

# THE RECORD AND GUIDE,

Published every Saturday.

191 Broadway, N. Y.

Our Telephone Call is . . . . JOHN 370.

## TERMS:

**ONE YEAR, in advance, SIX DOLLARS.**

Communications should be addressed to

**C. W. SWEET, 191 Broadway.**

J. T. LINDSEY, Business Manager.

VOL. XXXVI.

JULY 11, 1885.

No. 904

Hostility to the new high bridge across the Harlem River was to have been anticipated. The location is not in the midst of a densely populated district, and it looks to many like forcing improvements to put between two and three million dollars into the work at this time. The cost will not add appreciably to the tax levy, for though, under the constitutional amendment, we must pay as we go, the amount will only reach about \$700,000 per year for three years; but it is believed that more important improvements might have been undertaken. This belief is probably well founded, but the more important works would not have been advanced by the failure of the bridge project. This, also, is a point to be considered, for there is no question that the bridge will be a useful as well as an ornamental structure, and if we cannot secure the most desirable improvements, such as new school buildings, sewers, etc., we shall do well to welcome the best that we can get. Let us be only careful now that the work shall be begun and brought to completion without any scandal. One hundred years ago, during the Revolutionary War, between McComb's Dam and the Hudson River we had Kingsbridge—to-day we have no more, no less. The same reasons given then against any increase in the means of communication are given now—that the city cannot afford it, and population does not demand it. Successful railroad men say: Build your road, population will follow. Our Mayor says: Get your population and then we will give you the bridge. Who is right?

Said Mayor Harrison, of Chicago, the other day, when discussing with an interviewer the subject of the car drivers' strike: "You see I cannot say I will not protect the company, for they could then sue the city for damages. I must protect them the best I can." It is a grave question where the responsibility of a city for acts caused by rioters should cease. The courts may hold that when no further exertion of restraining force is possible, a city should not be made to meet the losses incurred through riotous acts. But it is very difficult to decide when all the force possible has been applied. Given a Mayor who is something of a demagogue, and a cause for rioting which appeals to popular sympathy, and it will be difficult, sometimes, to decide if all the efforts made to preserve the peace and protect vested rights are more than mere feints. No matter how strong the pretense, in cases where no honest effort is made to preserve order, and in this country no honest and determined effort will fail, a city ought not to escape responsibility for losses suffered. True, there may be causes for dispute where compromise is desirable; but that is a question of no concern to an executive officer. The first right of every citizen will be secured by the preservation of order, for it is only when the law reigns that any right, either public or private, can be maintained.

The managers of the horse-car companies in Chicago are a very foolish set of men. They ought either to have been perfectly certain that they would win or else to have acceded to the demands made by their men at once, and thus to have prevented the strike. Instead of that they talked big and acted small. They said that they would not relinquish their right to manage their own business and to discharge men for reasons satisfactory to themselves. They refused to submit the dispute to arbitration, saying they had nothing to arbitrate. This would have been all very well if they had backed it up. There was no excuse for their not backing it up. There are thousands of men in Chicago who would have been glad to take the work on the terms the strikers refused. Although the Mayor behaved in a very pusillanimous way at first, he finally used the force of the city in the proper way to keep order and prevent violence without taking either side of the dispute. In spite of this and of all their loud talk the managers backed completely down, took back all the strikers, discharging the men employed in their places, and agreed to "investigate" the conduct of the men on account of whose discharge the others struck. Most likely this investigation will end in taking these men back also. The result is that the strikers feel that they have beaten their employers and that they can strike again, whenever they see fit, with a good chance of success. The

employers have not gained the good-will of the strikers, while they have gained the ill-will of the men whom they employed only to discharge them again. The next strike they have on their hands they will get nobody to work for them except men who do not know where their next meal is coming from.

The strike in Cleveland is a much more serious matter. The novel of "The Breadwinners," which most people have read, and of which the scene is laid in Cleveland, sets forth that the working-men of that city comprise in their number many dangerous agitators. This showing was much complained of when it was made, but the events of the week indicate that it was perfectly true. Cleveland was in fact in the hands and at the mercy of a mob. As soon as the strikers passed from doing as they liked with their own business to interfering with other workmen in order to injure the employer of these workmen they became rioters. Powder and ball is the only proper medicine for that complaint, and it is a disgrace to Cleveland that it was not promptly applied. The whole story of the riot has a very un-American character. In fact, the foreign population of Cleveland is large and is very imperfectly assimilated. It is characteristic that before starting out for its deviltry the mob listened to a speech from "the agent for the Anarchists' Committee," who probably told them that the majority could live by robbing the minority, and the fools believed it. So long as these Anarchist blatherskites confine themselves to talking, and no mischief follows, the law does rightly in taking no notice of them. This Cleveland orator, however, succeeded in inciting a riot, and he ought to be laid by the heels. The main difference between a foreign and an American workman is that the former considers himself as a member of a class, and thinks that whatever he can get out of the class above him is clear gain. The American expects to rise, or, if he does not, he expects his children to rise, and he has some anxiety about the rights of the property he expects to acquire. A good deal of insight might be got into the labor question if a magazine were to send a more competent person than the reporters of the newspapers to investigate the disturbance at Cleveland, and write a careful and analytical account of the whole matter.

## The New and the Old Wards of New York.

In forecasting the future movements of population and values in the city of New York it is necessary to keep in view not alone our municipal area, but the somewhat indefinite boundaries of our metropolitan district. The territory covered by the cluster of cities around New York Bay is so vast, and the local interests of the different sections are so large and all-absorbing, that men are liable to fail in their judgment through lack of general information. They are like boatmen placed so near the surface of a river that they cannot observe the general direction of currents, and often find themselves rowing against the flow when a higher point of observation would have taught them a less laborious trick.

This reflection will be found to have peculiar force when it is used for illustrating the circumstances of the annexed district. As a rule, property holders in that section of the city regard its future as under the control of the laws that have covered the Yorkville and Harlem district with a dense population, and finally turned the tide of improvement in the direction of the section west of Central Park. They think it destined to be the home of men whose daily vocations are pursued south, let us say, of Union square. But this is only partially a true view. Whatever the facilities for rapid transit we cannot cover a long distance so quickly as we can cover a short distance. We cannot go from the New York terminus of the East River Bridge to Fordham, a distance of thirteen miles, in the interval of time which it would cost us to go to East New York, over a distance, as the crow flies, of less than six miles. It is unquestionably true that as transit facilities improve in every direction, almost the entire eastern end of Long Island and the northern end of Staten Island will be as quickly accessible from the present business centre of New York as even the neighborhood of Harlem, south of the Harlem Bridge.

It is important to keep this prospect in view, not so much for the purpose of knowing where to make profitable investments as to learn the proper course to pursue in protecting and advancing the undeveloped interests of New York as a distinct city. In making investments a man with ability to hold the property purchased can hardly go wrong. Real estate may temporarily decline in value; but in every part of the city or vicinity, taking a not very long series of years for the estimate, there will be a continual and large increment. But in managing our real estate interests we should not be governed altogether by the instinct of buying and selling, or buying and holding. A broader view, derived from considerations of public policy, may improve our chances even upon the market; and it will certainly tend to favorable results on the future prosperity of the city.

In the view of rivalry with other sections of the metropolitan district it would be fatal to the prospects of the annexed district in New York to regard that section as a mere dwelling place for our mercantile and industrial population. For reasons already sug-

gested, its disabilities for this service are manifest; and if at any time within fifty years it is destined to hold a commanding position, and be filled with a teeming population, its advance will be due to the development of its local commercial and industrial interests and resources. No greater mistake could be made with reference to the new wards than to suppose them especially well adapted for dwellings.

But if the annexed district is weak, in comparison with the outlying wards in Brooklyn and the adjacent towns on Long Island in point of natural grades for building purposes and distance in location from the improved sections of the harbor, it is yet very strong in its independent resources. The improvement of the Harlem River, if that undertaking is ever relieved from the complications in which it has become involved and brought to completion, will give a new impulse to manufacturing enterprises. Facilities for the handling and storage of coal, lime, lumber and all raw materials, together with greater economy in the shipment or trans-shipment of products, will give to the annexed district great industrial advantages over the lower sections of the city. These advantages, though not yet complete, are already being discovered. Four silk mills have been put in operation in the upper wards within little more than one year, and several other large factories are either projected or under construction. This means a great deal with reference to the growth of population and wealth. Every factory that gives employment to one hundred new operatives adds, counting the families of these operatives, about five hundred to the population of the city or neighborhood where it is located, and with this increase in the number of inhabitants comes also an additional demand for the services of local tradesmen and mechanics. In a manufacturing community everything increases, therefor, at a sort of compound ratio.

But while discussing the advantages of the annexed district for furnishing a few dwelling places for men engaged in business or labor at the southern end of the city, and many dwellings for the owners and operatives of factories located north of the Harlem, it will not do to forget the magnificent natural water front which that section of the city possesses. It would be playing Hamlet with the part of Hamlet omitted. The pathway to the sea through Long Island Sound is the greatest advantage possessed by the northern sections of the city, and when that channel is fairly opened to foreign traffic a new era of growth will begin. But, first, it will be necessary to connect the unimproved water front that extends from the Harlem River to Eastchester Bay with all the trunk line railroads that find their termini in New York. At whatever cost this is a work that must be accomplished. The removal of the obstructions from Hell Gate and the improvement of the Harlem River will be only a beginning.

A familiar piece of information, to be obtained at any time upon the street, is contained in the declaration: "There is no business." Nothing can be further from the truth. Nearly all the factories—save a few that usually close down temporarily during the summer or that happen to be engaged in a contest with strikers—are running on full time, and there is no very unusual complaint of want of employment for workmen. The railroads also seem to be well employed. The shipments of freight from Chicago eastward during May for seven years may be seen in the following table, in tons:

Year.	Tons.	Year.	Tons.
1879.....	1,228,908	1883.....	1,122,182
1880.....	973,330	1884.....	1,329,360
1881.....	1,139,624	1885.....	1,593,503
1882.....	936,875		

These are only specimen figures. More grain has been marketed during this year than during the corresponding months of any former year, and the railroad freight bills are consequently very long. Yet there is a popular impression that the roads are not getting ahead, and this impression is quite correct. The truth is, men have a habit of saying that there is no business when they simply mean that there is no profit in business. The cost of production, labor of course included, is less flexible than the price of commodities, and the first symptom and premonition of a business depression is always a declining market. Could we at once raise the price of commodities, transportation, etc., to correspond to the cost of production the depression would not last a week. When we undertake to reduce the cost of production, however, we have learned by bitter experience what will be the catastrophe to follow. They are meeting with a fresh reminder in Cleveland.

Shall we never escape the ratiocinations of our provincials? A morning journal wonders what the French officers, who have been here on a mission of international courtesy, thought of the American people. It would like to know how they were impressed with

our militia display; whether or not they admired the manners and customs of our Board of Aldermen; if their dinner, given on the hoof-trodden deck of a ferry boat by the Chamber of Commerce, did not afflict them with nausea; and how they were generally struck by the thousand-and-one little incidents that marked their public and social reception in this trading metropolis. Well, now, we wish it were possible to gratify the curiosity of our inquisitive contemporary. There can be no doubt that our visitors saw a great many things that seemed exceedingly queer. They were bred in a foreign country, three thousand miles away. All their first conceptions of what is proper in life and manners were inspired in France, a nation existing in a state of civilization with which American civilization does not strictly conform. In the first place, we have no doubt that it seemed queer to those French officers to find themselves in a city where almost everybody who is anybody speaks English, and knows French only as a language fit to be murdered. This was the first circumstance to excite amazement, and many curious impressions must have followed. But we would make a little wager. We would stake one of our best naval ships against La Flore—the odds are great enough to be safe—that the queerest things discovered by our visitors in the wilds of New York were some of the editorialists—the word is coined for the occasion—on the morning and evening journals.

### The New Building Law.

III.

The only guide given by the new law to the strength of materials is in the twentieth section. Here it is provided that "the requisite dimensions of each piece of material are to be ascertained by computation by the rules given by Tredgold, Hodgkinson, Barlow, Trautwine, Hatfield, Haswell or the treatises of other authors now or hereafter used at the United States Military Academy at West Point, on the strength of materials, using for constants in the rules only such numbers as have been deduced from experiments on materials of like kind with that proposed to be used." It is also in the same section provided that the proportion between the safe weight and the breaking weight shall be as one to three for all beams, girders and other pieces subject to a cross strain, and shall be as one to six for all posts, columns and other vertical supports, and for all tie-rods, tie beams and other pieces subjected to a tensile strain.

The first of these injunctions, involving a reference to authorities, would be eminently proper if these authorities were commended to a student of mechanics in quest of trustworthy information upon the strength of materials and of convenient rules for computing the strength of structural members. But, as addressed to the citizen who means to build, and prescribing laws which he must not transgress, it is objectionable inasmuch as there is no good reason why he should be deprived of his right to use any building material whatever at its true value of resistance to strain or tension when shown by proper tests and certified by scientific authority. This right should be secured to him even though the material he wishes to use does not happen to be treated of in any handbook now extant. Though the law makes no provision for an examination, he should be at liberty to furnish the results of his own experiments, and to appeal at any time to applied mathematics to verify his computations of resistance and strain. If, however, the law attempts to help ignorant designers to do what they do not know how to do, particular rules of computation and reports of particular tests must be named in the law. It might be directed that the Superintendent of Buildings should publish such rules and tables of strength of materials, giving the authorities for them, instead of merely referring the builder to these authorities, permitting, however, an appeal to general principles and established facts before a competent tribunal, the establishment of which should be a chief object of the Building Law. These tables and rules should be published at least six months before they go into effect, that the public may be enabled to plan buildings accordingly.

The second of these injunctions wrongly refers co-efficients of strength to the nature of the strain imposed, as cross strain, compression and strain, instead of referring it solely to the nature of the material. The injunction overlooks the fact that transverse strain is ultimately composed of positive and negative strain, and that these alone are to be dealt with. Co-efficients of strength vary with different materials in proportion to the liability of these materials to defects and to the differences in their limit of elasticity. They are expressed as fractions of the breaking load for convenience merely. Moreover, the co-efficients imposed by the law are not those recommended by the authorities referred to in the law.

Some other defects of detail in the new law may properly be pointed out.

In the fifteenth section, which relates to the spanning of openings the sizes of lintels are determined by the width of the openings they cross. They should be proportioned to the loads they have to bear. The wooden lintels which are provided for in certain cases should not be permitted in any case. The so-called rowlock arch contem

plated by the law is no stronger than one of the rows of which it is composed. The chance that all the rows will come to an equal bearing is very slight.

The eighteenth section gives only the choice between soapstone and marble as a material for enclosing hot-air registers. Sandstone, terra cotta and other materials will serve the purpose equally well.

In the twentieth section it is provided that iron beams, lintels and girders shall be tested to double the weight they are to carry. Practical tests to this extent are always useless and often injurious. They are injurious when the load imposed transcends the limit of elasticity of the material. The value of such a test can be obtained only by measuring the deflection of the beam under pressure, and this deflection can be noted as well under the actual load as under any multiple of the actual load.

The directions given in the twenty-first section for arches of brick and hollow tile are too empirical and uncertain to be useful. No distinction is made between arches which do and arches which do not support the floor above them.

Such are some of the technical errors, superfluities or omissions into which the Building Law falls. Like defects are inevitable in any law which attempts to provide beforehand for every exigency of construction which may arise. But such a provision is not the proper function of a building law. There is no reason why the public, including citizens who have no intention of building, should be taxed in order to supply people who have with competent architectural advice given to them gratuitously by the Building Department. An owner should be required to supply himself with a competent architect at his own expense. There should be a body of competent men, to be employed and paid by the owners, to inspect plans and report upon them to the department. In case the owner disputes the validity of their criticisms, the question in dispute should be tried before the Superintendent of Buildings. A similar arrangement should be made with regard to the execution of the plans. The Building Department would then become what it ought to be, a tribunal for the determination of contested questions of construction, and the public would be relieved of any expense which it should not be called upon to bear.

In any event, and with any building law, the Bureau of Buildings should be an independent department.

### Our Prophetic Department.

INVALID—Have you any recommendations to offer to a sick man who would like to make his summer rest profitable as well as pleasant? I recall the fact now that the watering places of twenty years ago have all largely increased in population, to the great advantage, it must have been, of the owners of property in the neighborhood of these health resorts. Have you any ideas on that subject?

SIR ORACLE—There is a famous pleasure resort, the best in the world, called New York City, where an investor cannot make a mistake in purchasing unimproved lots. Look at the chances just now north of the Central Park, along the Boulevard, the Harlem River and up the Riverside drive.

INVALID—Oh, we know all about New York. How about Saratoga?

SIR O.—That charming watering place is only in its infancy. The child is living who will see it contain 100,000 inhabitants during the season. It will spread north and toward the lake, and I have no doubt new springs will in time be found with as great, if not greater, medicinal virtues than the mineral waters which have made Saratoga so justly famous. I should say that an investment in Saratoga property eligibly situated ought to be a good one. I also think very well of Richfield Springs. The sulphur water there is the most efficacious of any in the country. The neighborhood is delightful and the available land in Richfield seems to be limited.

INVALID—How about the sea coast? Have not all fine beaches a high speculative value?

SIR O.—They have. There will soon be a corner in eligible ocean fronts. Already private owners are interfering with the hotels fronting on the ocean. As the interior grows, rich people from the west of the Alleghenies will aspire to the ownership of a "cottage by the sea." There is a wonderful attraction about an ocean front to a person who, during the best part of his life, sees nothing but prairies and mountains. Our splendid railway facilities will bring rich men by the tens of thousands to compete for such ocean front views as are not already appropriated. Look at the marvellous increase of population and building on the Jersey coast in twenty years. Bear in mind that our population is now some 56,000,000 and will be 100,000,000 probably in thirty years more.

INVALID—What will happen when the ocean front proper is taken up?

SIR O.—Pay a visit to the region in the rear of Long Branch and you will see. High prices will be paid for sandy lands near pine woods and where there is a smell of the salt air of the ocean. Lakewood, Vineland and many other places are health resorts in winter as well as summer, although out of sight of the ocean. New

Yorkers and Philadelphians, instead of sending sick members of their families away to California, Florida, Italy, or the south of France, will establish them in sanitariums just back of the ocean. These will be great structures of iron and glass, inside of which will be artificially introduced the temperature and the flora of Italy, Florida or the Southern Californian coasts. Any one who can buy cheap lands on the ocean or near it can make no mistake regarding the future value of his investment. The time, I think, is coming when it will be looked upon as criminal to send people away on distant voyages for the recovery of their health.

INVALID—You do not approve, then, of invalids going to Europe?

SIR O.—Not if they are very sick. I believe there are finer health resorts in this country than abroad. What better place is there on earth for a dyspeptic, or one troubled with liver complaint or nervousness, than Saratoga? Richfield and Sharon are famous for their cures of rheumatism, gout and skin diseases. Poland, in Maine, is one of the most beautiful resorts in the world, and its waters are surprisingly efficacious in kidney and bladder troubles. Waukesha equals any place in Europe, with the exception perhaps of Carlsbad, for kidney and liver complaints and diabetes. The White Sulphur Springs of Virginia are justly famous, while in Arkansas there are some marvellously efficacious waters at the Hot Springs, and that known as the Springs Excelsior. I have no doubt that in time California will be found to have more valuable health resorts than all Europe combined. But, after all, give me New York to live in. In summer I can spend a night by the shores of the ocean, or I can sleep on the top of Orange Mountain or on the summit of the Palisades, or in a hundred places where it is cool and healthful, and yet attend to business in New York City during the day.

### Construing a Sentence in the New Building Law.

A question has arisen as to the meaning of certain words in the New Building Law in reference to the thickness of non-bearing walls, and its determination is of considerable importance. The intention of the framers of the law was that the front and rear walls and cross walls of a building should be four inches less in thickness than the outside bearing walls. On page 6 of the published law the third paragraph reads as follows:

"All the walls of buildings hereinbefore in this section specified (*except the outside and bearing walls*) may be four inches less in thickness; provided, however, that none are less than twelve inches thick, except as hereinafter specified."

The words "except the outside and bearing walls" occasion the question as to what they mean. A tall and handsome woman, for example, means a woman who is both tall and handsome. The two adjectives with their conjunction "and" mean one and the same person. In the words quoted from the law occur two adjectives connected by a conjunction—outside and bearing—thereby applying to only one kind of wall, the outside and bearing walls meaning one and the same thing. Had a comma been used after the first adjective—to wit, the word outside—then a reasonable interpretation of the law would have been that the intent was to include all outside walls, whether bearing walls or not; or, had the word walls been repeated after the word outside, as it is used after the word bearing, then the interpretation would probably have been otherwise than the drafters of the law intended; but, as it reads, fortunately the intent of the law is correctly expressed.

A recent despatch from El Paso states that Brigham Young, Jr., accompanied by Bishop Snow, passed through that place on the way to the city of Mexico. Their purpose is the purchase of large tracts of land in the Mexican Republic, for Mormon colonies. This is a favorable symptom, for it can hardly be true that Utah is becoming so far over-populated that new territory for settlement is actually in demand. It would be a more reasonable inference to suppose that the polygamists are becoming wearied by their war with the United States Government, and are longing for the day when they can stand on the banks of some new and less stormy Jordan. As they passed from Illinois to Utah, so may they one day pass from the United States territory into Mexico, and we should regard their hegira as a good riddance. But how would a Mormon advent be welcomed in our sister Republic? The Mexicans are not half so much given to the use of legal processes for fighting opponents as the people of this country, and the Mormons might find the Mexican fire a more uncomfortable place than the American frying-pan. Wherever they go they will still find themselves in a stew.

Good reading for journalists who write with an eye only for political effect, and with no regard to truth or fair play, is to be found in the statement made in explanation of his government contracts by Mr. John Roach. This accomplished ship-builder is a perfect fiend at the use of figures; and when he makes a statement it usually bristles all over with sums that call for extensive practice in addition and division, but ask no co-operation from silence. In the first place, study the statement as to the extraordinary

expenditures made by the Federal Government for the improvement of the navy since the close of the Civil War. This is a subject on which the public has been badly humbugged. It is a popular delusion that we have only been saved from bankruptcy caused by naval extravagance through the great resources of the Treasury. Mr. Roach simply shows that we have expended \$5,000,000 for naval construction, while Holland for the same purpose has expended \$18,000,000, France \$90,000,000, and England \$160,000,000. Equally conclusive are all the statements made by Mr. Roach for clearing himself personally from misrepresentation. He has never possessed a monopoly of naval contracts, and in every instance where a contract has been awarded him he has secured the work by making the lowest bid. In all instances where work has been given out without competition, on terms fixed by the Navy Department, it has been divided with strict impartiality between rival ship-builders, Mr. Roach receiving only about the proportion to which he was entitled from the greater capacity of his yard. We must be permitted to call this a very ghastly showing in the face of the floods of misrepresentation by which the builder of nearly one hundred of the finest ships in our merchant marine has been assailed. Mr. Roach says, and the statement is unquestionably true, that all the money which he has received from the government would not keep his yard in operation a single year. The hands that will be hurt in this controversy will be the hands that strike at trip-hammers and steel plates, and not those that only find the task of pleasantly pummelling soft heads. Mr. Whitney is a young man, and he has made the common blunder of youth. He has acted without a sufficient knowledge of any facts that could make his action either politic or safe.

#### Editor RECORD AND GUIDE:

What is the meaning of section 504 of the New Building Law. Does it give the Superintendent power to compel the making of hall partitions and ceilings in tenement houses under 60 feet in height fire-proof?

#### ARCHITECT.

No. The Superintendent has no power to compel the making of any part of a tenement house under 60 feet in height fire-proof. The last paragraph of section 492 requires all tenement or apartment houses built, to be occupied by two or more families on any floor above the first, to be constructed with fire-proof halls and stairs, when such buildings exceed 60 feet in height—up to 70 feet, when the entire building must be fire-proofed. But section 504 only confers power on the Superintendent to pass upon questions such as the right or wrong way in construction, as framing of timber, manner of supporting stairs, and to decide questions as to what is good or bad materials, such as soft brick, bad mortar, checked timber, etc. But power is nowhere conferred upon him to add to or alter the law, only to carry out its real intent and meaning.

### Concerning Men and Things.

\* \* \*

Commander Gorringer, who has just died, was in some respects a typical American sailor. He was hardly a typical naval officer. In fact a naval officer once described him to me as having "all the good and bad qualities of the second mate." This was not jealousy of a sailor from the merchant marine, as Gorringer was, on the part of a regular Annapolis trained officer, for my friend was a staff officer. His description was apt—Gorringer was bluff, brave, honest, abrupt, impulsive and unreasonable. His performance when the foreign residents of Alexandria objected to the removal of the obelisk and threatened to detain it by force was characteristic. He lashed the American flag to the monolith, put a boat's crew in charge and dared them to come on. His management of the work of shipping, transporting and landing the obelisk was a clever piece of mechanical work. His success turned his head more or less. His articles on American shipbuilding were really insubordinate in tone and merited an official rebuke, though that which Secretary Chandler gave him lacked both dignity and discretion. Gorringer answered it characteristically by intimating, not indirectly, that the Secretary was a liar and a coward, and by throwing up his commission. Then he went in to shipbuilding, backed by some of the Vanderbilts and other people who had money to lose, and he went out of it when he had lost their money. The project was absurd. He was a rule-of-thumb sailor and knew no more about the art of shipbuilding than he did about business. He had the good fortune to employ a clever young naval architect, educated on the Clyde, and a competent designer of engines. But he was his own financier, and naturally sank his capital with great rapidity. He made bids for all the big jobs, and got several of them regardless of expense. But, in fact, it is not the big jobs that bring in what money there is in American shipbuilding, but the small jobs—the ferryboats, tugs, river steamers, coasters, mud scows and what not. Even for experienced builders, whose yards are managed with some system, these great steamers are of little advantage, except as advertisements. It was probably to his disgust and disappointment with this result that his death was really due.

Corporation Counsel Lacombe gives it as his opinion that while the law compels the appointment of Commissioners for the Harlem River Bridge it provides no way in which they can act immediately, it being too late to put anything in the tax levy for their expenses. Here is one evidence of our fiscal blockade; and another is found in the appropriation of \$2,000,000 for the Dock Department, made merely to bring a test case to see if sinking fund securities must be counted as a portion of our debt. All improvements must drag until this question is decided, and after a decision perhaps they will drag harder than ever.

### Home Decorative Notes.

—Let it be remembered that attractive homes make less attractive the seductions of the outside world.

—Metallic lions rampant with distended jaws are receptacles for waste paper.

—Cretonne hung over the walls make a very delightful decoration.

—A silver salad fork and spoon with cut-glass handles now come with a salad bowl.

—Cords or wires attached to pictures should be suspended from beneath the frieze.

—For cool evenings in summer come batiste spreads lined with a very thin sheet of wadding, and tufted all over with pretty little bunches of colored crewels; a pale pink spread showing deep pink tufts, blue with white, and so on.

—The improvements made in representing flowers in relief has been very great and many jars and pitchers may be seen decorated with porcelain flowers so delicately constructed that at a little distance it would be hard to distinguish them from the natural flower.

—A decorative receptacle to contain the less sightly flower-pot of earthenware is a fluted gilt cylinder on a circular tray.

—A pretty fantasy is a square window of stained glass set in the wall and filling the place of a picture, for an east window a lovely design would be of morningglories or brilliant hollyhocks marshalled in line.

—Whatever may be preferred for covering the floors of the other rooms in the house, it must be recommended that the floors of the bedrooms should not be carpeted, the floors ought to be of hard wood and good rugs laid down at the side of the bed and in front of the washstand, dressing table and bureau, wherever, in short, the warmth and softness of a carpet are desirable.

—Etchings upon which any value is set should always be mounted on mats of cardboard or heavy paper, if mounted flat on cards, tissue paper should be placed between them, otherwise the ink in the heavy lines will be rubbed and the print injured, if not spoiled.

—One should bear in mind that a room with a cold, cheerless aspect should be treated with warm, cheerful surroundings, while the room with an attractive, warm, southern aspect should be rendered in cool shades of coloring, in all cases avoid as much as possible sad tones, tending as they do to depress the mind.

—Tripod bamboo frames are now utilized for card receivers, a perfectly round split straw bowl, either gilded or bronzed, is fastened to the frame by means of colored ribbons, branches of apple blossoms or a spray of one's favorite flower painted in oil colors may further decorate this pretty bit of furnishing.

—Green shares popularly with yellow in the materials employed for decorative purposes; it is seen in every conceivable shade, from the delicate Nile to the deep cypress and myrtle greens; the favorite shade seems to be the cresson; a very satisfactory shade is the apple-green, that pale, yellowish tinge seen in the growing leaves of the apple tree.

—Sheeting and pillow-case linen should be chosen for the evenness of the threads; the sheets, bolster and pillow-cases are made in sets, that is, trimmed to correspond; a hem about two inches in depth is finished with hem-stitching, and a large initial is placed in the centre above the hem.

—Among the novelties in table decoration that are both of use and beauty are little white china pans in which to poach eggs; they are furnished with handles, and the egg is brought to the table on and eaten from these dishes.

—Toilet sets, showing a decoration of delicate painting on bolting cloth, bordered with soft lace, are among the most airy elegancies.

—Palm-leaf fans may be made very pretty by decorating them; as a suggestion, paint the fan on both sides a Prussian blue and decorate with a bunch of poppies, tie a blue ribbon around the handle and suspend in some spot which requires a touch of color.

—Too much care cannot be exercised in choosing carpets with good wearing colors; the Kidderminster rugs with their close set threads are very serviceable, and are largely used for summer seashore cottages.

—A painted arras in a large hall is particularly effective; it should be fastened with hooks and rings to a rod that should run below the frieze.

—Rust upon steel may be removed by covering the rusted parts with oil or fat, letting it remain some time and then wipe off with a cloth.

—Straw matting may be cleaned with a large coarse cloth dipped in salt and water, and then wiped dry.

—A narrow shelf placed over a doorway and painted to correspond with the wood work of the room is a pleasing addition, a few pieces of pottery, good in color and shape, grouped upon this shelf heightens the effect.

—Birch bark may be satisfactorily used for menus.

—The long swinging glasses are coming into favor, and bureaus, dressing-tables and walls are amply supplied with mirrors.

—Lace, Madras, chintz or other light hangings should replace in summer the heavier material desirable for winter use.

—In silver and electro-plated ware works are produced rich in design and sumptuous in character, which creates a confidence that metallic art in the future is equal to anything it has accomplished in the past.

—Olive colored momie will make a good foundation for a toilet cover in scarf style; on one end embroider in fine crewels the thistle design, showing buds, full blown blossoms, and the airy puff of the seed ball, while a bunch of Michaelmas daisies and the bright yellow dandelions will adorn the remaining end; the ravelled momie forms a fringe with a deep knotted heading; bunches of lavender yellow and olive silk tied in with the ravelled fringes brightens the fringe.

The Harlem River Bridge.

Editor RECORD AND GUIDE:

Mayor Grace has brought the question of the new bridge across the Harlem River at One Hundred and Eighty-first street to the front as a subject for public discussion. There are several things to be said about it and several aspects in which it can be viewed.

The first aspect is that of economy, and the most obvious thing to be said from this point of view is that \$2,250,000 is a good deal of money. It is an amount which should not be taken out of the city treasury, in the present condition of that treasury, of general business, and, above all, of municipal administration, unless the prospect of a return, either direct or indirect, is clear and certain. Now, this bridge will unquestionably benefit real estate on both the Westchester bank of the river, as well as on the New York City side, but it is doubtful whether the city will get its money back out of that improvement. The bridge will never be the main highway of communication between the heights on the Westchester side and the business centre of the city. That communication will be furnished by an extension of the elevated roads, and nobody has contemplated that the grades or the construction of this bridge shall be arranged with reference to making it a part of the elevated system. The freight traffic of the district to be made accessible in this way will continue to be carried on as it is now carried on—by means of the East River and of the avenues on the east side of the city.

What, then, is the bridge? It is an extension of the drive now furnished by the Central Park and the Riverside Drive, and it will form a magnificent approach to the Westchester Heights. This is a fine and grandiose conception in its way, but it proceeds from an expectation with regard to the character of the improvements to be made on these heights that may not be realized. If the Westchester bank of the Harlem and the ridge behind it are to be occupied by villas standing in park-like grounds, the bridge would be an impressive approach to them and a desirable ornament to the city. But whatever may be thought by the speculative politicians who have secured the enactment of the bridge bill for the special advantage of the property in which they are interested, the chance that the improvements will be of this kind is very remote. The bridge implies another Riverside Park. We all know what the Riverside Drive has cost. It was built in the expectation that so soon as it was opened wealth and fashion would migrate to it from upper Fifth avenue. The drive is done and opened, but the migration has not taken place. The unfortunate holders of property who have been paying assessments in hope for these many years find the assessment gone and the hope deferred. No doubt the day of the west side will come, and when it does come the character of the quarter is likely to be such that the drive and the park will be appropriate adjuncts to it. But the question about the bridge is, whether we had better spend \$2,250,000 in order to have another riverside drive on our hands before the first can be said to have begun to pay for itself, or to be anything but a luxury to them that ride in chariots. Moreover, the expectation that Fordham Heights will ever be a quarter occupied by millionaires, in order to view whose domains a drive and a two-million-dollar bridge will be a proper preliminary, seems a little, or rather a good deal fantastic. So far as the indications go it seems that this quarter will be built up with dwellings of a comparatively humble class—cheap cottages possibly, or possibly cheap flats. Such is the character of the east side, and the new quarter can scarcely be anything but an extension of the east side, even though we build a bridge to pretend that it is a continuation of the west side. It looks as if the projectors of the bridge were resisting laws much stronger than themselves, which determine the movement of population. If this costly structure should turn out, after it is built, to give access to another Yorkville or Harlem, the taxpayers would feel very cheap, and would feel that the bridge was very dear. Still, if we are to commit the possible folly of a monumental bridge as an approach to a district far from monumental, it will not be disputed that the bridge should be a real monument, and that money to make it such should not be stinted.

"M."

The Reduced Assessments

The following report of the Assessment Commissioners, made to the Board of Aldermen, in relation to the reduced assessments will be read with interest:

OFFICE OF ASSESSMENT COMMISSION, No. 27 CHAMBERS STREET, NEW YORK, JUNE 26, 1885.

To the Honorable the Board of Aldermen:

GENTLEMEN—The resolutions adopted by your honorable body on April 24, 1885, requesting the Counsel to the Corporation to report to your Board the amount of assessments for local improvements in the city of New York reduced by the Commissioners appointed by chapter 550, laws of 1880, was transmitted by that officer to the Commissioners on the 27th of April, 1885.

In answer to your resolutions the following statement, prepared from the records of the Commissioners, shows the particular assessments for local improvements reduced by them, the date of each decision, the total amount of assessments for each improvement acted upon, the reduced amount fixed by the Commissioners, and the amount of reduction made on each assessment.

This statement shows that the total amount of assessments brought before the Commissioners for reduction, under the decisions made by them, is \$2,875,179.65; the reduced amount fixed as the lien on the property benefited by these improvements is \$1,890,640.37, and the amount of reductions of assessments made by the Commissioners to the date of this report is \$984,539.28.

The following is the statement referred to, viz.:

Table with 5 columns: Title of Assessment, Date of Decision, Amount of Assessments Reduced by the Commission, Amount fixed by the Commission, Amount of Reduction.

Main table with 5 columns: Title of Assessment, Date of Decision, Amount of Assessments Reduced by the Commission, Amount fixed by the Commission, Amount of Reduction.

In the above table R. stands for regulating, grading, etc.; S., sewers; P., paving; N. P., Nicholson pavement; S. P., Stafford pavement; U. D., underground drains; M., macadamizing, etc.; F., flagging.

The sixth section of the act referred to provides that "the Commissioners shall award such relief as in their judgment is just and equitable in view of the circumstances of each case brought before them by the notice aforesaid, and shall determine what relief, if any, is to be awarded in respect of each

lot or parcel of land, and what reduction, if any, is to be allowed upon such lot or parcel, and thereupon they shall file in each case a certificate, signed by a majority of the said Commissioners, in the Department of Finance in said city, specifying the relief awarded by them, and upon such filing the assessment on each lot or parcel shall be revised, modified or vacated as in said certificate specified, and the amounts fixed by such certificate, with interest thereon from the date thereof, and no more, shall thereafter be the extent of the lien upon such lots or parcels in respect of such assessment."

Under the provisions of this section it will be seen that interest on all assessments reduced by the Commissioners is, by the terms of the act, to be computed from the date of the certificate made and filed by them, and not from the date of the confirmation of the assessment. The practice of the Commissioners has been to date the certificate signed and filed by them as of the date of the first decision made reducing a particular assessment.

By the provisions of the tenth section of said act it was made the duty of the Commissioners to award and adjudge to persons who had paid assessments for local improvements, which assessments had been reduced by the Commissioners, an amount equal to the amount of reduction to which such persons would have been entitled if they had not made such payment, the amount of such award to be proportionately equal to the amount of reduction on their lots. The section further provided, however, that it should not be held to apply to assessments where less than one-half of the entire expenses of the improvement assessed upon all the property deemed to be benefited thereby, exclusive of such portion of the expense as might be imposed upon the city or its property, remained on the first day of May, 1888, a lien on the property deemed to be benefited.

In compliance with the provisions of this section the Commissioners have made awards to property owners who had paid their assessments, in cases where reductions had been made, to the amount of \$457,488.14, and certificates of award in their favor have been filed, from time to time, in the Finance Department.

All of which is respectfully submitted.

DANIEL LORD, JR., Chairman,  
ALLAN CAMPBELL,  
JOHN W. MARSHALL,  
Commissioners.

### Valuation of Property.

RELATIVE ASSESSED VALUATION OF THE REAL AND PERSONAL ESTATE IN THE CITY AND COUNTY OF NEW YORK FOR 1884 AND 1885.

Wards.	Assessed Valuation, 1884. Real Estate.	Assessed Valuation, 1885. Real Estate.	Increase. Real Estate.
First.....	\$66,372,300	\$79,636,814	\$13,264,514
Second.....	30,530,821	34,232,140	3,671,319
Third.....	35,988,881	38,294,000	2,305,119
Fourth.....	12,302,006	13,151,809	849,803
Fifth.....	43,630,618	45,539,678	1,909,060
Sixth.....	22,661,088	23,971,441	1,310,353
Seventh.....	16,346,192	16,634,659	288,467
Eighth.....	38,020,698	38,452,209	431,511
Ninth.....	28,793,814	29,039,766	245,952
Tenth.....	17,167,934	17,437,085	269,151
Eleventh.....	16,501,143	16,577,370	76,227
Twelfth.....	115,182,425	121,905,680	6,723,255
Thirteenth.....	10,025,615	10,187,345	161,730
Fourteenth.....	23,964,792	24,312,215	347,423
Fifteenth.....	55,064,158	55,189,266	125,108
Sixteenth.....	36,226,918	37,033,514	806,596
Seventeenth.....	33,720,442	33,584,931	*135,511
Eighteenth.....	7,445,363	77,690,378	2,245,015
Nineteenth.....	192,795,948	198,296,968	5,501,020
Twentieth.....	44,269,772	44,954,495	684,723
Twenty-first.....	88,196,998	88,341,311	144,313
Twenty-second.....	91,032,606	95,178,889	4,146,283
Twenty-third.....	15,632,255	18,550,059	2,917,804
Twenty-fourth.....	9,888,810	10,272,115	383,305
Total real estate.....	\$1,119,761,597	\$1,168,443,137	\$48,681,540

\* Decrease.

	Personal Estate, 1884.	Personal Estate, 1885.	Increase.
Resident.....	\$141,625,409	\$132,257,930	\$9,367,479
Non-resident.....	10,660,572	9,669,642	990,930
Shareholders of banks.....	66,250,765	60,746,294	5,504,471
Total personal estate.....	218,536,746	202,673,866	\$15,862,880
Total real and personal estate for 1884.....	\$1,338,298,343		
Total real and personal estate for 1885.....		\$1,371,117,003	
Total increase.....			\$48,681,540

	Pers'l Est., Decr.
Resident.....	\$9,367,479
Non-resident.....	990,930
Shareholders of banks.....	5,504,471
Total personal estate.....	\$15,862,880
Total decrease.....	\$15,998,391

	Total increase in assessed valuation for 1885.....	Total decrease in assessed valuation for 1884.....	Net increase 1885.....
Total assessed valuation for 1885.....	\$1,371,117,003		\$48,681,540
Total assessed valuation for 1884.....	1,338,298,343		15,998,391
Increase in 1885.....	\$32,818,660		\$32,818,660

### Suburban Homes.

The following communication from an old New Jersey subscriber should be of interest in all suburban localities:

EAST ORANGE, N. J., June 29.

Editor RECORD AND GUIDE:

I bear a great deal about capital lying idle in New York, and for that reason enclose you the leading editorial clipped from last Saturday's *Orange Chronicle*, in hopes that you will publish, so that it may be brought to the notice of capitalists looking for profitable investment. Every word of this article is true, and I can tell you for a fact that during the spring renting season I actually turned away hundreds who were looking for the style of house described in the editorial.

S. M. LONG.

A HINT FOR CAPITALISTS.

"Ordinarily the opportunity for the profitable investment of capital need not be pointed out, especially in times when money is abundant and the chances for secure investment are reduced to the minimum. There seems, however, to exist an exception to the rule just now. Right here, under our very eyes, as it were, an unsupplied demand exists for a class of houses to rent which, if met, would yield to the investor double the rate for his money that can be obtained in ordinary channels, at the same time that a public benefit would be bestowed. During the months of April, May and the early part of June, there were numerous applications for houses at rates ranging from twenty to thirty-five dollars per month, and it is almost needless to say that with scarcely an exception they were not met. Real estate dealers know only too well that this is an unsupplied want, and has been for years. We have an abundance of places of the expensive class, and while they find a comparatively ready market, and give a good return for the capital invested, the other field, of a middle class of residences conveniently located with reference to proximity to railroad stations, is almost wholly unoccupied.

The city and vicinity stands in need of some one or more capitalists to

step in and supply the demand for a class of residences such as we have described. Every one knows that money goes a begging for secure investment at 5 per cent., and those who do not want to be cumbered with the care of looking after the details of such matters are glad to take 4 per cent. and even less. Now here is a way in which money can be placed in a channel where it would earn its possessor from 10 to 15 per cent. at the same time that a public benefit would be accomplished.

What is true in the above article with reference to New Jersey is equally true within the city of New York, and along the line of the Northern, the Harlem and the New Haven roads in Westchester County. The want of cheap homes is a crying need everywhere, both within and without the city. It is a want that has retarded the growth of the upper end of New York by at least one hundred thousand inhabitants.

EDITOR."

### An Objection to the New Building Law.

Editor RECORD AND GUIDE:

If a property owner now wishes to build a one-story building, with a frontage of 65 feet and say 12 feet high, for storage or manufacturing purposes, he must construct the bearing walls, or the walls upon which the ends of the rafters rest, 24 inches thick, and the front and rear walls 20 inches thick, of brick work. He must do this no matter how many lines of posts and girders he may have to support the roof between the said bearing walls. A perfectly safe construction for such a building would be 12 inch bearing walls and 8 inch front and rear walls, with piers under the ends of roof girders. There is no provision in the law by which this oppressive and absurd construction can be avoided. There is a large Board of Examiners created who can pass upon cases relating to the alterations upon old buildings. But neither the Superintendent of Buildings or this Board of Examiners can in any way modify the strict letter of the new law when it touches the construction of new work in cases similar to the above.

A. B. OGDEN, Architect.

There appointment of Commissioners to condemn the right of way for the Suburban Rapid Transit Railroad is another step which indicates progress in the prosecution of that work. The promoters of the enterprise promise very definite results at an early day, and there is no doubt of the earnestness of their purpose.

### The World of Business.

#### Earnings of Capital.

A New York writer argues in the *Journal of Commerce* that the wealth of the United States should justify us in expecting low rates of interest corresponding to the average of England. He argues that any future advance in the rates of discount on commercial paper to 6@7 per cent., as may happen whenever business activity shall be restored, will not logically advance the rates of interest on large investments beyond 3 per cent. for national and city bonds, and 4½@5 per cent. on prime railroad bonds, as the former should be viewed as an incidental and transitory incident of merely temporary conditions. Low interest, on the other hand, is a fixed fact; i. e., 2@2½ per cent. on national, State and municipal bonds, 3 per cent. on bonds and mortgages and 4@4½ per cent. on railroad bonds. It is argued that the future funding of the bonds of railroads, which may have to be recognized by the creditors, should be at the rate of about 3 per cent. for fourteen to fifteen years, with a 1 per cent. sinking fund and the price of issue at about 80. On this basis, it is hinted, both the Nickel-plate and West Shore railroads must reconstruct their finances preparatory to being leased by the Vanderbilt road. The Union Pacific mortgages, also, of \$70,000,000 6 per cent. and \$26,600,000, amounting on an averaged rate to \$5,196,000 per annum, is also to be paid off with a 3 per cent. loan, carrying a 1 per cent. sinking fund, which will amount to \$2,898,000 per annum, and retire the whole debt in thirty-five years. This line of stock is very opportune to New York just now, because of her vast accumulations of ready money, and of the necessities of various embarrassed corporations and their creditors. The security even of the latter is being imperiled by the persistent rate wars, and it is a question of great doubt whether even fixed charges can be earned. General Devereux, a well-known railroad president, stated the other day to the Inter-State Railroad Commission that, if means for the future prevention of rate wars could not be devised, there would not be a dozen solvent railroads in the United States one year hence. We need not go to this extreme, but it is obvious that the policy will be effective in bringing a sufficient number of corporations to the tender mercies of the financial magnates of New York to render the present campaign sufficiently profitable. The special plan proposed for capital in these operations from the investment standpoint, is a rise of 20 per cent. from 80, or from 5 to 3 per cent. as an investment rate. In England, a country which is less wealthy than the United States, as we are told, debentures and preference shares do not pay over 3 to 4 per cent., and why should the United States? Put if such results as these should have happened in the United States why have they not happened? Is it expected to argue capital into holding which it has not thought proper to adopt as a matter of self-interest? If we are as rich, and if money is as abundant relatively to the wants of the country as in England, why have American railroad mortgages and city bonds paid so much higher interest? The fact is the predicates are not tenable. Money lends on call in London at ¼ to ½ per cent. and in New York at 1 per cent. Time loans in London are at 2 to 4 per cent., and in New York at 4 to 6 per cent. The prices of government land in the United States, which is cited as a conclusive test of the cheapness of money in the United States whenever it is well secured, are not a correct criterion, as that security alone is available as a basis of circulation for National banks. The principal assurance for the future high value of interest-paying bonds, or of low interest on such investments, is a factor which the article we are considering fails to notice, i. e., the probable future default of railroad building and of other branches of enterprise of approximate importance to tempt capital in a large way into ventures more alluring than investments. Not only is there no likelihood of railroad building obtaining the dimensions which it held from 1879 to 1884, but there is also more capital to employ. Failing this resource the best substitute on a large scale are railroad bonds or stocks with a fixed income; and naturally the interest rate will fall as the demand for the security increases. But, according to the arguments above quoted, even this result would be greatly reduced, for if the supply of available wealth in reference to the requirements of the country is really as great as in England, our investments of the future would be largely subdivided, as are English investments, among various foreign securities. The average earnings of capital must be, as a fixed necessity, reduced in proportion as merchandise and labor decline in value. The latter condition implies that the opportunities for profitable ventures are contracted, and, as this contraction proceeds, capital goes more and more into securities at certain fixed rates of interest, thus advancing prices and lowering the rate of income. This condition, however, also implies that the purchasing power of currency is increased, and \$1,000, say, of income will purchase \$1,250 worth of labor and merchandise, the exchange of the latter being increased

relatively to other commodities to a proportionate degree.—*Courier Journal*.

### The Wheat Harvest.

Despite all that may be said about the great increase of other crops and the desirability of looking to other and varied products of the farm, wheat is still looked upon in California as the backbone of agriculture, and the wheat harvest as the principle dependence for the trade of the year. There is always, therefore, considerable anxiety as to what the outcome of that harvest may be. On that not only the great supply interests of San Francisco and in a large measure of Great Britain depends for support but upon it also depends the general trade of the city, when therefore, bad reports of the outcome of the wheat harvest are sent abroad the merchants view the future with gloomy forebodings, and this frame of mind in some measure tends to bring about what is feared. Unreliable reports cannot, therefore, be too greatly condemned. To judge from some set afloat recently it would look as if the wheat harvest was next to a total failure. This is certainly not at all the case. The northern counties, though not giving such a crop as that of last year, will do fairly well—so also will the southern, and the San Joaquin Valley is where we should look for the failure, if any. There is little doubt that the west side of the valley for a long distance will be almost a total failure, but then good crops are seldom raised there without irrigation. The west of the valley will, outside of Tulare and Fresno, give a two-third crop and these two counties are looked to for 250,000 to 350,000 tons, an unusually large quantity. An estimate of two-thirds of the product of last year is therefore, all things considered, a very safe one, and that would give us in round numbers 1,100,000 tons. Or take the acreage of say three million and a quarter acres, at twelve bushels to the acre, we would have 39,000,000 bushels or about the same figures. It does not take small crops to give good prices, and the sooner they who put out these wild reports learn this the better. Altogether, we have a very good prospect for both harvest and price.—*San Francisco Journal of Commerce*.

### The Railroad Situation.

The railroads, as a rule, are earning little money just now and paying fewer dividends. This is due to two things—the railroads are carrying little freight, comparatively speaking, and for this business they are getting very little pay. Some persons are inclined to attribute the hard times to the demoralization of railroad rates; others more wisely, we think, believe the railroad demoralization is due to the hard times. When times are brisk, when trade has swollen to large proportions, when crops are good and the demand steady in Europe for American wheat, the railroads have all the business they can handle, and have no need to knife one another. When crops are small, when Europe raises her own wheat, when grain in Liverpool will not bear ordinary transportation charges, then rates are cut, railroads accuse one another of diverting traffic, and there are wars and rumors of wars everywhere. When rates are firm and earnings good we have a popular clamor for legislation to regulate rates and prevent extortion. When rates are demoralized and dividends have been suspended we have a demand from railroad managers for legislation which will compel them to maintain rates, abide by contracts and keep the pools intact. There is little call for legislation, except of a general character, in either case. Pools and profitable rates tempt capital to invest in new roads, and so intensify the influence of competition. Thus we have the West Shore and the Nickle-plate; thus we have the South Pennsylvania, and to these influences we owe the new road from Baltimore to Philadelphia. New roads must attract traffic, and they can only do so by underbidding the old roads. The old roads are from the very nature of things under the bonds to keep the peace. They want no war. When driven to it they will fight and fight desperately, as will England, but, like England, they seek rather those things which make for peace. We fail to see any good reason for putting a stop to such wars by legislation. No doubt it is better to have stable rates, rates that can be relied on to hold when a man makes a business calculation; but among railroads as among nations, the stable peace is one which is conquered by better warfare. When the owners of railroads want a war stopped, they will stop it, and until they do, we cannot see why others should concern themselves about it. The cost of transportation is a natural task on the energies of the people; it is the cost of one manipulation in the process of production as legitimate as any other item of expense. It is to the interest of the people at large that this item in the cost of production, this tax, be as light as possible, and under our system of free railroads the cost of transportation has been reduced more rapidly than in any other nation in the world. Unrestrained competition—not legislative, not national nor State commissions—the great laws of commerce untrammelled have year by year reduced the cost of transportation, and the tendency is to still lower rates in years to come. There is in economical history no study so full of interest, none that illustrates so clearly the operation of great natural forces, none teaching so distinctly and definitely the existence of inflexible laws governing and controlling the desires and the passions of men, as the study of the development of the railroad system in the United States. When legislation has interfered, as in subsidizing the Pacific roads, the result has been pernicious, introducing a new element of corruption into politics, and removing from the manager that sense of responsibility for results which always bring disaster. It is not to be said that the general laws under which this system has grown can not be altered to some advantage, for all human laws are as yet imperfect. We need a law stringent and clear, which will give the minority stockholders in every corporation some rights, some control of the property, some representation in the board of management. A bare majority now secures absolute control, and measures are often concocted for "freezing out" the small holders which, if these small holders had fair representation in the board, would not be attempted.—*Courier Journal*.

### Sorghum Experiment.

We learn from the *Nashville American* that the experiment for the making of sorghum sugar at Franklin, in Tennessee, has proved a disastrous failure, and has resulted in the nearly complete loss of all the capital invested, amounting to \$50,000. The natural advantages of soil and climate were so confessedly superior that failure was not anticipated. From eight to seventeen tons per acre was grown of cane very high in richness. The capacity of the machinery proved to be adequate. The superintendent finally quit in mortification and disgust, and the remainder of the season was devoted to making a sirup without profit. Such a lesson is severe, but it ought to be serviceable. The question whether sugar can be made from sorghum at a commercial profit cannot be regarded as finally settled by a few disastrous experiments. At the present time, there is a pretty heavy burden resting on the sugar industry, even in case of rich canes and established plants; but it is not to be inferred that the policy of export bounties under which the powerful nations of Europe have fostered the beet root product can be permanently supported by the exchequers of those nations. A reaction is already setting in, as is shown by the dispatches from Austria regarding the feeling there. The sorghum factories in the State of Kansas, from which much was expected, have been financial failures thus far, yet it is probably a good thing to have gained the experience of the past three years. For the present we presume that little or nothing further will be done in the way of experimentation; but the absurdity of the dependence of this great nation on foreign countries and degraded labor for its sugar is so evident, that the effort to establish an independent and sufficient home supply will be persistently renewed in the future. Meantime, the temporary failure of the sorghum attempts will strengthen the outlook for the sugar cane product, and call renewed atten-

tion to the ease with which that product may be magnified many fold.—*N. O. Picayune*.

### A Tough Customer.

President Santa Maria, of Chili, seems to be a level-headed person. His views on trade, treaties and finance are singularly strong, plain and sensible. We sent a commission down to Chili to interview him on the subject of establishing closer commercial relations with his country through reciprocity treaties which would debar other nations from the trade between Chili and the United States. The first thing the commission learned at Valparaiso was that there is no trade to speak of between Chili and the United States; all the Chilean trade goes to England, and as the Chileans can buy what they need cheaper in England than in the United States where the price of manufactured goods are artificially increased by a protective tariff, and as the commodities the Chileans have to sell command as good, if not better, prices in England than in our country, they are not anxious to make a change. The Chilean President did not see any advantage in reciprocity treaties between particular countries; he preferred a policy of free trade with all countries. His people were "at liberty to sell where they could get the best prices, and buy where goods are cheapest"—a privilege which the people of the United States do not enjoy; their high tariff forbids it. He did not think that commerce is aided by special treaties between particular nations. Chili did not ask special favors from other countries, nor give special favors to them. Trade would regulate itself by the mutual demands and capacities of different countries. It is true the United States manufacture goods the Chileans need; but so does England, and if the Chileans send to England for these goods, it is because they find it advantageous to do so, and it would not be just to form treaties that debar them from the privilege. Besides, the Chileans found in England a better market for what they had to sell—and it was a decided advantage to buy from the country they sell to. In reply to the suggestion from our commissioners that a reciprocity treaty might open a market for Chilean guano in the United States, the President bluntly told them that the people of the United States are already welcome to buy as much Chilean guano as they want—and he didn't see how a reciprocity treaty could increase the privilege. Only one proposition submitted by the commissioners found favor with President Santa Maria—that for a common coin to be used between the United States and the Central and South American countries for the facilitation of commercial transactions. This, he thought, had real merit in it, and he is ready to assist in bringing it about. It is evident this distant South American President is not the innocent person we took him to be. He is half a century ahead of us on the subject of commerce and trade. We favor reciprocity treaties for securing free trade with a few countries, and high tariff to discourage trade with all others. He favors free trade with all countries, with the broad policy of buying where you can buy cheapest, and selling where you can sell highest.—*St. Louis Republican*.

### The Canals Still Useful.

The canals of this State are not likely this year, while the exhaustive conflict between the trunk railroad lines is being fought out, to show a very large carrying trade. Freight from the West to the seaboard is carried not only without profit but frequently it commands a chromo. The limited amount in transit and the consequent hunger for tonnage is an additional disturbing factor in the scantiness of traffic. If the present abnormal condition were likely to become chronic the fate of our artificial waterways would be sealed. However prolonged the railroad war may be it will end some time. Carrying below cost will bring its own conclusion. It is likely the Central, with its heavier artillery, will win in the fight, yet it is pretty evident that it will be victory almost as disastrous as defeat. All the through lines are sympathetically suffering from the great fight. It matters not if the Western consignment be to Montreal or Baltimore, the roads that crowd through the Mohawk and Hudson valleys control the price. Every shipper East or West is picking up his shred of the "fur as it flies" from the gigantic contestants. The day is coming when he will have to hand some of it back. When this cruel war is over the debt of exhaustion will have to be paid. Then the Erie Canal, as of old, will become the balance and checkmate to hungry charges. We must maintain it for the good it has done and the good it may do. How is it to be done? Should it be a State charge or should it be a federal charge? From Chicago to New York there is a free waterway. Were the Hennepin Canal completed there would be one from St. Paul, on the Mississippi, to the Hudson. The link between Buffalo and Albany, built by this State, and now virtually donated to the farmers of the northwest, should be maintained by its users. If a man makes a friendly gift of a horse, it is not expected that he will also thereafter feed him. Last winter Senator Arkell introduced in the Senate of this State a concurrent resolution submitting to the people an amendment to the Constitution authorizing the Legislature to contract with the Federal government for the maintenance and improvement of the State canals, and further providing that such contract should be again submitted to a popular vote for ratification. This resolution passed the Senate after a careful and exhaustive discussion, but was not reached in the Assembly owing to delays in the committee, and lastly, to the not strictly sober obstructions of the last days of the session. This question will come up again. It will not down. The injustice of burdening the remote and unbenefited residents of the State is breeding more or less discontent. The toiling farmer in the northern and southern tiers of the State finds the prices of his products controlled by the harvest yield of the prairies. He does not think it exact justice, even for State pride or Gotham's greatness, to provide a free waterway for his Western competitor.—*Albany Evening Journal*.

### North Carolina's Great Progress.

That standard and excellent paper, the *Raleigh News and Observer*, very justly exults over the remarkable progress which North Carolina has made within the past ten years, a progress as gratifying to us as to it. We wish, however, that it would give some particular account of the railroad building which it says is now active in North Carolina, and being pushed with vigor. It is true that there has been a considerable impulse given to town life, and also that the small agricultural holdings are rapidly increasing in number and value. The whole of Eastern North Carolina is destined to become a congregation of market gardens; this has been the evident tendency for several years. The fortunate situation of the State in the best latitude for the purpose, and just at the most serviceable limit of quick railroad communication with the hive of the population of the continent—that wonderful chain of vast urban populations which extends from Baltimore to Boston and unites harbor facilities with manifold other advantages about equally divided between commerce and manufacture—appears from very superficial observation of its physical geography. It is not astonishing that signs of improvement are visible everywhere, that the methods of agriculture are becoming more careful, thorough, and economical, that profitable industries hitherto unknown to the localities are springing up at unexpected points, that small manufacturing industries, betokening individual energy and enterprise rather than corporate conglomerate, are taking root and growing strong, and that trade is consequently seeking out and broadening new channels. The great State sweeps down from her western mountain tops to her eastern shore through so many varieties of natural soil and production that her capacity for development is unlimited. It is really a marvel why her sons are found scattered by hundreds of thousands through all the States and Territories from Maine to Oregon and from South Carolina to California. They have nothing to do in order to insure fortune except to stay at home and use their fortune. Whether they wish to fish in the waters of the great sounds which deeply indent the eastern coast or to mine in the bowels of the mighty ridges thrown

up across the western section, or to raise corn or cotton or tobacco or wheat or peas, to assist in cultivating the ten million acres of unimproved lands which await the industrious farmer's skillful hand, they need not go beyond the bounds of their native State to find open to them as large a share of the favor of heaven as is accorded to any portion of the country. The western half of the State is dotted over with iron deposits, very few of which have ever been touched; there are two excellent coal regions, one in the Valley of the Dan and the other along Deep River; and the so-called gold mines are rich in copper, which could be successfully worked if people would go for it and get the gold out of their heads. The natural causes of development are so superabundant that we fully believe the glorifying boast of the *News and Observer*: "From Hatteras to the Smokies there has been a distinct uplifting of the body of the people, in material welfare, in intelligence and in refinement."—*N. O. Picayune.*

### Mexican Finances.

Mexican finances appear to be in as tangled a condition as Mexican politics always are. Of course it is none of our particular business, except in so far as it goes to show, in a certain way, the probable value of the Mexican trade, about which there is so much talk. The Government has just sold recently-minted nickel coin of the nominal value of \$4,000,000 to an English bank for \$800,000, and now it is issuing \$25,000,000 of funding bonds to cover its floating indebtedness. With a population only between four and five times as large as that of Missouri, Mexico's estimated expenditures for the fiscal year next ensuing are close upon \$39,000,000, without any provision made for interest on the public debt, to say nothing of a sinking fund. The War Department estimate alone exceeds \$12,000,000, about as much as the United States spent in 1854, and little less than one-third of our expenditure last year, while the Treasury Department estimate is over \$11,800,000. These two departments absorb about \$24,000,000, while that of Justice and Public Instruction only calls for \$1,252,377. The figures are significant in many ways. Mexico's population, which approximates 10,000,000, does not produce, man for man one-tenth of the average production of the dwellers in Missouri, yet it is taxed thirteen times as much. In short, it would appear that the people of that alleged Republic are squeezed to the utmost to provide funds for the support of the army, with its splendid band of music which has been said to be such a convincing proof of high civilization, and to support the Treasury—both departments having a peculiar interest for the faction that happens to be running the government for the time being. With these facts in sight, and the knowledge of Greaser hostility to every kind of improvement, it is a hard matter to understand where would be the policy of spending heavy sums of money "to encourage Mexican trade." If their merchants like to come here to buy they will be welcome, of course, providing they pay cash. But there is more profit for Americans in opening up a single new territory to settlement and commerce than can be found in the entire country of Mexico.—*St. Louis Globe-Democrat.*

### Punish Them.

Great complaint is made by real estate agents and owners of house property of the damage and loss inflicted by a class of marauders who have grown very bold and systematic in their invasion of vacant property. They allege that to placard a house "for sale" or "for rent" is to make it a target for a class of scoundrels who make it a business to denude houses of every gas-bracket, faucet or other plumbing material that may be in them. It is asserted that no sooner is a house vacated or fixed up with a view to be rented or sold than a professional will enter it and wrench off everything portable that can be disposed to an unscrupulous dealer. Locks or bolts are no protection to such property any longer. Formerly this petty thieving was confined to boys, mere children, who did not know the enormity of the offence they were committing, who believed, because a house was unoccupied, it was without an owner and the legitimate prey of anybody who chose to invade it. But now it appears that, for the paltry sums to be secured for old metals, there are numbers of rogues going about stealing what will bring the thief so little but will cost the owner considerable to replace. Burglary is committed frequently by these depredaters to get at this booty and even the confidence game is played for so paltry a prize. Instances are numerous where men dressed in sober garb and wearing a saintly air have come to the agent or owner of vacant premises under a pretence of a desire or intention to rent or purchase, secure the key, ostensibly to look over the property, and then go off never to return. When the party thus hoodwinked goes to examine his property again he finds the front duly locked but the rear open and the house gutted of every piece of plumbing material it contained. These robberies inflict substantial losses upon the owners of real estate. Though the marauders obtain but a pittance from the "fence" who purchases it, the proprietor cannot restore his premises to a habitable condition except at a large outlay. In the present condition of values and rents, real property can be made to yield at best a very small return upon the money invested in it. What with ground rents and taxes, and water rates and insurance, and all the other expenses which are incident to it, it is no light matter to be compelled to renew the plumbing work, always an expensive outlay, every time the house is without an occupant. This class of petty criminals should be looked after carefully and severely punished. But there is a class as bad, indeed even worse, who really inspire and encourage this pilfering and without whose substantial assistance and reward the thieving would stop. We refer to the "fences." There is no resident of a city, certainly not one engaged in business here, who does not know that he is receiving stolen goods when he purchases such second-hand material. They each and every one know how houses are robbed and that no person would have such material loose, detached and broken for sale unless he had stolen it. And those who buy under such circumstances do so with the full knowledge that they are receiving stolen goods and with the deliberate intention of profiting by robbery. They are worse than the actual rogues, for they offer a premium, too, for the commission of crimes which they have not the courage to commit themselves. They are the Fagans who hire the thieves to plunder the public, and then rob the thieves. A meaner class of scamps could not exist than these, and no pains or efforts should be spared by the police and the public to entrap, punish and weed them out. House owners should devise a system of private marks by which they can identify their property of the above description, and enlist in the work of entrapping these "fences" so as to bring them to justice. Our criminal court can be relied on to make it uncomfortable for these gentry, for no judge or jury could be humbugged with any plea that the receiver did not know the stuff was stolen, when the very character of the booty shows beyond doubt the dishonest means by which it was obtained. Let there be a crusade made on these peculiar receivers of stolen brackets, chandeliers and pipes, and the lesser thieves will soon stop their depredation when they find they cannot readily and safely dispose of their plunder.—*Sunday News.*

### Plethora and Stagnation.

Money is plethoric and trade is stagnant, according to all accounts. This is specially true of the great Eastern and Western centres. It is relatively true of Augusta. We are informed on good authority that there is a superabundance of money in this town, and that whenever a good security or a manifest bargain in property is offered the cash is forthcoming. It is true that the masses are now living economically, and that all are less disposed to spend freely than in livelier times; but bad as this may be for merchandizing and trade, it shows that capital is accumulating even at the South, and only waits the signal of business prosperity to flow into all commercial currents. At the North and at the South all securities that merit confidence and pay dividends are either held tenaciously or sold readily.—*Augusta Chronicle.*

## Real Estate Department.

There was an utter absence of activity in the Real Estate Exchange this week. No sales of importance took place, nor were many dealers or buyers visible. Everyone seems to have gone to the country, and those who have not are preparing to do so. The thermometer has undoubtedly assisted this result, and during the past two or three days our reporters have found brokers all over the city more busily engaged in endeavoring to keep themselves cool than in transacting business. Very few sales are reported and the tables of Conveyances given below show a decrease in number for the past week compared with the corresponding period last year, though the amount is larger. On the other hand, the mortgages are more numerous and the amount less. An encouraging feature is the increase both in number and cost of the Projected Buildings.

CONVEYANCES.		
	1884.	1885.
	July 3 to 10, inc.	July 2 to 9, inc.
Number.....	297	262
Amount involved.....	\$3,080,416	\$3,326,235
Number nominal.....	84	49
Number 23d and 24th Wards.....	54	53
Amount involved.....	\$106,309	\$93,075
Number nominal.....	12	11
MORTGAGES.		
Number.....	227	263
Amount involved.....	\$2,285,376	\$1,955,667
Number at 5 per cent.....	100	130
Amount involved.....	\$1,021,883	\$1,002,222
Number at less than 5 per cent.....	6	8
Amount involved.....	\$240,000	\$294,000
Number to Banks, Trust and Ins. Cos.....	29	26
Amount involved.....	\$595,000	\$464,500
PROJECTED BUILDINGS.		
	1884.	1885.
	July 3 to 11.	July 3 to 10.
No. of buildings.....	63	80
Estimated cost.....	\$923,347	\$1,082,150

### Gossip of the Week.

L. J. & I. Phillips have sold for H. G. Bond the four-story stone front dwelling No. 19 East Seventy-ninth street, 20x102.2, for \$50,000 to Max Weil. The same firm have sold the four-story stone front dwelling No. 20 West Forty-eighth street, Columbia College leasehold, 24x100.5, for \$21,000.

A. H. Muller & Son have sold for R. B. Lynd the four-story stone front dwelling No. 60 East Fifty-third street, 18x60x100.5, to M. B. Bronner. This house was recently taken in exchange from Jacob Baiz, who purchased No. 21 East Seventy-second street from Mr. Lynd.

John B. Leech has sold the lot on the north side of Fifty-seventh street, commencing 295 feet east of Sixth avenue, 25x100.5, to S. T. Meyer. Mr. Leech is the purchaser of the four-story stone front dwelling No. 38 West Fifty-seventh street, 27x100.5, the sale of which, by Mr. Meyer, was reported in our issue of June 27. Mr. Leech traded the house No. 645 Madison avenue for the Fifty-seventh street lot.

L. Yenne has sold for John R. Sargent the four-story brown stone double flat No. 193 East Seventy-sixth street to Mrs. Helena Brooks for \$20,000, and for John Mulholland the two five-story brick tenements Nos. 864 and 866 First avenue, 25x65x100 each, to Herman Nestrock for \$44,500.

Newman Cowen has sold to B. S. Levy four lots on the north side of Seventy-eighth street, 250 feet west of Ninth avenue, which he will improve as announced elsewhere.

H. H. Bliss has sold for Mrs. Catharine K. Ward three lots with two-story brick factory, on the south side of Forty-first street, commencing 225 feet west of Tenth avenue, to Richard M. Hoe for \$18,500.

J. S. McQuillen has sold for M. H. Cashman the plot on the southeast corner of Eighth avenue and One Hundred and Forty-fourth street, 94.11x103, to Daniel Carroll, and for the latter one lot on the west side of Eighth avenue, 99.11 south of One Hundred and Thirty-third street, to John Flynn.

B. S. Levy has sold for J. Blumenthal the four four-story brick tenements and stores Nos. 212 to 216 East One Hundred and Eleventh street, 25x60x100 each, for \$41,000 cash.

Frank Yorlan has sold ten lots on the west side of Valentine avenue, between One Hundred and Eighty-second and One Hundred and Eighty-third streets, 100x250 extending to Anthony avenue, to Wm. J. Barnes.

E. De Witt has made the following sales: For Wm. F. Lett four lots together, having a frontage of 200 feet on New avenue and 50 feet on One Hundred and Fifteenth and One Hundred and Sixteenth streets, to Henry Ungrich for \$18,500; for Thomas Houston two lots on the west side of Third avenue, 25 feet north of One Hundred and Fourteenth street, to John A. Hardy for \$32,000. Mr. De Witt also sold the three lots on the west side of Ninth avenue, 75.6 feet north of Ninety-fifth street, for \$19,000, for John A. Hardy to Thomas Houston, the sale of which was reported last week.

M. B. Baer & Co. have sold for John Hooper the three-story brick dwelling No. 374 West Thirty-fifth street, 20.6x98.9 lot, for \$13,000, and a similar dwelling at No. 448 West Thirty-fourth street, 20.10x50x100, for E. Spencer, for \$12,600.

John Knell has sold the house No. 1456 First avenue to Martin and Catharine Prior for \$12,000.

Thomas J. Dunn has sold the four-story brown stone dwelling on the east side of Avenue A, 77 feet north of Fifty-ninth street, known as 33 Sutton place, to Helena Waters for \$13,000.

R. Guggenheimer has purchased from John Totten the four unfinished flats on the northeast corner of Avenue A and Fifty-fifth street, which he will complete.

### Brooklyn.

W. F. Corwith has sold two lots on the east side of Leonard street, 380 south Nassau avenue, 50x100, for \$2,350.

Fr. Herr has sold the three-story frame dwelling, 20x40x120, No. 90 Cedar street, to Sarah A. Seymour for \$4,500.

CONVEYANCES.		
	1884.	1885.
	July 2 to 10, incl.	July 2 to 9, incl.
Number.....	347	297
Amount involved.....	\$1,289,902	\$1,033,721
Number nominal.....	64	40



MORTGAGES.

Number .....	323	252
Amount involved .....	\$934,309	\$723,834
Number at 5 % or less .....	154	129
Amount involved .....	\$554,925	\$440,509

PROJECTED BUILDINGS.

	1884.	1885.
	July 5 to 11.	July 3 to 10.
Number of buildings .....	76	58
Estimated cost .....	\$272,575	\$398,195

Out Among the Builders.

Alfred Zucker & Co. are engaged on the plans for a first-class apartment house, to be erected for Harris Bros., on the southwest corner of Fifty-eighth street and Sixth avenue. The fronts will be of brick, granite and iron, the interior will be in hardwood trim, and two elevators, steam heat, electrical apparatus and other modern improvements will be provided. The frontage on the street will be 100 feet, and on the avenue 82.10 feet. The cost is not yet estimated.

R. Guastavino has the plans under way for six handsome three and four-story and basement high stoop private dwellings, 16 and 18 feet front each, to be built on the north side of Seventy-eighth street, 250 feet west of Ninth avenue, for B. S. Levy. They will be novel in their architecture, which will be a combination of Moorish and Renaissance. They will cost \$90,000.

Alex. I. Finkle has the plans under way for seven four-story high stoop private dwellings, to be built on the north side of Seventy-eighth street, west of Ninth avenue. They will have fronts of brick, stone, tile, terra cotta and iron, and will have an ornate appearance. Two will be 19, two 18 and three 17 feet, with a uniform depth of 50 feet, and extensions. They are estimated to cost \$100,000. The owner is Charles H. Lindsley.

The Tenement House Building Company intends to improve the plot on Cherry street, running through to Monroe, between Montgomery and Clinton streets, just purchased by them, by the erection of tenements in accordance with the views promulgated by Dr. Adler and his friends in connection with tenement house reform.

J. Brandt has the plans under way for three five-story brick and stone tenements, 25x80 each, to be built on the north side of Seventy-first street, between First and Second avenues, for John J. McDonald, at a cost of about \$45,000. Mr. Brandt is also the architect for the eight tenements and stores to be built on the east side of Second avenue, running from One Hundred and Tenth to One Hundred and Eleventh streets, for Riley & Cunningham, as reported in our last. They are estimated to cost \$140,000.

Nicholas McCoole is about to build a five-story brick and stone apartment house, 55x87, on the north side of One Hundred and Twenty-seventh street, running through to Lawrence street, from plans by Renwick, Aspinwall & Russell.

W. Graul has the plans under way for a five-story brick store and tenement, 25x52, to be built on the north side of Twelfth street, between Avenues B and C, for Fred. Heerlein, to cost \$11,000.

The Whitney estate is about to alter their factory on the corner of Whitehall and Pearl streets into a five-story store and apartment building, from plans by C. C. Haight.

T. C. Lyman & Co. intend later on to improve a plot on the north side of Thirty-seventh street, 225 feet east of Ninth avenue, by erecting thereon a structure in conjunction with their brewery.

C. F. Ridder, Jr., has the plans on the boards for a four-story brick and stone tenement, 25x55, to be built at No. 350 West Forty-eighth street, for Ed. D. Bertine.

A. B. Ogden & Son are preparing the sketches for eight apartment houses of an improved character, 25x80 each, to be built on the southeast corner of Avenue A and Fifty-fifth streets for Randolph Guggenheimer, at an estimated cost of \$150,000.

Brooklyn.

Th. Engelhardt has plans under way for a three-story frame double tenement, 25x55, to be built on the north side of Stagg street, 300 west of Waterbury st, for Andrew Kordmaw, cost \$4,500; a three-story brick dwelling, 25x52, on the east side of Belvidere street, 100 south of Beaver street, for Christian Pfeiff, cost \$7,000; two three-story frame dwellings, each 25x55, on the south side of Stagg street, 200 west of Waterbury street, for Ulrich Maurer, cost about \$4,500 each; a four-story brick store and tenement, 25x60, at No. 142 Manhattan avenue, for George W. Kidd, cost \$7,500; a three-story frame tenement, 25x50, on the north side of George street, 100 west of Knickerbocker avenue, for Alexander Eschenbach, cost \$4,200; a two-story frame dwelling, 25x36, at No. 124 Cook street, for Mrs. Julius, cost \$3,500, and a three-story frame tenement, 25x52, at No. 11 Cook street, for William Schaefer, to cost \$4,500.

Carl F. Eisenach has the plans for a six-story brick tenement, 25x35, to be erected at Nos. 147 and 149 Furman street; owners, Gordon L. Ford and Louis Palmer.

H. Vollweiler is preparing plans for a three-story frame double tenement and store, 25x52, to be erected at No. 121 Johnson avenue; owner, Mr. Zeller, cost \$4,500; a three-story and basement frame dwelling, 22x45, at No. 50 Montrose avenue, for Mr. Schwaab, cost \$3,800; and a two-story frame stable, 25x35, at No. 178 Meserole street for Dr. Charles Ridder, to cost \$2,000.

Mercein Thomas has the sketches for a four-story brick stone front apartment house, 25x55, to be erected at No. 64 Hicks street for Mr. Stirup, to cost about \$8,000.

Out of Town.

**Elberon, N. J.**—Excavations have been commenced for the new Presbyterian Church here. The size will be 70x92, the architects being Renwick, Aspinwall & Russell, of New York.

**Newark, N. J.**—The following are the principal plans filed at the Building Department from June 25 to July 10: A 2-sty cottage for the Home Loan Assoctn, at 47 Quitman st. A 2-sty and bast ivory buttons and goods factory, 15x41, at 125 Van Buren st, for E. Huebner & Sons; archt,

H. C. Klemm. A 3-sty store and dwg, 24.6x46, at 75 Frelinghuysen st, for Samuel Maddy. A 3-sty bk st and dwg, 26x55, at 186 Jefferson, for J. Hensler, Jr. A 2-sty dwg, at 146 Charlton, for Peter Miller. A 3-sty tent, 50x32, at 101-3 Garside st, for Robt. West. Two 3-sty dwgs, 21.2x45 ea, at 97-8 Wakeman av, for Geo. Flemming. A 2½-sty dwg, at 386 Summer av, for Pryor Jay. A 2½-sty dwg, cor Bruce st and 13th av, for C. Leberman. A 3-sty bk dwg, 30x60, at 33 James st, for J. H. McCracken, archt, E. P. Moore. A 2-sty bk st and dwg, at 154 Warren, for M. Bolan. A 3-sty bk beef refrigerator bug, occupying irregular block on Plane and Orange, for Swift & Co., of Chicago; archt, J. O'Rourke; mason, T. McGrath; carpenters, J. M. Smith & Bros. Two dwgs at 108 M. and E. R. R. av, for Mrs. E. Carroll. A 2½-sty dwg, at 194 Littleton av, for C. P. Olivar. A 3-sty st and dwg, 22x45, at 333 Elm, for T. Mueller. A 3-sty bk leather facty, at 157 River, for M. Garman; archt, John Lynagh. A 2-sty dwg, at 162 Quitman st, for Robt. Y. Chedister. A 2 sty tent, at 119 Jefferson, for A. V. Decker. Two 3-sty dwgs, 20x42 ea, cor 13th av and Bruce st, for F. L. Feind; archt, Carl F. Rehmann. Two 3-sty tents, 25x45, at 57-9 Jones st, for Chas. Sommer. A 2-sty dwg, at 85 Newton st, for T. Ford. A 5-sty fr facty, 28x48, at 11 Sussex av, for R. G. Salomon; archt, A. Meisol.

During June plans were filed for 97 buildings, as against 73 last year, an increase of 32 per cent. In May this year the number was 122, so that there was a large decrease in June compared with the preceding month. Of the plans filed 76 were dwellings, the remainder being comprised of factories, stores, stables and other structures.

Contractors Notes.

Proposals for furnishing and delivering screened gravel of quality known as Roa Hook gravel, where required on the Central Park and Riverside avenue, will be received at the Department of Public Parks, No. 36 Union square, until 10 o'clock A. M. on Monday, July 20th.

Bids will be received by the Commissioner of Public Works, at 31 Chambers street, until Thursday, July 16, at 12 o'clock, for paving the following streets: No. 1. With granite block pavement, 5th street, from Bowery to Lewis street. No. 2. 9th street, from Avenue A to 1st avenue, and 36th street, from 3d avenue to Lexington avenue. No. 3. 47th street, from 10th to 11th avenue. No. 4. With trap-block pavement, Sullivan street, from 3d to Canal street. No. 5. Leonard street, from Elm to Baxter street; Doyer street, from Pell to Chatham street; Baxter street, from Leonard to Walker street, and Pell street, from Bowery to Mott street. No. 6. Thames street, from Broadway to Greenwich st; Jersey street, from Crosby to Mulberry street; Essex Market place, from Essex to Ludlow street; Duane street, from William to Rose street; Batavia, from Roosevelt to James street; Chestnut street, from Madison to Oak street, and Albany street, from Greenwich to Washington street. No. 7. 11th street, from Avenue B to Avenue D. No. 8. 25th street, from 2d to 3d avenue, and 36th street, from 1st to 2d avenue.

Plans and proposals, with specifications annexed, will be received at the office of the Department of Public Works until July 20, 1885, at 2 o'clock P. M., for repaving 5th avenue, from 9th street to the northerly line of 90th street, except the five blocks from the north side of 32d street to the south side of 37th street, pursuant to the provisions of Chapter 371, Laws of 1885, the pavement to be of granite blocks, of the best material and workmanship, to be laid in the most substantial manner and with the best foundation. Bids will be received at the same place until Wednesday, July 22, at 12 o'clock M., for resurfacing with broken trap-rock, lime-rock screenings and gravel the roadway of the Western Boulevard, between the circle at 59th street and the south side of 79th street; also for sewers, as follows: No. 1. 4th avenue, east side, between 54th and 55th streets. No. 2. Lexington avenue, between 89th and 91st, and between 93d and 94th streets. No. 3. Lexington avenue, between 83d and 85th streets. No. 4. Attorney street, between Stanton and Rivington streets. No. 5. 67th, 68th and 69th streets, between West End avenue and land of the New York Central and Hudson River Railroad. No. 6. 87th street, between 10th and Riverside avenues. No. 7. 95th street, between 9th and 10th avenues. No. 8. 97th street, between Boulevard and Riverside avenue. No. 9. 106th street, between Summits, east and west of 10th avenue. No. 10. 106th street, between Boulevard and Summit, east No. 11. 114th street, between 4th and 6th avenues. No. 12. 117th street, between 5th and 6th avenues; in Avenue St. Nicholas, between 116th and 117th streets; and in 117th street, between Avenue St. Nicholas and 8th avenues.

Special Notices.

We would call the especial attention of architects, builders and owners of property to the "Climax" rail for sliding-doors, an advertisement of which appears on another page. This is a really good invention. The "Climax" rail, if used in every house, would save a good deal of inconvenience. It is a guide-track, consisting of a combination of the double track and a spring-actuated central rail with the sliding-door provided with rollers having raised surfaces, so that they bear upon both of the side tracks and the central rail. The latter is depressed below the level of the side tracks by the central shoulder of the roller when the door is upon it, but rises to the level of the side tracks when the door is pushed back into the recess, and thus presents no obstruction, nor leaves a space liable to be filled with dirt. It leaves a smooth surface, enabling furniture to be easily removed from room to room, and does not trip in walking or dancing through the apartments. Circulars, with illustration, can be obtained from the general agent, George F. Taylor, 134 Water street.

J. Reeber's Sons, the well-known dealers in second-hand building materials, have discontinued their yard at One Hundred and Twentieth street and Fourth avenue, and are now at One Hundred and Seventh street and East River, where they have every facility, combined with all classes of material in connection with their business. Communications and personal calls are received by them at the latter address.

The Metropolitan Fire-Escape is one of the most recent patented. It is





9th st, n s, 20.3 w Av C, 20x92.3. Release mort. The Mutual Life Ins. Co. to Charles A. Charles S. and Mary E. Magnes. July 6. 3,500

to John Bank and Eusebia his wife. Mort. \$6,000. July 2. 12,750

abeth wife of Thomas Kiernan to James Higgins and John Keating. Mort. \$3,000, June 24. 4,000























Table of advertisements and business listings for the first column, including entries for Cordes, H., Corriann, J., Clarke & Co., Dean, F. M., Dever, G., etc.

Table of advertisements and business listings for the second column, including entries for Somberg, E., Turner, A. P., Utiger, H., Veith & Mueller, etc.

BILLS OF SALE.

Table of bills of sale, including entries for Bloch, S. City, Camp, F. S., Clancy, Rose, Fitzsimons, J., etc.

N. Y. ASSIGNMENTS OF CHATEL MORTGAGES.

Table of assignments of chattel mortgages, including entries for Berteling, T., Manley, T. G., etc.

KINGS COUNTY.

SALOON FIXTURES.

Table of saloon fixtures, including entries for Burgdorff, W., Burgdorff, Wm., Coleman, Denis, etc.

HOUSEHOLD FURNITURE.

Table of household furniture, including entries for Allison, Mrs. W. S., Christmas, Mrs. Mary, etc.

Table of advertisements and business listings for the third column, including entries for Meehan, J., Miller, T. C., Manning, Mrs. Wm., etc.

MISCELLANEOUS.

Table of miscellaneous advertisements, including entries for Arrowsmith, R., Brennan, L., Bruce, Mabel, etc.

BILLS OF SALE.

Table of bills of sale, including entries for Boyle, Thomas J., Kranz, Henry, etc.

JUDGMENTS.

NEW YORK CITY.

Table of judgments in New York City, including entries for July 3 Adams, Frank E., 6 Anderson, Ezra F., etc.

Table listing names and amounts, organized in three columns. Column 1 (left): Names and amounts (e.g., Berford, Richard G.—J. E. Walker. 259 34). Column 2 (middle): Names and amounts (e.g., Grant, Louis I.—Wm. Watson.... 336 59). Column 3 (right): Names and amounts (e.g., Mason, Mark T.—Banner Tobacco Co. 337 62).



Table with columns for name, address, and amount. Includes entries like 'and Assessments City of Brooklyn' and 'Tuller, Frank P.—M. E. Fox...'.

KINGS COUNTY. Table with columns for name, address, and amount. Includes entries like 'Adams, Frank E.—G. W. Crouch...' and 'Bosch, John—H. Wischmann...'.

Table with columns for name, address, and amount. Includes entries like 'O'Conner, John—R. Emery...' and 'Pottberg, William—C. Pottberg...'.

SATISFIED JUDGMENTS. NEW YORK.

Table with columns for name, address, and amount. Includes entries like 'Arnstein, Louis—Elizabeth Davies...' and 'Acker, David D. and Charles L.—Margaretha Weinhold...'.

KINGS COUNTY.

Table with columns for name, address, and amount. Includes entries like 'Anderson, William J. and Thomas Quinn...' and 'Bornkamp, Henry—T. J. Geisler...'.

Table with columns for name, address, and amount. Includes entries like 'Same—S. Pell...' and 'Same—W. Coit, assignee...'.

MECHANICS' LIENS.

Table with columns for date, address, and amount. Includes entries like 'July 3 Sixty-first st, n s, 100 e 11th av, 300x100.5...' and '3 Bank st, Nos. 117, 119 and 121, n s, bet...'.

KINGS COUNTY.

Table with columns for date, address, and amount. Includes entries like 'July 3 Greene av, No. 432 and 431. Charles Schwenk agt William Dan, owner, &c...' and '2 Johnson st, s e cor Washington st, 36.4x...'.

SATISFIED MECHANICS' LIENS.

Table with columns for date, address, and amount. Includes entries like 'July 3 Eighty-first st, No. 500, s s, 73 e Av A, 25 ft. front. P. F. Phelan & Co. agt Christian Haensch...' and '3 Same property. Manchester & Philbrick agt same...'.





East 176th st, bet Washington and Railroad av; Croton. Washington av, from 180th st to Fordham av; gas. PAVING. 132d st, from 7th to 8th av. CHANGE OF GRADE. 55th st, from Av A to East River.\*

NOTICE TO PROPERTY-HOLDERS.

CITY OF NEW YORK, FINANCE DEPARTMENT, COMPTROLLER'S OFFICE, July 6, 1885.

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

STREET OPENING.

Rider av, from 135th to 136th st. —which was confirmed by the Supreme Court May 15, 1885, and entered on June 11, 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," unless the amount assessed for benefit on any person or property shall be paid on or before Sept. 9, interest will be collected thereon at the rate of 7 per cent. from June 11, 1885. 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. 11 1/2 CITY HALL, NEW YORK, July 6, 1885.

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 July 6, 1885:

SEWERS.

No. 1—4th av, e s, bet 82d and 83d sts. REGULATING, GRADING, ETC. No. 2—83d st, from the Boulevard to Riverside drive. No. 3—112th st, from Madison to 6th av. No. 4—100th st, from 3d to 4th av. No. 8—135th st, from St. Nicholas to 8th av. No. 11—141st st, from 7th to 8th av. No. 13—122d st, from Madison to 4th av. No. 18—98th st, from 4th to 5th av. No. 24—126th st, from 1st to 2d av. No. 26—120th st, from 8th to 9th av.

FENCING VACANT LOTS.

No. 5—New Chambers, cor of Chestnut st. No. 6—122d st, n e cor 4th av. No. 7—80th st, s w cor 4th av. No. 12—50th st, No. 541 W. No. 15—8th av, St. Nicholas av, 126th and 127th sts—block. No. 17—Public drive or Boulevard, w s, from 128th to 134th st. No. 21—123d st, Nos. 114 and 116 E. No. 22—Lexington av, n w cor 87th st.

PAVING.

No. 9—131st st, from 7th to 8th av. No. 10—133d st, from 3d to Madison av. No. 20—80th st, from Madison to 4th av. No. 25—111th st, from 7th av to Av St. Nicholas. FLAGGING. No. 14—57th st, s s, bet Madison and 5th avs. No. 16—111th av, e s, bet 38th and 40th sts. No. 19—10th av, both sides, from 107th to 110th sts. No. 23—Boulevard, e s, from 67th to 75th sts. No. 27—St. Ann's av, centre of the eastern sidewalk a space 4 feet wide, from 138th st to the Southern Boulevard.

[The limits embraced by said assessments include all the houses and lots of ground situated as described above in Nos. 1, 5, 6, 7, 14, 15, 16, 17, 19, 21, 22, 23 and 27, and as above described and to the extent of half the block at the intersecting avenues in the others.]

The above described lists will be transmitted as provided by law to the Board of Revision and Correction of Assessments for confirmation on the 8th day of August ensuing.

ADVERTISED LEGAL SALES.

REFEREE'S SALES TO BE HELD AT THE REAL ESTATE EXCHANGE AND AUCTION ROOM (LIMITED), 59 TO 65 LIBERTY STREET, EXCEPT WHERE OTHERWISE STATED. July

Table of real estate sales including addresses and terms. Example: 133d st, n s, 175 w 8th av, 25x90 1/2, three-story brick dwell'g, by J. T. Boyd. (Amt due \$2,280).

KINGS COUNTY.

Table of property listings in Kings County with addresses and dates. Example: Hudson av, Nos. 255 and 257, e s, 28.6 n Park av, 45x103 1/2.

LIS PENDENS, KINGS COUNTY

Table of pending legal cases in Kings County with case details and dates. Example: 10th st, n s, 95.9 w 6th av, 16.8x100. William H. Power agt James Taylor and ano., exrs. and trustees, et al.; att'y, J. H. Kemble.

RECORDED LEASES.

Table of recorded leases in New York with addresses, terms, and annual rates. Example: Columbia st, No. 113, store and rooms in rear. Max Hamberger to William Schachtel; 5 years, from May 1, 1885.

Table of property listings with addresses, descriptions, and values. Example: year, from May 1, 1886, with privilege of 4 years extension. 17th st, No. 626 E., store floor. Friedrich Harde to Frederick A. Schubert; 3 years, from May 1, 1885.

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.

Table of conveyances in Essex County with names, addresses, and values. Example: Allen, W L—A Denk, Bay View Park. \$1,000. Allen, E S—W L Allen, 9 tracts in Newark. 1.

Table listing names and addresses such as Smith, E B, et al—CS Woodruff, Clinton 4,250; Swift, E C—A W Reed, Roseville av 1,150; Turkes, Adam—G Schuldt, Belmont av, w s, 325 n Kinney, 25x200 7,000.

MORTGAGES.

Table listing mortgage details including names like Allen, W L—C Winans, Peshine av, 3 morts, each \$800, 2,400; Adam, Fredk—E Adam, Washington st 4,000; Bates, M A—A and E Lister, Ferry st 650.

CHATTEL MORTGAGES.

Table listing chattel mortgage details including Bodenschatz, Gustav, 18th av—Ballantine & Sons, saloon 400; Buehler, Edward, 165 Boyd—A Gossweiler, wagon and horse 21; Campin, H J, 327 Plane—P Hauck, saloon 200.

HUDSON COUNTY.

CONVEYANCES.

Table listing conveyance details including Anderson, F E—Caroline Gutschye, Hoboken 8300; Bacop, Mary—Caroline Ritz, J City 4,000; Banta, Catharine J and Henry, Sarah Taylor, P A, J, A, E and S H Greenleaf and W S Danielson, by master—Jane Greenleaf, J City 510.

Table listing names and addresses such as Kunzendorf, Elizabeth—Rosalie Knup, J City 2,750; Keeney, William, to The Hudson Co Nat Bank, nom; Layat, Angeline M—F G Coudert et al, J City 2,000.

MORTGAGES.

Table listing mortgage details including Ausberger, Philip—F Weiss, 5 years 1,000; Bechtold, Adam—Elizabeth Maisch, 5 years 1,300; Belz, John—F Drasel, 3 years 1,500; Brandis, H F—C H Bruckner, West Hoboken, 2 years 274; Brennan, Catharine—Maria Murphy, Bayonne, 5 years 400.

CHATTEL MORTGAGES.

Table listing chattel mortgage details including Bannon, Peter—J Daly, saloon 99; Beakes, Alexander—N Boehm & Co, horse and wagon 300; Bojanga, Herman—C Wienger, drug store 900; Brohmer, Alexander, Union—P Alex, saloon and furniture 630.

Table listing names and addresses such as Schweitzer, Christian—H Elias, saloon 160; Stein, Henry, Hoboken—Charlotte Hoffman, horse, wagon, goodwill, smoked fish business 250; Steup, Gustav—H A Stehn, saloon 2,000.

JUDGMENTS.

Table listing judgment details including Broeser, William—C H Cram 31; Crothers, J A—H Albers 1,150; Cronin, Margaret—Harbison & Loder 164; Murphy, Catharine—Otto Meyer 128; Paulsen, William—R Segelken et al 30.

BUILDING MATERIAL PRICES.

Our figures are based upon cargo or wholesale valuations in the main. Due allowance must therefore be made for the natural additions on jobbing and retail parcels.

Table listing brick prices including BRICK. Cargo afloat. Pale 3 M \$3 50 @ 4 00; Jerseys 5 50 @ 6 00; Up Rivers 6 12 1/2 @ 6 50; Haverstraw 6 50 @ 6 75; Choice cargoes @ 7 00; Hollow Fire Clay Brick 11 00 @ 13 00.

FRONTS.

Table listing front prices including Croton and Croton P'ts—Brown 3 M \$12 00 @ 13 00; Croton do do—Dark 13 00 @ 14 00; Croton do do—Red 13 00 @ 14 00; Wilmington 22 00 @ 23 00; Philadelphia, alongside pier 24 00 @ 25 00; Trenton, do 24 00 @ 25 00; Baltimore, on pier 37 00 @ 41 00; Baltimore, moulded 50 00 @ 80 00.

FIRE BRICK.

Table listing fire brick prices including Welsh \$25 00 @ 30 00; English 25 00 @ 30 00; English, choice brands 32 50 @ 40 00; Scotch 27 00 @ 35 00; Silica, Lee-Moor 30 00 @ 35 00; Silica, Dinas 37 00 @ 45 00; White, Enamelled, English size, 3 M 90 00 @ 95 00; do do domestic size 80 00 @ 85 00; Warm Buff facing, domestic size 45 00 @ 50 00; American, No. 1 30 00 @ 35 00; American, No. 2 25 00 @ 30 00.

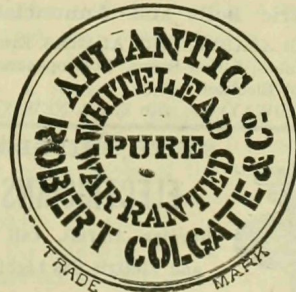
(Continued on Page viii.)

MISCELLANEOUS.

Advertisement for WILSON'S Rolling Venetian Blind, featuring an illustration of a woman operating a blind. Text includes: 'Rolls from above or below as easily as an ordinary shade, and is a protection against thieves. (Any kind of wood.) Handsomely finished. Wilson's 'English' VENETIAN BLINDS, to pull up with cord. See cut. Wilson's Rolling SHUTTERS, fire and burglar proof. Send for illustrated catalogue. J. G. WILSON, 527 and 529 W. 22d St., New York. Mention this paper.'

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. ROBERT COLGATE & CO., 287 PEARL STREET, NEW YORK.

**BUILDING MATERIAL PRICES.**

**CEMENT.**

Rosendale	7 bbl	\$ 95	@ 1 00
Portland, English, general run		2 25	@ 2 50
Portland, German, general run		2 20	@ 2 50
Roman	7 bbl	2 75	@ 3 50
Keene's coarse		4 50	@ 6 00
Keene's fine		9 00	@ 10 00

The following special quotations are furnished by agents of the brands, and they, not we, are responsible for the accuracy of the figures given:

Portland Burham		2 60	@ 2 80
Portland, K. B. & S.		2 50	@ 2 85
Portland, J. B. White & Bro.		2 45	@ 2 85
Portland, Hemmoor		2 25	@ 2 50
Portland "Star" German		2 50	@ 2 75
Portland, Saylor's American		3 15	@ 2 45
Portland, Dyckerhoff		2 90	@ 3 25
Portland, Gibbs & Co.		2 60	@ 2 85
Portland, Lagerdorfer		2 45	@ 2 65
Windsor Hydraulic		1 00	@ 1 10
Standard Hydraulic		1 35	@ 1 50
Cable Portland		2 15	@ 2 40

**DOORS, WINDOWS AND BLINDS.**

**DOORS, RAISED PANELS, TWO SIDES.**

2.0x6.0	1 1/4 in.	\$1 04	---
2.6x6.6	1 1/4	1 38	---
2.6x6.8	1 1/4	1 44	---
2.8x6.8	1 1/4	1 50	---

**DOORS, MOULDED.**

Size.	1 1/4 in.	1 1/2 in.	1 3/4 in.
2.0x6.0	\$1 70		
2.0x6.8	1 79	2 24	
2.6x6.8	2 07	2 62	
2.6x6.10	2 11	2 68	
2.6x7.0	2 27	2 71	
2.8x6.8	2 16	2 75	3 84
2.8x7.0	2 35	2 83	3 99
2.10x6.10	2 23	2 92	4 09
3.0x7.0	2 54	3 09	4 37
Hot Bed Sash Glazed, 3.0x6.0			\$2 42
Hot Bed Sash Unglazed, 3.0x6.0			92

**OUTSIDE BLINDS.**

Per lineal foot, up to 2.10 wide. \$ --- @ \$0 20

(Continued on page VIII.)

**A. KLABER,**  
**Steam Marble Works.**

256, 258 & 260 E 57th Street,

At 2d Ave. Elevated R. R. Station. NEW YORK

**G. W. RADER & CO.,**

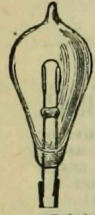
MANUFACTURERS OF

**SALT-GLAZED SEWER PIPE**

Office, 611 West 51st St., New York City.

**ELECTRICAL WORK.**

**ELECTRICAL WORK**  
**OF EVERY DESCRIPTION.**



**Electric Light Wiring specialty**

Estimates Furnished for

Electric Call Bells, Burglar Alarms, Speaking Tubes, Annunciators, etc.

**HIGHEST REFERENCES.**

Incandescent Electric Lamps for use with Batteries.

**CHAS. J. KLEIN & CO.,**  
39 and 41 ANN STREET, - NEW YORK.

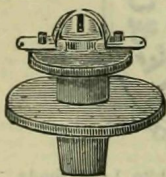
**CHARLES HAUBEIL, Jr.,**  
**ELECTRICIAN,**

Burglar Alarms, Annunciators, Call Bells, Speaking Tubes and Improved Telephone Tubes put up. Gas lighting done by Electricity. Churches, Private Dwellings, Hotels, Stores, Offices, Banks and Safes fitted up at the lowest rates. Elevators fitted up with Electric Calls. Repairing promptly attended to.

170 Clinton St. & 58 New Chambers St.

**Moore Bros.,**  
**Electric Mechanical**  
**BELL HANGERS,**  
23 and 25 Dey Street, New York.

**MC CABE & GLIDDON,**  
**Electric Bells and Annunciators,**  
BURGLAR ALARMS, FIRE ALARMS, ETC.  
Speaking Tubes, Letter-Boxes, Door-openers, etc.  
Gas Lighting by Electricity.  
No. 1608 BROADWAY, Cor. 49th Street, NEW YORK.



**SMITH, BRIDGE & CO.**

**ELECTRICIANS,**

Burglar Alarms, Call Bells  
and Electric Gas Lighting,

6 West 14th Street.

**SULLIVAN'S**  
**PATENT**  
**ELECTRIC DOOR OPENERS,**  
Electric and Mechanical Bell Hanger,  
258 WEST 125TH STREET, Near 8th Av., N. Y.

**MISCELLANEOUS.**

**BRICK AND STONE WATER-PROOFING CO.**  
**WATER-PROOFING**

**FOR BRICK, STONE, TERRA COTTA, STUCCO, &c.,**  
**ALSO FOR INTERIOR WALLS.**

The disintegration of stone, the weather-staining of brick work, the crumbling of mortar joints and the efflorescence of salts so very noticeable on most of the finest buildings, **CAN BE PERMANENTLY PREVENTED**, and the buildings kept fresh and clean in appearance, by treating them with the above named process.

This is the only process that will render brick and stone **PERMANENTLY WATER-PROOF** and which will be **ABSOLUTELY COLORLESS AND INVISIBLE**. Its **PERMANENCY** is due to its being a **SOLID COMPOUND, BURNT IN BY HEAT** and is **NOT** a fluid, such as oil or paint.

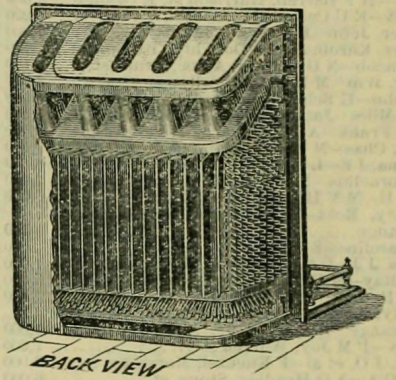
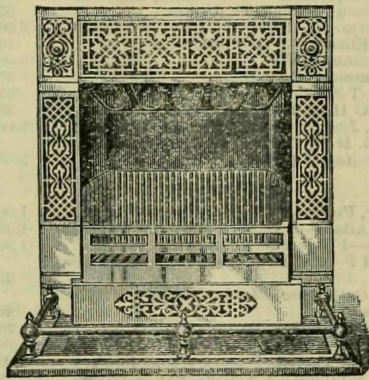
We are also prepared to clean stained and decayed buildings, or marble and stone in any other form, in a superior manner to any other process, and defy competition.

Brown stone fronts and stoops cleaned and permanently preserved from decay.

Catalogues will be sent or any information furnished, also estimates made on buildings now standing or to be erected, by applying to or addressing the above named Company at its offices,

55 Broadway, Room 43, or 886 8th Av, near 53d St. Elevated R. R. Station

**THE JACKSON VENTILATING-GRATE.**



Will thoroughly heat large rooms when the mercury out-doors falls 20° to 30° below zero. Will thoroughly heat communicating rooms, or rooms one back of the other, or rooms one above the other. Will keep the atmosphere of rooms as pure as out-door air, by a constant renewal of the air within them. Send for confirmatory reports from your own State and neighborhood. Do not purchase without you have these.

**EDWIN A. JACKSON & BRO.**

No. 77 BEEKMAN STREET, NEW YORK.

**THE PENRHYN SLATE COMPANY**

Is prepared to give estimates on all kinds of Manufactured Slate at very much reduced prices.

Treads and Platforms, Urinals, Blackboards, Sinks, Tanks, Billiards, Tile Wainscoting, Base, &c., &c., of Purple and Green Slate from our well-known Quarries.

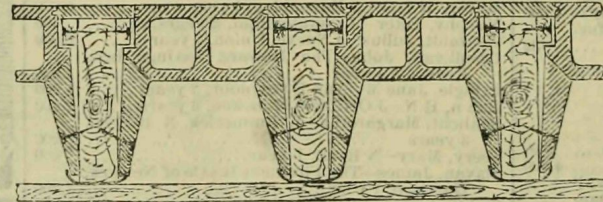
A stock of **RED** always on hand, from which we can fill orders for Tile, Base, &c., at short notice

**OUR CELEBRATED MAKE OF MANTELS IN STOCK.**

Address, Penrhyn Slate Co., 50 Union Square, N. Y., or Middle Granville, N. Y.

**FIRE-PROOF FOR WOODEN BEAMS**

Patented August 8, 1882.

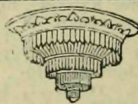


Fire-Proof Tiles for Arches, Partitions and Furring. Also, Tiles for Protecting Wooden Floor Beams against Fire.

Artificial Stone and Rock Asphalt Pavements.

**JOHN J. SCHILLINGER,**

420 East 92d Street, - - New York.



**The Great Church LIGHT.**

FRINK'S Patent Reflectors give the Most Powerful, the Softest, Cheapest and the Best Light known for Churches, Stores, Show Windows, Parlors, Banks, Offices, Picture Galleries, Theatres, Depots, etc. New and elegant designs. Send size of room. Get circular and estimate. A liberal discount to churches and the trade.

I. P. FRINK, 551 Pearl Street, N. Y.



**DYCKERHOFF**

**Portland Cement**

Is superior to any other Portland Cement made. Circular with Testimonials and Tests sent on application.

**E. THIELE,** Sole Agent, U. S.

78 William Street, New York

**FRENCH FLINT TILES.**

General Agency, 13 WILLIAM ST.

Telephone Call, 677 New.



**ARTISTIC** Send for Hand Book.  
**STAINED GLASS.**  
**J. & R. LAMB,** New Design.  
59 Carmine St.

Sanitary Plumbing in all its Branches.  
Roofs, Furnaces and Ranges repaired.  
416 Fourth Avenue.  
**W. A. LAWTON.**

**TRADE MARK.**

**The "STAR" Portland Cement Works,**  
Toepffer, Grawitz & Co., Stettin, Germany.

ESTABLISHED 1860.  
Guarantee their entire production (about 240,000 barrels a year) to have the following **Minimum-Tensile-Strength**, if tested according to the official German regulations, on non-absorbent beds:

Neat "Star" Cement	7	40 kilos.	568.9 lbs.	per
do do	28	50 "	711.1 "	square
1 Cement and 3 Standard Sand	15	" "	213.3 "	English
do do	28	20 "	284.4 "	square
1 Cement and 6 Standard Sand	7	" "	85.3 "	in.
do do	28	10 "	142.2 "	

Send for Testimonials, Pamphlet, Directions for Testing, etc.

**Gustav Grawitz, 165 Broadway, N. Y.,**  
Sole Agent in the United States.