 7 West 81st street (Manhattan square North), an unfinished four-story brown stone house, 25x80x102.2, to Augustus Prentice, of New Brighton, S. I. The owner is said to be Geo. C. Currier, of Bradley & Currier. The terms have not transpired.

L. J. Adams has sold for John Mulford to C. W. Luyster four lots on the south side of 74th street, 150 feet west of Central Park West on private terms for improvement.

John Bannon has sold the three lots on the east side of Columbus (9th) avenue, 75 feet south of 71st street, for about \$60,000. The plot will be improved by the erection of a storage warehouse with safe deposit vaults.

Edward G. Burgess, Theo. E. Fogg and John J. Shaw have sold to Traphagen & Wallach, five lots on the northeast corner of 5th avenue and 104th street for about \$53,000. The purchasers have resold to the Congregation Shearith Israel of 19th street, at about \$58,000. The congregation will not improve the lots but will hold them as an investment.

Bradley & Currier have purchased from Peter J. McCoy 75x100 feet on the north side of 70th street, 400 feet west of Central Park West, for \$45,000.

Slawson & Hobbs have sold for Egan & Halley to Dr. S. P. Turner the five-story single flat, 20x75, No. 271 West End avenue, for \$25,000; and for Cecilia Hagan to John H. McKee No. 105 West 76th street, a four-story brown stone dwelling, 20x55x102.2, for \$30,000.

Walter Reid has sold to a Mr. Richter, No. 17 East 92d street, a four-story private dwelling, 19x55 and extension x 100; and to David Levy, No. 19 East 92d street, a similar dwelling, for \$34,000.

Beverly Ward has sold for J. H. Cohen, to W. A. Moynan, No. 121 West 127th street, a three-story brown stone dwelling, 16.8x50x100, for \$12,000.

Barnett & Co. have sold for Thomas Smith, to E. Westheimer, No. 242 West 130th street, a three-story brick dwelling, 18.9x50x100, for \$13,200. By a typographical error the broker in the sales of Nos. 2001 and 2003 7th avenue, reported last week, was made to read Barnes & Co. The brokers were Messrs. Barnett & Co.

T. A. Burnett & Co. has sold to M. Kempner the four-story brown stone residence, No. 71 East 61st street, 19x55x100 feet, on private terms.

Joseph L. Ryan has sold to H. Cohen the northeast corner of 1st avenue and 78th street, with the improvement thereon, for \$47,500. Broker, J. Jay Smith.

F. Zittel has sold for Samuel Colcord to Wm. Harvey Merritt, the four-story, high stoop, brown stone house, No. 109 West 75th street, 20x55, and extension x102.2, for \$37,000. This leaves only one unsold out of a row of houses built by Mr. Colcord.

J. & G. Ruddell have sold the three-story brown stone dwelling No. 27 East 92d street.

Emanuel Perls has sold for Albert D. Oppenheim the four-story brown stone residence No. 52 East 65th street, lot 20x100, for \$38,000 to Isidore Gardner, of Gardner & Friedenheit.

S. H. Burr has sold the dwelling and grounds on the corner of the Southern Boulevard and Hull avenue in Bedford Park. The house was built by the Twenty-fourth Ward Real Estate Association.

LEASES.

T. A. Burnett & Co. have leased for A. M. Palmer the four-story brown stone residence, No. 762 Madison avenue, at \$2,500 per annum.

Brooklyn.

John M. Gibson has sold the two three-story brick flats, 40.6x48x100, Nos. 175 and 177 14th street, to Edward Krebs for \$13,500.

J. P. Sloane has sold for Frederick Hunecke, the southeast corner of Manhattan avenue and Greele street, a lot 25x100, with a three-story frame store, 25x52, and known as No. 490 Manhattan avenue, and a two-story and basement frame double house, 28x25, known as No. 176 Greene street, for \$15,250. This property was sold in the fall of 1889 for \$13,200.

Corwith Bros. have sold the two story frame dwelling, 19x40x63, No. 80 Newell street, for Geo. W. Bloomfield to Mary Commerdinger for \$3,000.

CONVEYANCES.

	1890.	1891.
	Jan. 23 to 20 inc.	Jan. 22 to 28 inc
Number.....	257	237
Amount involved.....	\$1,065,336	\$776,697
Number nominal.....	73	84
MORTGAGES.		
Number.....	258	229
Amount involved.....	\$943,436	\$866,218
Number at 5 per cent. or less.....	159	102
Amount involved.....	\$630,495	\$513,813
PROJECTED BUILDINGS.		
	1890.	1891.
	Jan. 24 to 30 inc.	Jan. 23 to 29 inc
Number of buildings.....	107	84
Estimated cost.....	\$364,425	\$261,635

Out Among the Builders.

Wm. F. Havemeyer intends to build an eight-story office building on 19th street, near Broadway. Messrs. Brunner & Tryon will be the architects.

A. B. Ogden & Son are engaged on the plans for the six four-story stone front houses, which Walter Reid will build on the north side of 93d street, 100 feet east of 5th avenue, reported in this column last week. The houses are 20, 20.6, 21, 21.6, 22 and 22.6 front by from 65 to 85 feet deep. They will cost \$170,000.

Builder O'Rourke, who has just purchased the northwest corner of 7th avenue and 27th street, a plot 145x98.9, will improve the same by the erection of five-story tenements and stores.

C. W. Luyster will build four 25-foot front brown stone private dwellings on the lots recently purchased by him on the south side of 74th street, 150 feet west of Central Park West.

The three lots on the east side of Columbus (9th) avenue, 75 feet south of 71st street, will be improved by the erection of a storage warehouse, with safe deposit vaults.

After May 1st next L. Sachs & Brother will improve their property at Nos. 43, 45 and 47 East 10th street. Richard Berger has plans on the boards for two six-story and basement brick, stone, iron and terra cotta store buildings, to occupy this plot, which is 70x94.9 in size. These buildings will be finished in hardwood throughout and complete in all appointments, elevators, steam heat and electric lights and other improvements being provided. The cost is estimated at \$100,000.

Charles Sidney has plans on the boards for two five-story brown stone front flats, 25x89, to be built on the north side of 94th street, 100 feet west of Columbus (9th) avenue, by Francis J. Hillenbrand, at a cost of \$48,000, and

for the same owner plans for two similar flats, 25x84, to be erected on the south side of 95th street, 100 feet west of Columbus avenue, at a cost of \$44,000.

Horgan & Slattery will commence, about March 1st, the erection of a seven-story warehouse, 50x100, to be built at Nos. 91 and 93 Thompson street, at a cost of \$70,000.

T. G. Stein is at work on plans for a three-story and basement brick and terra cotta residence, 25x52, to be built on Fort Washington avenue, at the northeast corner of 176th street. The cost has been estimated at \$14,000, and Chas. Fleischman is the owner. The plans include a frame stable, 87x120, finished with box stalls, exercising sheds, etc., to cost \$20,000.

Jesse W. Powers will build a four-story and basement brick and stone stable at Nos 166-174 East 124th street. The building will be first-class in all particulars, finished with concrete floors and other improvements. Cost not estimated.

Mrs. M. A. Micolino will build two five-story brick and stone improved tenements on the south side of 37th street, 350 feet west of 9th avenue, at a cost of \$36,000. The architect is Frank A. Rooke of No. 247 West 125th st.

Spear & Graham will build two five-story flats on the north side of 101st street, 150 feet east of 9th avenue. The buildings will be 25x75 in size. Stone will be used for the basement and first story and brick with stone trimmings above. They are to cost \$15,000 each and will be built from plans drawn by Robt. Dixon.

G. A. Schellenger has plans on the board for three five-story flats to be built by Gordon Bros., on the southwest corner of Amsterdam avenue and 82d street.

L. & K. Ungrich will build two five-story flats, 25x110 each, lots 125.6 deep, on the north side of 48th street, 100 feet west of 9th avenue, from plans by M. V. B. Ferdon.

Anthony F. A. Schmitt is preparing plans for a flat to be built on the south side of 151st street, 270 feet west of Courtlandt avenue, for J. B. Buese.

Wm. H. Schmohl, the brick man, will erect two 31-foot front five-story brick and stone tenements at Nos. 322 to 326 Madison street, on a plot 62x76.8. The cost will be \$20,000 each.

Walgrove & Israels are completing plans for a five-story improved flat, 25x80, to be built by Ascher Weinstein at No. 307 East 18th street at a cost of \$18,000.

Brooklyn.

Adolph Sussman will build from plans drawn by J. G. Glover four two-story and attic frame cottages, 20x50, on Cleveland avenue, 90 feet south of New Lots road. Cost, \$1,500 each.

Wm. Gibson will build, at the southwest corner of Quincy street and Throop avenue, a four-story brick and stone flat, 25x65. The building will cost \$12,000 and has been planned by I. D. Reynolds & Son.

Out of Town.

RICHFIELD CONN.—A large property here, consisting of 400 acres or more, and belonging to H. D. Schenck, will be extensively improved and built upon. Charles P. H. Gilbert has completed plans for a portion of the work in hand, which includes a two-story and attic stone and half timber dwelling, 50x110 with extension, and tile roof. The main feature of the interior will be the hall, which will be 25 feet wide by 40 feet long, having an immense fireplace at its extreme end, 15 feet wide, and extending to the ceiling. The hall, library and dining-room will be wainscoted in oak, and choice woods will be used for the interior finish throughout. Steam heat and electric light will be among the conveniences of this fine dwelling, which is to be built on one of the highest points in the country and in the centre of a beautiful park. A large stable is another feature of the work to be done. It will be of like construction with the house, 35x45 in size, and is

to have quarters for the house servants, rooms for carriages, accommodation for twelve horses, a wind mill, tower, etc. Large stock barns are to be erected, houses for farm help, stone terraces, steps and a bridge built, and in various ways the property is to be beautified and improved.

MANITOU, COL.—Charles P. H. Gilbert is still busy with plans for the improvement of a large residence property which is a portion of the park owned by J. B. Wheeler, of the Manitou Mineral Water Bottling Works. These improvements comprise a series of stone terraces and steps, stables and outhouses, conservatory, and an amusement building containing shooting gallery, bowling alley, billiard-room, etc. Native red sandstone will be used for all these buildings, which will be completed with tile roofs and every modern convenience. A fine three-story residence, 50x120, will be built for Mr. Wheeler. The interior arrangement will be on the old Roman order. A large court open to the sky and with the characteristic water basin will occupy the centre of the house, upon which the various galleries and rooms will open. The interior finish will be of the finest description, in marble, mosaic and choice woods. The house will be lighted with electricity and heated by steam, and will be altogether one of the most superb residences in the country. A large amount will be spent on all this work, but as yet the cost has not been even approximately estimated.

GRIFFIN'S CORNERS, N. Y.—T. G. Stein has about completed plans for a two-story and attic frame and stone residence, 56x81, to be built at this resort for A. Seidl, the musical conductor. The house will be finished with a high-pitched roof and will be picturesquely placed on high ground. The hall running through the centre of the main portion of the house will be 16 and 20 feet wide and 56 feet long, and will have a large stone fireplace opposite the main entrance. Cost is placed at \$15,000.

BAYONNE, N. J.—Builder S. H. Van Buskirk has under way three two-story frame dwellings on the north side of West 43d street, between Avenues D and C, which will cost about \$2,500.

Augustus Schmidt has the plans for the following buildings: A three-story brick building for store and apartments on the northwest corner of 4th street and Hobart avenue for Mr. N. Carroll; size of building, 26x52 feet; cost, \$6,000. A three-story frame building, size 36x56, for stores and apartments, on the north side of 21st street, between Avenues D and E, for Mr. Alex. Field; cost, \$5,000. A two-story frame building, store and dwelling, size, 25x50, on the east side of Avenue C, near 20th street, for Mr. John T. Dulk; cost, \$2,600. A two-story cottage on the south side of West 22d street, near Avenue B, for Mr. Charles H. Templeton; cost, \$1,500. A two-story cottage on the north side of East 18th street, near Avenue D, for Mr. Robert Jaeger; cost, \$1,200. A two-story cottage on the east side of Avenue A, between 27th and 28th streets, for Mr. August Weiland; cost, \$1,400. A two-story frame building for store, office, workshop and apartments on the south side of 7th street, near Avenue D, for Mr. Wm. C. Oliver. A two-story frame building for residence and rectory of St. Henry's Roman Catholic Church, for Rev. Alois Heller, pastor, on the east side of Avenue D, near 26th street. It is also reported that a new Roman Catholic Church is to be erected on the corner of Avenue C and 30th street.

BELLE HAVEN, VA.—Boring & Tilton will furnish sketches for a frame cottage to be built here at a cost of \$1,300 by J. P. Crosby, contractor, for C. A. Moore.

LAWRENCE, L. I.—Constable Bros. have completed plans for additions and alterations to the private residence of A. P. Man, at this place.

PEEKSKILL, N. Y.—"Boscobel," once the residence of Henry Ward Beecher, and recently destroyed by fire, is to be rebuilt by the present owner, Thomas M. Stewart, from plans by D. & J. Jardine. It is to have a frontage, with stables, etc., of 164 feet and a depth of from 40 to 50 feet. The cost has not yet been estimated.

WANTS AND OFFERS.

(Advertisements strictly in accordance with this title will be inserted at the practically nominal rate of 10 CENTS per line (agate). The object of this department is to bring buyers and sellers into communication with customers. Advertisements must be marked "Wants and Offers Column," and sent to the office of publication, No. 191 Broadway, not later than 3 P. M. Friday.)

WANTS.

WANTED FOR CASH—A four-story brown stone dwelling, between 4th and 5th avs., 60th and 90th sts.; price to be about \$25,000. Address G. P., RECORD Office.

WANTED—A thoroughly competent brick salesman, one who is well acquainted with the trade. Applicants will state experience and salary desired, and furnish references, addressing O. P. M., RECORD Office.

WANTED TO LEASE—A factory on lot about 25x100; five stories, well lighted; no engine required; West Side preferred. Address R. F. C., RECORD Office.

WANTED TO BUY—A small dwelling house, about \$15,000, between Spring and Bleecker sts., Broadway to Varick st. S. R., RECORD Office.

WANTED—Extra wide double flat on avenue, West Side; state lowest price. BUYER, RECORD Office.

WANTED, TO LEASE, 4 or 5-story building about 30x100. Location, 14th to 50th st., 4th and 8th avs. Also two or three lots, below 23d st. preferred, on which owners will erect building and lease on a fair valuation L. J. CARPENTER, 41 Liberty st.

H. F. SCHELLHASS, 171 Broadway, wants for special customers:—Private dwelling, east of Third avenue and south of 18th st. Business property or plot, west of Broadway, near 18th st. Also have several buyers for well-located dwellings from 18th to 59th sts. West 130th st. near 5th ave. private dwellings for \$20,000, adjoining house sold at \$25,000. Offers:—West 61st st. tenements near Amsterdam avenue, renting at \$1,700. Price, \$14,000. West 70th st. near 8th ave., private dwelling, hardwood finish, finely decorated, price, only \$27,500.

FOREMAN MASON.—Wanted, a position by a thoroughly competent and trustworthy man. Address, MASON, Box 63, RECORD Office.

OFFERS.

PEERLESS MANSIONS, Manhattan Square, North (81st Street, between 8th and 9th Aves.); cabinet finish; 25x95; four stories, basement and cellar; classical, original and unique; "L" station at corner; inspection invited; see article on these houses by Russell Sturges, architect, in "The City House" in Scribner's for June, 1890. Titles will be guaranteed by policies of title insurance of the TITLE GUARANTEE AND TRUST COMPANY, 55 Liberty St., New York. RICHARD DEEVES, Owner and Builder, 66 West 83d Street.

A TEN YEARS' INDEX of all Conveyances on the West Side, giving location of property, dimensions and price paid, may be obtained at the RECORD AND GUIDE office for \$5.

WEST END AV., 103d and 104th STS. Elegant three-story and basement, 20 feet; also corner house adjoining on 103d st.; 17 and 18 foot houses, brown stone, high stoop, bay window fronts; latest improvements; \$19,000 to \$25,000; terms to suit; inspection invited; title guaranteed by Title Guarantee and Trust Co., 55 Liberty st. WALKER & LAWSON, Owners.

\$11,500 WILL BUY "Sunnyslope," Upper Montclair, New Jersey; a beautiful home; near summit of Orange Mountains; convenient to New York; location unsurpassed for health and beauty. Address "SUNNYSLOPE," Upper Montclair, N. J.

MUST BE SOLD—On Edgecombe av., between 138th and 139th sts., three-story houses, stone and brick fronts, 18x55 feet; decorated; cabinet finished; box stoops; restricted neighborhood. Apply at office, 323 WEST 138th STREET.

MUST BE SOLD—323 West 138th st., three-story brick and stone front house; decorated; cabinet finished; box stoop; restricted neighborhood. Apply on premises.

MUST BE SOLD—A Gem—Four-story brown stone house; cabinet finished; decorated. 57 West 90th st., between 8th and 9th avs. Apply on premises.

419 EAST 25TH ST.—Four-story double tenement, 25x62x100; rental \$1,428; taxes \$118; mortgage \$7,500, five per cent.; price \$13,000. Owner, JOHN H. DYE, 73 West 11th st.

60TH ST., 132 EAST—Four-story, high stoop, brown stone house, 30x100, between 4th and Lexington avs.; in good order; price \$24,000; terms to suit. Inquire of owner, FRANCIS P. HARPER, 17 East 16th st.

FOR SALE—Nos. 62 and 64 West 94th st.—These pleasant three-story and basement brown stone fronts, private dwellings, 18x53x100, with a two-story and butler's pantry extension, 9x13; thoroughly well built and fitted with all modern conveniences and improvements, with hardwood cabinet finish, parquet floor and first-class in every particular; first-class location and restricted neighborhood, within one block of "L" station and two blocks of entrance to Central Park. G. A. ZIMMERMANN'S SONS, Builders, Jan. 31—law4w 220 West 36th st.

FOR SALE—Three-story, high stoop, brown stone house, 130th st., near 5th av.; newly decorated, inlaid floors, rich cabinets, electric lighting and burglar alarm complete; carpets, rugs, chandeliers; in perfect order; price \$17,500; mortgage \$10,000 at five per cent. K., 310 RECORD Office.

SMALL HOUSES in 121st and 123d sts. and 7th av., in style, quality and finish equal to the usual \$40,000 houses; price \$20,000; terms to suit; location the best; persons wanting something very fine will find it here; title guaranteed by Title Guarantee Company, 75 Liberty st. A. P. SMITH 216 West 122d st.

A DECIDED BARGAIN.—Very fine substantial five-story Flat, being extra wide, is modern and spacious; cheerful location, near 125th st.; equity \$13,000; rare chance; safe investment. Address GENUINE, box 1, RECORD office.

FOR SALE—BROOKLYN PROPERTY—No. 12 Hanover place; new building, 20x75; beautiful store and lofts; good light and all improvements. Owner will sell at a very low price. A. W. PEREGO, 128 Fulton st., New York.

FOR SALE—BROOKLYN PROPERTY—Nos. 45, 47, 49, 51 Flatbush av.; price \$30,000; splendid chance for good investment. A. W. PEREGO, 128 Fulton st., New York.

FOR SALE—BROOKLYN PROPERTY—No. 93 Flatbush av.; \$9,000; Splendid chance for good investment. A. W. PEREGO, 128 Fulton st., New York.

FOR SALE—BROOKLYN PROPERTY—4th av., corner Sackett st., 300x100; \$2,000 per lot; the cheapest property ever offered in this part of the city. A. W. PEREGO, 128 Fulton st., New York.

FOR SALE—BROOKLYN PROPERTY—No. 25 Hanover place, corner Livingston st.; price \$10,000; splendid chance for good investment. A. W. PEREGO, 128 Fulton st., New York.

A BARGAIN—For investment, 31st st., near Lexington av., medium-sized dwelling, rented until 1894; price \$13,000. GONON & MACDONALD, 39 West 31st st.

41ST ST., between 7th and 8th avs.—Two lots, 50x100; old buildings; price low, terms easy. GONON & MACDONALD, 39 West 31st st.

FOR SALE—Valuable piece store property, Lenox av., west side, between 124th and 125th sts.; increasing value. G., 314 Record Office.

BROOKLYN CHOICE LOTS, corner 123x100, 6th av., \$12,500; corner, 100x100, 4th av. \$6,500. Apply at once. THOMAS P. PAYNE, 96 Broadway.

ST. JOHN'S PLACE—Fine four-story apartment house, rented at \$1,525; price \$14,500; finest investment. Call at once. THOMAS P. PAYNE, 96 Broadway.

FOR SALE—Six valuable lots in 26th Ward, Brooklyn; also two 8-room houses in a select neighborhood; price \$2,300, \$2,600; 3 blocks from station of Union Elevated road; a good bargain; on easy terms. Inquire JOHN D. BENNETT, Bennett's Casino, 26th Ward, Brooklyn.

CLINTON PLACE (8th st.), north side, just adjoining corner of 6th av.—Full key lot, large house, free and clear; \$30,000. CYRILLE CARREAU, Agent, Grand st. and Bowery.

562 GRAND ST. and 6 Lewis st.—Two houses and lots front L in rear; occupation: drug store and post office and dwelling; price \$31,000; free and clear title insured. CYRILLE CARREAU, Grand st. and Bowery.

\$35,000—25-FOOT HOUSE, 45th st., near Broadway; big bargain; possession. S. M. BLAKELY, 1526 Broadway.

CORNER—Five-story; two stores: 1st av., near 84th st. JOHN MAATZ, owner, 361 2d av.

8TH AV., NEAR 34TH ST.—Lot 23.4x77.4; valuable for improvement: \$21,500. B. S., RECORD Office.

FOUR-STORY BROWN STONE—56 West 48th st.; \$20,000 (Columbia College leasehold). SAMUEL BLAKELY, 1526 Broadway.

ONE OF THE FINEST four-story first-class apartment houses in Brooklyn may be bought now for \$13,900, although it cost when built, 3 years ago, about \$16,000; the owner must have cash; 4 apartments of 8 light rooms; now leased for \$1,500; hardwood trim throughout and in perfect order; located in Bedford section, opposite detached residences; dimensions 25x64x100. GEORGE E. LOVETT & CO., 59 Court st.

PLOT 25x100, with three small buildings, \$5,250; near Smith st., on Warren. GEO. F. LOVETT & CO., 59 Court st., Brooklyn.

2D AV., 1210—To lease, five-story and basement factory building, 25x100, between 63d and 64th sts., with full set of woodworking machinery in full running order as a moulding mill, sash and door factory; good location for carpenter or cabinetmaker; also 302 64th st., east of 2d av., for a term of ten or twenty years, a four-story and basement building, 25x100; suitable for livery stable; will be altered. Inquire 1210 2d AV.

A GREAT BARGAIN if sold at once.—Plot, six lots, near Pelham ave.; five minutes from Fordham station, on Harlem Railroad; price for plot, \$3,600; only \$1,400 cash required. Further particulars apply AGNES K. MURPHY, 177th st. and 3d av.

BEST VACANT CORNER on the West Side. Eight lots, southeast corner of Boulevard and 86th st. OTTO ERNST, South Amboy, N. J.

SALIS OF THE WEEK.

The following are the sales at the Real Estate Exchange and Auction Room for the week ending January 30.

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

Table listing real estate sales with columns for address, description, and price. Includes entries for Bowery, Nos. 151 and 151 1/2; Broome st, Nos. 331-337; Wall st, No. 65; Washington st, No. 798; William st, Nos. 267 and 269; 60th st, No. 135 W.; 91st st, No. 24; 105th st, Nos. 62-66; 1st av, Nos. 2314 and 2316; Catharine st, No. 49; East Broadway, No. 182; 30th st, No. 145; 61st st, No. 229 and 231; Morris (Monroe) av, e s, 26 s 176th st; Rivington st, Nos. 101 and 103; Water st, No. 180; Varick st, No. 218; Central Park West, No. 468; Washington st, No. 260; West st, No. 100; 133d st, No. 171; 187th st, n s, 786.3 e Willis av; 187th st, n s, 770 e Willis av; 150th st, s s, 200 w 10th av.

Table listing real estate sales with columns for address, description, and price. Includes entries for Park av, Nos. 1750 and 1752; 3d av, No. 741; 3d av, Nos. 873 and 875; *7th av, No. 2261; Total \$1,091,876; Corresponding week 1890 \$270,125.

BROOKLYN, N. Y.

WEEK ENDING JANUARY 29TH.

J. THOMAS STEARNS.

Table listing real estate sales in Brooklyn with columns for address, description, and price. Includes entries for Bergen st, n s, 279.9 w Rochester av; Broadway, No. 1670; Broadway, No. 1727; Broadway, No. 1851; Broadway, No. 1853; Butler st, s s, 227.2 w Howard av; Butler st, s s, 207.2 w Howard av; Clarkston st, s s, 180 w Schenectady av; Degraw st, No. 402; Degraw st, s s, 505 e Ralph av; Douglass st, n s, 102.10 1/2 w Howard av; Minna st, n s, 300 e Chester av; Newton st, s e cor Ewen st; Newton st, n e cor Ewen st; Powell st, w s, 275 s Blake av; Robinson st, n s, 312.6 e Rogers av; Sackman st, e s, 275 s Blake av; Sackman st, e s, 300 s Blake av; Warren st, n s, 220 w 3d av; Warren st, n s, 240 w 3d av; 43d st, n s, 100 w 4th av; 43d st, n s, 180 w 4th av; 86th st, s e cor Bay 8th st; Adams av, s w cor Grant av; Division av, No. 327; Franklin av, s s, 300 e Chester av; Kingsland av, e s, 102.3 s Parker st; Liberty av, s w s, 500 w Enfield st; Liberty av, s w s, 500 w Enfield st; Meeker av, w s, 72 s Bridgewater st; Nichols av, e s, 400 n Sutter av; Stone av, e s, 50 n Glenmore av; Stone av, e s, 75 n Glenmore av; 3d av, w s, 110.10 s 26th st; 4th av, e s, 66.10 s 16th st.

Table listing real estate sales with columns for address, description, and price. Includes entries for 4th av, e s, 88.10 s 16th st; 4th av, e s, 110.10 s 16th st; 8th av, s e s, adj, 40x—; 8th av, s e s, adj, 40x—; 8th av, s e s, adj, 20x—; 8th av, n e cor 45th st; 8th av, s e cor 45th st.

TAYLOR & FOX.

Table listing real estate sales with columns for address, description, and price. Includes entries for *Nassau av, No. 241A; *Nassau av, No. 243; *Clark st, No. 10; *Union st, No. 250; *Ross st, No. 80; Carlton av, No. 128; East New York av, n e s, 141.9 s w Pacific st; Putnam av, s e cor Ormond pl.

OTHER AUCTIONEERS.

Table listing real estate sales with columns for address, description, and price. Includes entries for *Clark st, No. 10; *Union st, No. 250; *Ross st, No. 80; Carlton av, No. 128; East New York av, n e s, 141.9 s w Pacific st; Putnam av, s e cor Ormond pl; Total \$124,690; Corresponding week 1890 \$41,325.

CONVEYANCES.

NEW YORK CITY.

JANUARY 23, 24, 26, 27, 28, 29.

Table listing conveyances with columns for address, description, and price. Includes entries for Boulevard, s w cor 78th st; Boulevard, s w cor 78th st; Bowery, Nos. 334 and 336; Bowery, w s, 52 n Bond st; Bowery, Nos. 334 and 336; Bowery, w s, 52 n Bond st; Bayard st, Nos. 2 and 4; Broome st, No. 492; Broadway, Nos. 1452-1456.

and W. C. Farr, as trustees of the General Meeting of the German Evangelical Luth. Synod of Missouri, Ohio and other States. June 30, 1890.

23d and 24th WARDS.

Ernescliffe pl. s s, lot 491 map George F. and Henry B. Opdyke, adj N. Y. City Private Park, 26.1x14.7x25x107.3. William S. and Charles W. Opdyke to Charles R. Watson. Jan. 7. Sub. to taxes and assessm'ts for May, 1886. 385

Morrisania, 47.7x137. Katharine wife of William F. Kuntz to Sophia Van Axte widow. Mt. \$5,250. Jan. 28. 9,250

LEASEHOLD CONVEYANCES.

Broadway, e s, 45.8 s 19th st, 82.11x87.6x58.2x 108.9. Assign. lease. William D. Sloane to W. & J. Sloane, a corporation. 50,000

Assign. lease made by John M. Bowers exr. of Henry M. Ahrens to Abram Perlzweig, Nov. 1, 1889. Abram Perlzweig to Max Sax. nom

KINGS COUNTY.

JANUARY 22, 23, 24, 26, 27, 28.

Adams st, s s, 826.1 w Coney Island road, 16x 103.6x16.8x103.5, Flatbush. Walter T. Tibball to James Tibball. \$700

Same property. Release mort. Charles E. Rogers to Martha M. Allen. 620
 61st st, n s, 180 e 12th av, runs north 100 x east 20 x south 95 x southwest 10 to 61st st, x west 10, New Utrecht. Joseph Rifkin to Mads. C. and Anna B. Sorensen. nom
 Same property. Mads. C. and Anna B. Sorensen to James Swan. 200
 61st st, w s, 200 n 12th av, 40x75, New Utrecht. Louis Newhouse to Augusta Newhouse his wife. 300
 73d st, s s, 350 w 15th av, 40x100, New Utrecht. James V. S. Woolley to Wm. Ross, Jr., and Isabella his wife. 350
 80th st, n e s, 340 n 3d av, 80x142x80.3x134.2, New Utrecht. A. Graham Bennett to Simon Stiner. Mt. \$1,000. 2,000
 84th st, s w s, 60 n w 23d av, 60x100, Gravesend. James D. Lynch to Robert Mitchell. 1,050
 86th st, n e s, 235 s e 4th av, 20x100, New Utrecht. George A. Bennett to Marie Hanley. 400
 93d st, s w s, adjoining other lots of grantor, 66x110.7, Canarsie. Clinton V. R. Ludington to Isaac I. Matthews. 4,550
 93d st, s w s, adj above, Canarsie, 44x110. Same to Carrie F. Matthews. 300
 94th st, s w s, plot of land in Canarsie village, bounded southwest by lands of Oscar Hall, northwest by lands of John Morrison and southeast by lands of the party of the first part. Clinton V. R. Ludington, of Monticello, N. Y., to Gesiene Borrman. 4'0
 East 94th st, n e s, 325 s e Av L, 75x100, Flatlands. Benjamin B. McClane to Joseph C. Ennis. 2,000
 Arlington av, s s, 40 w Cleveland st, 40x100. Frank E. Hart to Charles E. Corby, of New York City. Mt. \$3,500. See Ridgewood av. exch
 Arlington av, n e cor Essex st, 50x100. Gustave Feigenspan, of Newtown, to Charles J. Lederer. Mt. \$3,350. 5,200
 Atlantic av, n w cor Russell pl, 20x97. Release mort. Title Guarantee and Trust Co. to Wm. D. Bogart. 2,500
 Bay Ridge av, n s, 152 e Stewart av, runs east 828 x northeast 122.5 x southeast 136.7 x southwest 284 x west 124 to n s Bay Ridge av, x west 840 to beginning, New Utrecht. Carl F. Meyer to Daniel F. Lewis. Sub. to taxes, &c. nom
 Buffalo av, e s, 40 s Butler st, 20x100. George Gagnier to Henry Balz. nom
 Same property. Henry Balz to Nellie wife of George Gagnier. nom
 Bedford av late 4th st, s e cor North 7th st, hs & ls. Edward M. Rosenbaum to Henry Hamilton. 1/2 part. Mt. \$7,500. 1,500
 Central av, w s, 50 s Woodbine st, 25x80. Jacob L. Long to Frederick and Frederick C. Erhardt, of New York City. Mt. \$4,750. 6,000
 Clason av, s w cor Bergen st, 22x100. Mary Mohrmann and Annie Richter heirs Wm. Mohrmann to Eliza wife of Diedrich Lakeman. nom
 Clarkon av, n e cor 9th st, 238.7x220 to Franklin av, x—x223.3, excepting 9th st, s e cor Franklin av, 18.3x209.7x19.1x207, Flatbush. Equitable Life Assurance of the U. S. to Donald McNeil. 20,000
 Croyse av, n e s, 80 s e Bay 28th st, 44.10x108 x48.9x105.2, New Utrecht. Clarence H. Hennings to Robt. H. Sherwood. 1,800
 De Kalb av, s e s, 125 n e Knickerbocker av, 50x100. Darwin R. James to George Gutting and Charles A. Wagner. 2,000
 East New York av, n s, 175.2 w Rockaway av, 62.2x26.8x54.7. Michael Fritz to George Radcliffe, of New York City. 800
 Same property. Release mort. Heinrich Gimpel to Michael Fritz. nom
 Flatland av, easterly cor 94th st, 50x132 10, Flatlands. Henry L. Schmeelk to John V. Sanborn. 550
 Gates av, s s, 125 w Bushwick av, 80x100. Robert L. Moore and Charles A. Le Quesne to Ignatz Martin. Mt. \$30,800. exch
 Gates av, s s, 510 w Ralph av, 140x100. Release mort. Charles M. Marsh, of Morris Plains, N. J., to Erastus A. Conkling. 55,000
 Same property. Erastus A. Conkling to Richard D. Robbins. Mt. \$55,000. 90,000
 Same property. Richard D. Robbins to Erastus A. Conkling. 90,000
 Greene av, s s, 100 e Clermont av, 25x95. Donald Mackay et al. to the rector, &c., Church of the Messiah. Correction deed. Q. C. nom
 Greene av, n s, 320 e Nostrand av, 20x100. Julia wife of Walter Mathison to John Broad. 6,287
 Greene av, s s, 399.6 w Tompkins av, 0.6x100. Release mort. The East Brooklyn Savings Bank to P. Fred'k Lenhart and Richard C. Addy. nom
 Greenwood av, s e cor East 7th st, runs east 16 x south 90 x west 44 x north 80.5, Flatbush. Albert E. Donovan to George F. Miller, Jr. Mt. \$2,800. 3,500
 Same property. George F. Miller to Mary Donovan. Mt. \$2,800. 3,500
 Hamilton av, e s, 110 s 2d av, 22x93.1x22.6x88.1. Catharine E. wife of John H. Larkin to Mary Rogan. 2,750
 Harrison av, n e cor Wallabout st, 25x100. Maria widow of John Kissel to Emma M. Kissel. 15,000
 Harrison av, w s, 75 n Wallabout st, 25x100. Philipp Hoelin to John F. Wetzstein. Mt. \$4,500. 8,400
 Harrison av, e s, 45 n Gwinnett st, 22x100, h & l. Christina and Andrew Steckreiter to John Headey and Lizzie his wife, joint tenants. 3,000

Hegeman av, n e cor Warwick st, 40x100. John D. Faron to Annie E. Stelzenmiller. nom
 Same property. George Stelzenmiller and Annie E. his wife to John D. Faron. nom
 Howard av, w s, 80 n McDonough st, 20x84.2x 20x84.1. Charles E. Kerby to Joseph Kerby. B. & S. nom
 Jefferson av, s e cor Marcy av, 18.2x100, h & l. Laura A. Bell to Mary C. Simpson. Mt. \$10,000. exch
 Lafayette av, s s, 322.6 s Lewis av, 20x100. Emilie Rokohl wife of Gustav W. to Ida wife of Wm. Euler. Sub. to mort. nom
 Lafayette av, s s, 250 e Nostrand av, 18.9x100, h & l. Thomas Morgan to Rachel Morgan. B. & S. nom
 Lafayette av, s s, 250 w Clason av, 25x100. Thomas H. Brush to John J. Lynes. Mt. \$10,000. nom
 Lafayette av, n s, 275 e Tompkins av, 25x100, h & l. Mary Jones, Whitesboro, N. Y., to Max J. Nissen. Mt. \$3,000. 4,600
 Lewis av, e s, 70 s Pulaski st, 20x100. Robert E. Topping to Caroline Farrell. 4,400
 Lewis av, e s, 80 s Pulaski st, 20x100. Robert L. Woods to Franklin J. Stanley. Mt. \$2,500. 4,400
 Linington av, n s, 25 w Thatford av, 25x100. Gilbert S. Thatford to Pauline Hartmann. nom
 Marcy av, e s, 18 s Gwinnett st, 18x85. }
 Marcy av, e s, 54 s Gwinnett st, 18x85. }
 Isidor P. Oberdorfer to Alice E. Oberdorfer. B. & S. C. a. G. consid. omitted
 Meeker av, s s, 185.8 w North Henry st, 25x100. Isaac Pforzheimer, of New York, to David Keller. nom
 Nostrand av, w s, 22.6 n Robinson st, 20x92.6. John D. Randolph to Ella J. Williamson. 300
 Prospect av, w s, 103 n Fort Hamilton av, 20x 130, Flatbush. Jennie V. Wilbur to John P. Beardell. 750
 Railrad av, w s, 228.10 s Jamaica av, 25x100. Charles M. Thompson to William B. Howard. other consid. and 450
 Ralph av, n w cor Bergen st, 107.2x95. Julia wife of Peter A. Young to Paul W. Ledoux. Mt. \$3,000. nom
 Same property. Release mort. John W. Worth to Julia wife of Peter A. Young. nom
 Rapalye av, s e cor Thatford av, 50x100. Davis Axelrod to Jacob Axelrod. 1,300
 Rockaway av, n w cor Sumpter st, 20x73.9x37.7 x42. Lillian F. Naylor to Alice Monahan. Mt. \$4,000. 4,000
 Rockaway av, w s, 20 n Sumpter st, 16x99.3x 30x73.9. Lillian F. Naylor to Shubel C. Prescott. Mt. \$2,500. 2,000
 Rockaway late Paca av, w s, 250 n Broadway, 75x100, also lots 271, 272 and 290-294 on map of Sarah A. Suydam's map of 262 lots, New Lots. Edward Wemple, State Comptroller, to Lelia E. Marsh. Tax deed. 65
 Rockaway late Paca av, w s, 250 n Broadway, 75x100. Lelia E. Marsh, Lansingburgh, N. Y., to Jane L. Smith. Q. C. 200
 Ridgewood av, n s, 80 e Essex st, 20x100. Charles E. Corby to Frank E. Hart. Mt. \$2,000. See Arlington av. exch
 Schenectady av, w s, bet Park } being lots 44, and Prospect pls. } 45 and 62
 Park pl, n s, bet Schenectady } block 149 and Troy avs, interior lot. } assessm't map 24th Ward, with land lying south of centre line bet Lefferts and Van Voorhis avs and east of centre line of Grove st. Arcel T. Jackson et al. to Isaac Halstead. Q. C. nom
 Schenectady av, w s, bet Park and Prospect pls, being lots 40, 41, 42 and 43 block 149 assessm't map 24th Ward, also all title to that portion of block 21 on Remsen map lying south of centre line bet Lefferts and Van Voorhis avs and east of centre line of Grove st. Charles A. Wallis et al. to Isaac Halstead. Q. C. nom
 St. Marks av, s w cor Grand av, 26x90. Frank S. Bonny to Wm. J. Conway. 3,000
 St. Marks av, s s, 219.11 w Ralph av, runs southwest 380.5 x south 31.2 x northeast 538.11 to av, x west 161. Clarence Dickerson to Alfred Ogden. 1,900
 Sunnyside av, s s, 75 e Barbey st, 75x110, hs & ls. Ferdinand Peiffer to August Beckert. Mt., &c. nom
 Same property. Augustus Beckert to Rosa Peiffer. C. a. G. nom
 Sutter av, n s, 60 e Vesta av, 60x80. Release mort. Dwight E. Rogers and Levi P. Treadwell to John P. Free. nom
 Thatford av, e s, 250 s Glenmore av, 25x100. Rosa Fodor, of New York City, to Bertha Kaufman. Mt. \$425. 3,500
 Thatford av, e s, 180 n Glenmore av, 120x100. Release mort. Geneva C. Stopenhagen to Foroseagean J. Ledoux. consid. omitted
 Tompkins av, e s, 84 s Vernon av, 21x100. Philip Krieger to Matilda Battalora. 3,000
 Varick av, centre line, at centre Randolph st, runs north along av 30 x west 176.8x30x— }
 Varick av, centre line, at centre Montrose av, 20x59.2. }
 Jefferson M. Levy, Monticello, Va., to Theodore F. Jackson. nom
 Varick av, centre line, at intersection n s Johnson av, runs north to centre proposed Randolph st, x west 179.7 x south 131.6 to n s Johnson av, x east 197.4. Francis T. Underhill to Thomas F. Jackson. nom
 Vernon av, n s, 165 e Lewis av, 20x100; also, }
 Vernon av, n s, 205 e Lewis av, 40x100. }
 Release mort. Foroseagean J. Ledoux to Isabelle B. wife of John N. Booth. nom
 Washington av, s w cor St Marks av late Wyckoff st, runs northwest 103 to centre

Eagle st closed, x south along same 63.7 x east 90.9 to av, x north 18, excepting portion taken for Washington av widening. Mary A. Murphy wife of William E. to Alexander Brown. 4,000
 Wyckoff av, e s, 80 s Blecker st, 25x102x25x 101.2. Herman Lonzer to Jacob Goedtel. Mt. \$4,300. exch
 2d av, s e cor 52d st, 100.2x100. Jeremiah Baker to Howland J. Simes. Mt. \$3,000. 17,000
 3d av, s e s, 25.2 n e 37th st, 25x100. Release dower. Celia M. Schell to John H. O'Rourke. nom
 3d av, w s, 80.2 s 53d st, 20x100. Leffert L. Bergen and Catharine M. Wyckoff to William Prinzhorn. nom
 4th av, s e s, 20.2 n e 55th st, 100x80. }
 54th st, s w s, 80 s e 4th av, 40x100.2. }
 54th st, s w s, 140 n w 5th av, 80x100.2. }
 The Inebriates Home for Kings County to George J. Bryan. 8,620
 4th av, w s, 60.2 s 36th st, 20x82. Wm. L. Farnham to James McKenna. Mt. \$3,700. 950
 4th av, s e cor 78th st, 107.2x87.3x100x126, New Utrecht. Pat'k J. McKenna to John B. Kennison. 2,600
 4th av, s e cor 40th st, 100x100.2. Mary B. Smith to Frank L. Smith, of New York City. 15,000
 5th and 7th avs, 36th and 57th sts. J. Horace Harding trustee to The Peoples' Trust Co., Brooklyn, as trustee for Prospect Park and C. I. R. R. and The Brooklyn, Bath and West End R. R. nom
 6th av, w s, 20 n 6th st, 16x79.10. Noah Tebbets to Henrietta Griggs. nom
 Same property. Release mort. James Williamson to same. 400
 6th av, w s, 67.2 s President st, 16.8x85. Wm. W. Wickes to Rosalia L. Vackiner. Mt. \$5,000. 7,250
 7th av, w s, 20 s 2d st, 40x80. Release mort. Cornelius E. Donnellon to George H. Magill. nom
 Same property. George H. Magill, Gravesend, to Andrew Wilson. Mt. \$18,000. 30,000
 7th av, s w cor 1st st, 20.9x90.9, h & l. Emily wife of David W. Reeve to Lorenz Bossong. Mt. \$9,000. 17,000
 8th av, n w s, 80 n e Garfield pl late Macomb st, 70x192. Simon Sultan recvr. John Ruck to William Flanagan. nom
 8th av, w s, 126.6 n Garfield pl, 23.6x192 to Fisk pl. William Flanagan to Lena wife of Charles Lane. 28,000
 12th av, w s, 60 s 66th st, 20x100, New Utrecht. James V. S. Woolley to Anna S. Andrews. 175
 20th av, centre line, intersection centre line of 52d st, runs northeast along av 56.3 x northwest to centre line 52d st, x southeast 527.10 to centre line 2 th av; also, }
 18th av, n w s, intersection lands of James C. Lott and Catharine A. Larzelere, runs northwest 45.9 x southwest 77.8 x east 23 x northeast 57.10 to beginning, New Utrecht. }
 James C. Lott to Catharine A. wife of Bernard Larzelere. exch
 All that part of lot 278 Monsell tract north of land taken for N. Y., Bay Ridge and Jamaica R. R. People State New York to Anna B. and Cora F. Barnes. letters patent
 Lots 6, 7, 8, 31, 32, 33, 52 and 53, map Adams property, Adamsville. People State New York to Edward R. Vollmer. letters patent
 Lot 18 map Sam'l J. Stewarts 18th Ward property, map partly destroyed. Henry Stubing to Charles Stubing and Louisa his wife, joint tenants. 7,000
 Atlantic Ocean, old lot 39 map common lands, Gravesend, Coney Island, 300 on ocean x — to Gravesend Bay. Andrew Sheehan to Jeremiah Hayes. nom
 Parcels being at n s of Sarah Sears land at point 16'.10 w 4th av, runs west 50 x north 164x50x164, Fort Hamilton. Maria A. and Maria A. her daughter, Mary S. and Thomas H. Gelston devisees George S. Gelston to William Stacy. 400
 Plot of land in Canarsie, bounded west by lands of Fred'k Pfffer, John White and P. F. Law, north by land of John Remsen, east by land of John A. Morris and south by G. Wyckoff, 1 acre. John Maesel, of New York, to Augusta B. Coles. Mt. \$800. 1888. nom
 Assignment of bid. Daniel Doody to William L. Dowling. nom
 General release, especially from mort. William M. and Celia M. O'Brien to Helen Egan et al. 881
 Section No. 10, map Flatbush, property J. T. White et al. Modification of covenant. Joseph T. White, Robert S. Walker and George F. Schermerhorn to Henry B. Lyons. nom

WESTCHESTER COUNTY.

JANUARY 21 TO 27—INCLUSIVE.

EASTCHESTER.

Brady, Hugh to Fredericka Albert, lot 14 Garden av, map Dunham av. \$200
 Becktoft, And. J. to Augusta J. Becktoft, part lot 946 w s 12th av, map Mt. Vernon, 50x105. 1,500
 Becktoft, Augusta J. to Rose J. Becktoft, n e cor 6th av and North st, 50x100. 6,000
 Dewey, Wm. C. to Daniel Owen, lot 662 n s 17th av, map Wakefield, 100x114. 400
 Hughes, Albert E. to Eliz'h O'Neill, lots 82 and 84 map Dunham Park. 475
 Murphy, Chas. E. C. to Aug. B. Carrington, lots 11, 12, 13, 14, 21 and 24 map West Mt. Vernon. 1

Table listing names and amounts for Kings County, including Steers, Edward P. to Christiana R. Kehoe, Sieke, Anna to Victor A. Harder, Sire, Meyer L. to Edward F. Browning, etc.

KINGS COUNTY.

JANUARY 22 TO 28—INCLUSIVE.

Table listing names and amounts for Kings County, including Aikman, Albertine S. to Charles M. Aikman, Bailey, Frank to Leonard D. Hills, Bedell, Augustus S. to The Long Island Bank, etc.

Table listing names and amounts for Kings County, including Siebern, Peter H. to Rudolph F. Rabe, The Lawyers' Title Ins. Co., New York, to Pauline C. Berking, etc.

JUDGMENTS.

In these lists of judgments the names alphabetically arranged, and which are first on each line, are those of the judgment debtor. The letter (D) means judgment for deficiency (*) means not summoned. (†) signifies that the first name is fictitious, real name being unknown. Judgments entered during the week, and satisfied before day of publication, do not appear in this column, but in list of Satisfied Judgments

NEW YORK CITY.

Table listing names and amounts for New York City, including Jan. 24 Aspinwall, Henry C—W C Sharpless, 24 Arkenburgh, Oliver M—Sarah J Pirsson, etc.

Table listing names and amounts for New York City, including Boll, Andrew Nat Bank of Brutchy, Theodore Republic, Bruckman, Leonora People State, etc.

Table listing names, titles, and associated numbers or values. Columns include names (e.g., *Frederick, George W), titles (e.g., G H Engel-Frederick, William C), and numerical values (e.g., 97 29). The table is organized in three main vertical sections.

Table listing names and amounts, including Rosenbaum, Edward M—A Scheibel, Richardson, Charles A—S E Morse, Schwicker, Charles—S W Bowne, etc.

Table listing names and amounts, including Howe, Michael B and Bridget—John C Ferber, Isaacs, Solomon and Esther—Robert Kill, Same—same, (1891), etc.

Table listing names and amounts, including Plath, Ernst—J Rieser (1890), Remsen, William—J F Heinbockel, Rowland, Wesley S, individ, and exr Milicent Rowland, dec'd, etc.

SATISFIED JUDGMENTS.

NEW YORK.

January 24 to 30—Inclusive.

Table of satisfied judgments in New York, including Allen, Rudolph—Matthew Rock, Aldis, Charles Ambrose—J B Simpson, Same—A C Angell, etc.

*Vacated by order of Court. †Suspended on Appeal. ‡Released. §Reversal. ¶Satisfied by Execution. **Discharged by going through bankruptcy.

KINGS COUNTY.

January 23 to 29—Inclusive.

Table of satisfied judgments in Kings County, including Bronnell, John E—S Gottlieb, Same—same, (1890), Bird, George W—J H Martenhoff, etc.

MECHANICS' LIENS.

NEW YORK CITY.

Table of mechanics' liens in New York City, including Jan., 24 Third av, s w cor 127th st, 49.11x100, William Wilkening agt Mary E. Norton, owner, and Michael H. Barry, contractor, etc.

Table of property listings for Kings County, including addresses, owners, and amounts. Includes entries like 'Price, owners, and William E. Graham, contractor' and 'Same property. John Mathews agt same'.

KINGS COUNTY.

Table of property listings for Kings County, including addresses, owners, and amounts. Includes entries like 'Seventh av, w s, 50 s Lincoln av, 100x100' and 'Fifth av, n s, 219-229, n s, 120 e Henry st'.

Table of property listings for Kings County, including addresses, owners, and amounts. Includes entries like 'Adams st, No. 290, e s. Stephen Trandt agt John Kipp, owner, and Frederick M. Fogg, contractor' and 'Second st, s s, 227.9 w 8th av, 20x95 Thomas and Robert Edgerton agt Archibald N. McBean'.

SATISFIED MECHANICS' LIENS.

NEW YORK CITY.

Table of property listings for New York City, including addresses, owners, and amounts. Includes entries like 'Forty-second st, No. 145, n s, 112.10 w Broadway, 25x-' and 'Fifty-third st, s s, 100 e 11th av, 150x-'.

Table of property listings for Kings County, including addresses, owners, and amounts. Includes entries like 'Stanley and William Hall's Sons, (Dec. 2, 1890)' and 'Columbia st, Nos. 105 and 107, w s, 40x25'.

KINGS COUNTY.

Table of property listings for Kings County, including addresses, owners, and amounts. Includes entries like 'Seventh av, w s, bet 1st and 2d sts, 200x100' and 'Fifth av, Nos. 529 and 531, 33x100'.

*Discharged by depositing amount of lien and interest with County Clerk. †Discharged on filing bond.

Table listing names, addresses, and professions in Manhattan, including Rogers, Robert, Saunderson, W S, Sawyer, W M, etc.

BILLS OF SALE.

Table listing names, addresses, and professions under the heading 'BILLS OF SALE', including Borchard, Louis, Brockmann, Henry, etc.

ASSIGNMENTS OF CHATTEL MORTGAGES.

Table listing names, addresses, and professions under the heading 'ASSIGNMENTS OF CHATTEL MORTGAGES', including Bacon, G M, Beadleston & Woerz, etc.

KINGS COUNTY.

JANUARY 22 TO 28—INCLUSIVE.

SALOON AND RESTAURANT FIXTURES.

Table listing names, addresses, and professions in Kings County under the heading 'SALOON AND RESTAURANT FIXTURES', including Andrews, H L, Benjes, J F, etc.

Table listing names, addresses, and professions in Manhattan, including Curean, E A, Curtin, W, Durler, C, etc.

HOUSEHOLD FURNITURE.

Table listing names, addresses, and professions under the heading 'HOUSEHOLD FURNITURE', including Bennett, Eliza B, Brownell, Deborah, etc.

MISCELLANEOUS.

Table listing names, addresses, and professions under the heading 'MISCELLANEOUS', including Brown, G J, Broegmann, Charlotte, etc.

Table listing names, addresses, and professions in Manhattan, including Same, Freeman, R, Babcock Printing Press Co, etc.

BILLS OF SALE.

Table listing names, addresses, and professions under the heading 'BILLS OF SALE', including Bourgnignon, E, Franke, F A, etc.

ASSIGNMENT OF CHATTEL MORTGAGES.

Table listing names, addresses, and professions under the heading 'ASSIGNMENT OF CHATTEL MORTGAGES', including Danzer, C to J Ruppert, etc.

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 listing names, addresses, and professions in Essex County under the heading 'CONVEYANCES', including Alling, Horace, Ashley, E W, etc.

early or distant delivery, and also intimate that there is a want of harmonious action among operators in bulk lots that can be used to advantage if worked judiciously.

Carolina Pine holds its own fairly, according to most reports, and the deal is said to be satisfactory. Demand, however, is not of an anxious character, nor is it so large as to create any trouble or delay about filling it, and from the attention given some classes of customers it looks very much as though manufacturers were really more anxious than they would have it appear.

Hardwoods find the usual fairly active demand, and there is apparently now and then movement enough into the channels of consumption to require some very nice sized blocks of stock.

GENERAL LUMBER NOTES.

CANADA.

Reports from Canada continue very blue over last year's lumber trade. The Journal of Commerce (Montreal) says:

The past year has proved a most unsatisfactory one for all connected with the lumber trade. Turn which way one would, there was no silver lining to the cloud. The result of the year's business with the United Kingdom must prove disastrous to shippers.

MISCELLANEOUS.

ATLANTIC WHITE LEAD AND LINSEED OIL COMPANY,

Manufacturers of "ATLANTIC" PURE WHITE LEAD.



The best and most reliable White Lead made and unequalled for uniform Whiteness, Fineness and Body.

RED LEAD AND LITHARGE,

PURE LINSEED OIL,

Raw, Refined and Boiled.

Atlantic White Lead & Linseed Oil Co.,

237 PEARL STREET, New York.

WATERPROOF — ODORLESS — CHEAP AND DURABLE.

P. & B. BUILDING PAPERS

PRACTICALLY INDESTRUCTIBLE.

UNIVERSAL BUILDING PAPER

THE BEST IN THE MARKET FOR THE MONEY.

P. & B. GIANT PAPER

UNEXCELLED FOR STRENGTH, DURABILITY, INSULATING, AND WATER-PROOF QUALITIES.

The Standard Paint Co.,

RALPH L. SHAINWALD, President.

SOLE MANUFACTURERS,

P. & B. Roof Paints, etc.

59 MAIDEN LANE, N. Y.

ure, as compared with over 85 million in 1889, while the small quantity shipped had better not been sent at all, as it was not wanted. In the United States markets buyers being well informed how matters stood in Europe and South America, determined to utilize this state of things for their advantage, and were very hard to please in quality and much harder in price.

The earliest charters made in 1890 were at 60s to 65s a standard, and closing figures 35s to 40s. The shipments from Quebec for the season 1890 were made in 250 vessels, 238,162 tons register. The shipments from the port of Montreal were:

Table with 2 columns: Destination, Amount. Rows: To United Kingdom (154,904,353 feet), South America (7,661,000).

In all 162,565,353 " Inch board measure.

THE WEST.

The Northwestern Lumberman as follows:

The general condition of the lumber trade is given variety by the remarkable diverse character of winter in different parts of the country. At the East real winter weather has prevailed for several weeks, and a quiet demand has consequently been the result.

Throughout the Northwest there seems to be an anticipation that lumber must go higher in price. It is realized that the supply of northern pine is certainly not increasing, and that in the older districts, where resources were once almost limitless, there is from this time onward to be a steady falling off in product.

At a meeting of the Chicago Lumber Yard Dealers' Association, the secretary presented a statement of receipts, sales and shipments of lumber during 1890, as follows:

Table with 2 columns: Item, Amount. Rows: Receipts-lumber (1,949,689,000), Receipts-shingles (510,044,000), Shipments (884,058,000), City Consumption (1,214,748,887).

The price list was also taken up and revised, section by section. The principal changes were made in B and C selects, uppers and A select finishing.

A line was added to the list, quoting 18 and 20-foot battens, with prices at 10 cents advance over the other kinds.

The dimension list came in for a thorough revision. All piece stuff and timber except 22 and 24-foot lengths was advanced 50 cents a thousand, the long

lengths named being put forward \$1 a thousand. In the discussion it was brought out that piece stuff in Wisconsin was in limited supply, and was being held firmly at prices that would justify an advance here.

The Timberman as follows:

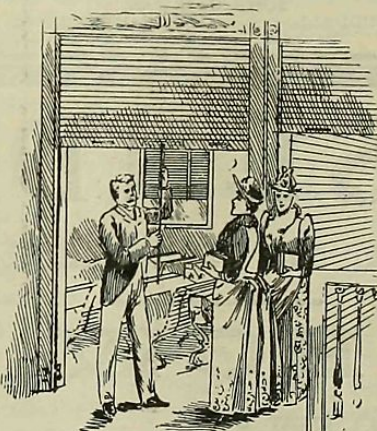
Reports which have so far been received regarding the probable output of logs in the poplar-producing regions of the South are somewhat contradictory, but a careful review of the situation leads to the belief that in some sections, at least, the cut is likely to fall below the average.

BUILDING MATERIAL PRICES

BAR IRON FROM STORE.

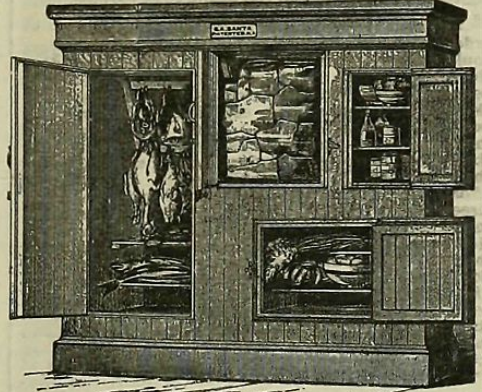
Table of building material prices including Common Iron, Refined Iron, Sheet, Galvanized, Patent plished, Russia, Rails, LATH, LABOR, and LIME.

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run to upper grades is much lower than a few years back.

The supply of No. 1 and No. 2 logs up to the present time has hardly been up to demand, and, as a result, prices on these two qualities have gone up to a pretty fair figure, as high as \$19 having been paid for No. 1 in the water at Nashville, while for No. 2 the price is only a little less. Nos. 3 and 4 logs are selling about as rapidly as received, but prices on these qualities are only nominal.

Stocks of poplar lumber at manufacturing points are hardly up to the average at the present time, and many who are usually large holders of poplar report a scarcity in the better grades. In some localities there is an excess of low grade stock in pile, and as present demand for this class of lumber is by no means heavy, prices necessarily have to suffer. But on the whole, the market may be termed reasonably firm, and a healthy feeling seems to pervade the trade in general.

And referring to Chicago hardwood trade as follows: Many of the drawbacks that existed during 1890 will be lacking the coming year. For one thing oak is likely to be much more plentiful, although there is not any likelihood of a surplus. Offerings are quite free at present, and prices may be a trifle easier, but not quotably so. It is true that when the money is paid over in a transaction as soon as the lumber is inspected and loaded on the cars, liberal concessions can be secured on oak, as well as other classes of lumber. Roads in the oak-producing sections have been generally in good condition during the fall and winter, so that plenty of logs are being got out, but no more than will be required in view of the prospective heavy consumption of oak this year. Dealers are still taking all the dry oak they can get, both red and white, at \$26@28, and \$34@40 for quarter-sawed.

Inquiry for cherry is becoming a little more pronounced, and stocks are as usual light. Cherry will dry all right if put in the kiln right from the saw, but its principal value lies in its color, and to produce a good article it must be air-dried for some time. Top prices are being paid for all the dry cherry shipped to this market.

The Mississippi Valley Lumberman as follows: The open winter and the absence of snow in the northern logging districts is beginning to have an influence on values. The season is now so far advanced that it begins to look as though there would be a shortage in the log supply. A great many logs are on the skids. With good hauling they could be rushed on the bank, and with plenty of snow there

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STATEMENT (U. S. BRANCH), January 1, 1890.

U. S. government bonds, market value.....	\$705,600 00
Railroad first mortgage bonds.....	2,091,915 00
Real Estate.....	1,818,300 10
Cash in banks and offices.....	222,872 09
Uncollected premiums and other assets.....	568,148 78
	\$5,406,735 97

LIABILITIES.

Unpaid losses, unearned premiums and other liabilities.....	\$3,842,541 78
Surplus.....	\$2,064,194 13

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would presumably be a good stage of water in the spring to bring them out. But there is little or no snow in the woods. What is more it is so persistently mild that the ice roads are not the permanent adamant roadways that the loggers would like to have them. The 1st of February is near at hand and under the most favorable conditions the season of good hauling—if any is encountered—must be short. Meantime dealers are enjoying a trade large in volume—phenomenally large considering the fact that the traveling men are nearly all off the road, that it is a mail order trade and that no disposition is shown to force sales. In fact the dealers show a decidedly keen appreciation of the value of their holdings. The new lists which are being sent out show quotations from 50 cents to \$1 higher than the lists made in November. The tendency of the market is further shown in the action of the Chicago yard men in marking up prices. Stocks which were not excessive at the close of the sawing season are being drawn upon so freely as to make it certain that should the spring trade develop a fairly active demand, dry stock, especially of the better grades, two inch stuff, stock boards, dimension and lath will be hard to find, and will command stiff prices. Should there be a shortage in the log cut, as now seems probable, this condition will be even more marred. The firm condition of values is all the more significant in the light of the financial stringency. This has been felt in recent collections. The stringency was not felt in the west until after the period when the lumbermen have occasion to call for much accommodation at the banks.

METALS.—The following is from the bulletin of the American Iron and Steel Association: "The association has received from the manufacturers complete returns of the production of pig iron in the United States in 1890, and also complete returns of the stocks of unsold pig iron in the hands of makers or their agents at the close of the year.

"The total production of pig iron in 1890 was 10,307,023 net tons of 2,000 pounds, or 9,202,703 gross tons of 2,240 pounds, against 7,603,642 gross tons in 1889—an increase of 1,509,061 gross tons, or over 21 per cent. The production in 1889 was over 17 per cent greater than that of 1888. The joint increase in the last two years has therefore been over 33 per cent. Our production in 1890 was about 1,200,000 gross tons larger than that of Great Britain in the same year, and it was about 600,000 gross tons larger than that of Great Britain in 1888, which was its year of greatest production. Our production of pig iron in 1890 was larger for the first time than that of our European rival. Our production of pig iron in the first half of the year 1890 was 4,660,513 gross tons, and in the second half of 1890 it was 4,642,190 gross tons—an increase of 81,677 tons in the second half. The increase in the second half would have been much larger but for the blowing out of many furnaces in December, caused by the strike of the Alabama coal miners and by the financial stringency. The check in production which occurred in December has been continued since the beginning of the new year. The number of furnaces in blast on the 30th of June, 1890, was 339, and on the 31st of December the number in blast was 311. Since the 1st of January at least twenty more furnaces have been blown out. * * * There was a large increase in the production of spiegelisen and ferro-manganese in 1890, the production being 149,162 net tons, against 85,823 tons in 1889, 54,769 tons in 1888, and 47,538 tons in 1887. The stocks of pig iron which were unsold in the hands of makers or their agents on the 31st of December last and which were not intended for the consumption of the manufacturers amounted to 681,992 tons, or 608,961 gross tons, against 389,244 net tons on the 30th of June last, 277,401 on the 31st of December, 1889, and 563,288 tons on the 30th of June, 1890. In addition to these unsold stocks at the close of 1890 there were at that date in storage warrant yards 59,289 net tons, making a total of 741,281 net tons of pig iron then on the market."

NAILS.—Local calls are not very extensive, and the wants of the interior appear somewhat light, the market as a whole showing a quiet tone. Manufacturers of cut nails still complain of serious competition from the wire product, though at the close the latter are said to be offered less freely, and that creates a somewhat more hopeful feeling. We quote Cut at \$1.80@1.85 per keg for car lots and \$1.90@2.00 per keg for parcels from store, for iron, and add 5@10c. per keg for steel. Wire, \$2.10@2.20 at mills, and \$2.35@2.45 from store.

PAINTS, OILS, ETC.—Demand in a general way continues very good and the business in various lines of paints is gradually improving. Quite a line of orders have come in that were delayed until buyers could understand the condition of affairs regarding the cost of White Lead, and in addition there has been somewhat increased results from the solicitations of traveling agents, especially those working over the Southern circuit. Local trade is without much volume or particularly significant features. For the general line of grinders' and house painters' colors the movement is limited to regular custom. An effort has been made to fix the rate on Paris Green for the coming season, but thus far without much success. Paris White, Whiting and Clays are steady and block chalk very firm, Oxide Zincs meeting with fair demand at steady rates. White Lead doing very well and buyers take hold confidently in view of the strong position of the metal which seems to insure an absence of further decline on its product. Association Corroders' rates stand as follows: Lead in oil in kegs and dry lead in kegs, in lots of less than 1,000 lbs., 7½c. net; in lots of 1,000 lbs to 5 tons at one purchase, 6¾c.; 5 tons to 12 tons, one purchase, 5½c.; 12 tons and over, one purchase, 6½c.; dry white lead in bbls. ½c. per lb. less than price in kegs. Lead in oil 12½ lb. in tin pails, add 1c.; in 25 lb. tin pails, add 1½c.; and in 1 to 5 lb. tin cans, assorted (100 lbs. in case) add 2½c. per lb. to keg price. Terms on lots on 1,000 lbs. and over, note of acceptance at sixty days, or 2½ per cent. discount will be allowed for cash paid within fifteen days of invoice date. To make either of the above required quantities any assortment of packages of white lead, red lead and litharge may be counted. The above quotations are free on board cars or boat at corroding point. Linseed Oil retains the old elements of irregularity and openly or secretly there is continual cutting of values. Cost is getting so low, however, that operators are trying to come to some understanding and a local meeting of crushers has recently been held and committee appointed to devise a basis for settlement. We quote somewhat nominally at 52@54c. for Western, and 56@62c. for City. Spirits Turpentine has found

somewhat irregular demand, but the outlet offered did not prove very free, buyers as a rule refusing to invest beyond immediate wants. Strong accounts from the South act as very good support to values. We quote at 39¾@41c. per gallon, according to quality, delivery, etc.

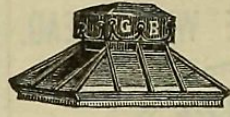
TAR AND PITCH.—Demand as a rule moderate, and the market in good general form considering the season. Holders seem to have control of the stock, and offer it only as a direct call may arise, and full former rates are in all cases asked. We quote Pitch at \$1.50@1.60 per bbl.; Tar at \$2.25@2.50, according to quantity, quality and delivery.

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